

Integrated Action Area Plan

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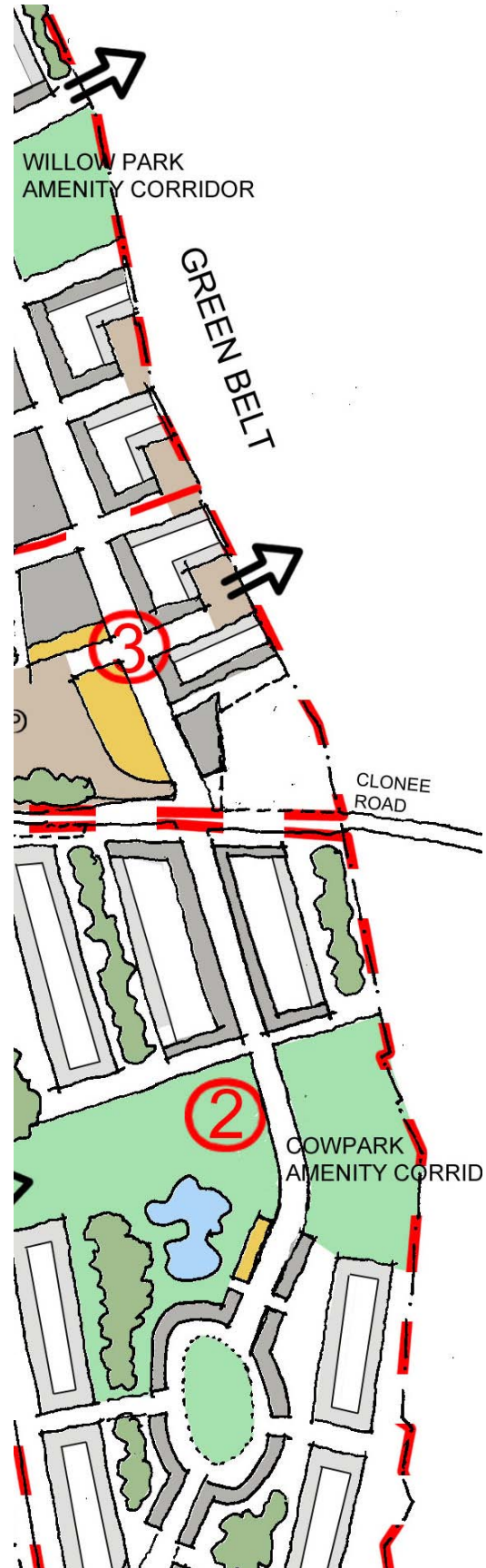
Lands East
of the Railway Line

Dunboyne

Co. Meath



CUNNANE STRATTON REYNOLDS



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1.0.0 INTRODUCTION

1.1.0 Purpose of the Plan

1.1.1 The proposed Integrated Area Action Plan (IAAP) has been prepared to consider the potential for sustainable and planned development east of the railway line in the town of Dunboyne, Co. Meath.

1.1.2 The development of the lands is required under specific objective DB16 of the Meath County Development Plan (2001). This IAAP sets out the strategic issues determining the development of the lands pursuant to DB16. In particular the IAAP addresses the following specific issues as set out in the Brief and subject to changes in circumstances since the Brief was issued as follows:

- (1) The timeframe for the re-opening of the rail line to Dunboyne;
- (2) The provision of water and wastewater services capacity to facilitate the proposed development;
- (3) The framing of the Action Plan in the context of the Regional Planning Guidelines for the Greater Dublin Area 2004-2016.
- (4) The proposed construction of the Dunboyne By--Pass
- (5) The implementation of the Green Belt policy in the strategic location between Dunboyne; and
- (6) The integration of the development on the subject lands with the Town of Dunboyne in a cohesive, sustainable manner.
- (7) Reinstatement of the rail line to Dunboyne by 2009 as Phase 1 of the Navan Rail Link.

1.1.2 Since the preparation of the brief and original engagement of the consultants, a number of the above issues have been amended, resolved or taken outside the remit of this IAAP. These issues are as follows:

- The re-opening of the rail line is confirmed for completion by 2009.
- The Strategic Planning Guidelines 1999 have been replaced by the Regional Planning Guidelines for the Greater Dublin Area, which now include Dunboyne in the Dublin Metropolitan Area, hence removing the local need justification for further development.
- A Traffic Impact Assessment has been undertaken with regard to the impact of development accruing from the IAAP on the local road network and the implications of the proposed Dunboyne By-Pass.

The extent of the IAAP area is shown in figure 1.1.2.1.

Figure 1.1.2.1 IAAP Area Boundary



1.2.0 The Status of this Plan

- 1.2.1 This IAAP does not have the statutory weight of a development plan or local area plan. This IAAP considers the development of that land already zoned and located to the west of the railway line and provides detail on how this area can be developed. This plan proposes, in light of the changing circumstances identified in paragraph 1.1.3, that those lands to

the east of the disused railway line be considered for zoning in the current County Development Plan Review or be considered as a variation to the County Development Plan.

- 1.2.2 This IAAP presents a justification for these lands to be zoned to achieve the population target that reflects the current County Development Plan and realises the potential of the area in the context of: the recently published Regional Planning Guidelines; the future provision of the Clonsilla-M3 Interchange and Dunboyne By-Pass; and the reinstatement of the rail line service to Dunboyne. This IAAP sets out how these lands can be developed in a satisfactory and sustainable manner in this context.
- 1.2.3 The document therefore is a guidance document for the proper planning and sustainable development of this area of the town.

1.3.0 Key Requirements of the Plan

- 1.3.1 The requirements of the IAAP have come from a variety of sources:
- (1) The requirements set out in the brief above (section 1.1)
 - (2) Suggestions from the County Council raised during the progress of the project
 - (3) Requirements specified in the Meath County Development Plan; and
 - (4) Requirements set out in various other policy documents.
- 1.3.2 From the above the key requirement is to identify the need for additional zoned land, the amount of land to be zoned and how development from it can be satisfactorily and sustainability accommodated into the town in both a physical and socio / economic sense.

1.4.0 The Plan Process

- 1.4.1 The following process has been carried out in formulating this IAAP.
- 1.4.2 Firstly, a consultation process was undertaken facilitating involvement from the public, community groups, key shareholders, developers and transport service providers. Secondly, a survey of the physical, social and economic fabric of the town was undertaken. Thirdly, an assessment was undertaken to establish how the development of the IAAP area could be phased to ensure delivery of infrastructure contemporaneously and commensurate with development and within current and future capacity constraints as identified in paragraph 1.1.2 above.

1.5.0 Consultation

1.5.1 Meath County Council's intention to produce an IAAP was originally advertised locally in March 2002. In response to the advertisement three submissions were received. These have been considered in the formulation of this IAAP.

1.5.2 A further round of consultation was held on 29th January and 3rd February 2003 in Dunboyne Community Centre.

1.5.3 A list of landowners was identified from a search of the Land Registry and other sources. Those landowners consulted included:

- Sean Boylan
- John Connaughton
- Johnstown Construction Co. Ltd

1.5.4 The following were also consulted during the drafting of this IAAP including:

- Offices of the Regional Planning Guidelines for the Greater Dublin Area
- Department of Transport
- Dublin Transport Office
- Dublin Bus
- National Taxi Drivers Union
- Iarnrod Eireann

1.5.5 Any persons who have an interest in lands within the IAAP area had an opportunity to participate in the consultation process following invitation to do so in the press. Nine submissions were received and considered by the County Manager. The Manager's Report was presented to the Area Council on 19th April 2004 and to the full Council on 10th May 2004. The recommendations have been incorporated into this document.

Issues raised during Consultation

1.5.6 The following issues were raised during public consultation under three keys issues of flooding, transportation and "other".

1.5.7 Flooding

Will any development in the IAAP area exacerbate flooding?
Can development create a solution for flooding? (eg) flooding ponds.
The prematurity of any IAAP prior to the completion of flood remediation works

1.5.8 Transportation

Existing roads are rural in nature. Can they be upgraded to accommodate future development?
Can rat running be prevented?
Could development facilitate the provision of park and ride facilities?
Access to development is an issue.
Should the rail line be in place before development proceeds?
Can development lead to road improvements?

1.5.9 Other

Can social and community facilities be provided commensurate with population growth and meet existing deficiencies.

Issues raised by landowners.

1.5.10 Issues raised by landowners under the three headings of flooding, transportation and “other” were as follows:

1.5.11 Flooding

Flooding does not necessarily prevent development within the IAAP.
There is no flooding north of the Clonee Road.

1.5.12 Transportation

Pedestrian and vehicular access will likely be restricted along the Clonee Road.
Uncertainty as to when the rail line will reopen.

1.5.13 Other

Is there sufficient sewerage capacity in the town to accommodate further development?
Concern at potential loss of village character.

Manager's Report

1.5.14 Flooding

Submission No.'s 1, 3, and 4 raised flooding as an issue.

1.5.15 Regional Planning Guidelines

Submission No.2 highlighted the fact that Dunboyne had been included in the Dublin Metropolitan Area in the Draft Regional Planning Guidelines (RPG).

1.5.16 The Integrated Land-Use and Transport Framework Strategy (ILUTFS)

Submission No.2 recommended the adoption of the ILUTFS to respond to the inclusion of Dunboyne within the Metropolitan Area and allow the town to cater for more than just local need.

1.5.17 Community Facilities

Submissions 3, 5 and 8 raised the issue of the need for community facilities.

1.5.18 Heritage and Village Character

Submissions 4 and 5 raised issues relating to potential impact on the heritage and character of the town.

1.5.19 Lack of Sewerage Capacity

Submissions 3, 4 and 5 raised the issue of sewerage capacity.

All of these submissions were dealt with in the formulation of this IAAP.

1.6.0 Aims and Objectives

1.6.1 The overriding aim of this Integrated Action Area Plan is to:

1.6.2 “Prepare an Integrated Action Area Plan for the development of the lands east of the old Dunboyne Railway Line to provide for the satisfactory, timely and sustainable development of the area.”

1.6.3 In order to achieve the overriding aim for the successful sustainable development of the IAAP area and to meet the issues raised during the extensive consultation process a number of objectives have been set for the IAAP as follows:

- (1) Ensure that all development is sustainable.
- (2) Development integrates with existing and proposed initiatives within the surrounding area.
- (3) Development of the IAAP area does not exacerbate existing flooding problems in the town.

- (4) Development complements the existing character and identity of the surrounding area particularly key interfaces between existing and proposed development especially adjoining housing areas.
- (5) Full consideration of the physical and environmental characteristics of the area to maximise development potential and minimise environmental impact.
- (6) Identify an appropriate mix of uses that complements existing uses and provide new uses to meet existing deficiencies.
- (7) Identify land use zoning provisions and provide clear development guidelines to ensure consistent and co-ordinated development of the IAAP area.
- (8) Promote a mixture of uses to ensure the sustainable development of the IAAP area.
- (9) Identify appropriate development densities taking into account the National Residential Density Guidelines and the likely provision of public transport both bus and rail.
- (10) Buildings proposed for the area should be robust in their design to allow for future changes of use. In the case of new housing they should be designed with “life change” in mind in terms of internal space standards and should be adaptable.
- (11) Promote areas of quality public and private open space utilising existing and proposed open space and green corridors.
- (12) Promote good access and linkage to the rest of the town and adjoining transportation network for vehicles, pedestrians and cyclists. Ensure phasing of development is consistent with future provision and improvement of roads.
- (13) Address the issue of the potential re-opening of the old railway line.
- (14) Assess public transport requirements.
- (15) Ensure development potential accruing from the reinstatement of the rail line is maximised.