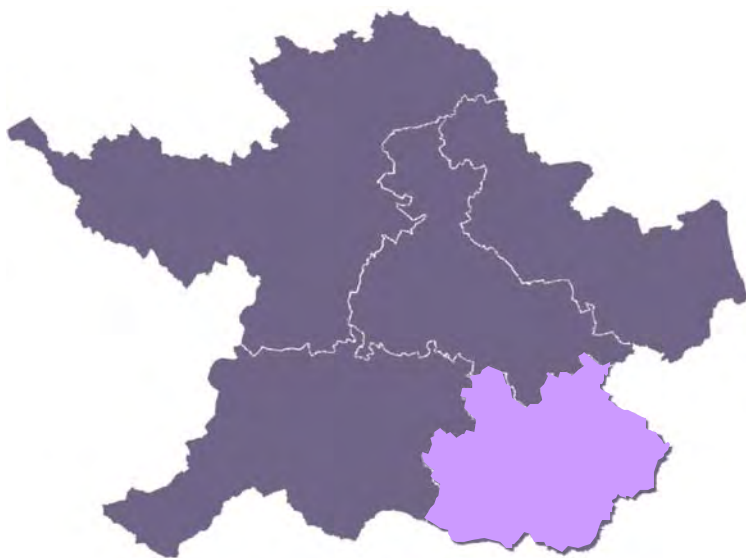


MEATH COUNTY COUNCIL

Dunshaughlin Local Area Plan

2009 - 2015



Adopted 22nd September 2009



comhairle chontae na mí
meath county council

Planning Department



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1.0 INTRODUCTION

1.1 Purpose of the Plan

The aim of this Local Area Plan is to set out a framework for the proper planning and sustainable development of the town of Dunshaughlin. The Dunshaughlin Local Area Plan 2009-2015 in conjunction with the Meath County Development Plan 2007-2013 will be the main instrument to guide and control development in the area and thus has major implications on the future growth and development of the town.

With the adoption of the Planning and Development Act 2000, sustainability has become a key principle of planning policy in Ireland. It envisages the balancing of economic, social and environmental aspects of development in order to maintain and develop a high quality of life for everybody without compromising the protection of the environment and the needs of future generations. The Local Area Plan and the future growth of Dunshaughlin will be guided by these principles.

1.2 Plan Status and Plan Area

This Local Area Plan has been prepared in accordance with the requirements of the Planning and Development Act, 2000, as amended. It replaces the existing Written Statement and Detailed Objectives for Dunshaughlin which was included in the 2001 County Development Plan. The 2007 review of the County Plan did not update the Plans for the Towns and Villages; rather restated the policies and objectives of the 2001 Plan.

Section 19 of the Planning and Development Act, 2000, as amended, states that a Local Area Plan may be prepared for any area, which the planning authority considers suitable, in particular, for those areas likely to be the subject of large scale development within the lifetime of the Plan. The Dunshaughlin Local Area Plan is valid for a period of six years from the date of adoption in 2009 to 2015. The Plan is subject to regular reviews to allow for changing circumstances; however, it is intended that the long-term vision set out will give a degree of continuity and certainty to the future development of Dunshaughlin.

1.3 Requirements of a Local Area Plan

The Planning and Development (Amendment) Act, 2002 states that in a Local Area Plan, consideration can only be given to matters that relate to the proper planning and sustainable development of the area. Further, the Plan must be consistent with the objectives of the County Development Plan and must consist of a written statement and a plan or plans, which may include:

- Objectives for the zoning of land, or
- Other objectives for the proper planning and sustainable development of the area including details on community facilities and amenities and on standards for the design of developments and structures.

The section on the Strategic Context of Dunshaughlin establishes the town's national and regional policy context as well as surveying and analysing the existing situation in terms of population, employment, socio-economic structure.

The Overall Vision and Strategy section outlines the vision and the strategic development principles for the proper planning and sustainable development of the town.

The section on Land Use Zoning Provisions and Objectives sets out the use classes generally permitted or open for consideration in each zone.

The section on Policies and Objectives sets out the policies and detailed objectives, which the Council wishes to achieve in the six years of the Plan. They are complementary to the policies and objectives in the Meath County Development Plan 2007-2013. Should a conflict arise between policies and objectives as stated in this Plan with those of the County Development Plan (including variations), the latter shall take precedence.

The map give a graphic representation of the proposals of the Plan, indicating land use and other development standards together with various objectives of the County Council. In particular, the map contains the details of local objectives and it is essential therefore that particular attention is given to the maps when considering the local objectives. Should any conflict arise between the written statement and the maps, the written statement shall prevail.

1.4 Local Area Plan Structure

The written statement contains the following sections:

- Introduction
- Strategic Context
- Overall Vision and Development Strategy
- General Location and Pattern of Development, including zoning
- Residential – Strategic Policies and Objectives
- Economic Development - Strategic Policies and Objectives
- Open Space and the Natural and Built Heritage
- Community Objectives
- Retailing and the Town Centre
- Infrastructure, including Transport Infrastructure

1.5 Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) is required to be carried out in order to comply with the requirements of Directive 2001/42/EC of the European Parliament and of the Council on the assessment of the effects of certain plans and programmes on the environment, hereafter referred to as the SEA Directive. As part of the process of preparing a Local Area Plan for Dunshaughlin, and having regard to the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of

2004), it was considered whether to carry out Strategic Environmental Assessment (SEA) on the proposed plan. The assessment of the issue was based on the criteria set down in the SEA Guidelines and Annex II of the SEA EU Directive for determining the likely significance of environmental effects of implementing the LAP. Based on the potential future population of Dunshaughlin which could exceed 10,000 persons in the event of reclassification e Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town it was decided to prepare a full SEA for the LAP. This is provided as a separate document.

1.6 Appropriate Assessment

Department of Environment, Heritage and Local Government Circulars SEA 1/08 and NPWS 1/08 relate to the requirement to screen land use plans for potential impacts on designated Natura 2000 sites (Special Area of Conservation (SAC's) or Special Protection Areas (SPA's)). The circulars state that an appropriate assessment means an assessment, based on best scientific knowledge, by a person with ecological expertise, of the potential impacts of the plan on the conservation objectives of any Natura 2000 site (including Natura 2000 sites not situated in the area encompassed by the plan or scheme) and the development, where necessary, of mitigation or avoidance measures to preclude negative effects. The potential impacts of policies outside Natura 2000 sites, but potentially impacting upon them (known as 'ex site' impacts) must also be included in the assessment according to the Circulars. There are no SAC's or SPA's in the Corridor or adjoining or in close proximity to the settlements therein. However, the River Tolka flows into Dublin Bay at Clontarf, part of the South Dublin Bay and River Tolka SPA. An appropriate assessment was therefore carried out on the Draft Local Area Plan and the material amendments that were made to the Draft Plan. The Appropriate Assessment is provided as a separate document.

A screening process in accordance with Article 6(3) of the Habitats Directive was carried out to determine whether a full appropriate assessment is required for the Dunshaughlin Local Area Plan. All Natura 2000 sites within a 15km radius of the site were considered. It was concluded that the LAP will not result in any significant impact to any of these sites. A finding of no significant effects report is presented in Appendix III of the Appropriate Assessment Document (provided separately to this Plan) in accordance with the EU Commission's methodological guidance (European Commission, 2001).

1.7 Implementation

The Council is obliged to monitor and review the operation and implementation of the Plan.

The successful implementation of the provisions of this Plan will require the combined involvement of the community, local business interests, statutory service providers as well as the County Council.

The achievement of the objectives of the Plan will be dependent on the availability of appropriate levels of finance. The County Council will actively and innovatively strive to

identify and secure resources from both the public and private sectors to implement the provisions of this Plan and actively promote a climate conducive to private investment in the town in accordance with the Local Area Plan.

As it is not possible to predict the allocation or level of public funding that will be available over the period of this Plan, the policies and objectives put forward will have to be the subject of regular review. Policies and objectives may be modified or deleted and new works not anticipated at present may be initiated depending on the availability of funding and the sanctioning of the works.

1.8 Public Consultation

A period of pre draft consultation was undertaken for this local area plan. A strategic issues paper was prepared and placed on display on the Meath County Council website, the planning department in Navan, Meath County Library in Navan, Dunshaughlin Area Office and Dunshaughlin library. Submissions were invited from the public from 15th September 2008 to 14th October 2008. A total of 26 written submissions were received on the Issues Paper. Those who made a submission are listed at Appendix A to the rear of the Plan. The details of these submissions and the response of the Manager to them are included in the separate Manager's Report document. A public event was also held on 16th September 2008 in the Dunshaughlin Area Office.

In February 2009, a Draft Plan was published and made available to the public and to various statutory bodies for consideration. A total of 27 written submissions were made on the Draft Plan and are listed at Appendix B to the rear of this Plan. The details of these submissions and the response of the Manager to them are included in the separate Manager's Report document.

Following consideration of these submissions, amendments were made to the Draft Plan. These amendments were placed on public display in June and July 2009. A total of 14 written submissions were made on the Amendments to the Draft Plan and a list of those persons or bodies that made a submission is provided at Appendix C to the rear of this Plan. The details of these submissions and the response of the Manager to them are included in the separate Manager's Report document.

2.0 STRATEGIC CONTEXT OF DUNSHAUGHLIN

STATUTORY CONTEXT

2.1 National Development Plan 2007-2013

The National Development Plan (NDP) 2007 - 2013, is an investment plan, which outlines the government's approach to growth and development on a national level over the 6-year period.

The population and economic growth experienced by the Greater Dublin Area over the last number of years is recognised as having been dramatic. While the emergence of a critical mass is important to ensure a sustainable form of development, it can also lead to other challenges, such as those now experienced in the Dublin Region and its immediate hinterland. In particular, the focus of population around the region's economic core has led to intense pressure on the region's infrastructure, resulting in traffic congestion, extensive commuting and increased pressure on the environment. *'Balanced regional development'* is central therefore to the strategy and the focus of investment and future development will be based on the hierarchy of settlements proposed in the National Spatial Strategy.

2.2 National Spatial Strategy 2002-2020

The National Spatial Strategy (NSS) adds a spatial dimension to social and economic planning in Ireland. It provides a national framework for regional, county and town plans in relation to policy guidance for the long-term development of Ireland. Of relevance to Local Area Plan preparation is that the NSS is concerned with where people live and work and how places or settlement centres relate to each other. It seeks to consolidate and develop existing settlements and keep them compact so as to prevent urban sprawl. It promotes public transport, high quality environments, the careful and efficient use of urban land and the logical extension of cities, towns and villages. The spatial policies of the NSS seek to support a more efficient Greater Dublin Area (GDA) through improved mobility, quality urban design, good social mix and better interconnections; support strong gateways in other regions where there is the necessary critical mass to sustain job growth; promote hubs supporting the gateways and links to gateways in other regions; promote a balanced county and other town structure that capitalise on local and regional roles; and supports a vibrant and diversified rural area.

Meath County, including Dunshaughlin is located within the Hinterland of the Greater Dublin Area (GDA). Development in the GDA Hinterland is to be concentrated in strategically placed, strong and dynamic urban centres known as the Prime Development Centres. Navan is identified as a County Town and a Primary Development Centre where the objective is that a population level is reached that supports self-sustaining growth. Towns such as Dunshaughlin which have populations between 1,500 and 5,000 and which are located on or near transport corridors radiating from Dublin will cater for local growth in residential, employment and service functions through enhancing the built environment, water services and public transport links.

Dunshaughlin readily falls within this category of town in that its population in 2006 was 3,384 with committed planning applications up to 2011, yielding the potential for an additional 1,870 population. However, there have been recent upgrades to the water treatment and water supply infrastructure to cater for a population well in excess of this figure and for up to 12,000. The M3 motorway which bypasses the town is due to be completed in 2010 or possibly late 2009 and Irish Rail have proposals to extend the rail line from Pace to Navan with rail stations at Dunshaughlin and Kilmessan. This is discussed in more detail below.

So the conditions prevail for Dunshaughlin to make a real contribution to balanced regional development through the consolidation of the town, retaining a compact urban form in a quality setting, and through the wise use of natural and manmade resources, all of which is in accordance with the policy direction advanced in the National Spatial Strategy.

2.3 Transport 21

In 2006, the Department of Transport launched its programme for the investment Transport for the next 15 years, known as Transport 21, including the re-opening of the Navan Rail line with a stop in Dunshaughlin. Irish Rail has prepared a feasibility study for the phase 2 of the rail line which continues phase 1 (Clonsilla to Pace) onwards to Navan. The proposed extension comprises approximately 34km of railway line with four stations at Dunshaughlin, Kilmessan, Navan town and a terminus station at the north of Navan.

At the time of the publication of the Local Area Plan, two route options remain under consideration, Route A taking an alignment that travels to the west of the M3 with a station located close to Drumree and Route B travelling east of the town close to the built edge of the town with a station just north of the intersection between the N3 and the R125.

The settlement, transportation and land uses strategy that is put forward in this plan is based on Route B as it is considered that this route fully endorses sustainable land use management principles in creating a compact urban. This is discussed as a recurring theme throughout this Plan and has informed the zoning and transportation strategy adopted.

2.4 Regional Planning Guidelines for the Greater Dublin Area

The Regional Planning Guidelines (RPGs) for the Greater Dublin Area translate the objectives of the NSS to a regional level and provide a long-term strategic planning framework for the development of the Greater Dublin Area up to 2016. A key element of the RPGs is an increased emphasis on the concentration of future development into the Metropolitan Area and into the designated development centres in the Hinterland Area.

As with the NSS, Dunshaughlin is located within the Hinterland Area where development is to be directed towards identified towns separated by green belts with higher densities, greater local employment opportunities and with a full range of facilities, including social

facilities provided. The strategy advanced in the RPGs identified five classifications of urban centres, including Metropolitan Consolidation Towns, Large Growth Towns I and II, Moderate Growth Towns (County Towns and Towns with a population 5,000 or more), Small Growth Towns (1,500-5,000 population) and Villages. Dunshaughlin is identified as a small growth town by virtue of its population at the time of the writing of the RPGs. However, the town exudes characteristics associated with a Moderate Growth Town which, in terms of accessibility, are on or near multi-modal transport corridors, rail if preferable and are attractors for substantial investment. (p. 72 of the RPGs refer.) In short, the demographic and spatial characteristics of Dunshaughlin are more appropriate to those of a Moderate Growth Towns, particularly in light of the aforementioned public transportation proposals and existing water supply and wastewater facilities.

It is in this context that this Plan and the Meath County Plan 2007-2013 makes the case that Dunshaughlin should be identified as a Moderate Growth Town. The identification of lands for residential and other uses in the northeast quadrant of Dunshaughlin, which would allow the town to expand its population in accordance with Moderate Growth Town status, comes with the proviso that such lands would be developed in accordance with an approved framework plan and their development would be contingent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

2.5 Meath County Development Plan 2007-2013

As noted, the Meath County Development Plan (CDP) has identified Dunshaughlin as a Moderate Growth Town in the Settlement Strategy and pending the recognition of this designation in the review of the *Regional Planning Guidelines for the Greater Dublin Area*.

Settlement Strategy Policy SP7 states:

"Having regard to Dunshaughlin's strategic location, determination of a programme for delivery of future strategic infrastructural improvements and significant increases in local employment generating activities, Meath County Council shall make the argument to the Regional Planning Authorities to recognise the designation of Dunshaughlin as a Moderate Growth Town in this Development Plan in the subsequent review of the Regional Planning Guidelines for the Greater Dublin Area. Subject to such designation being recognised, the household and population distribution shown on Table 6 in the County Development Plan shall be varied recognising the designation of Dunshaughlin as a Moderate Growth Town and associated necessary review of the Dunshaughlin Local Area Plan shall occur."

CDP p.56.

The nomination of Dunshaughlin as a Moderate Growth Town in the CDP is qualified on the basis that such towns:

'...develop in a self sufficient sustainable manner in the longer term and that the continued basis for their growth is that they do not become dormitory towns for the Metropolitan Area. In these instances, residential development would only be permitted if sufficient progress is made in providing employment, retail, social and community facilities within the settlement'.

CDP p, 48.

The manner in which this objective is translated to the local level is central to the preparation of the Local Area Plan for Dunshaughlin and this is what has informed the strategic aims and objectives of the Plan.

The town has the capability to expand to a population of 12,000¹ as a result of investments in Water Supply, Wastewater and Road Infrastructure. The extension of the rail line to Navan, with a station in Dunshaughlin provides a real opportunity to affect a modal shift away from the private car and to attract substantial investment in employment generating activities and associated services, including commercial and recreational services.

To this end, this Local Area Plan targets a population of 12,000² over the lifetime of the Plan and zones land for residential, employment, commercial, retail, community and recreational facilities accordingly. It should be noted that the identification of lands for residential purposes to the northeast of Dunshaughlin, which would allow the town to expand its population in accordance with Moderate Growth Town status, comes with the proviso that such lands would be developed in accordance with an approved framework plan and their development would be contingent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town

Key Demographic and Socio-Economic Trends

2.6 Population

The results of the Census of Population 2006 illustrate a period of continuing population growth between 2002 and 2006 in Ireland based on historically high net inward migration and an accelerated natural increase, with the population of the state increasing by 8.2%. The Greater Dublin Area (Dublin, Meath, Kildare and Wicklow) increased by a comparable rate of 8.3%. Growth in Meath County continued apace, increasing by 21.5% between 2002 and 2006, significantly greater than the GDA as a whole. This compares to an increase in the County of 22.1% in the 1996-2002 period and is symptomatic of the continuing overspill of population from the metropolitan area to the hinterland.

The population of Dunshaughlin Town was recorded at 3,384 in 2006, an increase of 10.5% on the 2002 figure of 3,063. This compares to an increase of just over 30% in Navan Town and its Environs and 21.3% in Dunboyne / Clonee and represented a

¹ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

² Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

significant slow down in the 43.2% rate of increase experienced between 1996 and 2002. Table 2.1 below summarises population growth in the area between 2002 and 2006. The town of Dunshaughlin forms part of the overall ED for Dunshaughlin which also includes the rural hinterland. The overall ED is included for comparative purposes.

Table 2.1 Population of County Meath, Dunshaughlin Town, Rural Area and Dunshaughlin ED, 2002 and 2006

	2002	2006	Change 2002–2006	
			Actual	Percentage
County Meath	134,005	162,831	28,826	21.5
Dunshaughlin Town³	3,063	3,384	321	10.5
Dunshaughlin Rural Area	1,864	1,861	-3	-0.2
Dunshaughlin ED	4,927	5,245	318	6.5

Source: Central Statistical Office (CSO); 2002, 2006 Census

A comparison of the rate of growth between the rural and urban area indicates the limited expansion in the population in the former and that, in line policy on rural housing, the bulk of the population growth is directed to the urban centre of Dunshaughlin.

A review in September 2008 of planning applications granted in the area since 2006 indicates that there is permission extant for of the order of 733 no. residential units in Dunshaughlin. Assuming a 2 year build programme and applying the County Development Plan's average household size of 2.55, these units have the potential to accommodate 1,870 people up to 2011, yielding the following population estimate.

Table 2.2: Dunshaughlin Population Estimate 2011

2006 Actual	Committed Units Since 2006 Census	Pop Yield	Potential Population in 2011 assuming 2 year build programme
3,384	733	1,869	5,075

Source: Meath County Council

2.6.1 Age Structure of the Population

In 2006 in the Dunshaughlin ED, the population is reasonably young with almost 40% of the population under 25. This compares to 37% in Meath and 35% in the State. The proportion of the population in the 65+ cohort is low by comparison to Meath and the State.

³ It should be noted that the development boundary of the town is slightly larger than the boundary as defined by the Central Statistics Office for Census purposes. Thus, the actual population of the town will be slightly larger than recorded by the Census.

Table 2.3: 2006 Population – Age Profile Dunshaughlin and Meath % (2002 in brackets)

Cohort/Years	0-14	15-24	25-44	45-64	65+
Dunshaughlin	26.16 (32.2)	13.62 (10.8)	34.46 (38.3)	18.65 (13.7)	5.11 (5.0)
Meath	23.4 (23.6)	13.5 (15.4)	34.7 (31.7)	20.4 (20.5)	8.0 (8.7)
State	20.0 (21.1)	15.0 (16.4)	32.0 (30.1)	22.0 (21.2)	11.0 (11.1)

Source: Central Statistical Office (CSO); 2002, 2006 Census

The above table reveals that Dunshaughlin has a dependency ratio (persons aged under 15 years or over 65 as a percentage of the population aged 15-65) of almost 50% and is symptomatic of the predominance of population in the younger cohorts. This compares, however, to a ratio of 59.0 in 2002 and therefore the 2006 dependency has dropped by 9% over the period. Nonetheless, it still remains high by comparison to Meath and the State which was 45.9 and 45.8 in respectively.

Table 2.4: 2006 Dependency Ratio (2002 in brackets)

	Dunshaughlin	Meath	State
Youth Dependency	42.2 (51.2)	34.2 (39.0)	29.7 (37.5)
Elderly Dependency	7.7 (7.8)	11.7 (8.7)	16.1 (11.1)
Total	49.9 (59.0)	45.9 (47.7)	45.8 (48.6)

Source: Central Statistical Office (CSO); 2002, 2006 Census

So while the dependency ratio is higher than in Meath and the State, the proportion in the youth dependency is greater in Dunshaughlin. This is the group that will become economically active in the next 5-10 years and which will require homes and jobs locally if Dunshaughlin is to retain its population and become self-sufficient.

2.6.2 Household Structure

Household structure describes the make up of households within the population, for example one person, husband and wife, husband and wife with children, etc. The traditional family structure predominates in the town with the 2006 Census recording 65% of the population in the husband, wife and children category. This is greater than Meath and the State where this household accounts for 55.0% and 48.0%, respectively. No other category dominates in Dunshaughlin. Not surprising the corollary is that there is a very low proportion of people living in one person households.

Again this has implications for the future planning of residential accommodation where household sizes will tend to be larger in the area. This means that as a location, Dunshaughlin is attractive to families where there is a traditional and inherent desire to have larger houses and private gardens for safe play for children play.

Table 2.5: Dominant Household Structure 2006

Category	% Households		
	Dunshaughlin ED	Meath	State
One person	5.2%	6.0%	8.0%
Husband + wife	6.8%	9.5%	10.0%
Cohabiting couple	3.0%	4.0%	3.2%
Husband + wife + children	65.1%	55.0%	48.0%
Cohabiting couple + children	2.6%	5.0%	3.6%
Father + children	1.1%	1.2%	1.4%
Mother + children	5.1%	7.0%	8.6%
Couple + others	2.0%	2.0%	2.0%
Couple + children + others	2.5%	4.4%	4.0%
Father + children + others	0.1%	0.3%	0.3%
Mother + children + others	0.5%	0.9%	1.3%
Two + family units	1.5%	2.0%	2.7%
Non-family households + relations	1.0%	1.0%	2.7%
Two + persons not related	2.7%	2.2%	4.4%
Total (Actual)	3,378	161,533	4,123,318

Source: CSO 2006

2.6.3 Household Size

Household size describes the average number of people per household in a particular area. Household size has been declining nationally for a number of years and is symptomatic of smaller family units, more people living alone, and people getting married later in life.

This has implications for zoning of land to accommodate increases in population as the smaller the household size, the greater is the number of households required. Notwithstanding, average household size in Dunshaughlin town was 3.17 in 2006, a decrease from 3.34 in 2002. This compares to 2.9 in Meath which dropped from 3.6 noted in the 2002 census.

The reason why household sizes are larger in Dunshaughlin is because of the very high proportion of couples with children and the very low single person households. The Meath County Development Plan 2007-2013 estimates that average household size in the County will drop to 2.55 in 2013 and while this represents a drop from 2.9 in 2006, this is in keeping with trends in the GDA and the assumptions made in the Regional Planning Guidelines for the Greater Dublin Area 2004-2016.

2.7 The Labour Force

The labour force comprises the total number of people at work, the number of unemployed and the number of first time job seekers. Changes in the size of the labour force are influenced by demographic trends and participation rates (the size of the labour force as a proportion of those over age 15). In a County such as Meath where there is a high level of immigration of adults in the working age groups, most of the growth in the labour force is related to demographic trends.

In addition, there has been an increase in female participation due to improved access to education for females, return of married women to the work place and the decline in household size.

In addition, there is an economic necessity for both partners to work to pay for the cost of private housing. In 2006, the size of the labour in Meath was 83,920 and in Dunshaughlin was 1,673. This represents an increase from 63,134 and 1,400, respectively on the 2002 figure. The overall participation rate in Meath was 67.5% in 2006, an increase from 61.7% in 2002. The comparable figure for Dunshaughlin was 68.8% and 67.4, respectively. Table 2.6 below refers.

The unemployment rate for the State fell from a figure of 9.0% in 2002 to 8.5 in 2006, while over the same period the unemployment rate in Meath remained static at 6.5%. In Dunshaughlin, the number of unemployed people (including first time job-seekers) increased slightly from 4.5% to 5% over the 2002-2006 period. The number of people employed, however, increased by 18.6%. The corresponding figure for Meath was a very significant 36%.

Table 2.6: Labour Force Profile (%) 2002 and 2006

	Dunshaughlin		Meath		State	
	2002	2006	2002	2006	2002	2006
At Work	1,338 (95.6)	1,588(95.0)	58,990(93.4)	78,437(93.5)	1.64m (91.1)	1.93m(91.5)
Looking for 1 st job	12 (0.86)	24 (1.4)	571 (0.9)	846(1.0)	0.021m (1.2)	0.029(1.4)
Unemployed	50 (3.6)	61 (3.6)	3,573 (5.6)	4,637(5.5)	0.14m (7.8)	0.15m(7.1)
Labour Force	1,400 (100)	1,673 (100)	63,134 (100)	83,920(100)	1.80m (100)	2.11(100)
Participation Rate	67.4%	68.8%	61.7%	67.5%	58.3%	62.5%

Source: CSO 2002 and 2006

2.7.1 Location of Employment

What these figures hide is where employment is located and the impact this has on travel patterns, travel to work times and the concomitant impact on the quality of life for residents of Dunshaughlin. Many people residing in Dunshaughlin work elsewhere, mostly in Dublin. The CSOs 2006 Census on journey to work revealed that in the Dunshaughlin Electoral Area, only 23% of the active labour force actually work in Dunshaughlin. Over 8% travel to Blanchardstown, almost 19% travel to Dublin City Centre and over 25% travel elsewhere in Dublin. The complete breakdown of the destination of the labour force is provided below.

Table 2.7: Destination of Labour Force 2006 %

Destination	2006
Dunshaughlin	23.12
Navan	4.90
Dunboyne	3.44
Other South East Meath	5.37
Rest of Meath	2.50
Blanchardstown	8.33
Other North Dublin	7.20
City Centre	18.83
South Dublin	3.53
Fingal	7.72
South Dublin County Council	7.11
Kildare	3.34
Wick low	0.19
Other	4.43

Source: CSO 2006

The County Council in association with Meath County Enterprise Board prepared a Meath Skills Data Base in 2005 which was the outcome of the 'Work in Meath' initiative that started the previous year and was designed to document the skills profile and labour pool that is available to an enterprise wishing to set up in Meath. This Report identified a very strong desire for people living in Meath to work in Meath. Those most interested in working and living in Meath were predominantly in the younger age cohorts engaged in the higher order sectors such as IT, software and financial services. The principal reasons for their desire to work in Meath was to reduce commuting times and to improve life quality.

Recent investments in infrastructure, including the M3 motorway, Water Supply and Wastewater and broad band infrastructure and proposed improvements in public transport make Dunshaughlin a viable and attractive location for employment. Add to this a pool of highly skilled people that are actively seeking employment in the County and the conditions prevail for increasing the availability of employment in the town. This is entirely in keeping with the objectives and aspirations of the Regional Planning Guidelines for the Greater Dublin Area which aspires to have a jobs ratio of 0.70 in Meath. In other words that 70% of all Meath people who are active in the labour force actually work in Meath.

In proposing to increase the population of Dunshaughlin to 12,000⁴, it is imperative that the Development Plan in zoning lands for employment generating activities creates the conditions such that there are no physical land use planning constraints to facilitating additional employment when economic conditions are stabilised and the economy begins to grow again.

⁴ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

2.7.2 Sectoral Employment Patterns

Reflective of the findings of the above mentioned report, 53.7% of all those living in Dunshaughlin in 2006 were engaged in Commerce, Public Administration and Professional Services. This is greater than the corresponding figures for Meath and the State at 45.2% and 48.0%, respectively.

Evidence from the census regarding commuting patterns and the trends evident in the 'Work in Meath' Report suggest that it is people employed in these sectors of the economy (aside from those employed public administration and are most likely to live in Meath) that work outside the county and who wish to live in Meath.

Correspondingly, the proportion employed in Agricultural in Dunshaughlin was much lower than the County and the State - 1.4% by comparison to 6.5% and 5.9%, respectively as was the proportion employed in manufacturing. This indicates that the labour force is service based and is reflective of the national move away from the more traditional manufacturing and agricultural jobs.

The high proportion in the services sector in Dunshaughlin is reflective of a strong employment base engaged in higher order activities, with a high earnings capacity.

Table 2.8: % of Persons at Work Classified by Industrial Group

	Dun'lin	Meath	State
Agricultural, Forestry, Fishing	1.4	6.5	5.9
Manufacturing, mining, utilities	12.3	17.5	16.0
Building and Construction	12.5	12.5	9.1
Commerce	32.1	25.9	26.8
Transport	7.5	6.1	5.9
Public Administration	8.3	6.0	5.8
Professional	13.3	13.3	15.4
Other	12.6	12.2	15.1

Source: CSO 2006

2.7.3 Social Structure

The CSO has a number of measures for categorising social class groupings, one of which is tabulated below. This socio-economic grouping identifies all people aged 15 and over who are at work according to their occupation and by employment status. Unemployed or retired persons are classified by the socio-economic group according to their former occupation. All other persons are classified according to the grouping of the person on whom they are deemed to be dependent.

Table 2.9: Socio-Economic Groupings

Category / ED	Dunshaughlin	Meath	State	Dunshaughlin
A Employers & Managers	25.4	19.6	16.0	45.6
B Higher Professionals	8.3	5.0	6.0	
C Lower Professionals	11.9	9.6	9.5	
D Non-manual	18.1	15.5	16.0	36.0
E Manual Skilled	11.8	13.1	11.9	
F Semi-skilled	6.1	8.5	9.2	
G Unskilled	2.5	4.0	4.2	11.2
H Own account workers	7.7	7.1	5.8	
I Farmers	0.2	5.2	5.8	
J Agricultural workers	0.8	1.1	0.72	
Z All other workers	7.2	11.4	15.3	

Source: Census 2006

A significant proportion of the population was categorised in the ABC social grouping in Dunshaughlin in 2006, representing 45.6% of the population. This compares to 34.2% for Meath and 31.5% for the State. This is the social grouping with the highest earnings potential and is indicative of the higher skills base of the town. In particular, in the highest category of Employers & Managers, Dunshaughlin shows a much greater proportion at 25.4% compared to 19.6% in Meath and 16.0% in the State. The issue for Dunshaughlin is that there is a significant proportion of these types of workers leaving the town to work elsewhere with a consequent drain of expenditure potential.

2.8 The Economy

Meath does not have a high dependency on foreign companies which although has an impact on productivity, in time of an economic downturn leaves it less susceptible. In Dunshaughlin there are no foreign owned firms. A survey of local employers undertaken in September and October 2008 reveal businesses to be predominantly small businesses engaged in services, again reflective of the results of the 2006 Census.

Approximately 290 no. businesses were surveyed of which 38% were engaged in services, including financial services, 16% were engaged in manufacturing, 12% in building and 16% in the retail business. This is reflective of the trends identified in the Census. Of those who responded to a question about details of the number of employees in 2008, 2007 and 2002, all business under went a growth in employees in the 2002-2007 period, the largest of which occurred in the services sector, where growth averaged 16.0% per annum. The retail sector was the next highest, experiencing an increase of 10.8% per annum over the period.

Table 2.10: Employment Trends

	2007-2008	2002-2007	PA Average 2001-2006
Services	-6.1%	+80.0%	+16.0%
Manufacturing	-6.5%	+6.5%	+1.3%
Building	-38.0%	+15.0%	+3.0%
Retail	-8.7%	+54.0%	+10.8%

Source: Consultants Research

In all sectors, employment levels dropped in 12 month period September 2007 to September 2008, with the biggest decrease in the building sector. This is in line with national trends and is an indication of how the economic down turn has manifested itself in Dunshaughlin.

2.8.1 Unemployment Rate

The trend reflected in the localised research is evident in the CSO's most recent unemployed data. The rate of unemployment increase experienced in the State in the 12 month period December 2007 to December 2008 was 71%. By comparison, unemployment in Meath increased by a phenomenal 96%. In Trim, the nearest Social Welfare Office to Dunshaughlin, unemployment increased by 91.3%. [These figures will be skewed by the people who have worked in Dublin, been made redundant and are registering at Social Welfare Offices in Meath.]

Table 2.11: Unemployment Rate

	December 2007	December 2008	% Change
Trim	1,068	2,043	+91.3
Meath	3,557	6,977	+96.0
State	170,376	291,363	+71.0

Source: CSO Live Register

CHALLENGES

2.9 Key Issues Arising

The key issues that arise from the review of the policy context and the socio-economic profile of the area that are of relevance to making policy can be summarised as follows:

- The town is identified as a small growth town in the Regional Planning Guidelines for the GDA and a moderate growth town in the County Development Plan pending the review of the Regional Planning Guidelines. This review is taking place at present and the opportunity exists to make the case that Dunshaughlin be classified as a moderate growth town in the context of improvements in roads, public transport, water and waste water infrastructure.
- Moderate growth towns in the Regional Planning Guidelines have populations of up to 15,000. The aforementioned infrastructure caters for a population of 12,000 in the town and on this basis, this Plan seeks to grow the population to this level.⁵
- The population of Dunshaughlin increased by c.10% over the 2002-2006 census period to 3,384. This was a healthy rate of increase but significantly less than the c.43% increase experienced between 1996 and 2002 and lower than other urban centres in the County.

⁵ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

- Since the 2006 Census, there have been a number of planning permissions granted in the area that have the potential to create an additional population of 1,870. Assuming these permissions are completed by 2011, this would mean the population of Dunshaughlin will reach 5,075 by then.
- Increasing the population to a level appropriate to a moderate growth town will require the zoning of additional lands to facilitate that population and to ensure it is adequately serviced with associated employment, commercial and community facilities in a quality urban environment in line with sustainable development and land use management principles. The development of lands for residential and other uses in the northeast quadrant of Dunshaughlin, which would allow the town to expand its population in accordance with Moderate Growth Town status, comes with the proviso that such lands would be developed in accordance with an approved framework plan and their development would be contingent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town
- At almost 50% in 2006, the dependency ratio of the town is higher than Meath at 46%. Youth dependency is even higher at 42% by comparison to 34% in Meath. This is reflective of the high proportion of families in the town, where 65% of the population lives within the traditional family structure. The corresponding figure for Meath is 55% and for the State is 48%. Dunshaughlin is an attractive destination for families most likely because of its proximity to Dublin and the relative affordability of housing.
- The labour force participation rate is almost 10% higher in the town than in Meath which indicates an economically active population. The services sector is the key sector, in particular financial services with c.33% of people engaged in Commerce in 2006 by comparison to 26% and 27% in Meath and the State, respectively. As much as 45% of the population is in the ABC social grouping which compares to 34.2% for Meath and 31.5% for the State.
- The most striking feature in the profile of the town is that this economically active work force engaged in higher order jobs in the services sector is leaving Dunshaughlin to work elsewhere in the Greater Dublin Area, particularly north Dublin.
- The provision of a train station in Dunshaughlin on the Navan-Dublin rail line leads to issues of how to best plan for this critical piece of infrastructure, in particular in terms of the most appropriate location for the station.

2.10 The Challenge

The single greatest challenge of the Dunshaughlin Local Area Plan is to create and facilitate the creation of conditions that direct population to Dunshaughlin such that the town achieves the moderate growth town status identified in the County Development Plan and that the population is provided with the required social and physical infrastructure that allows people to have choice in where they work and in the mode of transport to work and where a quality of life can be provided such to provide a self sustaining settlement centre that makes a contribution to the prosperity of the wider region. This challenge is recognised in the Meath County Development Plan 2007-2013 as follows:

Recognising that current travel patterns are neither sustainable nor economically beneficial, one of the key aims of the National Spatial Strategy relates that of bringing jobs closer to where people live. An essential feature of this Plan will therefore be the concentration of new employment development within the existing settlement hierarchy, supported by an established and growing young and highly skilled population. CDP p.85

3.0 DEVELOPMENT PLAN STRATEGY

3.1 Core Objectives

The County Development Plan has a very particular objective to grow Dunshaughlin to the level of a Moderate Growth Town. The Local Area Plan provides the basis on which this should happen and has targeted a population of 12,000 to realise this objective.⁶ This will require the zoning of additional lands to facilitate such a population and in keeping with the approach and aspirations of the County Plan, the release of lands for development will be linked to:

- The provision of necessary physical infrastructure, primarily the availability in advance of development occurring, of capacity in water supply and wastewater infrastructure.
- The provision of a new rail route from Pace to Navan, with a station at Dunshaughlin located where it best serves the community in terms of accessibility, makes a real contribution to the quality of life of the residents and assists in creating a compact urban form.
- The availability of spare capacity in existing (and planned) social infrastructure, including primary and post-primary education facilities.
- The provision of the necessary recreational and amenity infrastructure commensurate with the needs of the resident population.
- A more sustainable economic base whereby a greater proportion of Dunshaughlin residents are employed locally.

In addition, the development of lands for residential and other uses to the northeast of Dunshaughlin, which would allow the town to expand its population in accordance with Moderate Growth Town status and attain a population of 12,000 people, comes with the proviso that such lands would be developed in accordance with an approved framework plan and their development would be contingent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

These core objectives have informed and determined the settlement, transport and economic strategy of the Plan, cognisant of the effects of the Plan's policies on the environment. The new rail station provides Dunshaughlin with unique development opportunities that, if properly managed, have the potential to ensure growing Dunshaughlin to a Moderate Growth Town happens in a manner that is sustainable and provides a quality of life for existing and potential residents.

The additional development that will be brought about by growing the population to 12,000⁷ must be provided within a framework that in accordance with the European policy for the sustainable development of urbanised regions, seeks to:

⁶ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

⁷ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

- Control of the physical expansion of the town
- Facilitates a mixture of functions and social groups (with particular emphasis on reducing social exclusion);
- Supports the wise and resource-saving management of the urban ecosystem (particularly water, energy, waste);
- Facilitates better accessibility by different modes of transport (with emphasis on environmentally friendly modes); and
- Facilitates the conservation and development of the natural and cultural heritage.

Adherence to the above objectives will increase the economic competitiveness of urbanised regions while preserving the future economic prospects of surrounding rural areas. Translating these objectives at a local level has informed the Plan's Settlement and Land Use and Transport Strategy:

3.2 Existing Physical Characteristics

Dunshaughlin is located on the N3 National Primary Route c.12 km from Dunboyne to the south and c.20km from Navan to the north. It developed along the N3 and has no significant natural features such as a major river or a coast line that has impacted its urban form. Development in the town commenced at the intersection of the N3 and the R125 (Ratoath Road) and continued south along the N3. This gives Dunshaughlin a very distinctive linear urban form and is the abiding physical characteristic of the town. The N3 comprises its main street and is the focus of commercial, retail and community facilities with a whole range of land uses provided.

Residential development has taken place east and west of the main street with further residential development to the north of the town. There is one principal business/light industrial centre located to the south-east of the town with community/educational facilities all located to the west of the N3 – two schools to the north west and a third school and a Health Centre located to the south west.

3.3 Settlement Strategy

The location of the various zoning objectives are indicated on the land use zoning map provided at Chapter 4.0. The quantum of additional zoned lands has been informed by the objective to grow the population to 12,000⁸. It is anticipated that this growth will occur on a phased basis, subject to infrastructural provision. In the case of the lands to the north of the town, development will have to be in accordance with an agreed framework plan and would be contingent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

As a result, the development of land to the north of the town in the area of the Council's preferred location of the rail station can only happen when plans for its provision are advanced; namely that a rail order has been signed to affect its provision. In the event that the rail line is not extended to Dunshaughlin or that it takes the route to the west of

⁸ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

the M3 motorway, the objective to grow the town to accommodate a population of 12,000 will not be pursued. In these circumstances, there is no requirement to zone significant additional residential lands as the existing c.62 ha of residential zoned, undeveloped land with no extant planning permissions has the capacity to grow Dunshaughlin to a population of 10,000 which still affords the town a Moderate Growth Town Status. A limited quantity of additional residential lands is identified in order to ensure adequate headroom of zoned land.

In the event that this infrastructure is not put in place, or that the rail station is located to the west of the M3 as proposed with route option A, an alternative strategy needs to be put in place as follows:

- Scenario A: Pace to Navan rail route travelling east of the town with a rail station north.
- Scenario B: Pace to Navan rail route travelling west of the M3 with a rail station close to Drumree or the project not proceeding.

Regardless of whether the end target is a population of 10,000 or 12,000⁹, there is a need to ensure that growth happens in a manner that is sustainable and provides whatever population with the required services, including jobs, to ensure the town does not emerge as a commuter town and the commensurate community, recreational and education facilities required to guarantee life quality are provided.

Table 3.1: Population Scenarios

	Scenario A	Scenario B
Population	12,000	10,000
Additional Zoning Required		
Residential	74 ha ¹⁰	none ¹¹
Employment	33 ha	24 ha
Recreation/Open Space	9.0 ha of new space and augmentation/development of existing spaces	Augmentation/development of existing spaces
Education and Community	Extension of existing school + new school; new graveyard	Extension of existing school; new graveyard
Retail	2 Additional neighbourhood centres	1 Additional neighbourhood centre

⁹ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

¹⁰ 25 ha in area around the station at a density of 40uph and 49 ha at 25uph as per the County Development Plan

¹¹ There are 61.6 ha of zoned and undeveloped land with no extant planning

3.4 Strategy for Population of 12,000¹²

In devising the zoning strategy to accommodate a population of 12,000¹³, consideration was given to the population level recorded in 2006 and refined to account for residential planning permissions granted between 2006 and 2008 and are likely to be developed over the life of the Plan. Consideration was also given to the capacity of the remaining zoned land to accommodate employment, residential and community development and to recommendation 7.9 of the Regional Planning Guidelines for the Greater Dublin Area which states that towns in Meath should aspire to achieve a jobs ratio of 0.70. In ascertaining the quantum of employment land required, reference was also made to the Labour Force Participation Rate established by the M1F2 growth scenario as per the CSO projections 2011-2041.

The RPGs also recommend that in residential zoning 'headroom' is provided for at a rate of 50% to account for lands that are zoned not being available for development. Density levels commensurate with the Development Plan (25 uha) were also used, save in the area of the train station, where a higher density of 40 uha was assumed in the interests of making the most effective use of costly infrastructural services.

The Council is satisfied that it has had regard to the advice documents from various government Departments, including the Department of Environment Heritage and Local Government and the Department of Education and Science, and to the provisions of regional and county planning policies in terms of jobs ratio, headroom, densities, etc, in devising the zoning strategy and believes there is adequate lands zoned to meet the needs of growing this population to 12,000¹⁴ in accordance with the scenarios presented in Table 3.1 above.

3.5 Land Use and Transport Strategy

As noted, Ireland's Transport 21 investment programme will extend the rail line from Pace to Navan, including a station at Dunshaughlin. At the time of publication of the Local Area Plan, two route options remain under consideration; Route A west of the M3 with a station located close to Drumree and Route B travelling east of the town with a station just north of the intersection between the N3 and the R125.

The transportation and land uses strategy that is put forward in this plan is based on Route B as it is considered that this route fully endorses sustainable land use management principles in creating a compact urban, where the additional lands required to facilitate the additional targeted population can be identified adjoining the built edge and where an alternative and more environmentally friendly transport mode is to be provided at a location that maximises access to adjoining development and potential development areas.

¹² Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

¹³ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

¹⁴ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

Route B impacts on the proposal for the relief road to the east of the town identified as a specific objective in the current Development Plan. Only a small section of this road has been completed to the north-east of the town to facilitate access to a newly completed residential estate. Permission has been recently granted but has not been constructed for the south-eastern element of this road from the Dublin Road to the Lagore Road, an element of which is marginally impacted by Route B. This access will facilitate the development of the large pocket of residential and recreational land to the south-east of the town.

In the context of the alignment of the preferred Route B, this Development Plan no longer seeks the completion of this relief road in the alignment originally proposed; rather as amended on the land use zoning map included with this Plan.

The focus of the Plan's land use and transportation strategy is to consolidate development within the physical boundary created by the M3 Distributor Link Road to the west and the rail line to rail line (Route B) and relief road to the east. It is an objective of the Plan to continue the M3 Distributor Link Road to connect to the Dublin Road such that it forms a continuous western boundary to the town. In so doing the settlement/zoning strategy is based on the principle of creating a compact urban form, providing for the wise management of urban lands and the most effective and efficient use of costly infrastructural services.

The land use zoning map identifies lands in the area of the station location proposed with Route B as a Framework Plan Area. While these lands are not zoned in this Plan, the map indicates the extent of the Framework Area for which a Plan will be prepared (and consequent subsequent amendment of the LAP) in the event of the rail route taking the eastern alignment (Route B). This Plan will identify the location of different land uses, including parking facilities and will incorporate a design brief and concept Plan. The land use zoning map also identifies lands to the south west of the town between the existing development area boundary and the proposed extended M3 Distributor Link Road for employment use. The development of these lands will also be the subject of a Framework Area Plan. A further Framework Area is identified for employment and open space lands to the south eastern boundary of the town. The development of all of these additional lands that are zoned or proposed to be zoned will be subject to the provision of the associated infrastructure, including the aforementioned road extension; the location of the rail alignment to the east; and the rail station to the north.

3.6 Compliance of Strategy with County Development Plan

Allied to the above development strategy is the ongoing development of the town centre such that vitality and vibrancy is maintained. The County Plan notes that in Dunshaughlin, priority is given to the development of the new Town Centre to the west of the Main Street and the delivery of the new civic space to the east of Main Street in line with the approved town centre Urban Framework Plan. This Plan is reproduced at Chapter 9.0 and is incorporated into the strategy for the management of the town centre. The County Plan further states that the release of the remaining significant tract of residential land between the N3 Dublin Road and the Lagore Road to the south-west

of the town will be phased pending the significant development of the Town Centre backlands, the provision of the M3 Motorway and Bypass of Dunshaughlin and the capacity / future provision of key social and physical infrastructure both within and outside of the lands in question.

Since the adoption of the County Plan, a planning permission was lodged for a significant development on the aforementioned backland site and at the time of writing is under consideration; the bypass (M3) is due for completion in 2010 or late 2009; the water supply infrastructure has been upgraded to provide capacity for a population of 12,000; the waste water treatment facility has been upgraded also to provide for a population of 12,000; and Irish Rail has advanced proposals for extending the rail service from Pace to Navan, with a station at Dunshaughlin. The twin track approach of maintaining the primacy of the town centre and zoning of additional lands in the area of the proposed station to the north in line with its provision is fully compliant with the strategy adopted for Dunshaughlin in the County Development Plan.

The County Development Plan requires that local areas plans demonstrate compliance with the household and population projections contained in the Development Plan and in particular Table 6 of the Development Plan. In this instance, development of the total quantity of zoned residential lands would exceed the household projection for Dunshaughlin in Table 6, however, the development of the full extent of these lands, in particular the lands to the north east of the town is contingent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review to a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town. The development of these lands must also occur on the basis of an approved framework plan which must include for phasing of development. Settlement Strategy Policy SP7 of the Development Plan, states that in the event of Dunshaughlin being classified as a Moderate Growth Town in the review of the Regional Planning Guidelines, the household and population distribution for the town as contained in Table 6 would be varied. The contingency measures outlined will therefore ensure that the Local Area Plan is consistent with the Development Plan.

4.0 LAND USE ZONINGS – PROVISIONS AND OBJECTIVES

4.1 Introduction

The purpose of land-use zoning is two-fold:

- It indicates the objectives of the County Council for all lands within Dunshaughlin Local Area Plan boundary, including the uses that are acceptable or unacceptable in a particular area, and
- It reduces the potential for conflict between uses in particular areas.

Whilst the land-use zoning will give an indication of the acceptability or otherwise of particular uses in particular areas, development proposals will also be assessed in terms of compatibility with the development control guidelines and standards outlined in the County Development Plan. Factors such as density, height, massing, traffic generation, public health regulations, design criteria, visual amenity, availability of services and potential nuisance by way of noise, odour and air pollution are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area and these matters will be given consideration in the assessment of a planning application.

There are eleven land-use zones indicated in this Plan as listed in Table 4.1 below and are based on the generic zoning categories used in all of the Local Area Plans within the County. The visions associated with the zoning objectives have been refined to account for the unique situation relative to the proposed new rail line and rail station. All zoning objectives are identified by letter on the zoning matrix below (Table 4.1), and by letter and colour on the Zoning Map (Map 1).

Table 4.1: Zoning Objectives and Visions

A1	<p>Existing Residential/Infill Areas: To protect and enhance the amenity of developed residential communities.</p> <p><i>Vision:</i> This zoning objective seeks to protect existing residential areas from unsuitable development, which will affect the residential amenity of such areas. New developments should be compatible with or reinforce the residential function of the area. A range of uses is permitted in principle in this zone. These uses have the potential to create a strong sense of community due to a close interrelationship between residential uses and community uses, open space, schools, recreation and amenity uses.</p>
A2	<p>New Residential Areas: To provide for new residential communities and community facilities and protect the amenities of existing residential areas.</p> <p><i>Vision:</i> The purpose of this zone is to provide for high quality new residential environments with good layout and design and a strong sense of place, with high quality walking and cycling links to community facilities, local services and employment zones. Similar to the “Existing Residential” zone, the uses permitted have the potential to create a strong sense of community due to a close interrelationship between residential uses and community uses, open space, schools, recreation and amenity uses.</p>

A3	<p>Residential – Heritage Areas/Protected Structure: To conserve and protect the character and setting of institutional complexes and heritage buildings in residential redevelopment and infill proposals in accordance with action area planning approaches.</p> <p><i>Vision:</i> The objectives of this zone are equivalent to those for the new and existing residential areas but cognisant of the setting of Protected Structures or any other relevant heritage value.</p>
A4	<p>Proposed Station Area (Route B): To provide for new residential communities with ancillary mixed uses to include community facilities, neighbourhood facilities and employment uses utilising higher densities in accordance with approved action area plans.</p> <p><i>Vision:</i> The Council's vision for this zone is the provision of a high quality mixed use development that has regard to its location proximate to the rail station proposed with Route B. Higher densities will be permitted here at up to 40 residential units per ha. Higher plot ratios will also be considered but will be design led rather than numerically prescribed. Development in the area will require the preparation of Framework Plan and development will happen in tandem with the provision of a rail station and associated park & ride facility. The Framework Plan should make provision for retail facilities of a neighbourhood scale and subject to maintaining the primacy of the town centre as the principal location for retail development.</p>
B1	<p>Town Centre: To protect and enhance the special physical and social character of the existing town and village centres and to provide for new and improved town centre facilities and uses.</p> <p><i>Vision:</i> The primary purpose of this zone is to sustain a vibrant mix of uses in the town centre and to create a sense of community and identity. Preferred uses are retail, retail services, commercial, residential, office use, etc. Retail and retail services are the preferred uses at ground floor level. An Urban Framework Plan has been prepared to oversee the development of the town and presents broad objectives and options as to how opportunity sites in backland areas can be developed. It includes a movement strategy and presents a location for and design of quality civic spaces. Planning applications will be assessed in accordance with the contribution they make to achieving the objectives of this Plan. Chapter 9.0 refers.</p>
B3	<p>Neighbourhood Centre: To protect, provide for and improve local and neighbourhood shopping facilities.</p> <p><i>Vision:</i> This zoning objective is designed to facilitate neighbourhood facilities generally in accordance with the definition of such facilities in the Retail Planning Guidelines and the Retail Planning Strategy for Meath. They are located in new residential areas and are strategically located around the town and will be of a scale not to detract from the town centre as the primary retail location.</p>
E1	<p>Industrial Employment: To provide for industrial and related uses subject to the provision of necessary infrastructure.</p> <p><i>Vision:</i> The zoning seeks to provide for a wide range of employment opportunities. Residential or retail uses will not be permitted on such lands.</p>

E2	<p>General Employment: To provide for light industrial and industrial office type employment in a high quality campus environment subject to the requirements of approved action plans and the provision of necessary physical infrastructure.</p> <p><i>Vision:</i> The zoning objective seeks to provide for a wide range of employment generating activities that are needed to sustain the additional population; to provide jobs locally and so reduce unsustainable commuting patterns. Residential and retail warehouses are open for consideration, however, should not be the primary use in the zone. Developments will be required to be of high architectural standard in layout and building design.</p>
F1	<p>Open Space: To provide for and improve open spaces for active and passive recreational amenities.</p> <p><i>Vision:</i> The zoning objective seeks to provide recreational and amenity resources subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.</p>
G1	<p>Community/Educational/Institutional: To provide for necessary community, recreational and educational facilities.</p> <p><i>Vision:</i> These areas are reserved for existing and future community, educational and institutional uses. The present uses on such lands include schools, the health centre and churches.</p>
H1	<p>Green Belt: To maintain a greenbelt between the development boundary and the M3.</p> <p><i>Vision:</i> This zoning seeks to maintain a buffer between the urban area and the M3 and to provide for biodiversity opportunities within this area.</p>

4.2 Zoning Matrix

The zoning matrix (Table 4.2) lists the land use activities most commonly encountered in Dunshaughlin and each is defined in Appendix 4.1. They are intended as a general guideline and the uses listed are not exhaustive.

4.2.1 Permitted in Principle

Land uses designated under each zoning objective as “Permitted in Principle” are deemed to be generally acceptable, subject to compliance with the relevant policies, standards and requirements set out in this Plan.

4.2.2 Open for Consideration

Land uses designated as “Open for Consideration” are uses that may be permitted where the Planning Authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects, and would otherwise be consistent with the proper planning and sustainable development of the area.

4.2.3 Not Permitted

Uses that are not indicated, as either “Permitted in Principle” or “Open for Consideration” will not be permitted.

4.2.4 Other Uses

Uses that are not included in the zoning matrix will be considered in relation to the general policies of the Plan and the zoning objectives for the area in question.

4.2.5 Non-Conforming Uses

Where uses exist that do not conform to the zoning objective for the area, all such uses that where authorised or where in existence longer than seven years shall not be the subject of proceeding in respect of continuing use. When extensions to and / or improvements to premises accommodating such uses are proposed, each shall be considered on its merits, and permission may be granted where the proposed development does not adversely affect the amenities of premises/uses in the vicinity, does not prejudice the proper planning and sustainable development of the area, and does not conflict with the policies and objectives of the County Development Plan and this Local Area Plan.

4.2.6 Transitional Zonal Areas

The Zoning Map (Map 1) shows the boundaries between various land use zones. While the zoning objectives and control standards in this Local Area Plan indicate the different uses and densities etc., permitted in each zone, it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones.

In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments that would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting “residential areas”, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of residential properties.

4.2.7 Zoning Matrix

Table 4.2: Zoning Matrix Table

Use/Zone	A1	A2	A3	A4	B1	B3	E1	E2	F1	G1	H1
Advertisements/ Advertising Structures	X	X	X	O	P	P	P	P	X	X	X
Agricultural Buildings	X	X	X	X	X	X	O	O	X	X	P
Bed & Breakfast	P	P	P	P	P	O	X	X	X	X	X
Betting Shop	X	X	X	O	P	P	X	X	X	X	X
Blood Stock Industry	X	X	X	X	X	X	X	X	X	X	P
Boarding Kennels	X	X	X	X	X	X	O	O	X	X	O
Car Park	X	X	X	O	O	O	P	P	X	X	X
Cash & Carry Outlet	X	X	X	O	O	O	O	O	X	X	X
Cemetery	X	O	X	X	X	X	X	O	X	P	P
Church/ Religious Building	O	O	O	O	O	X	X	X	X	P	X
Community Facility	P	P	P	P	P	P	X	O	P	P	P
Crèche/ Childcare Facility	P	P	P	P	P	P	X	X	X	X	X
Cultural Use	P	P	P	P	P	P	X	X	O	O	X
Disco/Nightclub	X	X	X	O	P	O	X	X	X	X	X
Doctor/Dentist etc.	P	P	P	P	P	P	X	P	X	X	X
Education	P	P	P	P	P	P	O	O	X	P	X
Extractive Industry	X	X	X	X	X	X	O	X	X	X	X
Enterprise Centre	X	X	X	O	P	P	P	P	X	X	X
Funeral Home	O	O	O	O	P	P	X	P	X	P	X
Garden Centre	O	O	O	O	O	O	P	P	P	O	O
Guesthouse	P	P	P	P	O	O	X	X	X	X	X
Health Centre	O	O	O	O	P	P	O	P	X	P	X
Home Based Economic Activity	P	P	P	P	P	P	X	X	X	X	X
Hospital/Medical Centre	O	O	O	O	P	P	X	O	X	P	X
Hotel/ Motel	O	O	O	O	P	P	X	X	X	X	X
Industry (General)	X	X	X	O	X	X	P	P	X	X	X
Industry (Light)	X	X	X	X	O	O	P	P	X	X	X

Use/Zone	A1	A2	A3	A4	B1	B3	E1	E2	F1	G1	H1
Motor Sales Outlet	X	X	X	X	P	P	O	P	X	X	X
Office Based Industry	X	X	X	O	P	P	P	P	X	X	X
Offices less than 200 sq m	O	O	O	O	P	P	P	O	X	X	X
Offices over 200 sq m	X	X	X	O	P	P	O	P	X	X	X
Open Space	P	P	P	P	P	P	P	P	P	P	P
Petrol Station	X	X	X	X	O	O	O	O	X	X	X
Public House	O	O	O	O	P	P	O	O	X	X	X
Public Services	P	P	P	P	P	P	P	P	P	P	X
Recreational Buildings (Commercial)	P	P	P	P	P	P	X	X	P	P	O
Recreational Facility/ Sports Club	O	O	O	O	O	O	X	X	P	P	O
Residential	P	P	P	P	P	P	X	X	X	O	X
Residential Institution	O	O	O	O	O	O	X	X	X	P	X
Restaurant	O	O	O	O	P	P	X	O	X	O	X
Retail Warehouse	X	X	X	X	X	X	X	O	X	X	X
Science & Technology Based Industry	X	X	X	O	P	P	P	P	X	X	X
Scrap Yard	X	X	X	X	X	X	O	X	X	X	X
Service Garage	X	X	X	X	O	X	P	O	X	X	X
Shop-Local	O	O	O	P	P	P	X	O	X	X	X
Shop-Major Sales Outlet	X	X	X	O	P	P	X	X	X	X	X
Shop-Neighbourhood	O	O	O	P	P	P	X	O	X	X	X
Take Away	X	X	X	X	P	P	X	X	X	X	X
Travellers Accommodation	P	P	P	P	X	X	X	X	X	X	X
Warehouse	X	X	X	X	X	X	P	P	X	X	X

Key: P Permitted in Principle
O Open for Consideration
X Not Permitted

Appendix 4.1: Definition of Use Classes

Advertisements and Advertisement Structures

Any work, letter, model, balloon, kite, poster, notice, device or representation employed for the purpose of advertisement, announcement, or direction and any structure such as a hoarding, scaffold, framework, pole, standard, device or sign (whether illuminated or not) and which is used or intended for use for exhibiting advertisements.

Agricultural Buildings

A building or part thereof used for the purpose of agriculture as set out in the Planning Acts.

Bed & Breakfast

A building or part thereof where sleeping accommodation and breakfast are available on a commercial basis.

Betting Shop

A building / premises or part thereof registered in the register of bookmaking offices under the Betting Act, 1931.

Car Park

A building or part thereof or land (not being part of a public road) used for the parking of mechanically propelled vehicles, excluding heavy commercial vehicles.

Cash and Carry Outlet

A building or part thereof or land used for the sale of goods in bulk to traders on a cash-and-carry basis.

Cemetery

Land used as a burial ground.

Church / Religious Building

Any structure habitually used as a place of public worship or for religious instruction. Where a building or part of a building, on the same site as a place of public worship or on an adjoining site, is used in connection with that place of public worship, such a use shall be deemed to be a related use.

Community Facility

A building or part thereof used for (community) activities organised primarily by the local community and to which the public may be admitted on payment of a charge or free of charge.

Crèche or Nursery School

Use of a building or part of a building for the provision of day care facilities for the minding and training of children below primary school entry age.

Cultural Use

Use of a building or part thereof or land for cultural purposes to which the public may be admitted on payment of a charge or free of charge.

Disco or Nightclub

A building or part thereof where the primary function is the provision of dancing facilities.

Doctor/Dentist, etc.

Use of part of the dwelling house in which the practitioner resides for the provision of medical or professional services. Group practices are excluded from this definition.

Education

The use of a building or part thereof or land as a school, college, technical institute, academy, lecture hall or other educational centre. Where a building or part of a building on the same site as an educational building or on an adjoining site is designed for use or used as a residence for the staff or the pupils of that educational building such a use shall be deemed to be educational.

Extractive Industry

The winning of all minerals and substances in or under land of a kind ordinarily worked by underground or open cast mining.

Enterprise Centre

Use of a building or part of a building or land for small scale ("Starter-type") industries and/or services usually sharing grouped service facilities.

Funeral Home

A building or part of a building used for the storage, preparation and layout of human remains, the holding of burial services and the assembling of funerals. An undertakers premises where the functions of a funeral home are not carried out is regarded as a shop.

Garden Centre

The use of land, including buildings, for the cultivation, storage and/or the display and sale of horticultural products and the display and sale of related goods and equipment.

Guest House

A building or part thereof where sleeping accommodation and meal services are generally available to residents only.

Health Centre

A building or part thereof or land used for the provision of local medical, dental, prophylactic or social assistance services for the local community and including group practices and clinics.

Home Based Economic Activity

Service type activities carried on for profit by the occupier of a dwelling, such use being subordinate to the use of the dwelling as a residence.

Hospital/Medical Centre

A building or part thereof or land used for general medical treatment. This includes specialised hospitals and nursing homes.

Hotel/Motel

A building or part thereof where sleeping accommodation, meal services and other refreshments are available to residents and non-residents. Function rooms may also be incorporated as part of the use.

Industry (General)

The use of a building or part thereof or land for any industry other than a light industry or a special industry and includes a service garage but not a petrol station.

Industry (Light)

The use of a building or part thereof or land for industry (not being a special industry) in which the processes carried on or the machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit and may include a service garage but not a petrol station.

Motor Sales Outlet

A building or part thereof or land used for the display and sale of motor vehicles, agricultural machinery and implements.

Office-Based Industry

Office-based activities concerned with the output of a specified product or service, including: data processing, software development, information technology, technical consultancy, commercial laboratories/healthcare, research and development, media recording and general media associated uses, publishing, telemarketing. Other related uses not specified above may be included in the future at the discretion of the Planning Authority.

Office

A building in which the sole or principal use is the undertaking of professional administrative financial marketing or clerical work including services provided principally to visiting members of the public.

Open Space

Means any land, whether enclosed or not, on which there are no buildings or of which not more than one-twentieth part is covered with buildings and the whole of the remainder of which is laid out as a garden or is used for purposes of recreation or lies waste and unoccupied.

Petrol Station

A structure or land used for the purpose of the selling by retail of petrol, fuel oils, lubricating oils and liquefied petroleum gas generally for use in motor vehicles. It does not include a service garage or motor sales outlet. Petrol filling stations can provide a wide range of retail goods in an associated shop. In general these shops should remain secondary to the use as a petrol filling station.

Public House

A building or part thereof or land licensed for the sale of intoxicating liquor to the public for consumption on the premises.

Public Services

A building or part thereof or land used for the provision of "Public Services". "Public Services" include all service installations necessarily required by electricity, gas, telephone, radio, television, drainage and other statutory undertakers; it includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste composting facilities, etc.

Recreational Building (Commercial)

A building or part thereof that is available for use by the public on payment of a charge.

Recreational Facility/Sports Club

A building or part of a building which may be available to the public on payment of a charge or free of charge in the use of which no excessive noise is produced and which may contain a theatre, a cinema, an art gallery or exhibition hall (other than for trading purposes), an assembly hall, a social centre, a community centre, a swimming pool, a bowling alley or a squash centre but may or shall exclude dance halls, band halls, discotheques or similar uses. It may also include facilities for other physical activities in the form of structured games or play for the purpose of recreation or amusement.

Residential

The use of a building or part thereof including houses, flats, bed-sitters, residential caravans, etc., designed for human habitation.

Residential Institution

A building or part thereof or land used as a residential institution and includes a monastery, convent, hostel, old peoples' home, nursing home and isolation hospital.

Restaurant

A building or part thereof where the primary function is the sale of meals and refreshments for consumption on the premises.

Retail Warehouse

A large single-level store specialising in bulky household goods such as carpets, furniture, and electrical goods, and bulky DIY items catering mainly for car-borne customers. Food and other convenience goods are not considered suitable in a retail warehouse.

Science & Technology Based Industry

Knowledge based processes and industrial activities (including ancillary offices) in which research, innovation and development play a significant part and which lead to and accommodate the commercial production of a high technology output.

Scrap Yard

Land used for the reception, dismantling, packing and storing of scrap metal before transport for processing and recycling elsewhere.

Service Garage

A building or part thereof or land used for the maintenance and repair of mechanically propelled vehicles, excluding heavy commercial vehicles.

Shop - Local

Local shops located in local centres or neighbourhood centres perform an important function in urban area. They can provide a valued service, catering daily or particularly for the casual needs of nearby residents or for those passing by. Local shops encompassing both foodstores and important non-food outlets such as pharmacies have significant social and economic functions; they offer a particularly important service for those less mobile, especially elderly and disabled people, families with small children and those without access to a car.

Shop - Major Sales Outlet

Shops, which are larger in scale than neighbourhood shops or are very specialised and therefore serve a wider area.

Shop - Neighbourhood

This category includes smaller shops giving a localised service in a range of retail trades or businesses such as sweets, groceries, tobacconist, newspapers, hairdresser, undertaker, ticket agency, dry cleaning and laundry depots and mini markets and designed to cater for normal "neighbourhood requirements". A neighbourhood shop / centre primarily serves a local community and does not generally attract business from outside the community.

Take Away

The use of a building or part thereof for the sale of hot food for consumption off the premises.

Travellers Accommodation

All accommodation specifically provided by the Council for occupation by members of the Travelling Community including group housing schemes, halting sites and residential caravan parks.

Warehouse

A building or part thereof where goods are stored or bonded prior to distribution and sale elsewhere. It may include the storage of commercial vehicles where this is ancillary to the warehousing function.

5.0 RESIDENTIAL DEVELOPMENT

5.1 Strategy

In the interest of sustainable land use management, new residential developments are located adjoining the existing built edge and within walking distance of the town centre and the preferred location of the railway station. This approach will contribute to the reduction in the use of the private car as the primary mode of transport, encourage walking, cycling and the use of public transport, and will contribute to social inclusion. To this end, the Development Plan seeks to enhance pedestrian and cycle access to the preferred station. This is discussed in greater detail in Chapters 8.0 and 9.0.

Growing the population to 12,000¹⁵ from an existing base of c.5,250 in 2008 will require the provision of c.2,650 no. dwellings. This is in addition to the estimated 730 units that are committed or are in the stages of construction. This is a significant addition to the housing stock.

The land use and transportation strategy set out in Chapter 3.0 establishes the proposed location of residential development in the area of the rail station and in an area to the south-east of the town. Residential Development is to take place in tandem with the provision of the rail station to the north of the town and the completion of the M3 Distributor Link Road to the south-west of the town.

5.2 Residential Policies

LAP Policy Res-1: Higher residential densities of up to 40uph will be facilitated in the proposed area of the train station to the north of the town subject to good design practice and to compliance with an approved Urban Framework Plan. Development of these lands shall also be contingent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review to a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

LAP Policy Res-2: Provide for the expansion of Dunshaughlin on lands close to the town centre, which may be developed with least infrastructural expenditure and which provide good access to the range of social, educational and economic facilities available in the town.

LAP Policy Res-3: Encourage in-fill housing developments, the use of under-utilised and vacant sites and vacant upper floors for accommodation purposes and facilitate higher residential densities at appropriate locations, subject to a high standard of design, layout and finish.

LAP Policy Res-4: Seek a balance and mix in the provision of social, affordable and private housing and in the type and size of units in order to promote a social and demographic balance within the town and to respond to the increasing trend towards

¹⁵ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

smaller household sizes. Social housing will be provided in accordance with the Housing Strategy set out in the County Development Plan.

LAP Policy Res-5: Ensure that road infrastructure and other infrastructural improvements, community and recreational facilities match the needs of new residents. Housing development will be phased to correspond to the provision of these facilities.

LAP Policy Res-6: Provide safe and high quality pedestrian and bicycle links between residential areas and retail, recreational and educational facilities in the town.

LAP Policy Res-7: All new developments shall meet the low energy performance as set out in the Building Regulations as pre-requisite to receiving planning approval (a calculation report is to be submitted with the planning application). Each building's energy performance calculation will be demonstrated on the basis of a simple approved method carried out by a qualified or accredited expert.

LAP Policy Res-8: All new residential developments shall accord with the Department of Environment, Heritage and Local Government's publication – Sustainable Residential Development in Urban Areas.

5.3 Residential Objectives

In addition to the policies and objectives set out in the County Development Plan it is the objective of the County Council to:

LAP Objective Res-1: Require that any proposal for the lands identified as 'Framework Plan' area to the north of the town are developed on the basis of an agreed Urban Framework Plan which shall have regard to the location and design of the rail station. The boundary for the framework plan area is shown on the zoning map. A quality design finished to a high architectural standard of layout and building design will be essential at this location. The framework plan shall include for the development of a land use strategy for the lands, phasing arrangements, delivery of community facilities including schools and commercial facilities, design including maximum heights, landscaping, provision of services, access, parking and road layout. The development of these lands shall be contingent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review to a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

Preparation of the framework plan shall commence when/if the Eastern Alignment of the Navan Dublin Rail Line ie Route B (inclusive of the aforementioned northern rail station) is selected as the preferred route option by Iarnród Éireann/The Minister for Transport /An Bord Pleanála. Development shall not proceed pending completion of said framework plan and consequent subsequent amendment of the LAP.

6.0 ECONOMIC DEVELOPMENT

6.1 Strategy

The strategy with regard to economic development in Dunshaughlin is to create, in as much as a Development Plan can, conditions to attract employment and employers to the town. The objective is to avoid a scenario where population grows but the commensurate level of employment is not generated. The Regional Planning Guidelines for the Greater Dublin Area targets a jobs ratio of 0.70 for Meath and growing the population to 12,000¹⁶ will require the provision of the order of 3,000 new jobs if this ratio is to be met. In so doing, the degree of commuting currently experienced in Dunshaughlin can be reversed, the town will be energized as employment is provided locally and more money is retained in the local economy because of expenditure on goods and services.

There is one business / industrial park in the town located to the south-east. There is an area of almost 7 ha within the estate zoned for light industrial and industrial office type employment that remains vacant. This of itself is not sufficient to accommodate what would be the optimum level of employment activity required for population to be matched with jobs. A target of creating c.3,000 new jobs will require the zoning of 42 ha of land zoned for employment purposes. The Local Area Plan zones an additional c.33 ha of land for employment related purposes in addition to the c.7 ha of existing land zoned but not development in the Dunshaughlin Business Park. This is in addition to the mixed use zone (A4) around the area of the station where a mix of uses is to be provided, including employment uses.

In this context, it is considered that there are sufficient lands zoned to accommodate the future employment requirements of the town.

6.2 Employment Policies

In addition to the policies and objectives set out in the County Development Plan it is the policy of the County Council to:

LAP Policy EP-1: Strengthen Dunshaughlin as a service and business centre and facilitate a range of small and medium sized enterprises.

LAP Policy EP-2: Ensure the sufficient zoning of suitable land for the development of commercial and industrial development to match the growing population.

LAP Policy EP-3: Ensure the continued support and promotion of existing industries.

LAP Policy EP-4: Promote the location of high-density employment uses, such as offices, in locations within or close to the town centre and close to public transport nodes, i.e. in areas zoned A4.

¹⁶ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

LAP Policy PE-5: Promote the orderly phasing of development to ensure essential infrastructure is in place to meet the needs of businesses and their employees.

6.3 Employment Objectives

LAP Objective PE-1: Encourage a wide range of employment uses on lands zoned for 'E2' south of the town. Access to the lands is to be provided from the proposed new distributor link road.

LAP Objective PE-2: Require that development on lands zoned for A4 in the area of the preferred location of the rail station provide for employment activities in accordance with an approved Urban Framework Plan.

LAP Objective PE-3: Require that in the transition zone between the residential lands and the employment lands to the south west of the town a buffer/linear park.

LAP Objective PE-4: The development of the new industrial zoned (E2) lands west of the N3 shall be subject to an agreed framework plan to be submitted with any planning application for these lands. The framework plan shall include a written statement and a plan or series of plans indicating proposals in relation to the overall design for the lands, types of development, road layout and access arrangements, provision of services, landscaping etc.

LAP Objective PE-5: The development of the new industrial zoned (E2) lands east of the N3 shall be subject to an agreed framework plan to be submitted with any planning application for these lands. The framework plan shall include a written statement and a plan or series of plans indicating proposals in relation to the overall design for the lands, types of development, road layout and access arrangements, provision of services, landscaping, etc. The framework plan shall include provision of a maintained landscaped buffer/linear park in order to protect the residential amenity of adjoining residential development. To finalise the framework plan in accordance with the terms of this local area plan, all land uses within the designated area shall be as may be approved by the Planning Authority, in accordance with the principles of proper planning and sustainable development and the land use requirements of this Local Area Plan.'

7.0 Open Space, Natural Heritage and Community

7.1 Open Space

7.1.1 Existing Open Space Provision

There are 11.5 ha of land zoned open space in active recreation use in Dunshaughlin. With the exception of Knocks Park and the Pitch and Putt Course, existing open space generally comprises grassed areas. There is a further 14.7 ha of land zoned for active and passive recreational amenities yet to be developed. In addition, there are numerous areas of varying size that are not zoned open space but used as informal parks and play spaces. These spaces range from purpose built small parks constructed as part of residential development to 'left over' open space at road sides and street corners. These spaces are also important and contribute to the open space network and to the overall visual amenity of the area.

While the above numbers indicate that there is a good quantity of existing and zoned open space, there is a perception locally that recreational space is insufficient to service the community, amongst local sporting groups and schools in particular. This is because many such areas are difficult to access and contain no facilities such as play equipment or seating and therefore are not considered as usable open space. The perception of insufficient open space is further compounded by the significant area of land zoned for open space use but currently in inaccessible open fields. This principally comprises the two large parcels to the south-east and north-west of the town totaling 14.7 ha.

There is a deficiency in pedestrian and cycle connections between open space and recreation areas. Creating a network of pedestrian and cycle routes has the potential not only for getting from A to B in a sustainable manner, such as school to home, but also for encouraging exercise and interaction within the community and for enhancing the amenity of the area in general.

The primary focus of the open space strategy is, therefore, to provide the required quantum of space to meet the needs of a growing population; to provide open space in accessible and appropriate locations such that every resident has easy access to it and to create links and connections between the spaces.

7.1.2 Open Space Required

The LAP zones an additional 74 ha of land for residential use (in the event that the town is to grow to a population of 12,000) 25 ha of which is to be developed at medium to high density levels (40 uph) and the remainder developed in accordance with the County Plan's standard of 25 uph. Where residential accommodation is to be provided on greenfield sites, the County Plan requires the provision of open space at a minimum of 15% of the total site area for medium to high density development and 10% of the total site area in all other cases. The open space should be in the form of *'useful open spaces within residential developments and, where appropriate, larger neighbourhood parks to serve the wider communities'*.¹⁷

¹⁷ Meath County Development Plan 2007-2013 Part 7.8.4.

These standards create a requirement for c.9.0 ha of open space associated with the lands generally in the area of the rail station proposed north of the town identified with Route Option B. The County Development Plan also specifies additional open space to be provided at a minimum of 3.2 hectares per 1,000 population. This is to include (for each 1000 people):

- 0.4ha Children's Play Area
- 1.2ha Urban Parks/General Amenity Space
- 1.6 ha Playing Fields

The Dunshaughlin LAP seeks to grow the population to 12,000¹⁸. This equates to a total requirement (including existing open space) for 38.40 ha follows:

- 4.8ha Children's Play Area
- 14.4ha Urban Parks/General Amenity Space
- 19.2ha Playing Fields

The existing and already zoned but not yet developed lands provide c.26 ha of open space. The Local Area Plan zones a further c.9.0 ha specifically for open space and recreational use, equating to a total of 35ha. Further open space will be created via open space requirements within new residential development.

7.1.3 Open Space Strategy, Including Pedestrian and Cycle Linkages

The location of the parks is primarily driven by walking distances to surrounding residential areas. This system also provides clear direction for development of new parks and potential upgrades to existing parks. New larger will be identified in areas for future development. This will enable the latest in good urban design practice to be applied to planning (location) and design of the spaces to improve, accessibility, safety, usability, play provision and quality in general.

Mapping of pedestrian and cycle connections provides a further layer of information to guide future development and addresses existing limitations in pedestrian and cycle access. Sustainable transport, practical access around the town and opportunities for active recreation and social interaction are all maximised by the pedestrian and cycle way network. The pedestrian links will enable a number of potential 'town loops' to be established to encourage easy access to all of the parks and opportunities for active recreation for various users groups. Cycle links will ensure good access to the future railway station site, reducing car dependency within the town. The strategy provides clear guidance to stakeholders with regard to where open space is required within new development and what the purpose of this space will be.

7.1.4 Open Space Policy

LAP Policy – OS-1

To implement the open space and recreation strategy as outlined above and in accordance with Map 1 of the Development Plan.

¹⁸ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

LAP Policy – OS - 2

To create a hierarchy of open space as mapped in order to achieve a choice of open space facilities, thus enabling greater accessibility to a variety of open space types. New parks will be developed comprehensively but must include the required play provision, be designed to a high standard and connect as shown to the pedestrian and cycleway network.

LAP Policy – OS - 3

To ensure access to play areas and equipment is provided for every child in Dunshaughlin within a walkable distance from home to promote physical wellbeing and social interaction for families in accordance with the Draft Meath Play Policy.

LAP Policy – OS - 4

To promote and facilitate the development of cycling and walking facilities in and around Dunshaughlin through implementation of the primary Pedestrian and Cycleway routes schematically outlined on the Open space and Recreation Strategy Map 2. This will occur through both new development and upgrades to existing road corridors.

7.2 The Natural and Built Heritage

One of the responsibilities of Meath County Council is the protection of the Built and Natural Heritage and its safeguarding for future generations. The County Development Plan contains many provisions to safeguard the built and natural heritage; this Local Area Plan contains those specific to Dunshaughlin. The development of the Natural Heritage protection policy has been informed by the results of the detailed Dunshaughlin Biodiversity Study carried out in 2008.

7.2.1 The History of Dunshaughlin

The character of the town of Dunshaughlin has been formed by two main historical factors; its development around the old church of Saint Seachnall or Saint Secundinus, and its position on the road from Dublin to Navan and on to Enniskillen.

The area around Dunshaughlin has a long history of human habitation, with a pre-Christian Crannog located to the East of the town in Lagore townland. The town is named after Saint Secundinus or Saint Seachnall, who was mentioned as early as the 5th century, associated with the early Christian church site at the north end of Main Street. This is now a National Monument. The presence of a Norman motte in the Catholic graveyard may indicate early settlement along the length of what is now the Main Street, hence its designation as an area of archaeological interest.

By 1837, according to Lewis's Topographical Survey, the town contained about 160 houses (with an average household size of 5.7 people), a dispensary, a constabulary police station, a bride-well, and a "neat court-house". There was a "RC Chapel" (now the library) and (Church of Ireland) Church, which is still in use today. By 1882, the Ordinance Survey map shows the Constabulary Barracks in evidence on the site of the current Garda Station. The third edition of the Ordinance Survey map, published in 1911, shows two hotels and two smithies or forges, evidence of the town's important role as a stopping point for travellers.

7.2.2 The Street Pattern of Dunshaughlin Village Centre

Like many Irish villages, the form of Dunshaughlin is long and narrow, sometimes referred to as a street village or Sraid Bhaile. There was little backlands development until recently. However, Dunshaughlin is distinctive as the street curves around to accommodate the site of Saint Seachnall or Saint Secundinus' Church at the north of the Main Street. This street pattern is not unique to Dunshaughlin, as it is also seen in Trim, Kells, Kilkenny, and other towns built around early religious sites.



Figure 7.1 Curvature of street to North

This distinctive street pattern is worth preserving for two reasons; both for its intrinsic streetscape value, as it closes the vista to the north of Main Street, and for its cultural heritage, as a physical reminder of the manner in which emerging streets deferred to early ecclesiastical enclosures.

7.2.3 The Heritage Buildings of Dunshaughlin

There are thirteen protected structures within the Local Area Plan boundary, ranging from the motte (possibly fourth century) to the 21st century Meath County Council Dunshaughlin Area Office. These are listed as appendix 7.1. As well as the many protected structures, there are a number of buildings which, by their form, scale and materials, make a positive contribution to the Main Street of Dunshaughlin. Buildings such as the Garda Station, the gabled yellow brick houses on the west side of main street, several modest vernacular structures, and the former Fingall Arms Hotel (now Sherry Fitzgeralds) all contribute to the distinctive character of Dunshaughlin and help create a sense of place. However, these are vulnerable to irreversible unsympathetic alterations, and due consideration will be given to the effect on the visual amenity of the streetscape in considering applications for developments.



Figure 7.2 Alterations or new developments should make a positive contribution to the streetscape.

Similarly, excessive signage, poles and overhead wires all contribute to an effect of visual clutter. While signage is of its nature eye-catching, it must be carefully designed and erected to avoid detrimental effects on the visual amenity of the streetscape.



Figure 7.3 Signage should make a positive contribution to the streetscape of Dunshaughlin.

7.2.4 Built and Cultural Heritage Objective and Policies

LAP Objective BH-1: To preserve and protect the area of archaeological interest indicated on Map 1 and to refer all proposals involving subsurface excavation to the Department of the Environment, Heritage and Local Government, whose observations will be taken into consideration in the determination of such proposals.

LAP Policy BH-2: To require that any new mixed use development conforms with the naming policy for residential developments set out in the County Development Plan.

LAP Policy BH-4: To have regard to the visual amenity provided by views of the spire of Saint Seanchall's Church in the consideration of any new development proposals, and to discourage developments which would block existing views.

LAP Policy BH-5: To ensure the continuing protection of the structures listed on the Record of Protected Structures, including their curtilages and boundary treatments. As the continued use of protected structures is one of the most efficient ways to safeguard their future, proposals for changes of use to protected structures will be considered on their merits.

LAP Policy BH-6: To encourage the retention of original or early windows, doors, renders, roof slates and ridge crestings, chimneys, and other significant features to the front elevation of historic buildings on Main Street.

LAP Policy BH-7: To discourage the rendering (plastering) or painting of the brickwork of the older buildings on Main Street to preserve their distinctive character.

LAP Policy BH-8: To preserve and enhance the character of the Main Street of Dunshaughlin by encouraging fenestration appropriate to each building, to the front elevations of buildings on Main Street.

LAP Policy BH-9: To enhance the character of the Main Street by requiring that any proposed development fronting onto it complements the existing character and contributes to Dunshaughlin's sense of place by its height, scale, and design. All proposed developments should be of architectural merit appropriate to the public face of Dunshaughlin.

LAP Policy BH-10: Proposals for developments of a quality contemporary design, rather than pastiche designs, will be encouraged in Dunshaughlin.

LAP Policy BH-11: To encourage the removal of existing visually intrusive unattractive signage, or their replacement with more appropriate signs which do not contribute to visual clutter.

LAP Policy PH-12: To encourage and facilitate the removal of visually obtrusive obsolete overhead cables and telegraph poles.

7.2.5 Natural Heritage Objective and Policies

LAP Objective NH-1: To consult with the Geological Survey of Ireland regarding proposals for development in the area of Geological Interest which falls within the Local Area Plan boundary as indicated in Map 1.

LAP Policy – NH – 2: New primary pedestrian walkway connections as mapped will be developed as 'green corridors'. The paths design will result in the walkways being safe (overlooked), readily identifiable walking/running routes connecting parks and open spaces throughout Dunshaughlin. These pedestrian routes will not simply provide a footpath. Provision for connection from the residential areas out to the Green Belt zone will promote biodiversity, access and high visual amenity as green 'wedges' maintaining a strong visual and physical connection from the rural landscape into the town. The walkways network will create and strengthen habitat links throughout the town.

LAP Policy – NH – 3: To protect and conserve existing hedgerows and prevent loss and fragmentation of ecological corridors where possible. Maintenance and management of hedgerows will be in accordance with best practice guidelines issued by Teagasc and the Heritage Council. (in accordance with Dev Plan HER POL 23 and 28)

LAP Policy – NH – 4: To promote the protection and preservation of existing hedgerows and to encourage planting of native hedgerows of native provenance in accordance with the County Development Plan policy HER POL24.

LAP Policy – NH – 5: To encourage the retention, where possible, of hedgerows and other distinctive boundary treatments in rural areas. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, provision of the same type of boundary will be required of similar length set back within the site. This shall also relate to Road Improvements and Realignment

carried out by the Local Authorities or agents on their behalf. (in accordance with Dev Plan HER POL 25)

LAP Policy – NH – 6: To recognise the archaeological importance of townland boundaries including hedgerows and promote their protection and retention, in accordance with the County Development Plan policy HER POL 27.

LAP Policy – NH – 7: Mature trees and hedgerows will be preserved and protected in recognition of the contribution mature trees make to the landscape and character of an area and their value as wildlife corridors. Open space and walkways will incorporate where possible and appropriate existing mature trees and hedgerows and contain new planting to strengthen potential habitat links. Refer to the Heritage Map below for detail of existing habitat mapping and Map 1 for existing trees to be preserved.

LAP Policy – NH – 8: Native species (preferably of native genetic stock) will be used where possible in planting schemes in existing and new parks and in open space areas.

LAP Policy – NH – 9: The NeighbourWood Scheme will be promoted along with other initiatives that aim to establish and enhance woodlands for recreation and wildlife benefits in partnership with local communities. County Development Plan policy HER POL 32 refers.

LAP Policy – NH – 10: The impacts of future development on the wet grassland to the east of Dunshaughlin will be ascertained, particularly in relation to alterations in the hydrology of the area.

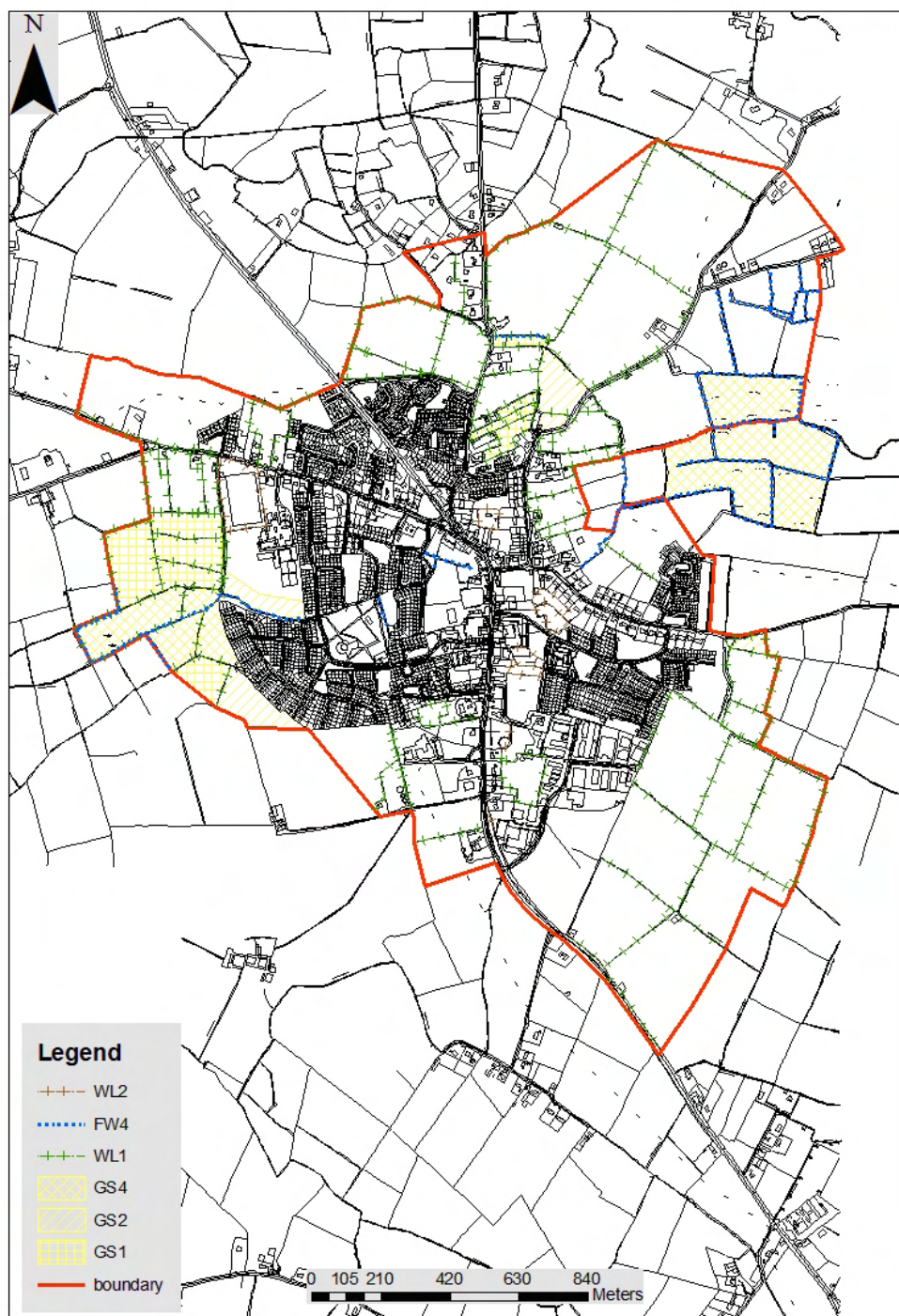
LAP Policy – NH – 11: To use the Meath County Council Dunshaughlin Biodiversity Survey (dated November 2008 and reproduced below) and any future tree survey in determining trees and vegetation to be retained and/or enhanced as part of all future development. The Biodiversity survey will also be used in determining appropriate plant species for new planting.

LAP Policy – NH – 12: To protect existing ecological corridors including rivers, streams, hedgerows, trees, wooded areas, scrub and traditional stone walls. All proposals for development shall be required to identify all ecological corridors, assess the impact of the proposal on these and set out detailed mitigation measures to offset any negative impact.

LAP Policy – NH – 13: The use of permeable and porous surfaces which comply with SuDS and the use of French drains is to be encouraged as necessary. The flood plain is a valuable natural resource in the management of floodwaters and the protection of property and productive lands on higher ground; the Council will at all times protect this as the primary role of the floodplain in the LAP area.

LAP Policy – NH – 14: To conserve and protect the natural habitats and water quality in the River systems within the LAP area, in accordance with the tenets set out in the Eastern River Basin District Draft River Basin Management Plan of December 2008.

Appendix 7.1 Biodiversity areas of interest Dunshaughlin



8.0 COMMUNITY FACILITIES

8.1 Existing Facilities

The sufficient provision and appropriate location of community facilities contributes to a vibrant town and a life quality that sustains the community, promotes social integration and increases the attractiveness of the town as a location for residents, employers and visitors.

At present, Dunshaughlin accommodates a range of educational, churches (including a graveyard), health and public services facilities, including three schools (one secondary and two primary), a library, a health centre run by the Health Service Executive, area offices of Meath County Council which also functions as a community meeting place, a Courthouse, a Garda station, a fire station, a range of public open spaces as described in Chapter 7.0, including a pitch and putt course and playing fields associated with the secondary school that are also used by the GAA and a range of childcare facilities.

The town, therefore, has a very strong community focus where key services are provided commensurate with the status of Dunshaughlin in the settlement hierarchy of the region.

8.2 Education

There are two primary schools and one post-primary school in Dunshaughlin as follows:

8.2.1 Primary Schools

Seachnaill Naofa – Primary School

Seachnaill Naofa is a primary school located to the south-west of the town, currently providing education to 502 pupils. In February 2006, a new building was completed at the rear of the school, providing six additional classrooms or sixteen permanent classrooms in total. In December 2006, three additional prefabricated rooms were required to accommodate growing numbers. Consultation with the school authority has determined a requirement for a further six classrooms and discussions are advanced with the Department of Education and Science in this regard and there is enough capacity on the existing school site to accommodate these additional class rooms. There is a good sized playing field and a playground on the site at present. These facilities are shared with the local community, including the girls Gaelic team. The local Scouting organisation use the Hall and Playground after school hours and Soccer and Gaelic leagues are held here on occasion.

In terms of the constraints of the site, the road leading to the school to the north is narrow and subject to traffic congestion and cannot accommodate buses or drop off/pick up facilities.

Scoil na Rithe – Primary School

This is an Irish speaking primary school located to the south-west of the town, currently providing education to 205 pupils. It is located on c.1 ha and at present there are eight class rooms and three prefabricated rooms, one of which is used as a classroom, the others for library/computer facilities. The school is land locked and there is no room for expanding the site. However, there is capacity for an additional building that could accommodate five classrooms. Whilst the school has a playground, all games take place on local playing fields due to a lack of space.

8.2.2 Post Primary

Dunshaughlin Community School

This is the only secondary school in the town and is located on a 5.6 ha site to the north-west of the town. It accommodates 850 pupils and serves Dunshaughlin and the immediate catchment. It is expected to grow to accommodate 1,000 pupils over the next three years. It directly adjoins a GAA pitch to the west and has access and use of these facilities, subject to availability. In addition, the school has its own all weather pitch and a juvenile pitch as well as a gymnasium. The school is open to the community which uses the playing facilities and the gymnasium after school hours and also provides adult education.

Some of the accommodation is provided in 22 prefabricated units over two storeys. Planning permission was granted in 2006 to replace the prefabs. When this is constructed, the school will have capacity for 1,000 pupils.

8.2.3 Education Requirements

The town has very good education facilities and when all proposed extensions are completed, it will be well serviced with facilities at both primary and post-primary level. Notwithstanding, growing the population to 12,000¹⁹ will require the provision of additional education facilities and it is imperative that the Development Plan makes provision for such facilities by the zoning of lands at appropriate locations commensurate with residential development and having regard to associated open space and recreational requirements.

The Department of Education and Science in its publication 'Schools and the Planning System' issued the guidance stating that at any one time 12% of the population is expected to present for primary education and 8.5% for post primary education. Applying these figures to a population of 12,000 creates a requirement for accommodation for 1,440 primary pupils and 1,020 post primary pupils.

When the existing community college is extended, it will be capable of accommodating the demand created at post-primary level. Notwithstanding, there are lands zoned to the immediate west of the school for community, recreational and educational facilities

¹⁹ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

(G1) that would allow for the synergistic extension of the existing school or the provision of a new school that would allow for the sharing of facilities.

In addition, there is an area of open space located to the south-west of the school that is to be taken in charge by Meath County Council and used as playing fields. This would provide valuable playing facilities for the school and allow sharing of such facilities between education providers and the wider community as per Departmental guidance.

In terms of the primary schools, the existing schools can accommodate of the order of 700 pupils. Growing the population to 12,000²⁰ will therefore require accommodation for c.740 pupils. The existing primary schools cannot accommodate such an increase and to this end, the LAP requires that the framework plan for lands at the rail station should identify appropriate site for a school (s) where appropriate linkages can be provided and where sharing of facilities with zoned open space lands can also be facilitated. A site for a primary school has also been identified on the masterplan for the O'Meara Stanley lands to the south east of Dunshaughlin.

The growth of the population to 12,000 is dependent on the railway station being located to the north of the town and the redesignation of Dunshaughlin as a Moderate Growth Town in the Regional Planning Guidelines review. In the event that this does not happen, and therefore the population target of 12,000 is revised downwards, reassessment will be required of the need for additional school places.

8.2.4 Education Policies

LAP Policy ED-1: Ensure that the community is provided with adequate education facilities such that all residents have easy access to and choice in education by the zoning of adequate lands for community facilities.

LAP Policy ED-2: Ensure that the education facilities are accessible by all modes of transport with safe and high quality pedestrian and cycle links from residential areas to these facilities.

LAP Policy ED-3: Ensure a sharing of facilities, particularly recreational facilities between education providers and the wider community.

8.2.5 Education Objectives

LAP Objective ED-1: Co-operate with the Department of Education and Science to facilitate a new primary school on lands to the north-east of the town.²¹

LAP Objective ED-2: Cooperate with the Department of Education and Science to facilitate an extension to the Community School including the provision of safe access and dropping off facilities for school traffic and the replacement of temporary buildings with permanent accommodation.

LAP Objective ED-3: Zone additional lands in the vicinity of Seachnaill Naofa Primary School to the south-west of the town to allow for its expansion as required.

²⁰ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

²¹ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

LAP Objective ED-4: Cooperate with the Department of Education and Science to facilitate the provision of safe access and dropping off facilities at all schools.

LAP Objective ED-5: Cooperate with the Department of Education and Science for and the replacement of temporary buildings with permanent accommodation.

8.3 Health Services

There is a Health Centre located to the south-west of the town on a 1.8 ha site accessed off the N3. The facility provides Secondary Care in physiotherapy, occupational therapy, speech and language, psychology, child care, disability services, and elderly care. There are plans to expand these facilities as part of a PPP proposal to provide a Primary Care Centre to be developed jointly by the Health Service Executive and General Practitioners. In addition to this, the HSE has indicated a requirement for a 50 bed facility for the elderly in the town in the form of self contained sheltered accommodation.

There is capacity at the rear of the site to extend the existing facility and further capacity to the front of the site. With the Primary, Secondary and Elderly facility, Dunshaughlin would have sufficient facilities to accommodate a growing population, particularly in the context of the proximity to Ratoath, Dunboyne and Ashbourne.

8.3.1 Health Policies

LAP Policy HS-1: Co-operate with the Health Service Executive in the provision of primary and secondary care services in the town.

8.3.2 Health Objectives

LAP Objective HS-1: Zone additional lands in the vicinity of the Health Centre to facilitate its expansion as required.

8.4 Community Facilities

The community facilities, including the Garda Station, the Churches and Library are well provided in the town.

Garda Station

The Garda Station is located on a large site with capacity for expansion as the service expands to include a traffic corps for the region and when it becomes fully manned 24 hours, 7 days a week. There is no requirement to zone additional lands for this facility but it remains an objective of this Plan that the station remains in the town centre as it gives a sense of security to the community and facilitates a rapid community response.

Fire Station

The Fire Station is located in the centre of the town on a restricted site and with difficult access to the M3 in times of emergency. It is an objective of this Plan in association with the Fire Authority to relocate the fire station away from the town centre to a site on the outskirts and with easy access to the M3.

Graveyard

The existing graveyard is at capacity and there is a pressing need to provide for a new facility. Consideration was given to extending the existing facility on lands zoned G1 to the rear but this did not prove feasible in the context of the presence of a Mott within the existing graveyard at the point where it adjoins the zoned lands and the fact that these lands are consequently land locked. A site has been identified off the N3 at the edge of the development boundary to accommodate a new graveyard.

Bring Centre

There is a requirement for a bring centre in Dunshaughlin that caters for all types of material for recycling. There is an existing under used depot located on lands to the south west of the Health Centre and this is an appropriate location for such a facility in the context of its central location and recently improved access.

8.4.1 Community Policies

LAP Community Policy CM-1: To co-operate with all community providers in the execution of their statutory and non-statutory functions.

8.4.2 Community Objectives

LAP Objective CM-1: To actively seek the relocation of the fire station away from the town centre.

LAP Objective CM-2: To provide for a graveyard located on lands identified for this purpose off the existing N3 south of the town.

LAP Objective CM-3: To provide a bring centre located to the south-west of the existing Health Centre.

9.0 RETAILING AND THE TOWN CENTRE

9.1 Existing Retail Profile

There is a strong retail focus in the town centre of Dunshaughlin, with the Main Street lined with bespoke and independent retailers that add variety and interest to the town. Shops are contemporary in style and well maintained offering quality comparison goods. There is also a good range of restaurants/cafes and public houses as well as community facilities all of which converge on the Main Street. There is little or no vacancy. There is one convenience store – Supervalu, located to the west of the Main Street and this is the only principal convenience retail operator in the town. There are no other retail facilities located elsewhere in the town. The town is unique in that its centre has remained the focus of retailing. It is well acknowledged amongst retail authorities that comparison retailing is what attract visitors to a town centre and attraction of visitors introduces vitality and maintains vibrancy. The overarching objective of this Plan is, therefore, to ensure that this focus remains and that the policies advanced with regard to retailing protect town centre vitality and viability.

9.2 Retail Planning Guidelines and the Retail Planning Strategy for the Greater Dublin Area 2008-2016

This is the fundamental orientation of the national Retail Planning Guidelines and one that is filtered through to the regional Retail Planning Strategy for the Greater Dublin Area 2008-2016 (GDA Retail Strategy).

Dunshaughlin is identified as a Level 3 Town and/or District Centre & Sub County Town Centre in the GDA Retail Strategy. The Strategy for towns such as Dunshaughlin is to facilitate and promote its continued improvement in line with its position in the hierarchy so that it meets its role as a Level 3 centre, incorporating a range of convenience and comparison retail facilities adequate to serve the everyday needs of the catchment population. In other words, the town is not designated as a retail destination for people outside the immediate catchment, unlike towns such as Navan located higher up the hierarchy.

The GDA Retail Strategy seeks to ensure that there is sufficient floor space to accord with population and expenditure growth and that the location of new retail facilities is informed by best practice in terms of efficiency, equitableness and sustainability.

These core principles of protecting the town centre, providing new floor space of a scale necessary to meet the needs of a growing population in the most appropriate locations, and maintaining the town's position as a level 3 centre, have fundamentally informed the approach taken in this Plan.

9.3 Meath County Retail Strategy

The Meath County Retail Strategy as incorporated into the County Development Plan, provides guidance as to the following:

- Confirmation of the retail hierarchy, the role of the centres and the size of the main town centres
- Definition in the Development Plan of the boundaries of the core shopping area of town centres
- A broad assessment of the requirement for additional retail floorspace
- Strategic guidance on the location and scale of retail development
- Preparation of policies and action initiatives to encourage the improvement of town centres
- Identification of criteria for the assessment of retail developments

Hierarchy

This Development Plan does not seek, nor is it considered necessary, to change the position of Dunshaughlin in the County retail hierarchy. Notwithstanding the objective to grow the town to a Moderate Growth Town, Dunshaughlin remains at level 3 in the retail hierarchy by reference to such centres being Town and/or District Centre & Sub County Town Centres. As such it is policy to ensure Dunshaughlin responds to its status as a level 3 centre by facilitating the provision of a range of convenience and comparison retail facilities adequate to serve the everyday needs of the catchment population.

Core Shopping Area

The Core Retail Area is normally defined as the area including and immediate to the 'prime pitch'. This is the area that achieves the highest rentals, best yields, is highest in demand from retailer / operators / developers and investors, is overwhelmingly retail floorspace and has the highest footfall of shoppers. The Retail Strategy and the County Plan identified the retail core for Dunshaughlin as including the area zoned for town centre and town centre expansion uses from the Arch Bar on the Navan Road, to include all of Main Street inclusive of backlands to the west and east as far as the library on the Dublin Road.

Given that this Local Area Plan consolidates the zoning of the town centre area, some minor adjustments have been made to town centre and town centre expansion area to reflect the provisions of the Town Centre Urban Framework Plan. In the context of this Framework Plan, the town centre zoning objective no longer distinguishes between existing retail areas and proposed expansion areas, zoning all lands Objective B1 *'to protect and enhance the special physical and social character of the existing town centre and to provide for and improve town centre facilities and uses in accordance with the Urban Framework Plan approved for the town centre'*.

The Framework Plan is reproduced at Figure 9.1 below and the lands zoned B1 comprise the core shopping area for Dunshaughlin.

Requirement for Additional Retail Floorspace

At the time of writing, an application for a major new mixed use (including retail) development was under consideration by Meath County Council on lands to the west of the Main Street. This application sought the provision of c.11,000m² of retail space, including a supermarket and c.560 car parking spaces, the bulk of which are underground. Other associated uses include a public house, restaurant, commercial office space, a crèche, and 93 residential units.

This development if proceeded with will considerably enhance and consolidate the retail function of the town and greatly assist in realising the aspirations of the Urban Framework Plan for the town centre. (Figure 9.1 below refers.) It is also considered that this proposal will go along way to meeting the retail needs of the town and its status as a Level 3 Centre in the Retail Strategy.

Any further proposals for retail development in the area immediately north of the existing graveyard to the east of the Main Street will be considered favourably (and subject to normal planning considerations) in the context of the ability of these lands to further consolidate the retail function of the town centre and contribute to vitality and viability.

Strategic guidance on the location and scale of retail development

In addition to consolidating the retail function of the town centre, it is also appropriate to provide retail uses at locations where new development is proposed. Any new retail development will be of a scale such that they will not impact on the primacy of the town centre as the focus for retailing. The Plan identifies three locations for neighbourhood centres within the meaning ascribed to such centres in the Retail Planning Guidelines²², and which can include Discount Food Stores, at strategic locations throughout the town such that the needs of residents are met in the most efficient, equitable and sustainable manner. One such centre is already zoned for neighbourhood use and is located to the west of the Community College and accessed off the M3 Distributor Link Road to the north-west of the town. A second new neighbourhood centre is identified for lands in the area of the station. The zoning specifically allows for such a centre, although its specific location has not been identified as the lands in this area will be the subject of an Urban Framework Plan as part of the wider development of the station area. As with all development in this area, the neighbourhood centre is dependent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review to a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

A third neighbourhood centre is identified for lands to the east of the main street on lands zoned for residential use in the existing Development Plan. This centre will be

²² Neighbourhood Centres are defined as Small groups of shops, typically comprising a newsagent, small supermarket/general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population.

subject to the preparation of a Master Plan approved by the Council and will be contingent on its development in tandem with residential development.

The location of the centre is indicatively shown on the zoning map and can be subject to change as part of a detailed Master Plan.

The strategy for accommodating additional retail facilities has been informed by the requirement to grow the population to 12,000²³ and the additional retail space this generates but cognisant of the position of Dunshaughlin as a Level 3 Centre in the retail hierarchy and of the primacy of the town centre as a retail destination.

Preparation of policies and action initiatives to encourage the improvement of town centres

Town centre management involves a proactive approach to providing incentives that will encourage the redevelopment of town centre and backland sites. As noted in the County Development Plan, the Council must ensure the town centre is an attractive location for investment by:

- Identifying the strengths and weaknesses of the town centre through detailed analysis;
- The definition of town centre boundaries by reference to changes in the density of retail frontages;
- Identifying opportunities for improvement and development and re-development opportunities within and adjacent to the town centre;
- Using compulsory powers in the acquisition of development sites, and;
- Preparing a town centre strategy addressing issues such as car parking, traffic circulation, pedestrian safety and design guidance.

Meath County Council commissioned the undertaking of a Town Centre Urban Framework Plan by O'Mahony Pike Architects that addresses these fundamentals. This Plan is reproduced at the end of this Chapter and identifies key opportunity sites to accommodate retail development, one of which has been advanced by the assembly of lands to the north-west of Main Street and the lodgement of an application for its redevelopment. The Framework identified key movement patterns and linkages with the Main Street, which will undergo a significant reduction in traffic volumes once the M3 bypass is opened. The EIS for the road scheme anticipates that through traffic will be reduced by 75%. At present, the ambiance (in particular air quality and noise) of the town centre is negatively impacted by through traffic, including Heavy Good Vehicles that cause severance and prevent free and safe movement across the Main Street.

The removal of this traffic and the development of the proposal to the north-west of the town will significantly improve the environment of the town centre and present a real opportunity to realise in full the objectives of the Framework Plan, including environmental improvements along Main Street such as tree planting and pedestrian priority paving.

²³ Subject to the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

The Framework Plan proposes a new street that travels parallel to the existing N3 and continues St. Seachnails in a southerly direction and with pedestrian friendly perpendicular connections to Main Street to facilitate a block layout at the human scale. New civic squares are provided principally around existing civic uses, including the Garda Station and Courthouse.

Car parking is provided for in underground and multi-storey parks design to limit surface parking. These will augment the existing on street car parking on Main Street which provide for short stay and provide for a certain animation to the street.

Identification of criteria for the assessment of retail developments

The Strategy for retailing identified in this Plan presents a specific approach that directs development to the town centre and provides guidance in terms of traffic circulation, parking and the provision of civic spaces. All applications for development, including retail development within the area of the Town Centre Framework Plan will be assessed against their ability to meet the aspirations of the Plan.

Outside the retail core that makes up the lands zoned B1 in the town centre, retail development will only be considered at the identified neighbourhood centres. As such, if a retail application is located on lands within the B1 lands or the neighbourhood centre lands, there will be no requirement to undertake a Sequential Assessment. Retail applications will, however, be subjected to a qualitative and quantitative analysis as set out in the County Plan and to ensure they are not contrary to the policy direction advanced in National and Regional Retail Planning advice, in particular that they do not interrupt the retail and settlement hierarchy for the County.

Retail applications, aside from retail warehouse proposals (discussed below) outside these areas will not be favourably considered unless there is comprehensive and verifiable evidence that the identified sites are not available for development within a reasonable time scale.

Retail Warehousing

An exception to the overall policy of consolidating and reinforcing the retail function of the town centre is the provision of retail warehousing. This form of retail is typified by large single storey buildings specialising in the sale of bulky goods such as carpets, furniture, electrical goods, garden products and DIY items. They are generally associated with surface car parks and are not readily accommodated in town centre locations and in any event represent an inefficient use of serviced and zoned town centre sites.

Growing Dunshaughlin to a Level 3 Centre will justify the provision of retail warehouse units on lands zoned E2 to provide for employment and economic development on lands to the south-west of the town. The provision of such facilities is contingent on good access from the proposed extended M3 Distributor Link Road and subject to such a use not preventing the achievement of the wider objective of providing higher order employment.

If the proposed retail warehouses will result in the gross retail warehouse floorspace within the specific land use zoning objective being greater than 6,000sq.m. gross, then the impact will be assessed having regard to the primary zoning objective for the area and the impact of the proposal on the ability of other centres in the County Retail Hierarchy to perform at their designated level.

9.4 Retail Policies and Objectives

LAP Policy TC-1: Have regard to the Retail Planning Guidelines and the Meath County Retail Strategy when assessing proposals for new retail developments, in particular the overarching objective of protecting and promoting the town centre as the primary retail destination. In this regard, the area zoned B1 in the town centre is identified as the core shopping area.

LAP Policy TC-2: Ensure retail activity is provided commensurate with the position of Dunshaughlin as a level 3 Centre and that it does not undermine the ability of other centres in the County to respond to their respective positions in the hierarchy.

LAP Policy TC-3: Proactively seek to implement the aspirations of the Town Centre Urban Framework Plan by the use of compulsory purchase powers where appropriate and feasible.

LAP Policy TC-4: Direct neighbourhood centres to the necklace of identified centres around the town, subject to appropriate infrastructure provision and in tandem with residential development.

LAP Policy TC-5: Discourage uses that detract from the essential character of the town centre, displace retail uses or displace uses that contribute to its vitality and viability.

LAP Policy TC-6: Have regard to the following considerations in the assessment of applications for change of use from retail to other uses in the town centre:

- The number and proximity of similar uses already operating in the immediate area
- The scale of the proposed outlet
- The quality of the shopfront design and associated signage

LAP Policy TC-7: Provide for retail warehousing only where an identified need has been established on lands zoned E2 to the south-west of the town, subject to the provision of the required infrastructure and such that the primary objective of the zoning to provide employment is not diminished.

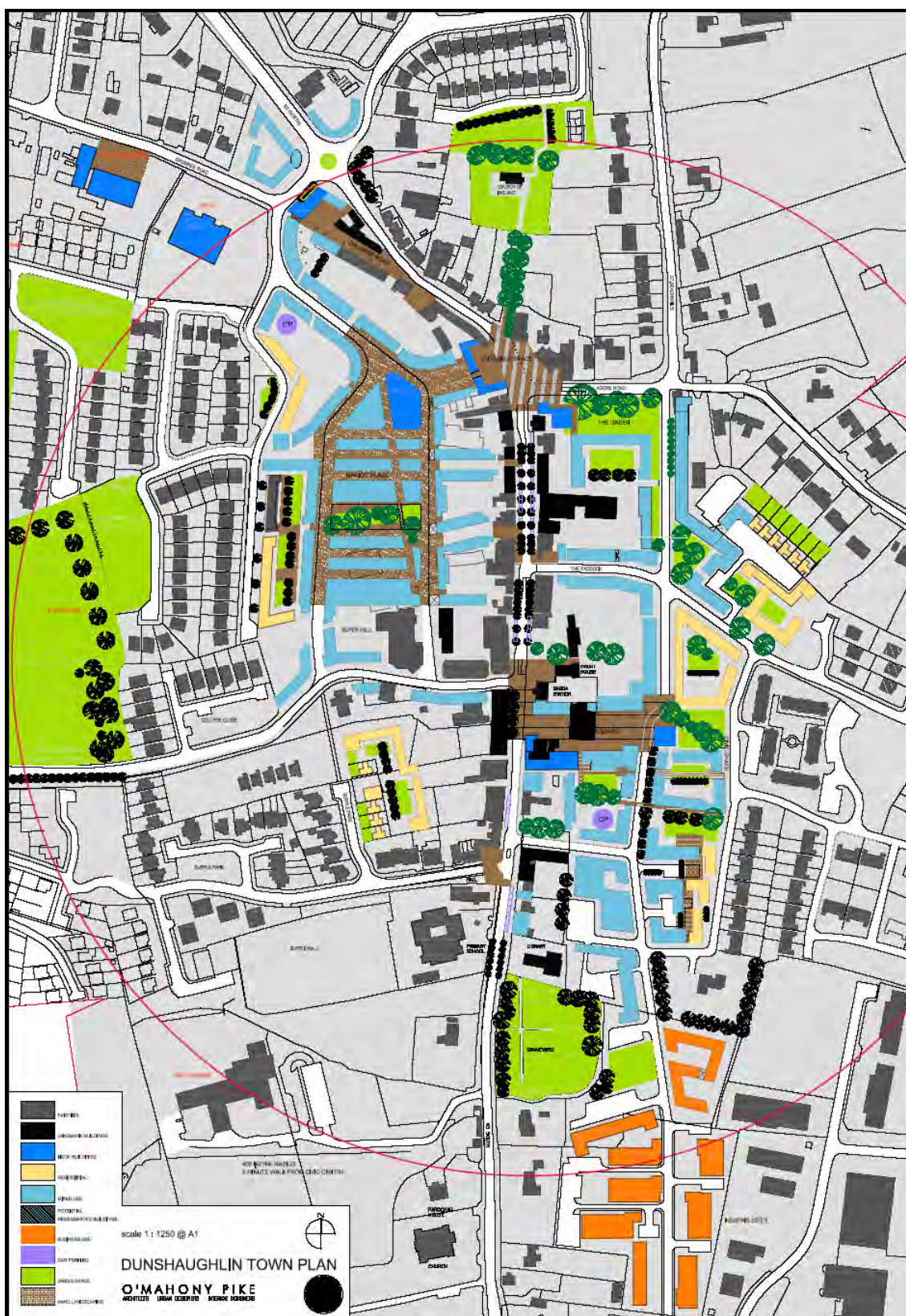


Figure 9.1: Urban Framework Plan for the Town Centre

10.0 INFRASTRUCTURE

10.1 Introduction

The suitable provision of a full range of infrastructural services, including transport, water, waste water, telecommunications, waste disposal and energy is critical to support the continuing development of Dunshaughlin and to ensure its growth to a Moderate Growth Town happens in tandem with the required infrastructure and in accordance with principles of sustainable development and making Dunshaughlin an attractive place in which to live, do business and recreate. The policies and objectives of this Local Area Plan are all based on the premise that development and infrastructure happen in parallel. As a consequence, the timely provision infrastructure is critical to the successful implementation of all other objectives of the Plan.

10.2 Public Transport

The single greatest opportunity for overseeing the orderly development of Dunshaughlin is the proposal to extend the rail line from Pace to Navan, including a stop at Dunshaughlin. As noted the County Council is supporting Route B which travels to the east of the town, with the rail station located north of the town centre. The arguments for this approach have been well documented in this Plan and this route has formed the basis for all of the strategies advanced, with the overarching objective being to create a compact urban form.

The policies and objectives that emanate from this approach, including the strategy for the proposed zoning of additional lands, the provision of open space, the protection and management of the town centre, the protection of the natural and built heritage, the location of community facilities including recreational spaces and the linkages between them and the economic strategy that seeks to match houses with jobs. It is considered that this approach has the greatest potential to deliver life quality to the people and residents the Plan is designed to serve. For this reason, the Council fully endorses the alignment of Route B. In the event that Route A is selected, all of these strategies are unpicked and no additional zonings will be put forward aside from additional employment lands required to reverse the unsustainable travel patterns of workers residing in the town but working elsewhere. However, the success of this latter strategy is dependent on the location of the rail line east of the town as economic development and life quality go hand in hand.

In order to ensure that the lands around the rail station on Route B are developed in an integrated, coherent and phased manner, it is an objective of this Local Area Plan that an urban framework plan is prepared for these lands which will outline in detail proposals for their development.

10.2.1 Public Transport Objectives

LAP Objective PT-1: To liaise with Irish Rail with regard to the location of the Rail Line east of the town (Route B) and the location of the rail station north of the town.

LAP Objective PT-2: To prepare an Urban Framework Plan for the lands zoned A4 in the area of the preferred rail station to include a park and ride facility. The Urban Framework Plan shall have regard to the location and design of the rail station and should include a land use strategy for the lands, phasing arrangements, delivery of community and commercial facilities, including playing pitches, design standards including maximum heights, landscaping, provision of services, access and roads layout. A quality design finished to a high architectural standard of layout and building design will be essential. The development of these lands shall be contingent on the reclassification of Dunshaughlin in the Regional Planning Guidelines Review as a Moderate Growth Town and the confirmation of the location of a rail station to the northeast of the town.

10.3 Pedestrians and Cyclists

The European Charter of Pedestrian Rights states that: *‘The pedestrian has the right to live in a healthy environment and to freely enjoy the amenities offered by public areas under conditions that adequately safeguard both physical and psychological well being’.*

Fundamental to the land use and transportation strategy and to the strategy with regard to the provision of open space is the move towards more sustainable modes of transport, including pedestrian and cycle facilities. The opening of the M3 and the removal of 75% of traffic through the town will make the town a safer and more pleasant place in which to walk and cycle and as a result encourage a move to these more sustainable modes. The opening of the M3 provides the opportunity to improve further pedestrian and cycle facilities having regard to the aspirations of the town centre Urban Framework Plan.

The open space strategy includes a network of pedestrian and cycle routes around and through the town that are designed not only as functional routes to allow ease of access from home to work and home to school but also as a means of encouraging exercise and interaction within the community and for enhancing the amenity of the area in general.

Sustainable transport, practical access around the town and opportunities for active recreation and social interaction are all maximised by the pedestrian and cycle way network. The pedestrian links will enable a number of potential ‘town loops’ to be established to encourage easy access to all of the parks and opportunities for active recreation for various users groups. Cycle links will ensure good access to the future railway station site, reducing car dependency within the town.

10.3.1 Pedestrians and Cyclists Objectives

LAP Objective PC-1: To provide the network of pedestrian and cycle facilities illustrated on Map 1. All new and upgraded road proposals shall provide for such facilities.

LAP Objective PC-2: LAP Objective PC-2: to provide for the incorporation of a pedestrian and cycle link east along the river Skane to the open space area south of the school.

10.4 Roads Infrastructure

10.4.1 The M3

The N3 which forms the Main Street of Dunshaughlin developed as a main thoroughfare between Dublin and Navan but has long since operated beyond its capacity, particularly with the more recent overspill of growth from the Greater Dublin Area. Its over trafficked presence through the town creates a poor environment for residents, pedestrians and businesses. The opening of the M3 bypass due to take place in late 2009 or early 2010, will significantly change the function of the N3 which will perform at a more localised level, providing local access to businesses, residents and community facilities. The EIS for the M3 anticipates that the scheme will reduce Traffic travelling through Dunshaughlin by 75% on current levels.

This will have a significantly positive impact on the quality of life of the residents in terms of reduced noise and vibration and improved air quality and will further be of critical importance to the economic development of the town.

10.4.2 Distributor Link Road

The M3 Road Scheme also includes for a Distributor Link Road connecting the town's local road network to the M3. This is a critical piece of infrastructure that frees up development land at the western end of the town in a manner that ensures the M3 does not become congested with local traffic and carries through traffic from Dublin to Navan in an efficient and effective manner.

This Development Plan considers the continuation of the Distributor Link Road from its position east of the Dunshaughlin Interchange to the N3 south of the town and travelling parallel to the new M3 to be critical to the advancement of the strategy for a compact urban form as outlined above. This is diagrammatically illustrated on the land use zoning map (Map 1) and is a crucial road's objective of this Plan.

10.4.3 The Proposed Eastern Relief Road

The existing Development Plan proposes a link road at the east and north-eastern edge of the town that would form a circular route around the west of the town. The objective to provide this route has only partially been provided for a distance of c.40 metres at the north end of the town and providing access to a new residential estate.

Permission has been recently granted but has not been constructed for the south-western element of this road from the Dublin Road to the Lagore Road, an element of which is marginally impacted by Route B. Some realignment of the permitted road may be required to facilitate Route B.

In the event of the alignment of the rail taking the preferred Route B, this Development Plan no longer seeks the completion of this relief road beyond the area of open space to the south-east of the town.

10.4.4 Local Roads Policies

It is intended that the Framework Plan lands to the north of the town will be zoned for residential development and will include a new school and a neighbourhood park in the event that the rail station is located to the north of the town. The development of these lands in particular and also the lands in the area of the proposed rail station will require the upgrading of existing roads and provision of new roads. In particular the R125 and Red Bog road will be required to be upgraded with a new link road connecting the two. This is to be provided through the zoned lands immediately north of Grangend Common. The upgrading of the spur road off the Redbog road to the west is also required to facilitate the development of zones lands to the west of Redbog road.

10.4.5 Roads Objectives

LAP Objective RI-1: To support major road improvements by reserving corridors of any such proposed routes free from development that would interfere with their provision.

LAP Objective RI-2: To continue the Distributor Link Road from its position west of the Dunshaughlin Interchange to the N3 south of the town and travelling parallel to the new M3.

LAP Objective RI-3: To facilitate the completion of the eastern relief route from the N3 to the Lagore Road to the south-east of the town.

LAP Objective RI-4: To upgrade the R125 and Red Bog, incorporating pedestrian and cycle facilities.

LAP Objective RI-5: To provide a new link road connecting the R125 and Red Bog through zoned lands.

LAP Objective RI-6: To upgrade the spur road off the Redbog Road to the west.

LAP Objective RI-5: To undertake environmental improvements along the N3 as it travels through the town once the M3 bypass is completed.

LAP Objective RI-6: To require noise mitigation measures to be implemented in any future planning applications within zones of influence of national roads or planned new national roads.

LAP Objective RI-7: In accordance with the "Traffic Management Guidelines" issued by the Department of the Environment, Heritage & Local Government / Department of Transport/Dublin Transportation Office, Traffic and Transport Assessments, undertaken

by and at the expense of the developer, shall be carried out to assess the impacts of developments on local and regional roads in accordance with guidelines given in Section 1.11 and Table 1.4 of the document which lists thresholds above which a Traffic and Transport Assessment is mandatory. The Traffic and Transport Assessment will be assessed by the Planning Authority and any additional works required as a result of the Traffic and Transport Assessment shall be funded by the developer.

LAP Objective RI-8: To require developers to provide a Traffic and Transport Assessment, as carried out by competent professionals in this field, where new developments will have a significant effect on travel demand on a National Road, having regard to the “Traffic and Transport Assessment Guidelines” published by the National Roads Authority in September 2007. Where a Traffic and Transport Assessment identifies necessary on and off site improvements for the development to be able to proceed, the developer will be expected to fund the improvements by entering into a formal agreement with the appropriate planning authority. Any additional works required as a result of the Traffic and Transport Assessment shall be funded by the developer.

LAP Objective RI-9: To reserve a 1 acre site within the lands identified for E2 employment use south of the town to provide a transport depot.

LAP Objective RI-10: To place a double yellow line on the left side of Supple Park from the junction with the N3 to the pedestrian access to the school to ensure the area is retained free from parking.

LAP Objective RI-11: To provide an access point from the N3 to employment lands to the south east of the town.

10.5 Parking

Parking is problematic in the town centre and it is a matter that will not be hugely improved with the opening of the M3 alone. This is because the congestion is principally caused by local traffic, in particular during school drop off and pick up times. There is a particular problem in the area of Supple Park to the immediate north of Seachnaill Naofa primary school at the south-west of the town. There is an area of open space to the rear of the school in use by the school for recreational purposes, a small portion of which could be used to provide these facilities. The Council in consultation with the school authorities will explore the possibility of providing pick up and drop off facilities at this location to alleviate this problem.

Aside from on street parking along the Main Street, the only principal parking area is at Supervalu to the west of Main Street. This is a busy surface car park.

The proposed redevelopment to the north-west of the town provides for 560 spaces, most of which are provided underground. Basement car parking whilst expensive can make the best use of serviced lands and covers what can sometimes be unsightly surface or multi-storey car parks.

Any new proposals for development in the town centre must provide for car parking as per the County Development Plan standards and where possible and feasible parking will be provided underground, particularly in the case of major development proposals.

10.5.1 Parking Objectives

LAP Objective P-1: To apply the car parking standards as included in the Development Management Guidelines and Standards section of Meath County Development Plan 2007-2013.

LAP Objective P-2: To provide for improved pick up and drop off facilities at Seachnail Naofa primary school in the area of Supple Park.

LAP Objective P-3: To promote where feasible and appropriate alternative options to surface and multi-storey car parks.

LAP Objective P-4: To facilitate the needs of the mobility impaired in the provision of car parking.

LAP Objective P-5: To identify possible sites accessible to the main street in the town to facilitate the provision of car parking.

10.6 Water Supply

The Dunshaughlin Water Supply Scheme is currently under construction and is due to be completed in mid 2010. It has been designed to provide a secure water supply to the Dunshaughlin area capable of supplying the 2025 demand. The scheme will be sourced from seven production wells that were recently drilled around Dunshaughlin village and will have a 3,000 cu.m/day capacity accommodated in a new 42m high elevated water tower which is due for completion in 2010. This is an increase from the current capacity of 1,200 cu.m/day. The Scheme also includes for the laying of gravity mains to connect the water tower into the existing distribution network and for the upgrading of the existing distribution network. The projected scheme has population equivalent of 14,000, including for commercial and employment uses.

This new facility is capable of supplying an adequate, sustainable and economic supply of piped water to cater for the existing and proposed population of the town up to 2025.

10.6.1 Water Supply Objectives

LAP Objective P-1: To promote public awareness and involvement in water conservation measures by households, businesses and industries.

LAP Objective P-2: To implement the Water Conservation Programme in order to conserve valuable resources by reducing wastage.

LAP Objective P-3: To utilise the water supply in an efficient manner in the best interests of proper planning and sustainable development.

LAP Objective P-4: To ensure that drinking water complies with the EU Drinking Water Directive 98/83/EC as given effect in Irish Law by the European Communities (Drinking Water) (No. 2) Regulations as may be amended.

10.7 Waste Water Treatment

The current waste water treatment facilities for the town are provided in the Castletown/Tara Waste Water Treatment Works which became operational in 2008. This facility has a population equivalent (p.e.) of 12,000 with a reserve capacity of 4,000 p.e. The inlet and outlets are designed for a p.e. of 18,000 if the need arises.

This facility has considerably improved wastewater collection in the town has been designed to provide a modern, efficient and effective wastewater collection and treatment system for the immediate and long term requirements of Dunshaughlin. Its provision ensures development will happen with key infrastructure already in place and, from an infrastructural viewpoint, ensures that Dunshaughlin can grow to a Moderate Growth Town in a sustainable manner.

10.7.1 Waste Water Treatment Objectives

LAP Objective WWT-1: To ensure that all new developments have and are provided with satisfactory drainage systems in the interest of public health and to avoid the pollution of ground and surface waters.

10.8 Surface Water Management

Rainfall on a greenfield site is either absorbed into the ground or runs off slowly to the nearest watercourse. With development, much of the area becomes impermeable with runoff being piped to the nearest watercourse or storm drain. Thus both the volume and the rate of runoff can dramatically increase, which may lead to flooding or increased overflows from combined sewers, neither of which is acceptable. It is the policy of the Council to prevent flooding caused by poorly drained runoff. In order to affect this, Sustainable Urban Drainage Systems (SuDS) will be incorporated into developments in order to reduce and ultimately prevent flooding. SuDS are effective technologies which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity. It is proposed to continue this policy of requiring SuDS proposals to accompany all large-scale developments in Dunshaughlin.

10.8.1 Surface Water Management Objectives

LAP Objective SWM-1: To ensure that all new developments have and are provided with satisfactory drainage systems in the interest of public health and to avoid the pollution of ground and surface waters.

LAP Objective SWM-2: To require all large scale developments to provide “Sustainable Urban Drainage Systems” (SuDS) as part of their development proposals.

10.9 Flooding

The First Schedule of the Planning and Development Act, 2000 indicates that development plans can include objectives regulating, restricting or controlling development in areas at risk of flooding (whether inland or coastal), erosion and other natural hazards. The OPW is charged at a national/central government level with monitoring and addressing situations pertaining to flooding. To this end, the Department of the Environment, Heritage and Local Government has recently produced draft guidelines on “The Planning System and Flood Risk Management.” The Guidelines set out a sequential approach to managing flood hazard and potential risk.

The key principles of this are:

- Avoid development in areas at risk of flooding;
- If this is not possible, consider substituting a land use that is less vulnerable to flooding.
- Only when both avoidance and substitution cannot take place should consideration be given to mitigation and management of risks.

The Guidelines state that inappropriate types of development that would create unacceptable risks from flooding should not be planned for or permitted. Exceptions to the restriction of development due to potential flood risks are provided for through the use of a Justification Test, where the planning need and the sustainable management of flood risk to an acceptable level can be demonstrated. It is the intention of Meath County Council to adhere to the principles outlined in the draft Guidelines pending publication of finalised guidelines.

Flood mapping as provided by OPW and two areas are identified in Dunshaughlin as follows:



Figure 10.1: Skane Area to the east of the development area boundary



Figure 10.2: Red Bog area to the north-west of the development area boundary

Flooding incidents we recorded in these areas in November 2000. These lands have not been included within the development area boundary.

10.9.1 Flooding Policies

LAP Objective FP-1: To require that new development should not itself be subject to an inappropriate risk of flooding nor should it cause or exacerbate such a risk at other locations.

LAP Objective FP-2: To control development in the natural flood plain of rivers and to take account of any guidelines regarding flooding issued by the DoEHLG or OPW in the assessment of planning applications.

LAP Objective FP-3: To require all significant developments impacting on flood risk areas to provide a Flood Impact Assessment, to identify potential loss of flood plain storage and how it would be offset in order to minimize impact on the river flood regime and to show that the development would not give rise to flooding on the application site or any surrounding lands.

10.10 Telecommunications

Satellite dishes and telecommunications apparatus, if badly sited, can be visually obtrusive and affect the character and appearance of historic buildings and townscapes. It is important, therefore, to ensure that future telecommunications and related development does not have a detrimental impact on the appearance or character of the town.

10.10.1 Telecommunications Policy

LAP Objective TO-1: To have regard to the following in considering proposals for the development of telecommunications masts, antennae and ancillary equipment:

- The visual impact of the proposed equipment on the natural, built and historic environment.
- The removal or modification of features of architectural / archaeological importance.
- The impact any such development may have on protected structures or their setting.
- The potential for co-location of equipment on existing masts.
- The Department of the Environment and Local Government "Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities" (July 1996).

10.11 Broadband

High speed broadband is an essential requirement for the attraction of business into a town, particularly in the context of the objective to secure jobs in the town and to reduce commuting. The Department of Communications, Energy and Natural Resources has put in place a regional broadband programme which includes for the building of high speed, open space broadband networks, in association with the local and regional authorities, in major towns and cities.

The success of the first phase of the Metropolitan Area Networks (MANs) programme has led to a second phase of projects, for broadband provision in over 90 towns with a population in excess of 1,500 people. Dunshaughlin is one such town. MANs are completed or under construction in 66 additional towns under Phase II of the Programme. The construction of the networks in these 66 towns was completed in mid 2008. Construction of MANs in the remaining 28 towns is currently under review pending the outcome of a value for money review of phase 1 of the programme and the outcome of the consultation on the Next Generation Broadband policy paper.

It is the intention of the Planning Authority to encourage the roll out of broadband services in the County and in this regard, it shall be an objective that all planning applications for significant new development shall provide for the delivery of broadband infrastructure in line with each phase of development.

10.11.1 Broadband Objectives

LAP Objective BB-1: To implement the broadband strategy for Meath County Council as it relates to Dunshaughlin by supporting the roll out of broadband infrastructure in Dunshaughlin to serve the needs of business and residents.

LAP Objective BB-2: To require that all planning applications for significant new development provide for the delivery of broadband infrastructure in tandem with each phase of development.

10.12 Solid Waste Collection and Disposal

Development will generate demand for domestic and commercial waste disposal and collection services. The construction phases of developments will also produce significant volumes of waste. Developers are obliged to submit a construction and waste management plan prior to the commencement of any proposed construction activities. All waste material generated during both the construction and operational phases of development must only be collected by appropriately licensed waste contractors and disposed of in licensed waste facilities.

Meath County Council recognises the importance of providing bring bank and civic amenity sites at accessible locations. In particular, there is a recognised need for such facilities in the Dunshaughlin area. A site to the south west of the town on Council owned land has been selected to accommodate a bring bank and civic amenity site.

10.12 .1 Solid Waste Collection and Disposal Objectives

LAP Objective WC- 1: To promote education and awareness on all issues associated with waste management, both at industry and community level. This will include the promotion of waste reduction by encouraging the minimization, re-use, recycling and recovery of waste within the country.

LAP Objective WC- 2: To implement the policies and objectives of the Waste Management Plan for the North East Region.

LAP Objective WC- 3: To require the provision of bring banks, bottle banks or other appropriate recycling facilities as part of the overall development in the case of new and extended shopping centre developments and commercial neighbourhood centres, educational, sports, and recreational facilities. The sites shall be made available to the Local Authority at the developer's own expense and will be maintained by the local authority or its agents.

LAP Objective WC- 4: To promote and encourage the recycling of construction and demolition waste in accordance with approved construction and demolition waste management plan.

LAP Objective WC- 5: To provide a civic amenity site at the south west of the town.

10.13 Energy

The Planning Authority supports national and international initiatives for limiting emissions of greenhouse gases, encouraging the development of renewable energy sources and reducing energy consumption. New technologies have enabled the development of sustainable energy sources. These include, wind, biomass and waste, solar, hydro, combined heat and power, geothermal heat transfer, etc. New building regulations have introduced strict policies with regard to energy efficient building, including domestic dwellings.

The Planning and Development Regulations 2007 and 2008 exempt a range of micro renewable technologies from the need to apply for planning permission. In addition to this, the Council will seek to promote all appropriate technologies through the development management process. Developments should strive to attain high standards of energy efficiency and environmental sustainability, including bioclimatic site design, water conservation, ventilation, energy efficient strategies for housing design, daylight analysis, and high insulation standards.

10.13.1 Energy Policies

LAP Objective WC- 1: To promote energy efficient solutions in all new development proposals. In deciding applications of medium to large scale residential, commercial and industrial development the Councils will require that all benign energy technologies are explored so as to increase sustainable energy use.

LAP Objective WC- 2: To support and facilitate the development of enhanced electricity supplies and associated networks to serve the existing and projected residential, commercial, industrial and social needs for Dunshaughlin.

LAP Objective WC- 3: To locate service cables, wires and piping, including electricity, telephone and television underground, where possible, and that existing overhead cables and associated equipment should be progressively be located underground with future capacity considered and appropriate ducting put in place.

11.0 IMPLEMENTATION

11.1 Introduction

The function of this Local Area Plan is to guide development in Dunshaughlin over the next six years. The Council has a key role in ensuring that policies and objectives contained in the Local Area Plan are achieved. Their achievement is, however, dependent on the financial and human resources of the Council and in many circumstances is also reliant on co-operation and provision of services and facilities from other state bodies and the private sector. While Meath County Council will make every effort in facilitating the provision of social, community and transport infrastructure and facilities, it is not in all instances the direct provider of such services. Meath County Council will require developers to incorporate the objectives of this Plan, including those relating to the provision of physical and social infrastructure, into their individual development proposals. Other objectives, particular key physical infrastructural elements will require government funding and support.

It is the nature of Local Area Plans that no budget is agreed in advance and therefore no funding of projects or implementation of all objectives contained within the Plan is guaranteed in advance. Notwithstanding, the Local Authority intends to exercise all of its legal powers to ensure that objectives are implemented. This includes using compulsory acquisition powers where necessary to facilitate site assembly or to secure the realisation of objectives contained in this Local Area Plan.

11.2 Phasing

It is an objective of the Planning Authority to promote the implementation of the Local Area Plan in a rational and sequential manner that is in keeping with the proposed development strategy, and to ensure that essential facilities (such as rail, water, road infrastructure, sewerage etc) are secured and in place concurrent with proposed development projects. In particular, the imposition of a requirement for an urban framework plan, to include proposals for phasing of development, for the residential zoned lands to the northeast of the town around the potential rail station will allow for the orderly and integrated development of these lands.

The Local Authority reserves the right to refuse development on the grounds of incomplete infrastructure provision, including social infrastructure.

11.3 Contributions

It is considered reasonable that contributions be paid towards Local Authority investment in the provision of infrastructure and services, by developers who benefit from such provision. A development contributions scheme for the County has been prepared and adopted by Meath County Council and will be applied in respect of applications for development in this area.

11.4 Monitoring and Review

In order to ensure that the development strategy outlined in the Local Area Plan is being pursued, the Council through the day-to-day activity of its development management function will monitor the implementation and phasing of the Local Area Plan. A review will assist in assessing whether the objectives detailed in the Plan are being met.

Appendix A: List of Persons or Bodies Who Made a Submission on the Issues Paper

Submission Number	Name of Person or Body being represented
1	Declan Brassil & Co. Ltd on behalf of Mr Patrick McGowan regarding lands at Grange End
2	Brian Meehan & Associates on behalf of Lidl Ireland regarding lands in the Dunshaughlin Business Park
3	Declan Brassil & Co. Ltd on behalf of Danron Ltd regarding lands at Ballinlough and Ballymurphy
4	John Spain Associates on behalf of Cussack Homes regarding lands between Main Street and Greenane Estate
5	GVA Planning on behalf of Tesco Ireland
6	Declan Brassil & Co. Ltd on behalf of Paul McCarthy regarding lands adjoining the N3 National Primary Route & the M3 Dunshaughlin Interchange
7	Collins Maher Martin Architects on behalf of Murphy Family lands at Lagore Road
8	Noel Larkin Associates on behalf of Josephine Everard lands at Grange End
9	Noel Larkin Associates on behalf of Kathleen Madden lands at Rathoath Road, Dunshaughlin
10	David Mulcahy on behalf of Mary Morrin lands at Cooksland
11	Collins Maher Martin Architects on behalf of Bill Murphy regarding lands at Cooksland
12	Tygro Consulting Engineers Limited on behalf of Louis McEntaggart lands at Dunshaughlin
13	Fenton Simons on behalf of Maplewood Developments regarding lands at Grange End
14	Department of Education and Science regarding education facilities in Dunshaughlin
15	Heritage Officer, An Taisce
16	Douglas Hyde & Associates on behalf of various landowners regarding the route of the Navan Rail line
17	Roestown / Cooksland N3 Residents Association
18	Drumree / Dunshaughlin Sports Group
19	Douglas Hyde & Associates on behalf of Menolly lands at Bonestown
20	Town & Country Resources Ltd on behalf of Michael Delany lands at Cooksland and Roestown
21	Department of Environment, Heritage & Local Government
22	Blackchurch Homes Ltd on behalf of John O'Meara, J R & G Stanely and Dermot and Fiona Kealy
23	Jarlath Rattigan on behalf of Joe Harkin lands at Bonestown
24	Dunshaughlin Gaelic Football Club
25	National Roads Authority
26	County Meath VEC

Appendix B: List of Persons or Bodies Who Made a Submission on the Draft Development Plan

Submission Number	Name of Person or Body being represented
1	Michael O'Neill on behalf of Ray Stokes (1)
2	Mary Wallace on behalf of Roestown / Cooksland Residents
3	Sean Lucy & Associates on Behalf of Kieran Dwyer
4	Department of Education & Science (1)
5	National Roads Authority
6	Councillor Nick Killian on behalf of David Ronan (Ronan Farms)
7	Fenton Simons on behalf of Maplewood Developments
8	Eastern Regional Fisheries Board
9	Michael O'Neill on behalf of Ray Stokes (2)
10	Blackchurch Homes Ltd
11	Iarnrod Eireann
12	Dunshaughlin Sports Group
13	St Seachnail's School
14	Arnold & Roisin Blake
15	Dept of Communications, Energy & Natural Resources
16	Collins Maher Martin on behalf of Mr Bill Murphy lands at Lagore Road
17	Department of Education & Science (2)
18	Collins Maher Martin on behalf of Mr Bill Murphy lands at Cooksland
19	Declan Brassil & Company Limited on behalf of Danron Ltd
20	Town & Country Resources on behalf of Michael Delaney
21	Michael Mc Loughlin – Labour Party
22	Brian Meehan & Associates on behalf of Lidl Ireland GmbH
23	Castlethorn
24	Department of Environment Heritage & Local Government
25	Douglas Hyde & Associates on behalf of Menolly Developments
26	Stephen Little Associates on behalf of Evan and Peter Newall
27	An Taisce

Appendix C: List of Persons or Bodies Who Made a Submission on the Amendments to the Draft Development Plan

Submission Number	Name of Person or Body being represented
1	Thomas Byrne TD
2	Evan Newell
3	Cian O Mahoney SEA
4	Michael Mc Cormack NRA
5	Teresa Halloran Development Applications Unit
6	Noel Mc Gloin ERFB
7	David Mulcahy on behalf of Paul Morrin
8	Anna Martin An Taisce
9	Seana Mc Gearty Co-Ordination Unit
10	Shirley Kearney Dept of Education & Science
11	Patrick O Sullivan Spatial Policy Section
12	Douglas Hyde & Assoc on behalf of Menolly Homes
13	Collins Maher Martin on behalf of Mr Bill Murphy
14	Dermot Kealy