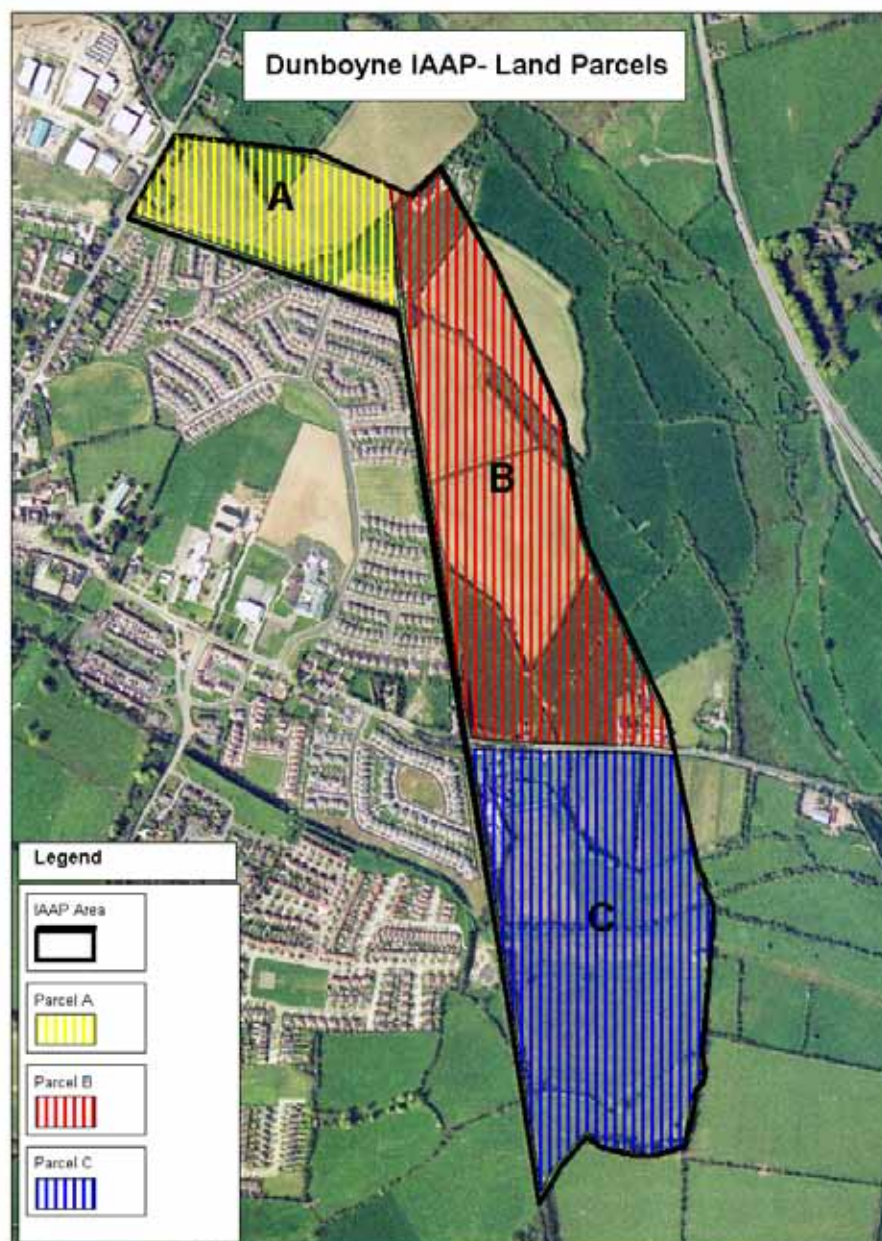


5.0.0 IAAP AREA CONTEXT

5.1.0 Development Parcels

5.1.1 The context of the IAAP area is shown below in Figure 5.1.12

Figure 5.1.1.2 Dunboyne IAAP- land Parcels



- 5.1.2 The first parcel (Parcel A) of land is bounded to the south by the Fairgreen and Millfarm housing developments and to the north by agricultural land. To the west of Parcel A and on the other side of the Dunshaughlin Road is an established industrial estate with a distributor road running through it. The eastern boundary of Parcel A is provided by the disused railway line.
- 5.1.3 The second parcel (Parcel B) within the IAAP area is located in its entirety to the east of the old railway line. At its southern boundary is the Clonee Road (R156). Along this boundary are a number of cottages/bungalows and to the east is agricultural land with the Tolka Valley River Park located further eastwards.
- 5.1.4 The third parcel (Parcel C) is located entirely south of the Clonee Road and is bounded to the west by the old railway and on the other side of that by Larchfield housing development.

5.2.0 Physical Context

- 5.2.1 This assessment of the IAAP area and its environs is conducted in accordance with the Landscape and Landscape Assessment Consultation Draft of Guidelines for Planning Authorities produced by the Department of the Environment and Local Government. This assessment examines and analyses the physical, cultural and visual / sensory characteristics of the area and articulates the values derived from those characteristics and comments on the capacity of the environment to accommodate change in the form of development and provides guidance to how that change might occur. The assessment looks at the wider environs / context beyond the IAAP area as well as the IAAP area itself.
- 5.2.2 The Clonee Road (R156) between the railway and the town centre is fronted by predominantly one-off bungalows of ribbon development dating from approximately 20-30 years ago. To the north adjacent to the town centre a large complex of community buildings including the primary and secondary schools are located. Newer housing developments tend to be set back from the road itself or behind pseudo gated / pillared entrances. The overall effect is a relatively weak urban structure, at best formed by domestic gardens with attractive trees.



5.2.3 The R156 has a scattering of individual bungalows to the north, as one approaches the railway. To the south a more defined development of individual houses is visible. There is a sense of gradually approaching the town and on breaking the ridge line of the railway bridge, rolling down into the town. The railway line bridge generates a sense of arrival on this approach.



5.2.4 To the east of the IAAP area, approximately 500m distant, the Tolka River flows, and much of the area is prone to flooding from the river, particularly to the south of the R156. The river is currently the subject of an extensive flood defence project involving the construction of an embankment set back from the river to control flooding.



- 5.2.5 The railway line passes Dunboyne town on the IAAP area's western boundary that effectively segregates the plan area from the town proper. This line has formed a traditional barrier to the expansion of the town eastwards. Most of the intervening fields between the town centre and the line are now either developed or zoned for development.
- 5.2.6 The IAAP area is typical of the agricultural lands of north county Dublin. The landscape is flat to gently undulating overlain with a calcareous glacial till from the Irish Sea mixed with local limestone and shale. The fields here would traditionally have been used for pasture for which the grey brown podzolic soil is ideal.



- 5.2.7 The agricultural fields within the IAAP area are bounded by mature and full hedgerows. There are some mature trees along these boundaries. There is a strong sense of enclosure within each field which is enhanced by their low lying nature in relation to the adjacent roads and railway line. The impression of the railway embankment defining the boundaries of the existing developed area is not entirely true as from the fields to the north of the R156, the existing housing developments already overlook the open fields.
- 5.2.8 As the IAAP area is predominantly hidden from the surrounding roads the most attractive visual characteristic is the over-riding wooded rural demesne-like character of the landscape of the area generally. This creates significant capacity in the landscape and is particularly attractive on the R156 corridor. The retention of the existing hedgerows and trees, where possible, would be desirable in order to retain at least some of the existing character of the IAAP area.



5.2.9 Figure 5.2.9.1 below shows the road hierarchy in the area comprising the N(M)3 and the local roads particularly the R156 and R157.

Figure 5.2.9.1 Road Hierarchy in Vicinity of IAAP



Access

5.2.10 Access to the IAAP area is currently from two local roads. The first is the Dunshaughlin Road, which when the N3 is upgraded will be made into a cul de sac. The second access is currently available off the Clonee Road.



- 5.2.11 There is no access to the IAAP area directly from the Old Fairgreen, Mill Farm or Larchfield residential developments. Existing access from the IAAP area is from the Clonee Road over the old railway bridge and via the Dunshaughlin Road.

Services

- 5.2.12 A 110 KV electricity line runs across the north eastern tip of the site in close proximity to the Dunshaughlin Road. This will have to be relocated in any development proposals.

5.3.0 Relevant Objectives from the Meath County Development Plan

Zonings

- 5.3.1 The only part within the Integrated Action Area Plan zoned for development is that located west of the old railway line. Parcel A is zoned as follows:

“Objective A2: To provide for new residential communities and community facilities and to protect existing residential areas.”

- 5.3.2 Land to the east of the IAAP area is likely to be zoned for Strategic Green Belt. The substantial part of the IAAP area to the east of the old rail line is zoned neither for development nor as Green Belt.

Specific Objectives

- 5.3.3 The following specific objectives, some of which are located outside the IAAP area, have a direct bearing upon the potential of the IAAP area to be developed in accordance with DB16

DB3. A bypass to the north and west of the town linking the N(M)3 to the Summerhill Road (R156) and the Maynooth Road (R157).

DB6. Facilitate the development of the rail link.

DB7. To reserve a site just to the west of the IAAP area for a public rapid transit station.

DB13. To provide for a riverside walk/cycle path from Newtown Bridge along the northern edge of Woodview and Beechfield estates to the former rail line.

DB15. To preserve the “Cow Park” between Dunboyne and Clonee and located on the south east boundary of the IAAP area for public open space and community facilities.

DB17. To make the bridge on the R156 over the disused railway line safe for both pedestrians and cyclists.

5.4.0 Relationship to the Town

5.4.1 As identified in the County Development Plan the IAAP area lands provide an opportunity to develop the town not afforded by lands constrained to the west of the town.

5.4.2 The IAAP area is well located to the proposed rail station site should the rail line be developed.

5.4.3 The rail line at one stage would have been seen as a barrier to development. While the development of the area is not contingent upon the reopening of the rail line the reuse of the line and development of a rail station would facilitate the sustainable development of the town. For the time being the existing defined development boundary is likely to be retained with the western extent of the Tolka River Valley Park acting as the longer term development boundary. The development of the IAAP area could therefore provide a development link between the existing town and the Valley Park.

5.4.4 In close proximity to the IAAP area are existing areas of open space and community facilities principal of which is St. Peters Community College. Relatively direct access is provided for pedestrians to all parts of the town.



- 5.4.5 The development of the IAAP area would also link the proposed Cow Park to the rest of the town.

5.5.0 Relationship to the Town Centre

- 5.5.1 The town centre lies approximately 800 metres to the west. In physical terms the town centre is easily accessible through a network of defined and undefined pedestrian routes and cycleways. Acting as a bridging development between the IAAP area and the town centre are the community uses located around St. Peter's College. The reopening of the rail line and associated train station provides an opportunity for greater access to the town but there will be a need for one vehicular over-bridge and a number of pedestrian over-bridges.



- 5.5.2 In functional terms it is anticipated that the village core will remain the main service centre for the whole town. However, it is also anticipated that a number of smaller scale and ancillary facilities and services can be provided within the IAAP area taking advantage of the proximity of the rail station to serve local needs to complement those provided in the village core serving the town and its hinterland.

5.6.0 Local Needs

5.6.1 Under the Regional Planning Guidelines, Dunboyne has been located within the Dublin Metropolitan Area. There will, therefore, be a requirement for development in Dunboyne to fulfil a role beyond meeting purely local need.

Education

5.6.2 There are 4 primary schools and 1 post primary school in the Dunboyne area. Currently, all the schools are reaching or have reached full capacity. There is a breakdown of the current capacity of each of the schools below as well as their capacity to accommodate further enrolments.

- **Dunboyne Junior National School** (infants- second class) – This school has 17 classes and enrolls 480 students. The school is almost at full capacity and could only accommodate a maximum increased intake of 1 or 2 pupils per class at present.
- **Dunboyne Senior National School** (third class - sixth class) – This school has 16 classes and enrolls 456 students. There is minimum spare capacity in some of the classes, equating to circa. 20 students for the entire school.
- **Gaelscoil Tulach na nOg (Dun Buinne)** - This is a primary school and enrolls 90 students. At present, the school only goes up to 5th class. Due to demand for additional places, the school is expanding and will be providing an extra 20 places in September 2004.
- **S N Rath Riagain, Baile An Bhothair** - This is a primary school and enrolls 104 students. It is currently at full capacity and cannot accept any additional pupils.
- **St. Peters College** - This is a mixed post primary school and enrolls 841 students. The school has very limited spare capacity for additional students.

5.6.3 It is clear from the above that the existing schools are up to capacity and that additional educational facilities are needed to meet both current and future needs from already zoned lands. Any new population for the IAAP area therefore is likely to require a new primary school or extensions to existing ones as well as an extension to the existing secondary school at St. Peter's College

Childcare Facilities

5.6.4 The Department of Education's Childcare Guidelines have established a minimum requirement of 1 childcare facility per 75 dwellings in new housing areas. This figure can be applied as a comparative guide in

the IAAP area. There are currently 13 childcare facilities in Dunboyne. However, applying the minimum standards in the Guidelines, there is a requirement for 24 childcare facilities. Some of the existing shortfall could be met within the IAAP area.

Medical Facilities

- 5.6.5 The North Eastern Health Board has established an optimum standard of 1 doctor per 2000 population. Dunboyne has 5 doctors, equating to 1 doctor per 1073 population and is therefore in excess of the optimum standard. However, only one out of the 5 doctors is contracted to the GMS (General Medical Services) scheme and thus accepts medical cards. Some scope should also be made for medical facilities within the IAAP area. The “Primary Care and New Direction Strategy” published by the Department of Health and Children sets out a policy of providing primary healthcare teams for populations of 5,000 to 7,000. Based upon population projections, it will be necessary to incorporate this standard into the future development of the IAAP area.

Retail

- 5.6.6 In the County Retail Strategy, Dunboyne is designated as a Tier 1 Level 4 Small Town Centre. Though large-scale retail development is not envisaged under this designation, the projected growth of the town will ultimately dictate the scale of such development. The location of Dunboyne within the Dublin Metropolitan Area means that the retail function of the town will likely extend beyond serving purely local need. The size and scale of retail facilities in Dunboyne will need to expand to cater for an increased population precipitated by the towns inclusion within the Metropolitan Area and the likely re-opening of the rail line to Clonsilla. The retail provided will need to be sufficient to serve the IAAP area without compromising the viability and vitality of the town centre.
- 5.6.7 The following are the retail and service facilities in Dunboyne:

Supermarkets

- Centra Supermarket (2,200sq.ft),
- Spar Supermarket (newly redeveloped)
- Londis Supermarket (1,200 sq.ft)

Convenience

- 4 Hairdressers
- 2 Video Shops
- Newsagent/Chemist/Hardware/Boutique/Sports Shop/Bakery/Gift Shop/
Chinese take-away

Service Facilities

- 5 Pubs
- 2 Restaurants
- 2 Banks
- Post Office

5.6.8 It is anticipated that only local retail or lower order needs be met to serve existing and proposed future populations within and in close proximity to the IAAP area.

Community Facilities

5.6.9 Dunboyne is well served by community facilities with 5 community halls in the locality. These are the Old School Hall, Dunboyne Community Hall, Dunboyne GAA Club, St. Peters College Secondary School and Dunboyne National School. Any new community facilities proposed within the IAAP area should meet only the very local needs of the IAAP area.

Sports and Recreational Facilities

5.6.10 The existing sporting and recreational facilities in Dunboyne are:

- St. Peters GAA Club
- Dunboyne AFC Soccer Club
- Dunboyne Athletic Club
- Dunboyne Tennis Club.
- The 1st Meath (Dunboyne) Scout Group.
- Dunboyne Community Centre (health and fitness club).

5.6.11 Dunboyne has an adequate provision of sport and recreation facilities for its current population. However, a larger population base would allow for the provision of a more divergent range of sports clubs and facilities. Proposed recreation or sports facilities should complement existing facilities or complement those proposed in the Cow Park. Passive recreational activities should be provided linking the IAAP area, the River Valley Park and the Cow Park.

Open Space

5.6.12 Existing Open Space in Dunboyne (i.e. lands zoned F1 in the approved County Development Plan- to provide for and improve open spaces for active and passive recreational amenities) comprises 18ha. Applying a generally recognised standard of 5 acres per 1000 population (i.e 2ha per 1000 population) there is currently 3.36ha of open space per 1000 population (18ha as a percentage of 5,363 people). This amount is sufficient to meet the open space needs of the existing population. However, there is a perception, locally, that the current level of open space is inadequate. Additional open space will

need to be provided to meet future needs generated by the development of the IAAP area. A Recreational Needs Study would be required to fully assess the recreational needs of the existing and future community in order to plan for the maximisation of use of existing open space and determination of leisure and recreational facilities requirements.

Roads

- 5.6.13 It is clear that the existing Clonee and Dunshaughlin Roads will need to be upgraded and that the possibility of a link road between the bypass and the Dunshaughlin Road should be considered by this IAAP. This would assist in taking traffic from the Village Green creating opportunities for further environmental enhancement there.



- 5.6.14 The existing bridge over the disused rail line should be also improved as part of any proposed development of the IAAP area.

6.0.0 PLAN STRATEGY

6.1.0 The Plan Strategy

6.1.1 Taking into account all the key issues raised in consultation, the key elements of local, regional and national policy as well as the circumstances of the IAAP area the proposed Planning Strategy for the IAAP area is as follows:

- (1) The IAAP area should be developed in accordance with DB16 of the approved Meath County Development Plan.
- (2) Development should be phased.
- (3) The IAAP area should be developed to meet existing local needs covering the range of land uses set out in 5.5.0 above including the broadest range of residential opportunities. These should be provided conveniently within the IAAP area. Proposed local facilities, amenities and services should complement existing both in close proximity to the IAAP area and elsewhere in the town particularly in and around the Green.
- (4) Creation of a “sense of place”.
- (5) Development should assist in achieving as many of the County Council’s specific objectives of the town as possible.
- (6) Extensive use of Sections 48 and 49 of the Planning Act should be made to obtain development levies to ensure that facilities and infrastructure are provided either preferably in advance or contemporaneously with development. Development will be phased to achieve this.

6.1.2 The following specific objectives of the County Development Plan can be met by the above strategy.

DB No.	Specific Objective	Facilitated directly by development of IAAP area	Facilitated indirectly by development of IAAP area
3	New town bypass	X	✓
6	Facilitate development of rail line	✓	✓
7	Reserve site for rail station	✓	X
13	Provide riverside		

	to walk/cycle path disused rail lines at Woodview and Beechdale	✓	X
15	Preserve "Cow Park" for open space/community	X	✓
17	Improve bridge	✓	X

6.2.0 Overall Concept

6.2.1 The Plan Strategy for development has been set out in Section 6.1.0. The development of the components of the Strategy and their physical manifestation is set out below under the main headings set out in 6.1.0 above.

6.2.2 The overall concept proposed is:

(1) The IAAP area should be developed in accordance with objective DB16 of the approved Meath County Development Plan

6.2.3 The IAAP area is proposed to be developed in accordance with DB16.

(2) Development should be phased.

6.2.4 Development will be phased to ensure that it is either within existing capacity constraints particular those of flooding, sewerage and water supply and road capacity. There will be two phases of development the details of which are set out in Chapter 9.0.0

(3) Meeting existing local needs.

6.2.5 The proposed development will comprise mainly residential. It will be necessary however to provide a range of other non-residential landuses to encourage the provision of a range of supporting facilities and amenities primarily for any new residential communities as well as meeting existing needs.

6.2.6 Within the residential land use it will be necessary to provide a range of residential opportunities and a range of tenures so that a range of housing needs including special needs can be met.

6.2.7 Non-residential land uses to be provided include local retail facilities to meet local needs. Typically these uses would include small supermarket or corner grocer and dispensing chemist, take aways, newspapers, confectioners etc to meet local and top up needs to complement existing shopping facilities in the village core. Ancillary uses would include community facilities and medical / health facilities such as small clinics, doctors surgeries etc. It is likely that a new

population of sufficient size would require a new primary school in the area should existing schools not be capable of expanding.

- 6.2.8 These non residential land uses, facilities and amenities should be clustered together to mutually reinforce each other and should be readily accessible to those without the use of the car. Such facilities should be directly accessible by pedestrian and cyclist routes and should preferably be located on a bus route.

(4) Creation of a sense of place.

- 6.2.9 A sense of place will be created by providing a range of land uses as indicated above. Such land uses will be clustered in three proposed centres. The larger of the three will be at the proposed rail station and will benefit from its location on both the rail line and a proposed bus route. As the rail line is likely to be reopened toward the end of the lifetime of this plan (2005 – 2011), it is therefore proposed to develop the area around the proposed train station as the third of the three phases.

- 6.2.10 A legible urban framework will be created around key road infrastructure creating a hierarchy of uses and densities, encouraging a range of and building styles which reflect the main components of the town centre itself.

- 6.2.11 The other smaller neighbourhood facility comprising 2 or 3 shops plus primary school and small scale community, social, medical and health facilities is proposed on Phase 1 and will meet more immediate needs accruing from the development of the IAAP area.

(5) Assist in achieving the specific objectives in the County Development Plan for the town.

- 6.2.12 The following components emanating from the objectives of DB16 should be provided in any development as follows:

DB3 New Town Bypass

- 6.2.13 A link road will be provided between the proposed bypass to the north and to the IAAP area . This proposed link road would be facilitated by developing the existing industrial estate road on the Dunshaughlin Road (R157) to link up with the bypass. A roundabout on the Dunshaughlin Road would be provided where this industrial estate meets the Dunshaughlin Road.

DB6 Facilitate Development of the disused rail line

- 6.2.14 A reservation of differing widths on the eastern side of the rail line will be provided within which there will be no development proposed. Development potential of the IAAP area would have to be maximised by the opportunity created by the reopening of the line. The principle of development however is not dependent upon the reopening of this line.

However an opportunity would be afforded to increase densities in close proximity to any proposed rail station.

DB 7 Reserve site for rail station

- 6.2.15 A site has been reserved in the County Development Plan for a new rail station. It would appear however that a more accessible location for such a station would be to the east of the disused rail line to encourage its integration into the development of the IAAP area and to obviate the need to cross the bridge and access the proposed station from the constrained Clonee Road rather than from the distribution road to be provided as part of development within the IAAP area. Improved and integrated access to the station by bus would also be facilitated by its preferred relocation to within the IAAP area.

DB 13 Provide riverside walks / cycle paths

- 6.2.16 It is proposed to have an extensive network of riverside walks, pedestrian routes and cycle paths within the IAAP area to be linked to existing routes, paths and areas of open space both formal and informal. A key component will be the Strategic linkage of the Cow Park to the rest of the town through two green corridors running through the IAAP area.

DB 15 Preserve the "Cow Park" for open space / community

- 6.2.17 Many of the IAAP area's and town's strategic open space and recreational needs can be provided in the Cow Park for both current and for the target population in 2011. Access to these amenities in that location will be facilitated by the creation of green corridors or through routes within the IAAP area.

DB 17B Improve the bridge over the disused railway line

- 6.2.18 The redevelopment and improvement of the disused railway line will be facilitated by the imposition of development levies under S48 of the Planning Act 2000 on all development within the IAAP area proportional to the nature of the development proposed, the scale of development and its proximity to the railway bridge.

(6) Use of Sections 48 and 49 of the Planning Act

- 6.2.19 Section 48 of the Planning Act requiring developer contributions will be imposed on all major development within the IAAP area to fund "public infrastructure and facilities". Under the terms of the Act "public infrastructure and facilities" mean:

- (a) the acquisition of land
- (b) the provision of open spaces, recreational and community facilities and amenities and landscaping works;
- (c) the provision of roads, car parks, car parking spaces, sewers, waste water and water treatment;
- (d) the provision of bus corridors and lanes, bus interchange facilities (including car parks for those facilities), infrastructure to

- facilitate public transport, cycle and pedestrian facilities and traffic calming measures;
- (e) the refurbishment, upgrading, enlargement or replacement of roads, car parking spaces, sewers, waste water and water treatment facilities, drains or water mains; and
- (f) any matters ancillary to (a) to (e) above.

6.2.20 Under Section 49 of the Act a contribution may be sought in respect of any public infrastructure service or project including:

- (a) provision of particular rail or other public transport infrastructure, including car parks and other ancillary development which excludes providing and paying for the rail itself;
- (b) the provision of particular new roads; and
- (c) the provision of particular new sewers, waste water and water treatment facilities, drains or water mains and ancillary infrastructure.