

## 2.0.0 POLICY CONTEXT

The future development of the IAAP area must be considered in a policy context and in particular in the context of the County Development Plan and national and regional policy.

### 2.1.0 National Policy

2.1.1 There are several national policy documents that inform this IAAP. These are as follows:

- A. National Strategy for Sustainable Development.
- B. National Spatial Strategy.
- C. Residential Density Guidelines.
- D. Strategic Rail Review.

#### 2.1.2 A. *National Strategy for Sustainable Development*



The Government's National Strategy for Sustainable Development provides a framework for the achievement of sustainable development at local level.

2.1.3 For the purposes of this IAAP there are six key objectives:

- (a) Promote and facilitate development which will enhance the physical, economic and social fabric of Dunboyne.
- (b) Minimise the consumption of natural resources including land.
- (c) Preserve the quality of the landscape, open space and material assets (eg) River Tolka.
- (d) Protect the integrity of the built and natural environments from damage caused by insensitive development proposals.
- (e) Reduce the necessity for car based travel by providing local services to meet local needs.
- (f) Encourage the use of public transport.

#### 2.1.4 B. *National Spatial Strategy*



2.1.5 The National Spatial Strategy (NSS) sets down guiding principles for sustainable development in a spatial context within the State.

2.1.6 Dunboyne is identified in the NSS as a town of 1,500 – 5,000 people on a national transport corridor. Such towns should cater for local growth in residential, employment and service functions through enhancing the built environment, water services, public transport links and capacity for development in these centres. It is pointed out in the NSS, however, that accommodating such additional functions must be balanced with protecting the character and quality of towns such as Dunboyne.

2.1.7 The NSS has some particularly relevant comments on housing. It states that housing needs should be identified first of all and accommodated initially within urban areas and where this is not possible or practical, such as in Dunboyne, sets out guidance for extending the existing built up area.

2.1.8 The location of housing will be determined by the following.

- (a) Are there existing community resources, such as schools etc with spare capacity?
- (b) Is the environmental setting capable of absorbing development in terms of drainage etc?
- (c) Is there potential for reinforcing usage of public transport, walking and cycling?
- (d) Is there potential to ensure integration between the location of housing and employment?
- (e) Will the proposal reinforce a sense of place and character.
- (f) Will the proposal reinforce the integrity and viability of the local community and services that can be provided?
- (g) Will proposals aid an integrated approach to catering for the housing needs of all sections of society?

- 2.1.9 The NSS states that it is critical to allocate an adequate supply of land in line with assessments of housing land needs. Such provision will require the strategic reservation of land through the development plan process coupled with ensuring timely and sequential release of land to avoid delays in the availability and servicing of land on the one hand and premature release of zoned land on the other.

#### 2.1.10 C. *Residential Density Guidelines*



These Guidelines encourage planning authorities to consider the preparation and implementation of Local or Action Area Plans for areas that are to be developed for significant residential development and which could reduce the amount of land needed to accommodate a given number of dwellings by means of well thought out provision of facilities.

- 2.1.11 The Guidelines also indicate that AAPs should play an important role in setting the framework for the achievement of integrated and balanced communities in development areas, providing for schools, social and recreational facilities, local shopping and appropriate employment uses, integrated with housing, roads and the public transport network.
- 2.1.12 The Guidelines provide broad guidance to local authorities on how to achieve a quality environment with higher densities. Existing and proposed public transport nodes are ideal locations for increased residential densities. Adequate shopping, social and community, medical and leisure infrastructure are essential if increased residential densities are to be acceptable.

#### 2.1.13 D. *Strategic Rail Review*



This Review was undertaken for the State's Railway Network. In it the Dublin – Navan Line upon which Dunboyne was located is identified as a commuter line. Priorities are listed but the Dublin – Navan direct route although evaluated is not listed as a priority. The reason for it not being a priority are set out in Table 7 of Appendix J in the report.

- 2.1.14 Of particular relevance to the prospect of the Dublin Navan line being opened is the following paragraph in the Strategic Rail Review (page 162):

“Connolly Station – Navan direct : This is a costly link and passes through a relatively low population catchment by comparison with the main urbanised rail corridors in the Greater Dublin Area (eg) the coastal routes and the Maynooth and Kildare corridors. Provision of efficient public transport to Navan will be important in creating the investment corridor that will enable Navan to become self sustaining as envisaged in the Strategic Planning Guidelines. However, any future review of the Strategic Planning Guidelines will need to re-evaluate the more practical means of servicing Navan by public transport.”

#### 2.1.14 *Transport 21*

Transport 21 is an investment framework plan that was unveiled by the Minister for Transport in November 2005. This plan sets out a programme of works to improve and expand the country’s transport infrastructure. A total of €34.4 billion will be made available to implement these works.

2.1.15 Transport 21 states that the rail line from Clonsilla to Dunboyne will be reinstated in 2009.

### 2.2.0 **Regional Policy**

2.2.1 There are several regional policy documents that inform this IAAP and to which it must have regard to. These are:

- A. Regional Planning Guidelines for the Greater Dublin Area 2004-2016.
- B. Platform for Change.
- C. Retail Planning Strategy for the Greater Dublin Area.

#### 2.2.2 A. *Regional Planning Guidelines for the Greater Dublin Area 2004 – 2016*



Regional Planning Guidelines

The Regional Planning Guidelines (RPG) set out a robust strategic development framework for the Greater Dublin Area consistent with the NSS. A key goal is to create a region, which functions well with regard to sustainability, attractiveness and quality of life, accessibility, and cost-effectiveness in physical, economic and social dimensions. A further key goal is to provide sustainable infrastructure corridors to integrate land-use patterns with the transport system and to ensure that travel demand is sufficient to ensure viability of the public transport network.

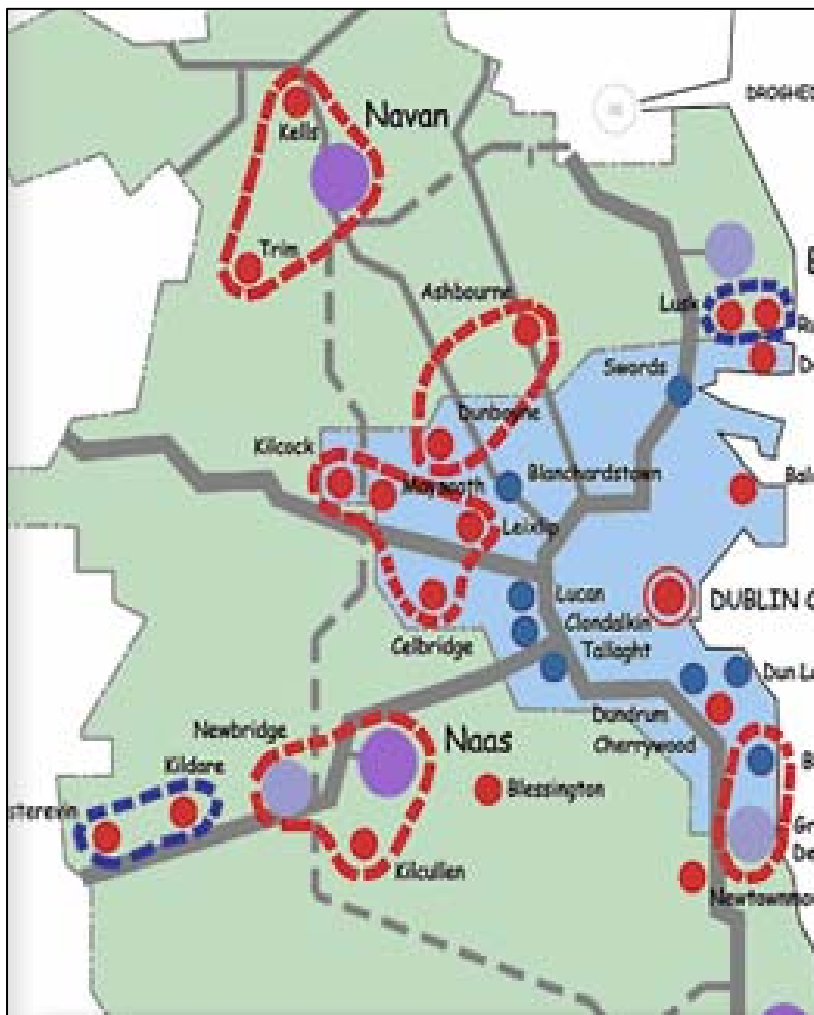


Figure 2.2.2 Regional Planning Guidelines Context Map

2.2.3 Under the Regional Planning Guidelines Dunboyne is located within the Dublin Metropolitan Area. The key implication of this is that development within the Metropolitan Area will be consolidated allowing for the accommodation of a greater population than at present with a much enhanced public transport system. For the Metropolitan Area outside Dublin City Centre, this will allow the consolidation of the towns located therein, an increase in overall residential development densities, particularly in proximity of public transport corridors, in addition to the

delivery of well designed urban environments and priority for public transport detailed above. In time this will lead to a more compact urban form, relative to the size of the population and will reduce the overall demand for travel.

- 2.2.4 Dunboyne has been designated in the RPG as a Moderate Growth Town within the Metropolitan Area. The classification of Moderate Growth Towns is synonymous with the category of County Towns and Towns with over 5,000 population as defined within the NSS. The development of the Moderate Growth Towns should have regard to the recommendations of the DTO's 'Platform For Change' and subsequent reviews.
- 2.2.5 It should also be noted that Dunboyne has been included as part of a primary dynamic cluster with Clonee, Ashbourne and Dunshaughlin. In order to attract inward investment and growing indigenous industry and to make the Greater Dublin Area more economically competitive globally, primary dynamic clusters have been identified at the nodes where the main radial routes out of Dublin city intersect the proposed Dublin Outer Orbital Route. The primary dynamic cluster is an economic and employment designation and its implications for Dunboyne will be dealt with in a more comprehensive manner within the review of the County Development Plan. This IAAP will concentrate on the development of the IAAP area for predominantly residential purposes.
- 2.2.6 The Regional Planning Guidelines state that the main railway alignment between Dublin and Navan, via Dunboyne, should be identified and brought forward to development stage.

## 2.2.6 B. *A Platform for Change 2000 - 2016*

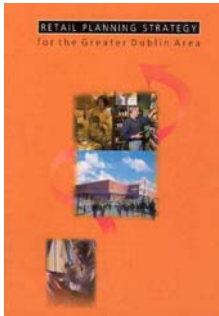


hinterland areas.

This strategy from the Dublin Transportation Office is relevant to this IAAP and advocates the integration of land use planning and transportation. This is achieved by “demand management” and “infrastructure and service provision”. The Strategy requires that both land use and transportation planning be consistent with the Strategic Planning Guidelines and its successor the RPG. New and existing development should maximise accessibility to the public transport network both existing and proposed and minimise commuting between the metropolitan and

2.2.7 Development should not only be located where public transport exists or is proposed but the public transport network should be extended where development exists or is proposed.

## 2.2.8 C. *Retail Planning Strategy for the Greater Dublin Area*



The objective of the Retail Planning Strategy for the Greater Dublin Area is to ensure that there is sufficient provision of retail floorspace in line with population and expenditure growth and that it is located in an efficient, equitable and sustainable manner.

2.2.9 The strategy provides indicative advice on the scope for retail development and the distribution of additional floorspace within the context of a retail hierarchy in the Greater Dublin Area. This Retail Strategy is consistent with the provisions of the SPG for the Greater Dublin Area and its successor the RPG.

2.2.10 Within the retail hierarchy, Dunboyne has been identified as a local centre to meet local needs.

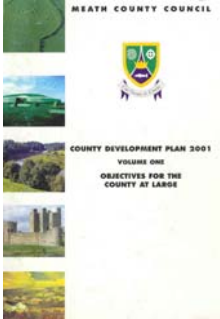
## 2.3.0 Local Policy

2.3.1 The proposed IAAP must be consistent with the provisions of the Meath County Development Plan (2001). There are also a number of other County Council Policy documents. The relevant local policy documents are:

- A. Meath County Development Plan 2001.
- B. Meath County Housing Strategy 2001.
- C. An Integrated Strategy for Meath to 2012 (2002).
- D. County Retail Strategy 2004

2.3.2 The relevant policies and objectives of this IAAP are as follows:

2.3.3 A. *Meath County Development Plan 2001*



The relevant extracts of the County Plan are contained firstly within the general policies and objectives and secondly within Chapter 13 Volume II, which deals exclusively with development in Dunboyne.

2.3.4 *General*

The Development Plan identifies three prime development corridors in the county, with Dunboyne designated in the 'South Meath Fringe' development corridor. The 'South Meath Fringe' is one of 3 development corridors within the County that are experiencing development pressure.

2.3.5 Development objectives in the 'South Meath Fringe' corridor include:

- (i) To proceed with the balanced development of the area through the sustainable provision of piped services.
- (ii) The upgrading of the radial N2/N3 and cross radial linkages (R125/R127) to enable efficient road transport to surrounding centres in adjoining counties.
- (iii) To consider providing high quality rail and associated "park and ride" public transport facilities in Dunboyne.
- (iv) To consider the land use needs of town centres and uses in the consideration of development proposals in these centres.
- (v) To propose a LAP in consultation with Fingal and Kildare County Council for the provision of a Strategic Green Belt in the South Meath Fringe and the reasonable extent of that area. This LAP is at a draft stage and the IAAP area lands east of the disused railway line are not within this proposed Strategic Green Belt.

2.3.6 The County Development Plan sets a target population of 10,000 for the town of Dunboyne in 2011. The timescale of this proposed IAAP (2004 – 2010) is broadly concurrent with this projection year. The County Development Plan has not zoned sufficient land to meet this approved target and it is in this context that this IAAP proposes the further zoning of lands within the IAAP area to take the town's population up to this target.



2.3.7 Relevant general objectives include:

- Improved bus services;
- Improved footpaths with increased safety priorities for cyclists;
- Consider the possibility of re-introducing commuter rail services;
- Provide a proper bus bay and passenger information service;
- Reserve potential sites for park and ride facilities;
- Improve bus service including introducing Quality Bus Corridors;
- Provision of a link road from the proposed bypass extension to the Maynooth Road;
- Pursue the development of internal distributor roads; and
- Apply developer contributions to improve existing and provide new social and community facilities.

2.3.8 The IAAP area is located within the defined boundary of the town. It is the only land within the defined town boundary that is not zoned for development. It can be adduced therefore that if additional land is needed to be zoned in the town to take it up to its population target (see Section 3.5.0) then this land should be brought forward for zoning rather than extend the defined town development boundary. Potential constraints to the land coming forward for zoning are set out and dealt with in Chapter 4.0.0 (Infrastructure).

*Specific Development Objectives*

2.3.9 The written statement and Detailed Objectives for Dunboyne are contained in Chapter 13 of Volume 2 of the County Development Plan.

2.3.10 The County Plan states in 13.1.7 that future expansion opportunities in the town are limited to the east of the town for the following reasons:

- There is limited drainage to the west;
- There are major road proposals to the north; and finally
- There is the relatively sensitive landscape associated with the demesne of Dunboyne Castle to the south which has recently been granted planning permission for a relatively large residential development.

2.3.11 In considering new development within this IAAP area the following specific objectives in the approved County Development Plan apply:

DB1. Consolidate Dunboyne as the focal point of the town for cultural, social and retail facilities.

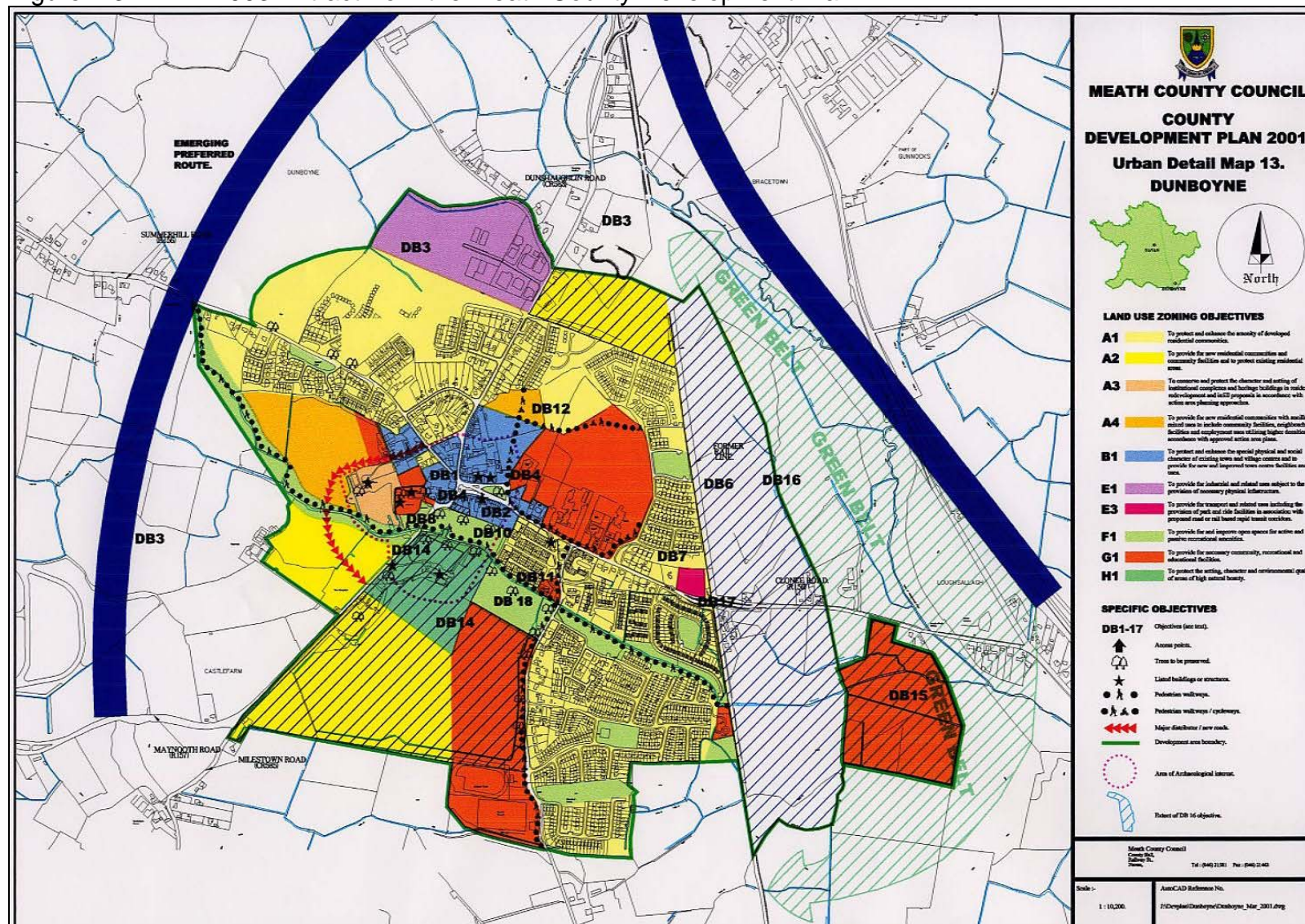
DB3. To extend the bypass and to include an interchange at Pace which will provide a road linkage north and west of Dunboyne to the R156

(Summerhill Road) and R157 (Maynooth Road) [as shown on Urban Detail Map No. 13.]

- DB4. To implement traffic management in the village centre to ameliorate traffic noise emissions and congestion particularly from HGV's on the R157.
- DB6. To facilitate the development of a future rail link from Clonsilla to Dunboyne (as part of the proposed Navan line) including the preservation of necessary reservations for the route.
- DB7. To reserve potential sites for future rapid transit station facilities.
- DB12. To facilitate the provision of pedestrian/cycling routes linking the rear of the schools and community leisure centre with community open space at the rear of the main street (zoned Community facilities).
- DB13. To provide for a river side walk/cycling path from the Newtown bridge, north of Dunboyne House Demesne and along the northern edge of Woodview and Beechdale estates to the former rail line and to facilitate community and/or private sector involvement in these works.
- DB15. To preserve the Cow Park between Dunboyne and for public open space/community facilities.
- DB16. The preparation of an Integrated Area Action Plan in relation to the land east of the railway line providing for residential and other mixed use development consistent with the sustainable development of public transportation corridors in consultation with the appropriate statutory agencies in tandem with decisions on the implementation of the rail proposal. The objective shall further indicate that the preparation of the Integrated Action Area Plan shall be completed within 12 months from the adoption of the County Development Plan.
- DB17. To provide for the improvement of the bridge, particularly in relation to pedestrian and vehicular safety, on the R156 over the disused railway line.

These specific objectives are indicatively shown on Map 13 extracted from the approved County Development Plan and which is shown as figure 2.3.12.12.

Figure 2.3.12.12. 2003 Extract from the Meath County Development Plan



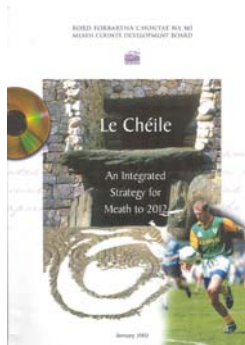


### 2.3.12 B. *Meath County Housing Strategy 2001*

The Meath Housing Strategy acknowledges that the County's location, as part of the GDA, results in one of the most rapidly expanding residential areas in the country with major transport and economic corridors radiating from the capital and passing through the county. The economic pressures emerging from the Greater Dublin Area and the improvement in the transportation network, including the construction of the M1 motorway that enables commuting into the GDA from Meath, continues to stimulate further housing demand in the county. Dunboyne within the South Meath Fringe has superior access to public transport nodes and the national road to Dublin making it an attractive location for prospective house purchasers.

2.3.13 The majority of demand for housing is for 3 and 4 bed semi-detached units. There are currently 27 households on the Local Authority Housing List in the Dunboyne area.

### 2.3.14 C. *An Integrated Strategy for Meath to 2012 (2002)*



2.3.16 The Integrated Strategy for Meath 2012 identifies a number of strengths, weaknesses, opportunities and threats, which are common to Dunboyne and the County as a whole. **Strengths** include the range of employment opportunities within the Greater Dublin Area; proximity to Dublin; the attractiveness of the place to live with the possibility of combining the best of urban and rural living; a high rate of population growth; a relatively young population; a supply of zoned residential land at

strategic locations; a range of facilities in established centres; and quality of the environment. **Weaknesses** include pressures on physical infrastructure; capacity constraints; a relatively weak urban structure within the County; lack of facilities especially for young people; insufficient supply of affordable housing; lack of sheltered housing for the elderly; lack of public transport; and inadequate facilities in growing areas. **Opportunities** identified include the Navan - Dublin rail link; improved childcare facilities; Section V of the Planning Act 2000; improved public transport services. **Threats** identified include growth in commuting; delays in provision of key infrastructure including the Navan – Dublin rail link; water supply; and sewerage; development pressures; absence of appropriate social and physical infrastructure; inadequate childcare support; unsustainable development; weak sense of place; limited community development; and population growth without parallel development of social infrastructure.

2.3.15 Key objectives in the Strategy include the enhancement of social / cultural infrastructure; the provision of education and vocational training programmes and facilities to meet the needs of the County; to protect the quality of the natural environment both as an intrinsic resource and as the basis for development now and into the future; and finally to foster a sense of place and identity especially in those parts of the County subject to development pressures such as Dunboyne.

2.3.16 *Meath County Draft Retail Strategy*

2.3.17 Dunboyne has been designated as a Tier 1 Level 4 Small Town Centre. This envisages Dunboyne as providing convenience retail and a limited amount of comparison retail for the local area. It does not envisage any large scale retail development taking place within the lifetime of the Strategy (2011) although this needs to be balanced against the size that the town is projected to grow to.

2.3.18 The Retail Strategy seeks to retain and enhance the status of Dunboyne within the context of the Strategic Planning Guidelines for the Greater Dublin Area, which have been superseded by the Regional Planning Guidelines.

2.3.19 The Retail Strategy identifies the need to protect town centres, including Dunboyne, and this IAAP recognises this in the proposed development framework.