

8.0.0 Development Guidelines

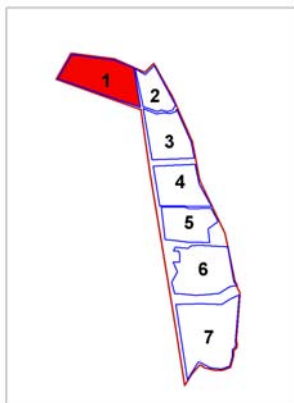
8.1.0 Development Guidelines

8.1.1 The development guidelines set out below provide a brief description and function of each of the development cells identified in Chapter 7 based on the urban design principles. The development guidelines are not to be taken as prescriptive but rather to guide development in order to implement the overall design concept set out in the Development Framework. The development of each cell should be carried out in accordance with these guidelines.

8.1.2 Each cell has been assessed under the following heading:

- ❖ Site Area
- ❖ Existing Zoning or Proposed Zoning
- ❖ Phase
- ❖ Proposed Landuses
- ❖ Density
- ❖ Movement and Transport
 - Vehicular Access/Parking
 - Pedestrian/Bicycle Access
- ❖ Built Form
- ❖ Open Space
- ❖ Building Orientation and Aspect
- ❖ Landscaping
- ❖ Height
- ❖ Character
- ❖ Sense of Community

Development Cell 1



Description

8.1.3 This cell defines the north western extremity of the Action Area and lies to the north of Old Fair Green adjacent to an existing residential area. This cell which is currently undeveloped defines the outer northern limit of the town and is currently zoned for residential development. This land is bound by the Dunshaughlin Road along the western extremity. The railway line located along the eastern boundary effectively links the main spine of the IAAP area with the northern area of the town.

Function

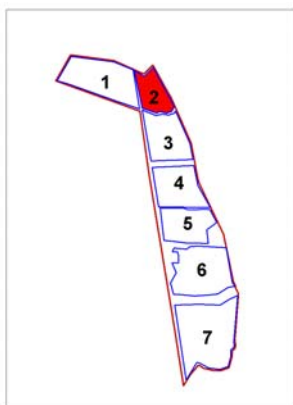
8.1.4 This site is currently zoned for residential development and therefore it is likely that this site will be developed in its entirety for residential within the short term. The density of this Cell should have regard to the medium residential density on the adjacent Fairgreen residential area. However, the opportunity arises to provide increased densities toward the eastern extremity of the cell that lies adjacent to the development Cell 2 where community and local services are to be provided and also on its Dunshaughlin Road frontage.

Site Area	7.02 ha
Phase	1
Existing Land Use Zoning	Residential (zoned residential in existing Development Plan)
Population Yield	802
Proposed Landuses	Residential
Enabling Infrastructure	<p>Programme of works and delivery for Eastern Distributor Road (EDR) to be agreed before development commences.</p> <p>Provision of EDR section between Dunshaughlin Road and rail line.</p> <p>Acoustic buffer to rail line to be constructed even if construction of development precedes opening of rail line.</p> <p>Design and development of the bridge and sufficient way leaves over railway line between Cells 1 and 2.</p> <p>As this land is zoned, waste and waste water capacity should be sufficient.</p>
Density	<p>Higher Density along EDR (min 45 units per hectare)</p> <p>Lower Density in areas behind (35-45 units per hectare)</p> <p>Average overall residential density* for cell of 50 units per hectare</p>
Vehicular Access/Parking	<p>Principal access provided via the northern section of the eastern distributor route.</p> <p>Secondary Access via internal access roads.</p> <p>Parking – mix of road frontage, communal and private spaces/dwelling unit.</p>
Pedestrian/Bicycle Access	Pedestrian and cycle access provided through the

	development as an element of the open space.
Built Form	Dominant built form along central avenue formed by 4 storey apartment blocks. Elsewhere, duplex, terraced and occasionally 2-3 storey semi-detached residential units encompassing various forms, building heights, orientations and layouts. Utilisation of courtyard and mews type development to increase density.
Open Space	Mix of communal multi-functional spaces behind Eastern Distributor Road and private open space
Orientation & Aspect	Developments should front outwards onto the Eastern Distributor Road. Developments behind EDR should face onto internal roads and open space amenity areas. The design of residential developments should be dual aspect and seek to avail from passive solar gain.
Landscaping	Primarily soft landscape.
Height	Maximum 2 storey along southern boundary. Minimum 3-storey plus set back 4th storey along Central Avenue/ Eastern Distributor Road. Elsewhere minimum 2-3 storey.
Character	Dense urban streetscape onto distributor route. More suburban and spatial to rear.
Sense of Community	Highly accessible urban area in close proximity to existing range of services and facilities of village.

* Average overall residential density is calculated by dividing total number of dwelling units by the area of the cell.

Development Cell 2



Description

8.1.5 This cell forms the northern section of the IAAP lands and is bound by the railway line along its entire western boundary. There is currently no direct access to the site from the existing road network.

Function

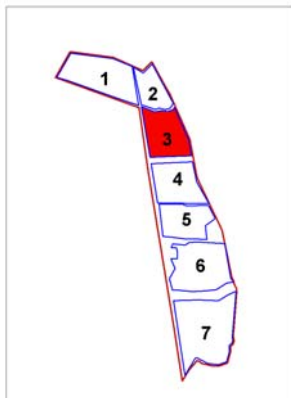
8.1.6 This cell occupies a pivotal position in the IAAP lands. Development cell 2 has been identified as a nodal point in which to direct and accommodate neighbourhood level mixed use developments and activities. Furthermore, it will facilitate linking the

northern element of the eastern distributor road to the Dunshaughlin Road via cell 1. The location of the rail line between cells 1 and 2 will require a bridge over the railway line. This is the only instance where there will be a vehicular road crossing the rail line. Residential developments would be encouraged at higher densities given the close proximity of open space, services and amenities.

Site Area	3.061 ha
Phase	2
Proposed Land Use Zoning	Residential
Population Yield	220 (Based on 80% of development being for residential use).
Proposed Landuses	Primarily residential with neighbourhood level of retail and commercial facilities (approx. floor area 1600sqm).
Enabling Infrastructure	Programme of works and delivery for Eastern Distributor Road (EDR) to be agreed before development commences. Provision of northern section of EDR. Acoustic buffer to rail line to be constructed even if construction of development precedes opening of rail line. Provision of bridge and sufficient way leaves over railway line between Cells 1 and 2. Improvements works to Clonee/Summerhill Road Bridge required prior to development. Upgrade of waste and waste water capacity required in advance of construction of development.
Density	Higher Density along Central Avenue (min 45 units per hectare) Lower Density in areas behind (35-45 units per hectare) Average overall residential density for cell of 40 units per hectare
Vehicular Access/Parking	Development located on the northern section of the Eastern Distributor Road. Reduced provision of parking for residential development. Additional visitor parking for retail units (approx 20 no.)
Pedestrian/Bicycle Access	High levels of accessibility to local services and facilities and to adjacent residential areas.
Built Form	Dominant built form along eastern distributor route and around neighbourhood node. Mix use buildings fronting open space to take form of 'gateway' buildings. Consideration to open space around neighbourhood node. Higher density of development utilising upper floors of non retail uses, and adopting courtyard layouts to rear.

	Elsewhere, duplex, terraced and occasionally semi-detached 2-3 storey residential units encompassing various forms, building heights, orientations and layouts. Utilisation of courtyard and mews type development to increase density of development.
Open Space	Public open space provided adjacent to railway bridge. Optimise the use of communal and private open spaces with convenient movement corridors to larger and/or designated amenity areas. Use of courtyard layouts overlooking small areas of communal space.
Orientation & Aspect	Developments should front onto central neighbourhood area and the adjacent Eastern Distributor Road. Residential developments within mixed use developments should front primarily onto communal open spaces. The design of residential developments should be dual aspect and seek to avail from passive solar gain.
Landscaping	Predominately hard landscaping with use of functional furniture positioned with regard to micro climate optimising availability of direct sunlight. Hard landscaping shall provide secondary movements through the development.
Height	Minimum 4 with set-back 5th storey within mixed use 'gateway' developments. Possible scope for isolated taller building element of minimum 6 storeys subject to satisfactory volumetric proportion and architectural quality. Minimum 3-storey with set-back 4 th storey along Central Avenue/EDR.. Elsewhere minimum 2-3 storey.
Character	Mixed use encouraging activity during the day and the night.
Sense of Community	Neighbourhood core and provision of associated services by providing community facilities and amenities would assist serve of the community.

Development Cell 3



Description

8.1.7 Development cell 3 is located within the northern portion of the IAAP area and lies directly adjacent to The Elms and Silver Birches residential developments. The railway is positioned along the entire western boundary of the cell.

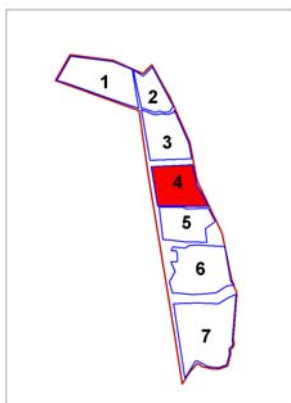
Function

8.1.8 The primary movement corridor will be accommodated centrally through this cell in accordance with the development framework. It is envisaged that the predominant use of this cell will be for residential development. Increased densities will be encouraged fronting onto the primary movement corridor and fronting onto the open space of Willow Park Amenity Corridor, while reduced densities will be facilitated behind the main road frontage. Development along the southern portion of the cell shall seek to integrate access, linkages and movement with the Willow Park amenity corridor.

Site Area	5.23 ha
Phase	2
Proposed Land Use Zoning	Residential
Population Yield	771
Proposed Landuse	Residential only
Enabling Infrastructure	<p>Programme of works and delivery for Eastern Distributor Road (EDR) to be agreed before development commences.</p> <p>Provision of EDR through centre of cell.</p> <p>Facilitation of Willow Park Amenity Corridor along the southern extremity of the cell (with wide pedestrian link under railway line)</p> <p>Improvements works to Clonee/Summerhill Road Bridge required prior to development.</p> <p>Acoustic buffer to rail line to be constructed even if construction of development precedes opening of rail line.</p> <p>Upgrade of waste and waste water capacity required in advance of construction of development.</p>
Density	<p>Higher Density along Central Avenue and along southern edge to Willow Park Amenity Corridor (min 45 units per hectare)</p> <p>Lower Density in areas behind (35-45 units per hectare)</p> <p>Average overall residential density for cell of 65 units per hectare</p>
Vehicular Access/Parking	Primary access via the eastern distributor route. Secondary access taken from north / south access roads. Formal parking along main road frontage. Communal parking and/or individual unit spaces within developments behind the EDR.
Pedestrian/Bicycle Access	Secondary pathways through cell to rear of EDR inter-connecting with Willow Park Amenity Corridor to the South.
Built Form	<p>Dominant built form along central avenue and along edge of amenity corridor, formed by 4 storey apartment blocks.</p> <p>Elsewhere, duplex, terraced and occasionally semi-detached 2-3 storey residential units encompassing various forms, building heights, orientations and layouts.</p> <p>Utilisation of courtyard and mews type development to increase density of</p>

	development. Layouts to provide for convenient movement between the distributor road and access with Cell 2 and Willowpark Amenity Corridor.
Open Space	Public open space along eastern distributor corridor. Remaining open space is to be mainly private. Reduced provision of private amenity space where developments should demonstrate high levels of interaction and accessibility with Willowpark Amenity Corridor.
Orientation & Aspect	Developments along the road frontage should face onto Eastern Distributor Road. Developments behind distributor roads should face onto internal roads and open space amenity areas. The design of residential developments should be dual aspect and seek to avail from passive solar gain.
Landscaping	Should include a mix of hard and soft landscaping to enhance the functional operation of the open space. Planted buffer wedge (min 3 metres) shall be planted adjacent to the rail line along the western boundary of the Cell.
Height	Minimum 3-storey with set-back 4 th storey along Central Avenue/Eastern Distributor Road and overlooking amenity corridor. Elsewhere, minimum 2-3 storey.
Character	Strong urban streetscape along road frontages. Character of residential area to rear will be determined by the ability to integrate development with amenity areas.
Sense of Community	Centrally located within the IAAP area in close proximity to a range of neighbourhood services.

Development Cell 4



Description

8.1.9 This cell forms the central portion of the IAAP lands and lies adjacent to Willow Park and Elton Drive residential areas. The amenity space between Willow Park and Elton Drive links cell 4 with the existing complex of schools and their playing fields. The site is bound by the rail line to the west.

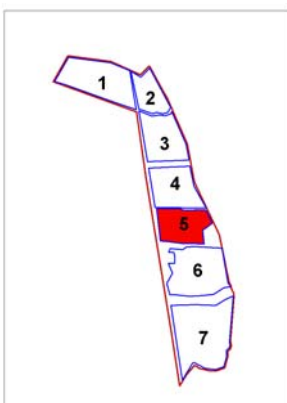
Function

8.1.10 The primary movement corridor will be accommodated centrally through this cell. It is envisaged that the predominant use of this cell will be for residential development. Higher densities will be encouraged fronting onto the Eastern Distributor Road and adjacent to the Willow Park Amenity Corridor, whilst lower densities will be facilitated behind the main road frontage. Development along the northern extremity of the Cell shall seek to integrate access, linkages and movement with the Willow Park amenity corridor. Community uses are also proposed for this cell with adjacent sites being identified for a primary school and a community building. It is envisaged that these two facilities will operate as a single complex by sharing facilities, accommodating dual uses and facilitating high user interaction between both buildings.

Site Area	5.23 ha
Phase	2
Proposed Land Use Zoning	Residential
Population Yield	788
Proposed Landuse	Residential. Community uses of primary school and community facility (combined site area approx. 7650sqm)
Enabling Infrastructure	Programme of works and delivery for Eastern Distributor Road (EDR) to be agreed before development commences. Provision of EDR through centre of cell. Facilitation of Willow Park Amenity Corridor along the northern extremity of the cell (with wide pedestrian link under railway line) Improvements works to Clonee/Summerhill Road Bridge required prior to development. Acoustic buffer to rail line to be constructed even if construction of development precedes opening of rail line. Upgrade of waste and waste water capacity required in advance of construction of development.
Density	Higher Density along Central Avenue and along northern edge to Willow Park Amenity Corridor (min 45 units per hectare) Lower Density in areas behind (35-45 units per hectare) Average overall residential density for cell of 65 units per hectare
Vehicular Access/Parking	Provided from the primary movement corridor. Formal parking along main road frontage. Communal parking areas and individual unit spaces to rear.

	Single band of parking along edge of railway line extending from train station in cell 5.
Pedestrian/Bicycle Access	Secondary pathways through Cell to rear of primary road frontage connecting with Amenity Corridor to the North.
Built Form	Dominant built form along central avenue and along edge of amenity corridor, formed by apartment blocks of 3-storey plus set back 4th storey in height. Elsewhere, terraced and occasionally semi-detached 2-3 storey residential units encompassing various forms, building heights, orientations and layouts. Utilisation of courtyard and mews type development to increase density of development. Layouts to provide for convenient movement between the primary movement corridor and access with cell 2 and Willowpark Amenity Corridor.
Open Space	Should be designed as a functional feature/secondary movement corridor.
Orientation & Aspect	Developments along the road frontage should front onto main movement corridor of Eastern Distributor Road. Elsewhere residential developments should face primarily onto communal open spaces. The design of residential developments should be dual aspect and seek to avail from passive solar gain.
Landscaping	Should include a mix of hard and soft landscaping to enhance the functional operation of the open space.
Height	Minimum 3-storey plus set-back 4 th storey along Central Avenue/Eastern Distributor Road and overlooking amenity corridor. Elsewhere minimum 2-3 storey.
Character	Strong urban form along eastern distributor road. Character of residential area to rear will be determined by the ability to integrate development with amenity areas.
Sense of Community	Mixed tenures and residential types should be provided in this location including where necessary special needs housing given relative proximity to public transport, services and amenities.

Development Cell 5



Description

8.1.11 This Cell is located on the Clonee Road on the main approach road to the town centre from Dublin (via Clonee).

Function

8.1.12 The primary function of this cell is to provide the main local centre and focal point for the IAAP lands and to be developed as a rail transport node. It will accommodate the development of a rail station and facilitate the provision of a concentration of mixed use neighbourhood activities (approx. 4250sqm retail and 560sqm office). These will be complementary to the town centre and serve the residential areas within and adjacent to the IAAP Area. Road access through this site should be provided in phase 2 ahead of development.

8.1.13 In development surrounding 'station square' residential uses will be considered on upper levels where they would not compromise the ability of the cell to facilitate the development of its primary function. To the north of the square and to the east of Central Avenue, residential uses are proposed in the same manner as elsewhere in the IAAP area.

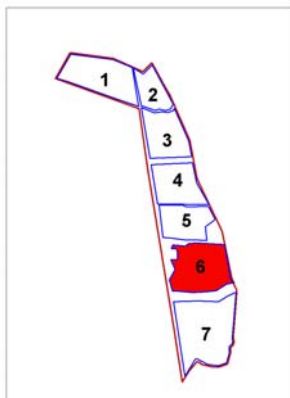
8.1.14 Development will be required to be of the highest architectural standard with innovation in design reflecting this cell's position as a new visual gateway to Dunboyne and the IAAP area. The scale and form of development shall be complementary to the development of cell 6 and high accessibility corridors shall be provided between surrounding cells and this cell.

8.1.15 Within this cell a bus station and train station are proposed. Approximately 300 spaces (a maximum of 200 spaces in 'station square' and 100 along the edge of the rail line) should be provided to facilitate both the train and bus station. The train station be primarily a walk on walk off facility to complement the Park and Ride at Pace.

Site Area	4.627ha
Phase	2
Proposed Landuse Zoning	Mixed Use and Residential
Population Yield	543
Proposed Landuse	Development as the central mixed use local service centre based on the development of the Railway station (approx. 4250sqm retail and 560msqm office). Provision for future bus station Residential uses.
Enabling Infrastructure	Programme of works and delivery for Eastern Distributor Road (EDR) to be agreed before development commences.

	<p>Provision of Eastern Distributor Route and access to it from the (R156) Clonee Road.</p> <p>Improvements works to Clonee Road Bridge required prior to development.</p> <p>Acoustic buffer to rail line to be constructed even if construction of development precedes opening of rail line.</p> <p>Upgrade of waste and waste water capacity required in advance of construction of development.</p>
Density	<p>Higher Density along Central Avenue and on station square (min 45 units per hectare)</p> <p>Lower Density in areas behind (35-45 units per hectare)</p> <p>Average overall residential density for cell of 60 units per hectare</p>
Vehicular Access/Parking	<p>Access to train station taken from Eastern Distributor Road and not the Clonee Road.</p> <p>Dual use parking for rail and bus stations (approx. total 300 spaces)</p> <p>Minimum provision of parking for residential development.</p> <p>Access to proposed residential development from the eastern distributor route via Clonee Road.</p>
Pedestrian/Bicycle Access	<p>High provision of accessibility with adjacent developments secondary to the Eastern Distributor Road.</p>
Built Form	<p>Strong built form along Eastern Distributor Road, 'station square' and where possible on Clonee Road formed by mixed use and apartment blocks.</p> <p>Development within the western part of the cell should be concentrated around the development of the train station and the provision of an adjacent civic open space visually and functionally adjoining the eastern distributor route.</p> <p>Elsewhere, duplex, terraced and occasionally semi-detached 2-3 storey residential units encompassing various forms, building heights, orientations and layouts. Utilisation of courtyard and mews type development to increase density of development.</p>
Open Space	<p>Provision of civic open space to front of rail station as integral element of design of the cell. Open Space to be public and hard surfaces.</p> <p>Reduced provision of private residential amenity open space opting may be accepted in lieu of court yard layouts and mews developments overlooking small areas of communal space.</p>
Orientation & Aspect	<p>Developments should front outward onto the Clonee Road and Eastern Distributor Road, and inward onto civic open space in the western part of the site.</p> <p>The design of residential developments should be dual aspect and seek to avail from passive solar gain.</p>
Landscaping	<p>Predominately hard landscaping with use of functional furniture positioned with regard to micro climate optimising availability of direct sunlight.</p> <p>Hard landscaping shall provide secondary movements through the development.</p>
Height	<p>Minimum 4 with set-back 5th storey for mixed use developments on 'station square'.</p> <p>Minimum 3-storey plus set-back 4th storey along Central Avenue/Eastern Distributor Road and where possible fronting Clonee Road.</p> <p>Possible scope for isolated taller building element of minimum 6 storeys subject to satisfactory volumetric proportion and architectural quality.</p> <p>Elsewhere minimum 2-3 storey.</p>
Character	<p>Civic/functional importance with residential development. Main hub of activity secondary to the town centre accommodating strategic transport node and supported by a variety of neighbourhood uses.</p>
Sense of Community	<p>Range of community facilities provided in the western part of the site with the residential element benefiting from its close proximity to neighbourhood services.</p>

Development Cell 6



Description

8.1.19 This cell is located on the southern side of the Clonee/Summerhill Road directly opposite cell 5. The cell is bounded in part by the rail line to the west and the Cowpark Amenity Corridor defines the southern boundary effectively providing a separation from cell 7.

Function

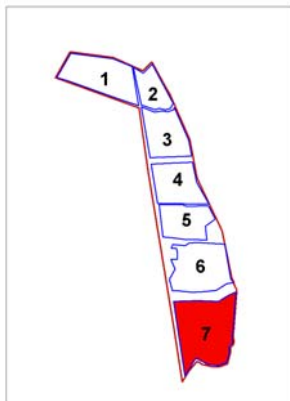
8.1.20 The proximity of this cell to the local centre and rail station in cell 5 will afford the opportunity of this site to be developed utilising high residential densities.

Development in the southern extremity shall seek to integrate access, linkages and movement with the Cowpark Amenity Corridor.

Site Area	7.335 ha
Phase	2
Proposed Land use Zoning	Residential
Population Yield	867
Proposed Landuse	Residential.
Enabling Infrastructure	Programme of works and delivery for Eastern Distributor Road (EDR) to be agreed before development commences. Provision of Eastern Distributor Route and access to it from the Clonee Road. Improvements works to Clonee/Summerhill Road Bridge required prior to development. Acoustic buffer to rail line to be constructed even if construction of development precedes opening of rail line. Upgrade of waste and waste water capacity required in advance of construction of development.
Density	Higher Density along Central Avenue/ Eastern Distributor Road and along Clonee Road (min 45 units per hectare) Lower Density in areas behind (35-45 units per hectare) Average overall residential density for cell of 60 units per hectare
Vehicular Access/Parking	Access from main Clonee Road via construction of the Eastern Distributor Road. Reduced parking requirements along Clonee Road due to its location adjacent to public transport corridors and rail node. Mix of parking provision to rear including communal and individual unit provision.
Pedestrian/Bicycle Access	Via southern section of Eastern Distributor Road. Permeability throughout the development via interconnected amenity areas and open spaces and with the Cowpark Amenity Corridor.
Built Form	Strong built form along Eastern Distributor Road and fronting Clonee Road formed by mixed use and apartment blocks of 3-storey plus set back 4th storey in height. Elsewhere, terraced and occasionally semi-detached 2-3 storey residential units encompassing various forms, building heights, orientations and layouts. Utilisation of courtyard and mews type development to increase density of development.
Open Space	Mixed use of communal amenity areas and private open spaces to reflect types

	of residential developments and proximity to adjacent and existing residential developments.
Orientation & Aspect	Developments should front outward onto Clonee Road and Eastern Distributor Road. Developments behind Clonee Road should orientate onto internal service roads and amenity areas and movement corridors. If some existing buildings within this cell are to be retained the orientation of new development should be towards these. The design of residential developments should be dual aspect and seek to avail from passive solar gain.
Landscaping	Mix of hard and soft landscaping providing visual linkages and ease of movement throughout and between developments and the Cow Park amenity corridor.
Height	Minimum 3-storey plus set-back 4 th storey along Central Avenue/EDR fronting Clonee Road and fronting onto Cowpark Amenity Corridor. Elsewhere minimum 2-3 storey.
Character	A variety of residential forms and layouts with good accessibility to the town centre, the long term development of the railway station and the Cow Park Amenity Corridor.
Sense of Community	Opportunities for interaction having regard to the close proximity of neighbourhood social services and facilities, the Cow Park Amenity Corridor and the permeability of the layout.

Development Cell 7



Description

8.1.21 This cell is the most southerly portion of the IAAP area and is currently inaccessible. The western boundary is defined by the rail line, and primary access to these lands will be facilitated through the development of an access road through cell 6.

Function

8.1.22 The development of cell 7 could facilitate a low density residential development with preservation of the central core of the cell for the provision of a centrally located mixed use nodal point of activity providing a neighbourhood level of services and facilities (approx 450sqm) and/or amenity focal area. The development of this nodal area would be the third developed within the IAAP area with the range of services and facilities secondary to that of cell 5 ('station square') and cell 2 (neighbourhood node) and the existing town centre.

8.1.23 Development on the northern portion of this cell shall seek to integrate access, linkages and movement with the Cow Park Amenity Corridor.

Site Area	9.992 ha
Phase	2
Proposed Land Use Zoning	Residential
Population Yield	1285
Proposed Landuse	Residential. Including for the provision of 2-3 retail units (approx. 45sqm).
Enabling Infrastructure	Programme of works and delivery for Eastern Distributor Road (EDR) to be agreed before development commences. Provision of Eastern Distributor Route and access to it from the Clonee Road. Improvements works to Clonee Road Bridge required prior to development. Acoustic buffer to rail line to be constructed even if construction of development precedes opening of rail line. Upgrade of waste and waste water capacity required in advance of construction of development.
Density	Higher Density along Central Avenue/ Eastern Distributor Road, fronting neighbourhood node and along Clonee Road (min 45 units per hectare) Lower Density in areas behind (35-45 units per hectare) Average overall residential density for cell of 50 units per hectare
Vehicular Access/Parking	Access via the provision of the southerly section of the Eastern Distributor Road from the Clonee Road. Parking provided per residential unit.
Pedestrian/Cycle Access	Accessibility throughout the cell interconnecting with the Cowpark Amenity Corridor and contiguous residential developments in Cell 6.
Built Form	Strong built form along Eastern Distributor Road, neighbourhood node and fronting Cowpark Amenity Corridor, of 4-storey apartment blocks. Elsewhere, duplex, terraced and occasionally semi-detached 2-3 storey residential units encompassing various forms, building heights, orientations and layouts. Utilisation of courtyard and mews type development to increase density of development.

Open Space	<p>Greater provision of private amenity open space.</p> <p>Requirement for central amenity area intrinsically linked with small communal areas and the Cow Park Amenity Corridor.</p> <p>Maintenance and management requirements for central amenity area.</p>
Orientation & Aspect	<p>Development should front outwards onto Clonee Road and Eastern Distributor Road.</p> <p>Development should front inwards towards service roads, communal spaces and public open spaces.</p> <p>Developments within the central area to orientate around central amenity area.</p> <p>Consider use of Crescent type layout to form neighbourhood node around the central area.</p> <p>The design of residential developments should be dual aspect and seek to avail from passive solar gain.</p>
Landscaping	Higher provision of soft landscaping throughout.
Height	<p>Minimum 3-storey plus set-back 4th storey along Central Avenue/Eastern Distributor Road, fronting onto Cowpark Amenity Corridor, fronting neighbourhood node and fronting central amenity area.</p> <p>Elsewhere minimum 2-3 storey.</p>
Character	Suburban with more 'formal' urban character making neighbourhood node.
Sense of Community	High levels of primary and secondary accessibility and permeability with communal amenity areas, the Cowpark Amenity Corridor and contiguous residential developments.

9.0 PHASING

9.1.0 Phasing of Development

9.1.1 The proposed development of the IAAP area will occur on a phased basis. The phased development of land will occur in order to ensure the coordinated physical and social integration of the IAAP area with the existing town. Phasing of development is subject to the provision of the whole length of the Eastern Distributor Road already being in place or being provided in tandem with development. The specific reasons for phasing development are as follows:

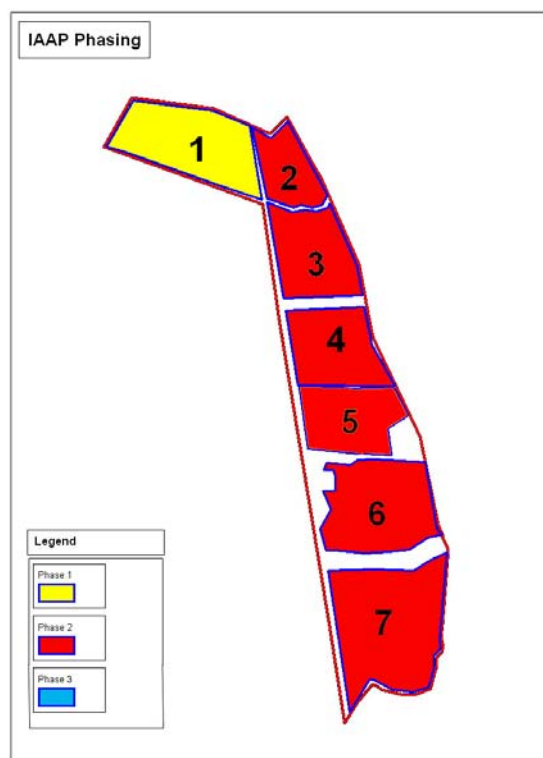
9.1.2 (1) Maximising development potential of the IAAP area.
The development potential of the IAAP area can be maximised by having 2 phases of development; the first phase of which is ready to proceed immediately; the second phase can be developed with the re-opening of the rail line; the construction of the Eastern Distributor Road and the upgrade of waste and waste water capacity in the Dunboyne area; These infrastructural developments would afford an opportunity for creating a greater mix and range of densities of development.

9.1.3 (2) The development of the railway line.
The re-opening of the rail line is scheduled for 2009. This makes possible the increasing of residential densities in close proximity to the proposed rail station. The feasibility of a train station would also be increased by its location close to a proposed bus station so that there can be integrated bus and rail services.

9.1.4 (3) The need to facilitate the Eastern Distributor Road.
As the bypass is unlikely to be constructed prior to 2009 it is likely that only the internal distributor road for the IAAP area (eastern distributor road for the town) will be provided in early in Phase 2. The connection between this and the bypass will be built after the bypass is operational.

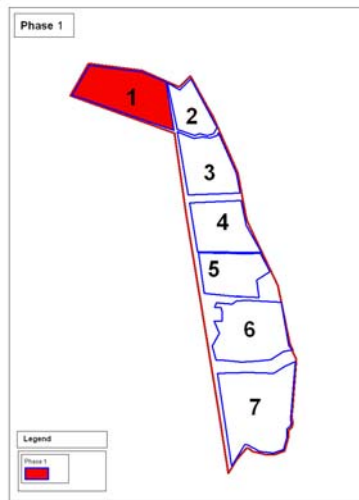
9.1.5 (4) The capacity of water and waste water infrastructure.
Sufficient waste and waste water capacity exists to accommodate the immediate development of Phase 1 of the IAAP area which is that area of the IAAP which is already zoned for residential purposes. However, this capacity will be increased to accommodate the development in Phases 2 within the next 5 years.

9.1.6 *The phases*
Two phases are proposed to enable development to occur in a timely and sustainable way. These are set out in figure 9.6.1.1.



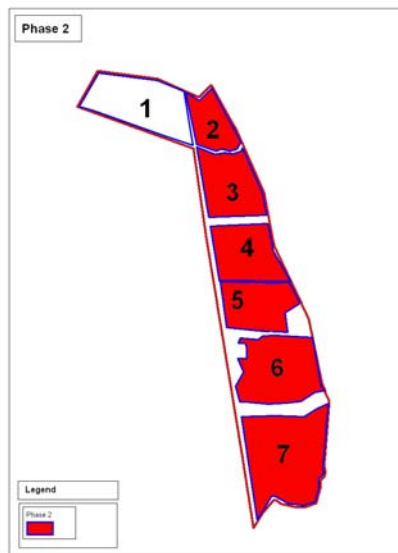
9.1.7 Phase 1

9.1.8 It is proposed that Phase 1 will comprise development from the Dunshaughlin Road to the railway line, corresponding with cell 1. As this land is already zoned and has infrastructural services, development of this first phase can proceed immediately. The early phased development of cell 1 will need to be cognisant of the requirement under paragraph 9.1.12 below which requires a bridge to be constructed over the rail line and for which a special contribution will be sought from all developers.



9.1..9 Phase 2

9.1.10 Phase 2 development potential will be maximised in cell number 5 post 2009.



- 9.1.11 It is proposed that Phase 2 would comprise cell numbers 2, 3, 4 and 5 north of the Clonee Road and cells numbers 6 and 7 south of the Clonee/Summerhill Road. Development in these cells would proceed following the provision of the Eastern Distributor Road from the proposed northern bypass to the Clonee Road running through the IAAP Area.
- 9.1.12 This second phase will run up to and beyond 2010, by which time additional infrastructure capacity will become available and the Eastern Distributor Road will likely be in place. The internal distributor road would run through cell numbers 1, 2, 3, 4, 5, 6 and 7 with cell 5 providing just the road.
- 9.1.13 Phase 2 will require the construction of a new up-and-over bridge over the railway between cells 1 and 2.
- 9.1.14 Phase 2 will comprise of predominantly higher density housing as well as supporting commercial services and facilities in cells 2, 5 and 6, educational and community facilities in cell 4, and amenity in cells 3, 4, 6 and 7. It is anticipated that services, facilities and amenities would be in place to service this second phase upon completion of construction.
- 9.1.15 Phase 2 requires the provision of two amenity corridors. The first is located between cells 3 and 4 and is an extension of the existing Willow Park. This park will facilitate pedestrian links over the railway line. The second amenity corridor is located between cells 6 and 7 and is envisaged as an extension of the Cowpark area. It is important that these are provided as soon as the communities they are to serve are created.

9.2.0 Delivery of Infrastructure

9.2.1 The phasing of development will assist in the delivery of infrastructure. If the necessary infrastructure is provided in tandem with each phase then the development potential of the IAAP area can be realised over the periods of this IAAP and beyond.

Figure 9.2.1.1

Phase	Cells	Indicative Population	Infrastructure Component	Development
1	Cell 1	802 persons approx.	(ie) 110KV substation, telecom etc. Pedestrian / cycle Network Provision of link road between Dunshaughlin Road and future Eastern Distributor Road. Provision of secondary / local road network. Miscellaneous Utility Structures. Upgrade of existing road network to include road widening and creation of new junctions/ roundabouts	428 no. residential units approx. Playgrounds Crèche
2	Cell 5	437 persons approx.	New Rail Station with 2no. rail lines New Bus Station Additional open space- 'station square' Pedestrian and cycle routes Upgrade of existing road network to include road widening and creation of new junctions/ roundabouts	279 no. residential units approx. 4810sqm floor area in District Centre (large supermarket unit, retail units and office space) Crèche
2	Cells 2-4 & 6-7	3307 persons approx.	Miscellaneous Utility Structures. (ie) 110KV substation, telecom etc. Provision of Eastern Distributor Road as main distributor road through development. New bridge over rail line (between cells 1 and 2) Provision of secondary / local road network. 2no. Amenity Corridors Additional open space- Linear Parks Pedestrian and cycle routes	1962 no. residential units approx. 2050sqm commercial floor area in 2no Neighbourhood Centres (local shops, crèche, medical centre) 7650sqm floor area for integrated Primary School and Community Facilities Playgrounds Sports Facilities

10.0 IMPLEMENTATION

10.1 Implementation

- 10.1.1 This IAAP can be implemented following the rezoning of lands currently unzoned for development within the IAAP area. Thereafter development will be phased for the reasons outlined above. Those lands located with cell number 1 area already zoned can be developed with the provision of the internal distributor road.
- 10.1.2 Key infrastructure is necessary for the IAAP area lands to be developed. The provision of the internal distributor road will determine the accessibility of areas of land to the existing road network.
- 10.1.3 The provision of the main distributor road in its entirety from the Dunshaughlin Road to the Clonee/Summerhill Road during phases 1 and 2 is considered in the interests of the proper planning and sustainable development of the IAAP Area.
- 10.1.4 The date for the provision of the Railway Station is planned for 2009. However nothing in the provision of parking or in the nature of the proposed railway station would prejudice delivery of proposals for the park and ride facility at Pace.

10.2 Development Contributions

- 10.2.1 Contributions payable in respect of developments within the IAAP area shall be in accordance with Meath County Council's standard contributions as set out in the County Meath Development Contribution Scheme prepared under the provisions of Section 48 of the Planning and Development Act 2000 and adopted on 1 March 2004.
- 10.2.2 Special Development Contributions are required in respect of costs incurred by Meath County Council in respect of public infrastructure and facilities which benefit the proposed development and are not covered by a General Development Contribution Scheme.
- 10.2.3 Special Development Contributions will be required for the provision of intensive recreational facilities, i.e playgrounds and playing pitches.
- 10.2.4 Special Development Contributions may be required in respect of costs incurred by Meath County Council in respect of the realignment and improvements to the existing Clone Road railway bridge.
- 10.2.5 The provision of the Eastern Distributor Road and associated new vehiclr bridge over the rail line (between cells 1 and 2) within the IAAP area, linking the Dunshaughlin Road with the Clonee Road, may require the preparation and adoption of a Supplementary Development

Contribution Scheme in accordance with the provisions of Section 49 of the Planning and Development Act 2000.