

PLANNING REPORT

For a Large-Scale Residential Development at Grangend, adjoining the R125, Dunshaughlin, Co. Meath.

Prepared by MCG Planning
on behalf of Loughglynn Developments Limited
February 2024

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Senior Administrative Officer,
Planning Department,
Meath County Council,
Buvinda House, Dublin Road
Navan,
County Meath

The proposed Large Scale Residential Development (LRD) will consist of amendments to the Strategic Housing Development (SHD) permitted on site under Ref. ABP-307244-20 for 211 no. residential units (112 no. two storey houses and 99 no. apartments in 6 no. blocks), creche and associated works. This amendment application seeks to omit permitted apartment Blocks D and E (comprising 36 no. units) and replace with 15 no. 3 bed houses, resulting in a revised residential development of 190 units in total. Omission of permitted access road from the permitted Distributor Road to the east and associated amendments to residential car parking and provision of additional open spaces. All other site works including boundary treatments, landscaping and site services to facilitate development. The remainder of the development to be carried out in accordance with the parent permission Ref. ABP-307244-20.

Chapter 1 Introduction

McGill Planning Limited, Pembroke Street Upper, Dublin 2 is instructed by the applicant, Loughlynn Developments Limited, The Rere, Rathvale House, Athboy, Co. Meath to submit this Large-Scale Residential Development application in line with Section 32D of the Planning and Development Act 2000 as amended. The detail of the application is set out above.

Please note, that while every effort has been made to ensure consistency throughout the application, inconsistencies may arise due to human error. As such the drawings and documentation created by O'Daly Architects are the principal documents for the design and layout of the development.

This planning report is set out into 7 chapters:

- Chapter 2 outlines the development description and provides a brief summary of the proposed development
- Chapter 3 sets out the site location and context
- Chapter 4 outlines the relevant planning history for the subject site and the surrounding area.
- Chapter 5 provides the rational for the proposed development
- Chapter 6 assesses the proposed development against national, regional, and local planning policy
- Chapter 7 provides an overall conclusion

Chapter 2 The Proposed Development

Summary of the Proposed Development

The proposed development statistics are set out in the table below:

Development Proposal	Permitted Scheme	Proposed Amendment
No. of units	211 residential units as follows: <ul style="list-style-type: none"> - 112 no. houses (21 no. 4-bed and 91 no. 3-bed) - 99 no. apartments as follows (6 no. 1-bed, 90 no. 2-bed and 3 no. 3-bed) 	The proposed amendment application seeks to apply for 15 no. 3 bed houses. This will result in a total provision of 190 units as follows: <ul style="list-style-type: none"> - 127 no. houses (21 no. 4 beds and 106 no. 3 beds.) - 63 no. apartments (6 no. 1 beds, 54 no. 2 beds, 3 no. 2 beds)
Creche	1 creche (396.22 sqm)	No change to permitted creche.
Density	Net residential density: c.36.50 units per hectare	Net residential density: c.32.71 units per hectare
Plot Ratio	Overall area (net site area) 0.42:1	Overall area (net site area) 0.38:1
Site Coverage	Overall area (net site area) 18.53%	Overall area (net site area) 17.64%
Building Height	2 to 4 storeys	2 to 4 storeys
Public Open Space	0.9149 ha (15.75%)	0.9489 (16.33%)
Area of Civic Park (not included in Public Open Space calculation)	0.6588 ha	No change to the permitted Civic Park.
Carparking	362 total no. car parking spaces Houses = 226 car parking spaces Apartments = 116 car parking spaces Creche = 20 car parking spaces	Each of the proposed 15 no. units has been provided with 2 no. car parking spaces. There is no change to the permitted car parking for the remainder of the scheme.
Cycle parking	264 total no. bike parking spaces Apartments = 256 bicycle parking spaces Creche = 8 bicycle parking spaces Please note that all of the houses have capacity for secure bicycle parking within their curtilage.	Each dwelling has access to a private, ground level space and therefore does not require cycle storey spaces. There is no change to the permitted cycle parking for the remainder of the scheme.

Chapter 3 Site Location and Context

The subject site, which is 0.4508 ha and is part of a wider permitted development (ABP-307244-20) is located within the townland of Grangend to the north-east of the town of Dunshaughlin, Co. Meath. Dunshaughlin is located approximately 27 km from Dublin and the site itself is located approximately 0.5 kilometres from the centre of the town, within an agricultural area. The site is located on the southern side of the R125 and is currently a primarily greenfield site. The roadside boundaries are comprised of dense native hedging. The northern portion of the site borders the R125, with the existing road network poorly aligned as it passes the application site. A number of detached residential properties are located to the north of the site fronting onto the R125, Ratoath Road.

The site is located within close proximity to Dunshaughlin town with a range of shops and services available nearby within 7 minutes walking distance. The site is also within the vicinity of 3 existing bus services, no. 109, 109A and 109B which are operation by Bus Eireann. These routes include Dublin City Centre, Blanchardstown Shopping Centre, Navan Town Centre and Dublin Airport. The M3 Parkway railway station is approximately 11km from the development and primarily serves users as a large park and ride site. The M3 Parkway railway station can be reached by the 109 and 109B Bus Eireann service. It is also worth noting that there is plans for improved public transport services to Dunshaughlin town such as the proposal for Phase II of the Navan rail line and an improve of bus services.

There is native hedging on the site and a small stream flowing in a southerly direction that bisects the site from east to west. The site is not located within a Conservation Area of an Architectural Conservation Area. The subject site is currently under construction following the grant of permission for a Strategic Housing Development (ABP Reg. Ref.: ABP-307244-20).

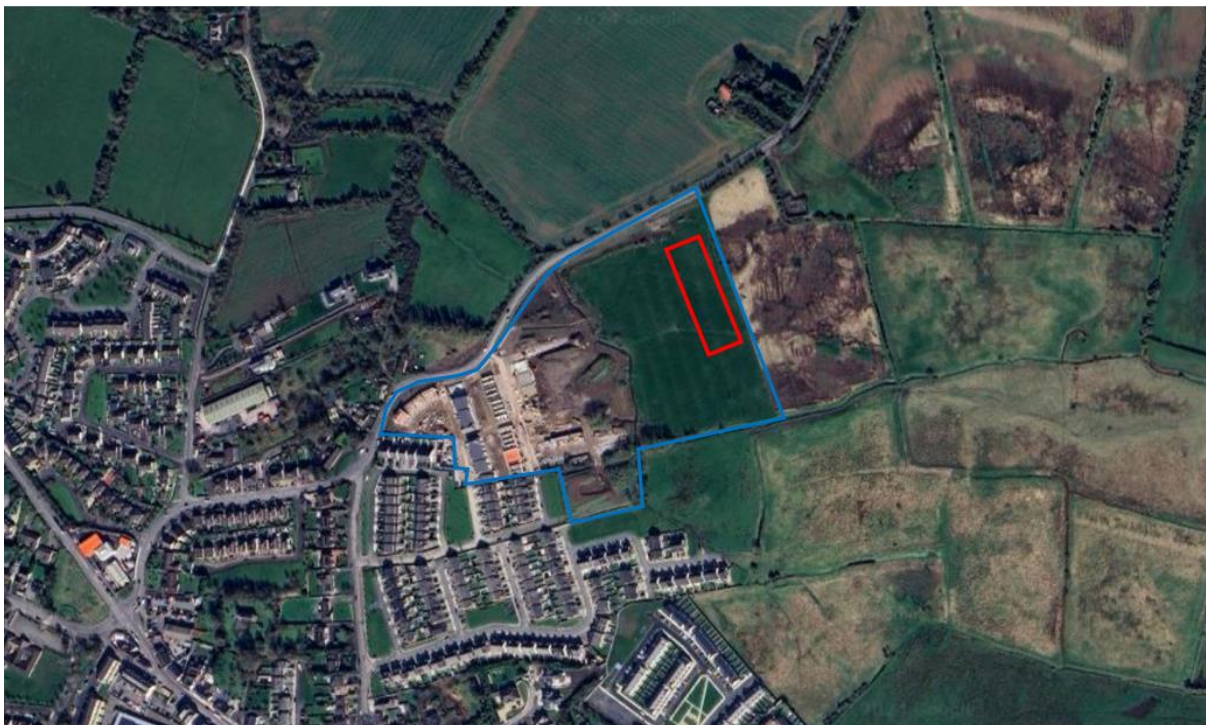


Figure 1 Site Location. Applicant Land outlined in blue. Subject Site outlined in red.

Chapter 4 Planning History

Loughglynn Developments Limited was granted permission with conditions for a Strategic Housing Development (SHD) (ABP Reg. Ref.: ABP-307244-20) at Grangend, Dunshaughlin, Co. Meath on the 15th September 2020. The table below outlines key statistics for the previously permitted SHD.

Condition 2(a) attached to the planning permission omitted 1 no. house from the development, reducing the overall number of units approved to 211.

Development Proposal	Statistics
No. of residential units	211 residential units as follows: <ul style="list-style-type: none"> - 112 no. houses (21 no. 4-bed and 91 no. 3-bed) - 99 no. apartments (6 no. 1-bed, 90 no. 2-bed and 3 no. 3-bed)
Community facilities	1 creche (396.22 sqm)
Site Area	Overall application site: c. 7.907ha Developable site area: c. 5.808 ha (excluding 1.944 ha of f1 zoned lands) Net residential density: c.36.50 units per hectare
Plot Ratio	Overall area (net site area) 0.42:1
Site Coverage	Overall area (net site area) 18.53%
Building Height	2 to 4 storeys
Public Open Space	0.9149 ha (15.75%)
Area of Civic Park (not included in Public Open Space calculation)	0.6588 ha
Carparking	362 total no. car parking spaces Houses = 226 car parking spaces Apartments = 116 car parking spaces Creche = 20 car parking spaces
Cycle parking	264 total no. bike parking spaces Apartments = 256 bicycle parking spaces Creche = 8 bicycle parking spaces Please note that all of the houses have capacity for secure bicycle parking within their curtilage.

MCC submitted a 'Planning Authority Preliminary Opinion and Section 247 Consultation' to ABP in accordance with the requirements of Section 8(5)(a) of the Planning and Development (Housing) and Residential Tenancies Act 2016.

The Planning Authority's Opinion planning assessment responded positively to various aspects of the proposed SHD scheme, The following bullet points outline positive remarks made by MCC throughout the Planning Authority's Opinion:

- *"the Planning Authority are of the view that the proposed density is consistent with the County Development Plan and the character of the surrounding area"*
- *"the overall layout of the scheme is considered acceptable in terms of design"*
- *"The proposed development is not directed served by public transport. However, there is good access using existing footpaths along the St. Seachnaills Road via Lagore Road and from R125 via R147 to bus stops facilities located within the town"*
- *"It is noted that the proposed development is generally well designed with good permeability for pedestrians, cyclists and vehicles."*
- *"Reviewing the general layout, it is noted that all internal desire lines have been catered for, proper traffic calming features along with pedestrian and cycle crossings have been provided which is appropriate"*
- *"it is considered that the applicant is proposing an adequate level of car parking"*
- *"it is noted that the bicycle parking is in accordance with the Department of Housing, Planning and Local Government (Design Standards for New Apartments)"*

Similarly, An Bord Pleanála viewed the proposed development of 211 units positively. On the 15th of September 2020 ABP issued an order which granted permission for the proposed development with 30 conditions attached. The inspector's report issued concluded the following: *"I consider the principle of development as proposed to be acceptable on this site. The site is a suitably zoned, serviced site within walking distance of the centre of Dunshaughlin, where public transport, social, educational and commercial services are available. The proposed development is of a suitably high quality and provides for a mix of residential unit types which are served by high quality open space and a childcare facility."*

In addition to the above, the following is a summary of the planning history relevant to the subject site:

Meath reg. ref.: DA802808
Application date: 26/09/2008
Decision: Refused

The construction of 50 residential units comprising of 2 No. 4 bed detached houses, 20 No. 3 bed semi-detached houses, 5 No. 3 bed terrace houses, 23 No. 2 bed apartments. The development includes the realignment of the existing Ratoath Road, the construction of a segment of the proposed relief road for Dunshaughlin off which there will be an entrance / exit road to serve the proposed development. The development will include on site car parking, footpaths, site services and all associated site works.

This decision was appealed to An Bord Pleanála (ABP Reg. Ref.: 233893). The board concluded that the planning authority decision be upheld, and the permission be refused for the following reason:

"The site is a Greenfield site located on the northern edge of Dunshaughlin town, where the preparation of the Dunshaughlin Local Area Plan is currently in progress. Development of the kind proposed would be premature pending the adoption of the Local Area Plan, which will guide the appropriate form of development on the site in accordance with the Development Plan. The proposed development would therefore be contrary to the proper planning and sustainable development of the area."

Meath reg. ref.: DA802484

Application date: 15/08/2008

Decision: Incomplete Application

The construction of 50 residential units comprising of 2 no. 4 bed detached houses, 20 no 3 bed semi-detached houses, 5 no. 3 bed terrace houses, 23 no. 2 bed apartments. The development includes realignment of the existing Ratoath Road, the construction of a segment of the proposed relief road for Dunshaughlin off which there will be an entrance / exit road to serve the proposed development. The development will include on site car parking, footpaths, site services and all associated site works.

Meath reg. ref.: DA70574

Application date: 15/11/2007

Decision: Refused

The construction of 255 residential units and a sessional day-care creche for 80 children. The 255 residential units comprise of 33 no. 4 bed terrace, 22 no. 3 bed terrace, 52 no. 3 bed apartment, 16 no. 2 bed duplex, 125 no. 2 bed apartment, and 7 no. 1 bed apartment. The day-care creche shall cater for 80 no. children in each of two daily sessions from 8:45am to 12:15pm and 1:15pm to 4:45pm Monday to Friday inclusive. The development includes the construction of a segment of the proposed relief road for Dunshaughlin and the realignment of the existing Ratoath Road, a new site entrance off the Ratoath, on site car parking, footpaths, site services and all associated site works. This application will also include the demolition of an existing derelict dwelling.

Meath reg. ref.: 98855

Application date: 22/05/1998

Decision: Refused

To demolish existing house & to erect a new house & bicycle system for disposal of domestic sewage and to close existing entrance and provide a new entrance.

Meath reg. ref.: 95482

Application date: 26/04/1995

Decision: Refused

To construct an extension to cottage and install a septic tank and percolation area.

Chapter 5 Response to MCC S247 Meeting Minutes

A S247 meeting was held on the 6th of November 2024 via Microsoft Teams between members of Meath County Council and the applicant team. As the proposed modifications are minor in nature, Meath County Council issued a Section 247(7) letter dated the 7th of November 2024 confirming that no further consultation is required in this instance and the applicant may proceed with the lodgement of the application for amendments to the permitted Strategic Housing Development Reg. Ref.: ABP-307244-20. A copy of the letter from Meath County Council accompanies this application.

Minutes	Applicant Response
Confirm density and reference to Compact Settlement Guidelines 2024. Dunshaughlin is a Key Town/Large Town - Suburban/Urban Extension which requires residential densities in the range 30 dph to 50 dph (net)	The proposed amendments result in a revised density of 32.71 dph. The proposed density is considered to be within the range of 30 dph to 50 dph specified in the Sustainable Residential Development and Compact Settlement Guidelines 2024.
Clarify Impact on Public Open Space Provision	The revisions to the scheme proposes a new pocket park of public open space located centrally within the subject site with an area of 340m ² which marginally increases the overall public open space provision to 0.9489 hectares, equating to 16.33% of the net development site area.
Justification of unit mix change.	The proposed amendment comprises 15 no. 3 bed units. The resulting unit mix for the wider scheme is: 3% 1 beds, 29% 2 beds, 57% 3 beds and 11% 4 beds. Please refer to the 'Rationale' section of this planning report.
Submit a HQA, and details on Plot Ratio/ Site Coverage, building heights and character areas noting that boundary treatment and landscaping which would be consistent with the SHD permission/ elsewhere in the scheme and MCDP Development Management standards	Please refer to the Design Statement prepared by O'Daly Architects which contains the HQA, Plot Ratio, Site Coverage and details of boundary treatments.
Submit CGIs and Contiguous Elevations	Please refer to the architectural pack prepared by O'Daly Architecture containing Contiguous Elevations and CGIs.
MCC advised applicant to avoid the proposed access arrangements as presented for the meeting, with bins and cycle stores provided to the front of the terraced houses.	The design of the proposed access arrangements has been updated so that the doors to the Eastern side have now been removed.
This must feature a robust material surround (e.g. brick to match the dwelling) and be covered. The proliferation of bins along the eastern access road will not be permitted which could occur with the proposed access from rear garden to this road. Due to the visual impact of the individual doorways along the eastern access off the regional road, it is also recommended that these are avoided.	All mid terrace gardens are accessed from the Western (internal side).

MCC referred to the proposed 'orange' unit in the lower cell and expressed concerns with its residential amenity as it is marooned within the rear gardens of adjoining properties. She requested its removal, placing the rear gardens back-to-back as per the arrangement in the upper cell. An alternative layout, potentially including an additional unit on the southern side of the cell, at the entrance to the estate may be possible (e.g. duplex unit, etc.).	The site plan has been amended to remove the detached unit previously proposed.
Flooding/ Surface Water management, where necessary should be discussed with Environment Section directly. Buffers between surface water features, etc. are to be maintained.	Please refer to the Engineering Assessment Report section on Flooding prepared by Waterman Moylan.
Part V details to be provided as part of the application.	Please refer to the Part V pack submitted as part of this application.
Public Lighting, Landscaping, Broadband details to be provided and consistent with the SHD permission, etc	The applicant welcomes any condition relating to public lighting and broadband details, ensuring consistency with the permitted SHD. Please Refer to the landscaping drawing prepared by Jane McCorkell.
Conditions of ABP-307244-20 to be addressed prior to/ as part of the LRD modification application where not already complied with.	All conditions associated with ABP-307244-20 will be fully complied with it.
Drawings lodged with the application to be up to date and consistent with details agreed by way of Compliance with planning conditions.	All drawings lodged with the application are consistent with details agreed by way of compliances.
Public Notices – LRD Modification to a SHD permission needs to be clearly stated at the top	The public notices clearly state that this is an LRD modification application to a SHD permission.

Chapter 6 Proposed Development

Proposed Development

This amendment application seeks to omit permitted apartment Blocks D and E (comprising 36 no. units) and replace with 15 no. 3 bed houses, resulting in a revised residential development of 190 units in total. The proposal also includes for the omission of permitted access road from the permitted Distributor Road to the east and associated amendments to residential car parking and provision of additional open spaces.

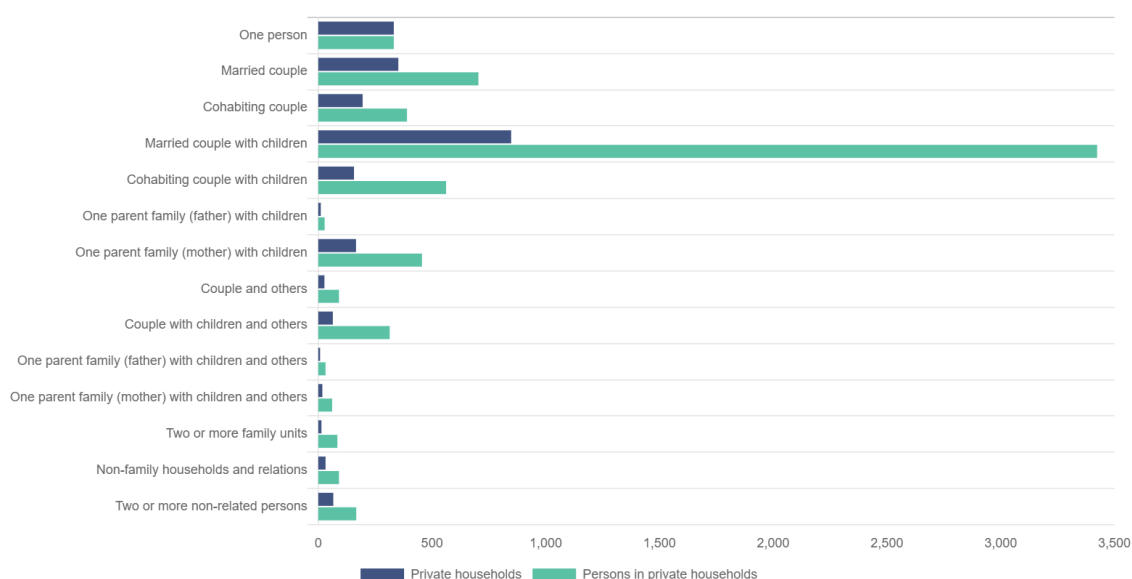


Previously Permitted Scheme

Proposed Scheme

Rationale

The proposed amendments to replace a portion of the two-bedroom apartments with three-bedroom dwellings have arisen during the detailed design phase and as a result of the applicant's market research. The demand for 3-bedroom homes in Dunshaughlin is supported by CSO figures that highlight the dominance of family-based households in the area. According to the data, over 60% of private households (1,205 out of 2,290) in Dunshaughlin are families with children, whether they are married couples, cohabiting couples, or one-parent families. These households collectively represent 4,470 individuals—66% of the population in private households.



September 15, 2023 11:00:00 UTC

While the proposed amendments adjust the unit mix slightly, the development will still deliver a healthy housing mix, including 63 apartment units within the scheme. This mix comprises 3 three-bedroom apartments, 54 two-bedroom apartments, and 6 one-bedroom apartments, ensuring a diverse range of housing options for different household types and needs.

Unit Mix

The proposed amendment seeks to omit permitted apartment blocks D and E (comprising 36 no. units) and replace with 15 no. 3 bed houses which will result in a revised development of 190 no units in total.

Previously granted unit mix breakdown under ABP-307244-20:

Unit	Quantity	Percentage
1 beds	6	3%
2 beds	90	43%
3 beds	94	44%
4 beds	21	10%
Total	211	100%

Proposed unit mix breakdown of the overall scheme as a result of the proposed amendment:

Unit	Quantity	Percentage
1 beds	6	3%
2 beds	54	29%
3 beds	109	57%
4 beds	21	11%
Total	190	100%

The proposed unit mix is fully in accordance with the Sustainable Urban Housing: Design Standards for New Apartments (2023), Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) and the Meath County Development Plan (2021-2027).

Layout and Design

This amendment application revises the overall residential development to 190 units, that will include 127 houses and 63 apartments. This will result in a development density of 32.7 units/ha based on a net site area.

The proposed density is considered in accordance with established national policy as per the compact settlement guidelines which encourage densities of 30-50 uph in 'Key Town / Large Town'

The overall layout of the scheme will remain unchanged, with the exception of amendments to the western portion of the site.

The proposed houses have been well designed to front into the scheme, adjoining public open spaces, and the proposed distributor road, providing excellent opportunities for passive surveillance.

The design of the houses, along with the carefully selected materials, enhances the overall aesthetic of the western portion of the site.

The removal of the road accessing the distributor road creates a more pedestrian-friendly and safe environment for residents and the crèche located in the north-eastern corner, as it will reduce the number of vehicles in this part of the scheme.



VIEW 2
Proposed Housing view from East



VIEW 4
Proposed Housing viewed from North West

Open Space

The Development Plan provides a minimum public open space provision of 15% of total site area. The area of public open space provided in the permitted overall development is 0.9149 hectares, equating to 15.75% of the net development site area. The amendment now proposed include a new pocket park public open space centrally located within the subject site with an area of 340m² which marginally increases the overall public open space provision to 0.9489 hectares, equating to 16.33% of the net development site area.

Ecology

Whitehill Ecology undertook an Ecological Impact Assessment and a Natura Impact Assessment as part of the permitted SHD ABP-307244-20. Field work was undertaken in September 2019, and a bat survey was also carried out at this time by Wildlife Surveys Ireland. Whilehill Ecology has prepared an updated letter to submit as part of this amendment application. This letter concludes: *Whitehill Environmental has reviewed the proposals and has concluded that the proposals as they stand would not materially alter the impacts that were identified originally in the EciA or NIS and the mitigation measures included in these reports remain applicable and they will continue to be adhered to during the ongoing works on the site. They proposals are simply altering the type of building originally proposed from apartments to semi-detached dwellings. The proposals will result in a reduced capacity on the site. It is considered that the original EciA and NIS that were submitted for the SHD application, remain applicable to the current proposals.*

Compliance with Part V

Please refer to the Part V pack submitted with this application. This pack contains a Part V agreement letter dated the 17th of July between the applicant and Meath County Council which contains indicative costings and a Part V drawing.

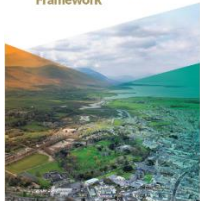
Chapter 7 Statement of Consistency

National and Regional Planning Policy

The key national and regional policies and guidelines (including Section 28 Guidelines) relevant to the proposed development are as follows:

- *Ireland 2040 Our Plan - National Planning Framework (2018);*
- *Rebuilding Ireland – Action plan for housing and homelessness 2016*
- *Southern Region – Regional Spatial & Economic Strategy, 2020*
- *Guidelines for Planning Authorities on Urban Development and Building Heights (2018);*
- *Sustainable Residential and Compact Settlements Guidelines for Planning Authorities (2024)*
- *Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;*
- *Quality Housing for Sustainable Communities (2007);*
- *Design Manual for Urban Roads and Streets (2013);*
- *Guidelines for Planning Authorities on Childcare Facilities (2001);*
- *Smarter Travel – A New Transport Policy for Ireland (2009-2020);*
- *The Planning System and Flood Risk Management (2009).*

Project Ireland 2040 Our Plan - National Planning Framework



The National Planning Framework (NPF) is the Government's plan to cater for the extra one million people that is anticipated to be living in Ireland.

THE NPF emphasise renewing and developing existing settlements in order to prevent the continual expansion and sprawl. This aim for Compact Growth promotes *"Making better use of under-utilised land and buildings, ... with higher housing and jobs densities, better serviced by existing facilities and public transport."* This approach not only makes better use of land but it can also have a *"transformational difference"* to towns and villages bringing new life and footfall to an area and contributing to the viability of services, shops and public transport, and by increasing the housing supply, enables more people *"to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less"* (section 2.6). NPF also recognizes that there is a need to address the rapid unplanned growth in expanded commuter settlements of all sizes. There is a need to encourage sustainable rates of population growth supported by employment growth.

The NPF projects a need for a minimum of 550,000 new homes. The NPF shifts Government policy towards securing more compact and sustainable urban development, to enable people to live nearer to where jobs and services are located. Making better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings is promoted, with higher housing and jobs densities, better serviced by existing facilities and public transport.

Key National Policy Objectives which relate to this site are set out below:

National Policy Objective 1b	<i>Southern Region: 340,000 - 380,000 additional people, i.e. a population of almost 2 million.</i>
National Policy Objective 1c	<i>The Southern Region: around 225,000 additional people in employment, i.e. 880,000 (0.875m) in total.</i>
National Policy Objective 3a	<i>Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.</i>
National Policy Objective 3c	<i>Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints.</i>
National Policy Objective 4	<i>Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.</i>
National Policy Objective 5	<i>Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.</i>
National Policy Objective 11	<i>In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.</i>
National Policy Objective 13	<i>In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.</i>
National Policy Objective 27	<i>Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.</i>
National Policy Objective 33	<i>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</i>
National Policy Objective 35	<i>Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.</i>

EVALUATION OF CONSISTENCY

The subject site is located within the settlement boundary of Dunshaughlin Town. This is consistent with NPO 3a. NPO 35 and 33 emphasise locating residential developments in sustainable and viable locations. The site is well located in this respect as Dunshaughlin town centre will be within short walking distance (7 mins). Furthermore, the site will be proximate to social infrastructure including education and local retail.

Dunshaughlin is a Self Sustaining Growth Town and has considerable potential for employment growth and has a planned future education campus to the west of the town. Therefore, it is considered that this development will help create a sustainable community where people can live and work.

The public open space network proposed within the scheme will be an attraction to existing residents and future residents. In line with the NPF Objective 33, the proposed development will provide for a high-quality residential scheme through the design quality, materials and finishes proposed.

Rebuilding Ireland – Action Plan for Housing And Homelessness 2016



Rebuilding Ireland was launched in 2016 with the objective to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021. It was based on 5 no pillars. Pillar 3 – Build More Homes aims to increase the output of private housing to meet demand at affordable prices.

EVALUATION OF CONSISTENCY

The proposed development is consistent with Pillar 3 to build more houses. The proposed amendment will result in a development of 190 no. new residential units. This will add to the housing stock of Dunshaughlin and cater to the increasing demand for this existing urban area.

Urban Development & Building Heights: Guidelines for Planning Authorities, 2018



The Guidelines set out national planning policy guidelines on building heights in urban areas in response to specific policy objectives set out in the National Planning Framework and Project Ireland 2040. There is a presumption in favour of high buildings at public transport nodes and state that it is Government policy to promote increased building height in locations with good public transport services.

Under Section 28 (1C) of the Planning and Development Act 2000 (as amended), Planning Authorities and An Bord Pleanála are **required to have regard to the guidelines and apply any specific planning**

policy requirements (SPPR's) of the guidelines in carrying out their function. SPPRs as stated in the Guidelines, take precedence over any conflicting, policies and objectives of development plans, local areas plan and strategic development zone planning schemes.

The Guidelines emphasise the policies of the NPF to **increase levels of residential development in urban centres and increase building heights and overall density** by both facilitating and encouraging the development of increased heights and densities by Local Authorities and An Bord Pleanála. It identifies the need to focus planning policy on *“reusing previously developed “brownfield” land, building up urban infill sites”*.

They place significant emphasis on promoting development within the existing urban footprint utilising the existing sustainable mobility corridors and networks. *“In order to optimise the effectiveness of this investment in terms of improved and more sustainable mobility choices and enhanced opportunities and choices in access to housing, jobs, community and social infrastructure, development plans must actively plan for and bring about increased density and height of development within the footprint of our developing sustainable mobility corridors”*. It goes on to highlight that *“the preparation of development plans, local areas plans, and Strategic Development Zone Planning Schemes and their implementation in the city, metropolitan and wider urban areas must therefore become more proactive and more flexible in securing compact urban growth through a combination of both facilitating increased densities and building heights”*. It encourages local authorities away from setting generic maximum height limits across their functional areas identifying *“such limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area. Such blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes.”*

At the scale of the relevant city/town

Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.

At the scale of the site/building

The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light. Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'. SPPR 3 It is a specific planning policy requirement that where;

(A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.

EVALUATION OF CONSISTENCY

The subject site is located within a low-density residential area. The proposed amendment seeks to deliver 15 no. dwellings 2 storey in height and is considered acceptable. As shown in the CGI pack submitted, the proposal responds to its overall natural and built environment, and it makes a positive contribution to the local area.

The materials and finishes of the proposed houses are designed to a high architectural standard. The materials and finishes have also been considered with regard to existing pattern of development and material pallet in the locality. It is considered that the proposed development is in keeping with the character and building fabric of the area and will respect the adjoining structures.

It is respectfully submitted that the proposed development has had regard to the planning policy framework as set out in the building height guidelines and National Planning Framework. The proposed development complies with such objectives therefore is considered to be in accordance with the provisions of national policy guidelines.

Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities

The SRDCSG were published by the Government in January 2024 and set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They are accompanied by a companion non-statutory Design Manual that illustrates best practice examples of how the policies and objectives of the Guidelines can be applied. The SRDCSG replaces the previously adopted 'Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities 2009'.

Dunshaughlin is defined as a Key Town. Section 3.3.3 of these Compact Guidelines outlines the key priorities for the growth of key towns in order of priority are;

- (a) plan for an integrated and connected settlement overall, avoiding the displacement of development generated by economic drivers in the Key Town or Large Town to smaller towns and villages and rural areas in the hinterland,
- (b) strengthen town centres,
- (c) protect, restore and enhance historic fabric, character, amenity, natural heritage, biodiversity and environmental quality,
- (d) realise opportunities for adaptation and reuse of existing buildings and for incremental backland, brownfield and infill development, and
- (e) deliver sequential and sustainable urban extension at locations that are closest to the urban core and are integrated into, or can be integrated into, the existing built up footprint of the settlement.

Table 3.5 - Areas and Density Ranges Key Towns and Large Towns (5,000+ population) sets out density ranges for each of the two types of locations.

- Key Town / Large Town - Centre and Urban Neighbourhood
- Key Town / Large Town - Suburban/Urban Extension

Key Towns are identified in the RSEs, while Large Towns are identified at a county level. The strategy for Key Towns and Large Towns is to support consolidation within and close to the existing built-up footprint.

Table 3.5 - Areas and Density Ranges Key Towns and Large Towns (5,000+ population)¹⁰

Key Town / Large Town - Centre and Urban Neighbourhood

The centre comprises the town centre and the surrounding streets, while urban neighbourhoods consist of the early phases of residential development around the centre that have evolved over time to include a greater range of land uses. It is a policy and objective of these Guidelines that residential densities in the range 40 dph-100 dph (net) shall generally be applied in the centres and urban neighbourhoods.

Key Town / Large Town - Suburban/Urban Extension

Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint area that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 30 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations of Key Towns and Large Towns, and that densities of up to 80 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

In relation to density the subject lands are classified as an 'Suburban/Urban Extension' site under the Guidelines, which advocate the greatest efficiency in land usage on such lands. This will be achieved by providing net residential densities in the general range of 30-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be encouraged generally. The overall scheme includes for a range of housing types from 1-bed apartments to 4-bed houses, with a residential density of 32.7 dwellings per hectare, which fully accords with the aforementioned guidelines.

Specific Planning Policy Requirement	Evaluation of Consistency
SPRR 1 Separation Distances It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of	Noted. The proposed development achieves the minimum separation distance as set out in this policy.

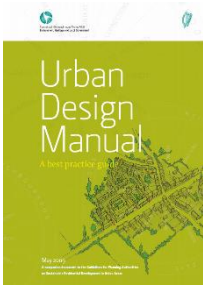
<p>minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces. There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by case basis to prevent undue loss of privacy.</p>	<p>The amenity of existing residents is respected by providing separation distances which are proportionate to the heights proposed. The transition in building form will mitigate any potential for overshadowing or daylighting impacts by the development onto existing residential units.</p> <p>Please refer to the Urban & Architectural Design Statement prepared by O'Daly Architects.</p>
<p>SPPR 2 - Minimum Private Open Space Standards for Houses</p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</p> <ul style="list-style-type: none"> • 1 bed house 20 sq.m • 2 bed house 30 sq.m • 3 bed house 40 sq.m • 4 bed + house 50 sq.m <p>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semiprivate open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space (see Table 5.1).</p>	<p>Each of the proposed units will contain private open space in excess of the requirements. The quantum of private open space is set out in the HQA prepared by O'Daly Architects.</p>

<p>Policy and Objective 5.1 - Public Open Spaces</p> <p>It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations</p>	<p>16.3% of the net residential zoned is allocated to high quality public open space. This is located centrally to avail of passive surveillance and provides a range of play facilities, wild flower planting, exercise courts and kickabout pitches.</p>
<p>SPPR 3-Car Parking</p> <p>It is a specific planning policy requirement of these Guidelines that: In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling. Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on- street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.</p>	<p>The proposed car parking is in line with the accessible nature of the site. In line with this policy, and as set out in the technical note submitted by Waterman Moylan, 2 no. parking spaces are provided per dwelling.</p>
<p>SPPR 4-Cycle Parking and Storage</p> <p>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include</p>	<p>Each of the proposed houses have access to ground level gardens for bike parking. This is considered to be fully compliant with this objective.</p>

housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:

i. Quantity - in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

i. Design-cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.



Urban Design Manual – A Best Practice Guide, 2009

The Urban Design Manual is the accompanying document to the Sustainable Residential Development in Urban Areas document which provides policy guidance for the creation of successful neighbourhoods having regard to the 12-point criteria. The proposal complies with the following design criteria:

1. Context –How does the development respond to its surroundings?	
	Evaluation of consistency
<i>The development seems to have evolved naturally as part of its surroundings.</i>	The adjoining urban area is currently dominated by low density residential developments. A key objective for the proposed scheme was to help densify the area, provide a greater mix of unit type, and provide active streetscapes, better urban edge to the northern end of the town and better sense of place.
<i>Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.</i>	<p>The current low-density characteristic of the area is unsustainable and does not reflect the national policies that asks for higher densities within existing built footprint of cities and towns. (NPO13)</p> <p>The site is of an appropriate size and has landscape features that will benefit this development in terms of creating a unique residential character. The proposed layout respects the existing buildings surrounding the site and will not deter the amenities enjoyed by the neighbouring users. The development will in addition provide a Civic Park and other open spaces that will become an asset to the current and future residents of the area.</p>
<i>Form, architecture and landscaping have been informed by the development's place and time.</i>	<p>The design and density of the development reflects the context of the site yet is a modern and high-quality scheme reflecting the type of development that is currently occurring in other parts of the country.</p> <p>The height, scale and massing are considered appropriate given its context within the site and the surrounding developments in the wider area.</p>
<i>The development positively contributes to the character and identity of the neighbourhood.</i>	The proposal creates an identity and a sense of place for the neighbourhood. The proposals striking design is integrated into its natural setting and respects the existing characteristic of the site. The proposed scheme will eliminate a vacant, underutilised site and transform it to a development that will contribute positively to the neighbourhood.
<i>Appropriate responses are made to the nature of specific boundary conditions.</i>	The development has been designed around the natural features, mature trees, open spaces and the stream running through the centre of the

	development. This creates focal points for the development. This will be further enhanced by the landscaping of the scheme. The existing boundary conditions will largely remain unchanged. Mature trees and vegetation will be retained throughout the site and no works are proposed to the southern boundary wall.
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2. Connections – How well connected is the new development

	Evaluation of consistency
<i>There are attractive routes in and out for pedestrians and cyclists.</i>	The primary vehicular and pedestrian access for the site will be from the southwest through Grange Park existing residential development, two new access points to the north of the site onto the R125. The site is also proposing to develop a new verge, path and cycle lane along the R125 Ratoath Road to create a new street and the new major distributor road along the site's eastern boundary.
<i>The development is located in or close to a mixed-use centre.</i>	The site is well located with a range of local shops and services available nearby within 7-minute walking distance. The scheme is also located at less than 2 km from the proposed development south of the subject site which is to include a neighbourhood centre with a range of facilities. The site is also connected to Navan Shopping centre by bus routes: 109 and 109A.
<i>The development's layout makes it easy for a bus to serve the scheme.</i>	Not applicable in this case given the site's proximity to public transport in the town centre.
<i>The layout links to existing movement routes and the places people will want to get to.</i>	Pedestrian permeability through the site is promoted in the residential layout enabling future residents to access the development from multiple points to access the existing network of pedestrian, cycle and public transport facilities.
<i>Appropriate density, dependent on location, helps support efficient public transport.</i>	The density accords with national guidelines which promote a minimum of 32.7 UPH. The subject site is within 600 metres of an existing bus stop which enables this development to support the efficient use of public transport.

3. Inclusivity – How easily can people use and access the development?

	Evaluation of consistency
<i>New homes meet the aspirations of a range of people and households.</i>	The range of house types in the area and will facilitate a wider range of homeowners including individuals, couples, empty nesters, small and large families. The development will allow for families and individuals to upgrade or downgrade within the scheme. The broad range of unit types proposed will cater to the changing tenure needs.
<i>Design and layout enable easy access by all.</i>	The proposal has been designed for ease of access throughout the site in accordance with Part M of the building regulations.

<i>There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</i>	The scheme will provide a variety of open spaces that include large areas for active recreation including c. 0.9489 hectares (or 16.33%) of public open space, 0.6588 ha of Civic Park (zoned Open Space) to serve the wider town, while the apartment blocks are served by communal open space. Each house and apartment also have private open space above minimum standard.
<i>Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</i>	The public open space and civic park will be openly accessible to all and clearly defined.
<i>New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</i>	The layout is designed to maximise visual and physical fluidity throughout the scheme. From the CGI's it can be seen that the scheme will enhance the streetscape.

4. Variety – How does the development promote a good mix of activities?	
	Evaluation of consistency
<i>Activities generated by the development contribute to the quality of life in its locality.</i>	The proposal will contribute to the housing mix of the area and will increase population creating additional demand for educational, sports and retail services all of which are provided close to the development.
<i>Uses that attract the most people are in the most accessible places.</i>	A variety of open spaces are provided throughout the scheme and will be easily accessible to residents and the public. The civic park will attract the neighbouring residents and thereby has been located within well overlooked sites.
<i>Neighbouring uses and activities are compatible with each other.</i>	The area is characterised by residential uses; as such the proposed use is compatible with the surrounding area.
<i>Housing types and tenure add to the choice available in the area.</i>	The location is presently dominated by large housing units that are predominantly owner occupied. The proposed scheme will add to the residential mix of the neighbourhood and further improve the availability of a range of unit types to various types of households. Dunshaughlin has significant potential for employment growth therefore the scheme will thus provide residential options close to the workplaces for the people that are currently employed and to cater for future employment growth in the area. Please refer to the accommodation schedule for more information.
<i>Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.</i>	The scheme is within 500m of local convenience stores and pharmacy on the main street. Other services such as petrol stations, salons, post office and gym are available at less than a 1km from the site. Also, bus routes 109/109B serve Blanchardstown

	Shopping Centre and 109/109A serve Navan shopping centre.
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5. Efficiency - How does the development make appropriate use of resources, including land?

	Evaluation of consistency
<i>The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</i>	The development density of 32.7 units/ha is considered to be appropriate for the site given the low-density residential setting. The development is proposing to include a pedestrian and cycle path to connect to the existing walkways into the town centre and bus routes further connect the site to surrounding Large Growth Towns and Dublin City Centre.
<i>Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</i>	The subject scheme provides for significant Public open space that (c.16.33% of the net site area) will be provided across the entire scheme promoting biodiversity and providing residential amenity. Furthermore, an Area of Civic Park is to be provided c.0.6588 ha. The subject site has a stream which will be integrated into the design. Please refer to the documentation submitted by Jane McCorkell Landscape Architects.
<i>Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</i>	All units and open spaces will enjoy sufficient sunlight and daylight provision.
<i>The scheme brings a redundant building or derelict site back into productive use.</i>	There are currently two derelict dwelling houses on the site at the northern boundary along the R125 which are currently in a ruinous state. The remainder of the site is agricultural in nature. The proposed works will ensure that the new use will complement the wider site and add to the vitality of the neighbourhood.
<i>Appropriate recycling facilities are provided.</i>	Communal recycling facilities are provided in the bin stores.

6. Distinctiveness - How do the proposals create a sense of place?

	Evaluation of consistency
<i>The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</i>	The layout is also designed with varying densities, heights, materials and layout in mind to create a sense of place and identity to its residents. This is further enhanced with the addition of a civic park and the diverted open stream throughout the centre of the site. The scheme also has a well-connected network of open spaces that will provide safe and private spaces to the wide range of needs of the community.

<i>The scheme is a positive addition to the identity of the locality.</i>	The proposal will provide an attractive new residential development at an appropriate scale and quantum on a key site within the footprint of Dunshaughlin.
<i>The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</i>	The proposed layout adapts to the site boundaries and its constraints and seeks to develop them as a feature within the new residential scheme. It also takes advantage of the landscape features of the site, such as the diverted stream, and trees in order to develop an appropriate and high-quality scheme.
<i>The proposal successfully exploits views into and out of the site.</i>	The views of the site are constrained due to the location, site topography and existing vegetation that surrounds the subject site. However, where views do arise, they have been carefully considered in order to enhance the area and it is sensitive to the character of the surrounding area.
<i>There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</i>	The diverted stream and bridge provide a focal point to the scheme. Please refer to Waterman Moylan Consulting Engineer's Outline Method Statement for Stream Realignment

7. Layout - How does the proposal create people friendly streets and spaces?	
	Evaluation of consistency
<i>Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</i>	Pedestrian permeability is a key design outcome for the scheme. All cycle and pedestrian paths have been designed to follow anticipated desire lines.
<i>The layout focuses activity on the streets by creating frontages with front doors directly serving the street.</i>	The scheme focuses on bringing activity to streets; the proposed scheme has units aligned along the eastern boundary of the site along the proposed Dunshaughlin main distributor road and along the R125 Ratoath Road to create a new street. All internal streets will have street facing units.
<i>The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</i>	The streets within the scheme are designed keeping in mind the safety of pedestrians and cyclists. Less busy routes have been assigned as shared spaces integrating roads and footpaths, including the bridge that is proposed to cross the stream.
<i>Traffic speeds are controlled by design and layout rather than by speed humps.</i>	This results in a priority for pedestrians and cyclists and ensures that the development is not dominated by cars but instead is a well landscaped pleasant environment to be in. Traffic generated within the scheme will be limited through design elements such as shared surfaces and tight junctions. The movement

	from primary to secondary streets to shared spaces is scaled appropriately to make the user aware of other users of the streets.
<i>Block layout places some public spaces in front of building lines as squares or greens, and some semi-private space to the back as communal court.</i>	Each of the apartment blocks contain communal open space of varying uses and sizes in their immediate surroundings. Furthermore, there is public open space throughout the entire site. This can be seen in the landscaping masterplan by Jane McCorkell Landscape Architect.

8. Public Realm - How safe, secure and enjoyable are the public areas?

	Evaluation of consistency
<i>All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</i>	The proposed scheme consists of public open space, pocket parks and a civil park. These facilities will be overlooked by the residential schemes surrounding them.
<i>The public realm is considered as a usable integrated element in the design of the development.</i>	Public realm is integrated into the design of the development and forms part of the wider network of usable public spaces in Dunshaughlin.
<i>Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</i>	A play area is facilitated within the scheme overlooked by houses and apartment blocks.
<i>There is a clear definition between public, semi-private, and private space.</i>	Private open space is provided within the scheme to the rear of individual residential units and communal open spaces for apartment blocks area located adjacent to each block. The public open space provided runs through the centre of the scheme alongside the stream and to the west of the site overlooked by housing and to the north east of the site overlooked by housing.
<i>Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</i>	The scheme provides for 362 no. of car parking spaces throughout the scheme. Car parking is provided in-curtilage for all detached and semi-detached units. In higher density areas car parking areas are provided in grouped communal car parking areas that are visually broken up by planted bays and trees. The integration of landscape elements and car parking areas has been a key element for the scheme's high-quality design approach.

9. Adaptability - How will the buildings cope with change?	
	Evaluation of consistency
<i>Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</i>	The houses have been designed to be adaptable internally to facilitate changing family circumstances. Furthermore, they have large rear gardens that will allow for future extensions (subject to planning) and convertible attic spaces.
<i>The homes are energy-efficient and equipped for challenges anticipated from a changing climate.</i>	Yes, design practices and proposed materials will militate against the effects of climate change.
<i>Homes can be extended without ruining the character of the types, layout and outdoor space.</i>	This can be achieved with the proposed housing units.
<i>The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annex or small office.</i>	This can be achieved with the proposed housing units.
<i>Space in the roof or garage can be easily converted into living accommodation.</i>	This can be achieved with the proposed housing units.

10. Privacy and Amenity - How does the scheme provide a decent standard of amenity?	
	Evaluation of consistency
<i>Each home has access to an area of useable private outdoor space.</i>	Yes, each house has its own private rear garden in accordance with the minimum residential standard stated in Meath County Council Development Plan and each apartment has its own private balcony in accordance with the minimum standards stated in the Sustainable Urban Housing: Design Standards for New Apartments.
<i>The design maximises the number of homes enjoying dual aspect.</i>	18% of the apartments are triple aspect and 82% are dual aspect. None of the apartments are single aspect.
<i>Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</i>	All units will be designed to prevent sound transmission in accordance with building regulations.
<i>Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</i>	Adequate separation distance between opposing windows is achieved and overlooking is not considered an issue of the development particularly in relation to adjoining development.
<i>The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</i>	All units are designed in accordance with national design standards on storage areas.

11. Parking – How will the parking be secure and attractive?	
	Evaluation of consistency

<i>Appropriate car parking is on-street or within easy reach of the home's front door.</i>	All of the car parking is provided at surface level within easy reach of the home's front door. There is visitor parking at a rate of 1 space per 4 apartments. Please see the Traffic and Transport Assessment submitted along with this pre application prepared by Waterman Moylan Consulting Engineers for further details.
<i>Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</i>	All of the car parking spaces are provided in secure locations at surface level overlooked by the residential units and apartment blocks resulting in passive surveillance.
<i>Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</i>	Car parking is located communally close to apartments and within the curtilage of houses.
<i>Materials used for parking areas are of similar quality to the rest of the development.</i>	Yes, the highest quality materials will be used throughout the scheme.
<i>Adequate secure facilities are provided for bicycle storage.</i>	Dedicated secure bicycle parking storage is provided for each apartment and for the creche on site. All houses have been provided with independent access to private rear gardens to accommodate their own bicycle storage. There are 264 bicycle spaces proposed.

12. Detailed Design – How well thought through is the building and landscape design?	
	Evaluation of consistency
<i>The materials and external design make a positive contribution to the locality.</i>	The proposed development uses a controlled palette of high-quality materials across the development. Character Area 1 is a natural extension of the Grange Park development; therefore, it will use a similar palette of red brick to the front and dual frontage elevations, natural limestone surrounds to windows on brick elevations. Character area 2 will primarily use a yellow brick in contrast to character area 1. Ashlar plaster is proposed to the lower front and dual frontage elevations and to apartments/creche to achieve a unified theme.
<i>The landscape design facilitates the use of the public spaces from the outset.</i>	A network of different types of open spaces are provided within the scheme that will provide a range of opportunities for future users.
<i>Design of the buildings and public space will facilitate easy and regular maintenance.</i>	This can be achieved and will be provided by the estate management company.
<i>Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</i>	Parking is at surface level and is limited in favour of providing high quality landscaped open space.
<i>Care has been taken over the siting of flues, vents and bin stores.</i>	Bin stores are located discretely around the site. No other flues or vents are proposed.

Quality Housing for Sustainable Communities: Best Practice Guidelines for Sustainable Communities, 2007



The Department's policy statement *Delivering Homes, Sustaining Communities*, Guidance provides the overarching policy framework for an integrated approach to housing and planning. Sustainable neighbourhoods are areas where an efficient use of land, high quality design, and effective integration in the provision of physical and social infrastructure combine to create places people want to live in. The policy statement is accompanied by Best Practice Guidelines that promotes quality sustainable residential development in urban areas having regard to the following:

- *promote high standards in the design and construction and in the provision of residential amenity and services in new housing schemes;*
- *encourage best use of building land and optimal of services and infrastructure in the provision of new housing;*
- *point the way to cost effective options for housing design that go beyond minimum codes and standards;*
- *promote higher standards of environmental performance and durability in housing construction;*
- *seek to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and*
- *provide homes and communities that may be easily managed and maintained.*

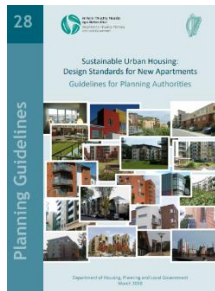
The following criteria indicate the 7 no. essential requirements new residential developments should have regard to when carrying out development:

	Evaluation of consistency
<p><u>Socially & Environmentally Appropriate</u></p> <p><i>"The type of accommodation, support services and amenities provided should be appropriate to the needs of the people to be accommodated. The mix of dwelling type, size and tenure should support sound social, environmental and economic sustainability policy objectives for the area and promote the development of appropriately integrated play and recreation spaces."</i></p>	<p>The scheme provides a variety of mix of units from 1, and 2 bedroom apartments and 2, 3 and 4 bedroom houses. This will cater to the needs of a wide range of family sizes and types. The proposal seeks to integrate usable open spaces distributed throughout a number of character areas. All communal open spaces will be overlooked by adjoining dwellings.</p>

<p><u>Architecturally Appropriate</u></p> <p><i>“The scheme should provide a pleasant living environment, which is aesthetically pleasing and human in scale. The scheme design solution should understand and respond appropriately to its context so that the development will enhance the neighbourhood and respect its cultural heritage.”</i></p>	<p>The design and layout of the scheme creates a liveable and visually pleasing residential environment.</p> <p>The design is mindful of the site context and is respectful to the architectural character of the adjoining residential areas.</p>
<p><u>Accessible & Adaptable</u></p> <p><i>“There should be ease of access and circulation for all residents, including people with impaired mobility, enabling them to move as freely as possible within and through the development, to gain access to buildings and to use the services and amenities provided. Dwellings should be capable of adaptation to meet changing needs of residents during the course of their lifetime.”</i></p>	<p>The design approach routes, entrances and accommodation within the proposed units incorporate the provisions of Building Regulations Part M. Housing units are provided with level access and common circulation stairs. The interiors of apartments are provided with accessible circulation and accessible W/C provisions.</p>
<p><u>Safe, Secure & Healthy</u></p> <p><i>“The scheme should be a safe and healthy place in which to live. It should be possible for pedestrians and cyclists to move within and through the area with reasonable ease and in safety. Provision for vehicular circulation, including access for service vehicles, should not compromise these objectives.”</i></p>	<p>The full development is designed within a 30 kph slow zone with pedestrians and cyclists given priority through provisions including the dedicated movement paths and narrower local street typologies and home zone shared surface area.</p> <p>The scheme provides good segregation of vehicle and pedestrians/cyclists with the vast majority of the site free from cars.</p>
<p><u>Affordable</u></p> <p><i>“The scheme should be capable of being built, managed and maintained at reasonable cost, having regard to the nature of the development.”</i></p>	<p>A very safe walking and cycling environment will be provided for residents with a network of paths located around the development.</p> <p>Public open space shall be overlooked as far as practicable to achieve maximum passive surveillance.</p>

<p><u>Durable</u></p> <p><i>“The best available construction techniques should be used, and key elements of construction should have a service life in the order of sixty years without the need for abnormal repair or replacement works.</i></p>	<p>The scheme proposes to use the best available materials and construction techniques in order to minimise the level of refurbishment over the lifetime of the scheme.</p>
<p><u>Resource Efficient</u></p> <p><i>“Efficient use should be made of land, infrastructure and energy. The location should be convenient to transport, services and amenities. Design and orientation of dwellings should take account of site topography so as to control negative wind effects and minimise the benefits of sunlight, daylight and solar gain; optimum use should be made of renewable sources of energy, the use of scarce natural resources in the construction, maintenance and management of the dwellings should be minimised.”</i></p>	<p>The scheme is considered to accord with the aforementioned sustainable development principles. Appropriate and efficient land use has been the key principle for the development to include appropriate density with site topography and receiving environment. Pedestrian and cycle permeability have been provided throughout the site along with improvements to the existing pedestrian footpath along Coleville Road.</p>

Sustainable Urban Housing: Design Standards for New Apartments, 2023

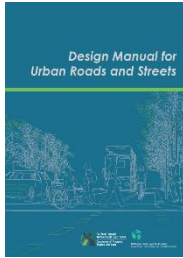


The Apartment Guidelines 2018 promote sustainable housing, by ensuring that the design and layout of new apartments provide satisfactory accommodation for a variety of household types and sizes, including families with children over the medium to long term. The guidelines provide for updated guidance on apartment developments in response to the National Planning Framework and Rebuilding Ireland.

Guidance	EVALUATION OF CONSISTENCY
<p><i>The apartment guidelines (SPPR1) note that apartment may include up to 50% one bedroom or studio type units and that there shall be no minimum requirement for 3 or more bed units.</i></p>	<p>The proposed amendment seeks to omit 36 no. apartments, resulting in 63 apartments and 127 no. houses. The resulting unit mix for the wider scheme is: 3% 1 beds, 29% 2 beds, 57% 3 beds and 11% 4 beds in the overall scheme.</p> <p>It is therefore compliant with the stated housing mix in the Guidelines.</p>

<i>The apartment guidelines (SPPR3) set out the minimum floor areas for apartment units along with a requirement that the majority of units within a scheme shall exceed the minimum floor areas by 10%.</i>	There is no change proposed to the permitted apartment units in Blocks A, B, C and F.
<i>While SPPR4 requires more than 50% dual aspect apartments.</i>	There is no change proposed to the permitted apartment units in Blocks A, B, C and F.
<i>The apartment guidelines states that all apartments should include private and communal open space.</i>	There is no change proposed to the permitted apartment units in Blocks A, B, C and F.
<i>All ground floor apartments are required to have 2.7m high floor to ceiling heights.</i>	There is no change proposed to the permitted apartment units in Blocks A, B, C and F.
<i>Section 4.16 identifies that cycling “provides a flexible, efficient and attractive transport option for urban living and these guidelines require that this transport mode is fully integrated into the design and operation of all new apartment development schemes.”</i>	In line with this guideline the scheme provides secure and accessible cycle parking spaces at surface level. There is no change proposed to the permitted apartment units in Blocks A, B, C and F.
Appropriate density	The proposed density on the subject site is 32.7 no. units per hectare. It is considered that the proposed density is appropriate given National Policy advocates the greatest efficiency in land usage on such outer suburban/greenfield sites.
Appropriate location	The proposed development is proposed to be built on an area of low-lying land, also taking advantage of the screening from the trees existing on site. The high-density residential units are laid out in such a way that they maximise their views into the proposed public parklands and woodland areas.

Design Manual for Urban Roads & Streets (DMURS), 2013



The Design Manual for Urban Roads and Streets (DMURS), 2013, sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

Evaluation of consistency

The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. Proposed scheme prioritises pedestrians and cyclists through the development using shared surfaces and designated footpaths/cycle paths and limiting the number of vehicles in the scheme. The proposal also includes improvements to the R125 which is now designed with a strong street frontage and enclosure using planting, boundary treatments, verges, building heights and building lines as per DMURS guidance improving the amenity and safety for pedestrians and cyclists. Conformity with DMURS is set out in the DMURS statement of consistency by Waterman Moylan submitted as part of this application.

Guidelines For Planning Authorities on Childcare Facilities, 2001



These guidelines state that Development Plans should facilitate the provision of childcare facilities in larger new housing estates with the standard minimum provision of one childcare facility with 20 places for each 75 dwellings.

Section 4.7 of the *Sustainable Urban Housing Design Guidelines for New Apartments*, 2018 states the following:

“Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.”

Evaluation of consistency

The proposed amendment application does not seek to alter the permitted creche facility.

Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020



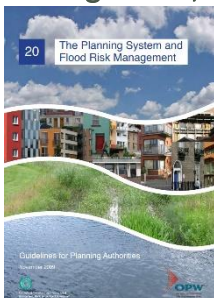
Key targets of this national sustainable transport policy include:

- To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting
- Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters will be encouraged to take means of transport other than car driver (of these 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting.
- Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working.
- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current total car kilometres.

EVALUATION OF CONSISTENCY

The proposed development is in line with the overall vision for better integration between land-use and transport. The car parking and cycle parking provision, along with the sites proximity to public transport ensures that there will be a modal shift amongst residence in this scheme to try alternative modes of transport and reduce reliance on the private car. The proposed development also includes a pedestrian and cycle path allowing access to Dunshaughlin town and it is in a location with access to public transport.

Guidelines For Planning Authorities on The Planning System and Flood Risk Management, 2009



These guidelines require the planning system to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.

The Guidelines adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

EVALUATION OF CONSISTENCY

A Site-Specific Flood Risk Assessment was carried out by IE consulting for the permitted SHD development which concluded that the proposed Finished Floor Levels are above the estimated 1 in 1000-year return period fluvial flood event placing the units within Flood Zone C. There is a minor area of predictive 1% AEP (1 in 100 year – Flood Zone A) and 0.1% AEP (1 in 1000 year- Flood Zone B). A Justification Test was also carried out by IE consulting Engineers for the permitted SHD development.

Please refer to the Engineering Assessment Report prepared by Waterman Moylan which provides an updated note on Floor Risk for the proposed amendment application. The report concludes that the floor risk can be considered as low.

Regional Planning Policy

Under the Local Government Reform Act 2014 the Regional Planning Framework has been revised with the previous Regional Authorities/Assemblies (ten in total) now replaced with three Regional Assemblies. The Regional Authorities for the Greater Dublin Area – The Dublin Region and the Mid-East Region - have been replaced by the Eastern and Midland Regional Assembly.

The Regional Spatial and Economic Strategy was adopted on the 28th June 2019 and is a strategic plan and investment framework to shape the future development of the eastern regional to 2031 and beyond which is a new concept in Irish Planning tying spatial planning to economic factors. The region covers nine counties, Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow, and Dublin.

The RSES will support the implementation of Project Ireland 2040 – the National Planning Framework (NPF) and National Development Plan (NDP). It addresses employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development and climate change. The vision for the RSES is to create a sustainable and competitive region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.

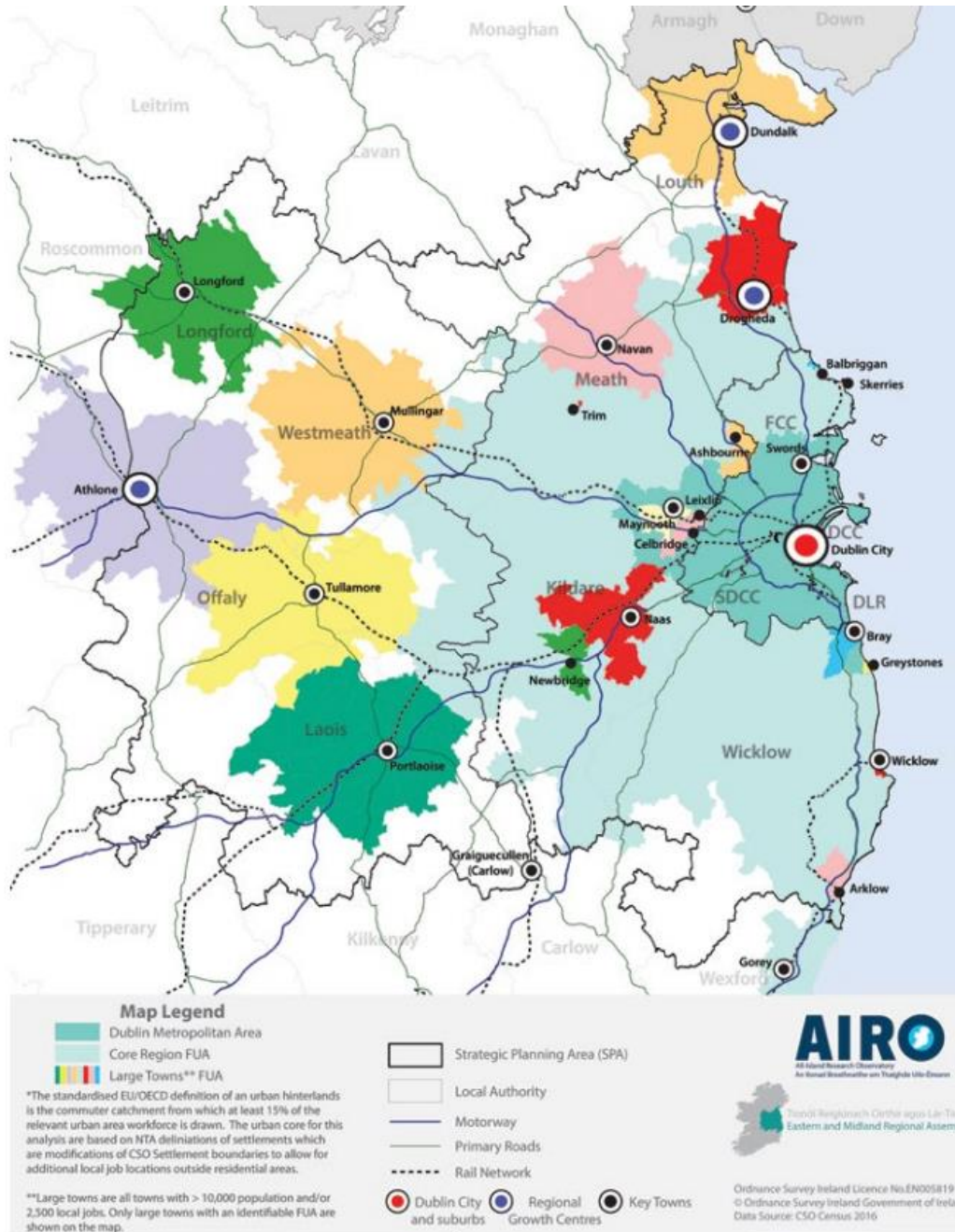


Figure 1.9 Functional Urban Areas, Dublin and Large Towns CSO 2016

The overarching vision of the RSES is *“To create a sustainable and competitive region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all”*.

Dunshaughlin would fall within the “Sustaining Growth Towns” category in Table 4.1 relating to the settlement hierarchy for the region.

This category of settlement is defined as having *“moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.”*

Table 4.3 of the RSES states that Self Sustaining Growth Towns should be targeted for *“consolidation*

coupled with targeted investment where required to improve local employment, services and sustainable transport options and to become more self-sustaining settlements.”

Section 3.2 of the RSES sets out growth enablers and Dunshaughlin is located within the Core Region, close to the Dublin Metropolitan Area. *“The peri-urban ‘hinterlands’ in the commuter catchment around Dublin”.*

Growth enablers for the Hinterland area include:

- *To promote continued growth at more sustainable rates, while providing for increased employment and improved local economies, services and functions to allow towns to become more self-sustaining and to create the quality of life to attract investment.*
- *Commensurate population and employment growth in Key towns, coupled with investment in enabling transport, infrastructure and services to facilitate the achievement of compact growth targets of at least 30% of all new homes to be within the existing built up area of settlements.*
- *Catch up’ investment to promote consolidation and improvement in the sustainability of those areas that have experienced significant population growth but have a weak level of services and employment for their residents.*

EVALUATION OF CONSISTENCY

Dunshaughlin is a key urban settlement in the Core Region that adjoins the Metropolitan Area of Dublin. The proposed development will continue the growth of the town providing additional demand for local employment and services, and public transport.

The proposed development therefore is compliant with the overall policies and objectives of the RSES in this regard.

Local Planning Policy

Meath County Development Plan 2021-2027

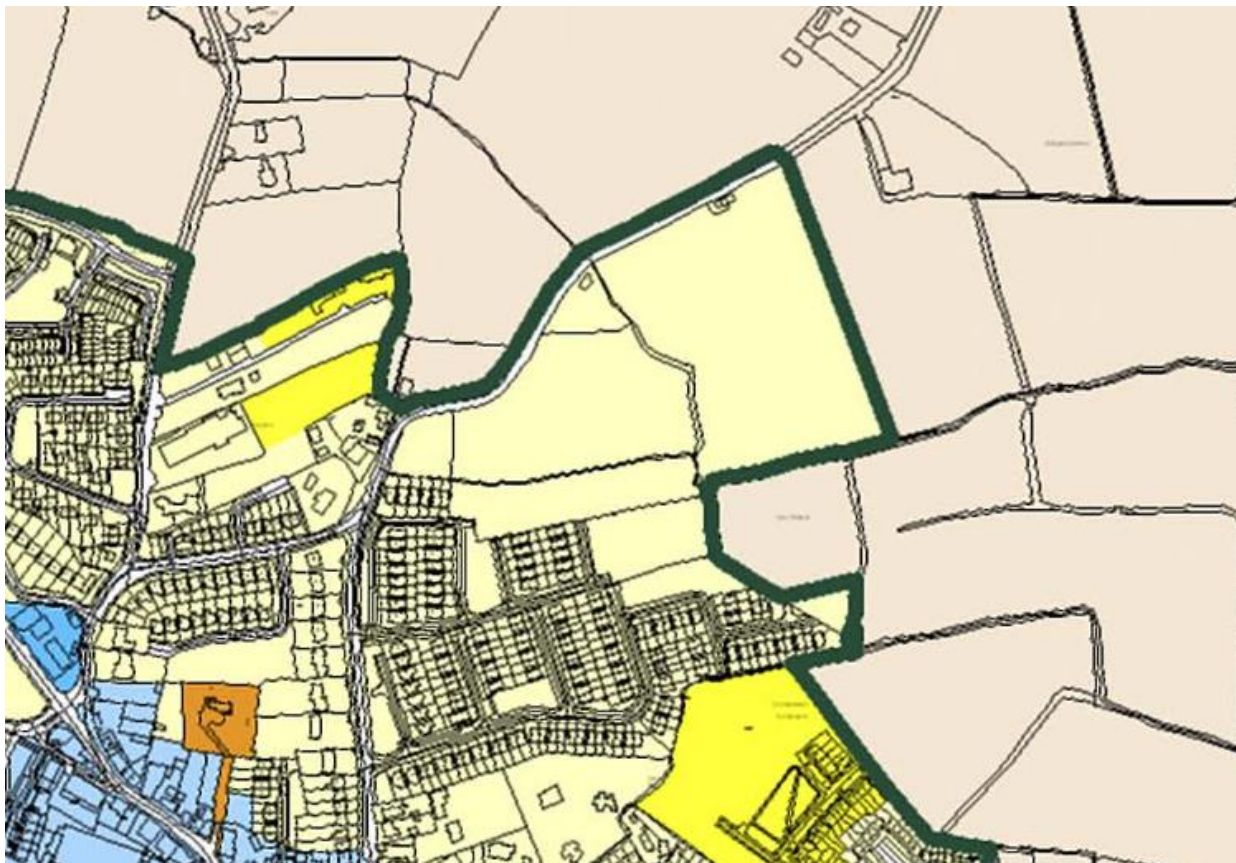
The site is located within the administrative area of Meath County Council and is therefore subject to the land use policies and objectives of the County Development Plan 2021-2027.

Core Strategy & Settlement Strategy

Dunshaughlin is identified as a 'Self-Sustaining Growth Towns'



The site is principally zoned "A1 Existing Residential" with the objective to protect and enhance the amenity and character of existing residential communities. It is noted that residential uses are 'permitted in principle' under this zoning objective.



LEGEND

Zoning Objectives

 A1 - Existing Residential

 Settlement Boundary

Core Strategy:

Dunshaughlin is identified as a 'Self Sustaining Growth Town' within the Core Strategy, which is described as "Towns with a moderate level of jobs and services – includes sub- county market and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining"



Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K
Settlement	Population 2016	Projected population increase to 2027	Projected population 2027	Approximate households completed 2016-2019	Extant units not yet built	Household allocation 2020-2027 ³⁵	Potential units to be delivered on infill/brownfield lands ³⁷	Quantum of land zoned for residential use (ha)	Quantum of land zoned for existing residential use (ha)	Quantum of land zoned for mix of uses (ha)
Self-Sustaining Growth Town										
Dunboyne	7,272	3,300	10,572	48	119	2,002	1,180	72.89	116.97	26.65
Ashbourne	12,679	3,200	15,879	632	209	1,349	351	31.48	218.27	18.62
Trim	9,194	2,250	11,444	31	437	1,333	812	41.92	177.94	36.65
Kells	6,135	1,000	7,135	48	391	452	400	19.67	135.20	24.07
Dunshaughlin	4,035	2,200	6,235	470	1,156 ⁴⁰	1,003	82	33.09	110.33	15.26

Dunshaughlin is projected to have a population of 6,235 by 2027. The table above shows that there are 1,156 extant units that have not yet been built.

Policy / Objective	Response
<p>CS POL 1 To promote and facilitate the development of sustainable communities in the County by monitoring and managing the level of growth in each settlement to ensure future growth is in accordance with the Core Strategy and County Settlement Hierarchy in order to deliver compact urban areas and sustainable rural communities.</p> <p>CS OBJ 1 To secure the implementation of the Core Strategy and Settlement Strategy, in so far as practicable, by directing growth towards designated settlements, subject to the availability of infrastructure and services.</p> <p>CS OBJ 16 To support the creation of 'live work' communities, in which employment and residential accommodation are located in close proximity to each other and strategic multi-modal transport corridors, and to reduce long distance commuter trends and congestion.</p>	<p>The proposed amendment to the permitted development is fully in accordance with the core principles.</p> <p>It is considered that the development is in a well-situated site due to its location within the development boundary and proximity to Dunshaughlin town centre, reducing dependency on private cars.</p> <p>The proposed development will benefit from public transport facilities serving the town including bus routes running to Dublin City Centre and being in close proximity to the M3 parkway railway station running directly in to Dublin City Centre.</p>

Settlement and Housing Strategy:

Policy / Objective	Response
<p>SH POL 1 To ensure that all settlements, in as far as practicable, develop in a self-sufficient manner with population growth occurring in tandem with the provision of physical and social infrastructure.</p> <p>SH POL 2 To promote the consolidation of existing settlements and the creation of compact urban forms through the utilisation of infill and brownfield lands in preference to edge of centre locations.</p>	<p>It is considered that the proposed amendment is in a suitable location for residential development in order for Dunshaughlin to continue to develop in a self-sufficient manner to facilitate additional population growth in line with its Settlement Strategy status. The site's location is considered to be acceptable in terms of maintaining the town's compact urban form and locating residential close to social infrastructure and public transport.</p>
<p>SH POL 3 To support the creation of healthy and sustainable communities that encourages and facilitates walking and cycling and general physical activity through the implementation of best practices in urban design that promotes permeability and interconnecting spaces.</p>	<p>The proposed amendment contributes to the creation of sustainable communities via the proposed cycle and pedestrian paths proposed along the distributor road, in line with urban design principles promoting permeability.</p>

<p>SH POL 4 To promote social integration and the provision of a range of dwelling types in residential developments that would encourage a mix of tenure, particularly in any State funded house building programmes.</p> <p>SH POL 5 To secure a mix of housing types and sizes, including single storey properties, particularly in larger developments to meet the needs of different categories of households.</p>	<p>The wider development as permitted under ABP-307244-20 provides a range of unit sizes is proposed for the scheme it ranges from 1-bedroom apartments to 4-bedroom houses. This mix of residential unit types results significantly improves the mix of the general area.</p>
<p>SH POL 6 To support the provision of accommodation for older people and for people with disabilities that would allow for independent and semi-independent living in locations that are proximate to town and village centres and services and amenities such as shops, local healthcare facilities, parks and community centres.</p>	<p>The proposed units are own door housing which can be adapted for the future needs of the homeowner. The proposal has been designed for ease of access throughout the site in accordance with Part M of the building regulations.</p>
<p>SH OBJ 14 To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000, as amended, to land zoned for residential use, or for a mixture of residential and other uses, except where the development would be exempted from this requirement.</p>	<p>Please refer to the Part V pack submitted as part of this application.</p>
<p>SH OBJ 18 To support the provision of accommodation that would satisfy the requirements of people with a disability and the implementation of the 'Strategic Plan for Housing Persons with Disabilities 2016-2019' and any subsequent Plan adopted during the lifetime of the Development Plan.</p>	<p>The proposed units are own door housing which can be adapted for the future needs of the homeowner. The proposal has been designed for ease of access throughout the site in accordance with Part M of the building regulations.</p>
<p>SH POL 7 To encourage and foster the creation of attractive, mixed use, sustainable communities that include a suitable mix of housing types and tenures with supporting facilities, amenities, and services that meet the needs of the entire community and accord with the principles of universal design, in so far as practicable.</p>	<p>The proposed amendment is part of a wider scheme with a mix of housing types, a creche and a significant amount of public open space which would serve the needs of the community in line with the principles of universal design.</p>
<p>SH POL 8 To support the creation of attractive residential developments with a range of housing options and appropriate provision of functional public and private open space that is consistent with the standards and principles set out in the Guidelines for Planning Authorities on</p>	<p>The proposed amendment seeks to provide 15 no. 3 bed units which have been designed to a high level. Each unit has private open space in accordance with the Development Plan standards and the units are served with Public Open Space.</p>

Sustainable Residential Development in Urban Areas and the associated Urban Design Manual – A Best Practice Guide, DEHLG (2009) and any subsequent Guidelines.	
SH POL 9 To promote higher residential densities in appropriate locations and in particular close to town centres and along public transport corridors, in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009).	The proposed density of 32.7 is considered acceptable given the site's location in proximity to Dunshaughlin's main street and is located at c.700m from the bus stop in Dunshaughlin serving the 109/109B. This will connect the site to Dublin city centre.
SH POL 10 To require that applications for residential development take an integrated and balanced approach to movement, place making, and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTS and DECLG (2013 and updated in 2019).	The proposed amendment has been fully designed in accordance with DMURS.
SH POL 11 To encourage improvements in the environmental performance of buildings by promoting energy efficiency and energy conservation in existing and new developments in line with best practice.	Noted. The proposed dwellings have been designed to maximise natural ventilation, solar gain, and daylight penetration where feasible, enhancing the energy efficiency and comfort of the development. Please refer to the Energy Report prepared by O'Daly Architects.
SH POL 12 To promote innovation in architectural design that delivers buildings of a high-quality that positively contributes to the built environment and local streetscape.	The proposed dwellings have been designed to a high architectural standard that will positively contribute to the area.
SH POL 13 To require that all new residential developments shall be in accordance with the standards set out in the Development Management Standards and Land Use Zoning Objectives set out in Chapter 11 of this Plan, in so far as is practicable.	Noted. The proposed amendments are fully in accordance with the Development Management Standards and Land Use Zoning Objectives set out in Chapter 11 of the Development Plan.
SH OBJ 21 To require that, where relevant, all new residential developments shall be in accordance with SSPR 1 to SPPR 4 of the Urban Development and Building Heights Guidelines for Planning Authorities, December 2018 as well as SPPR 1 to SPPR 9 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, March 2018. All new residential development should comply with the densities outlined in Chapter 11 of this plan.	Noted. Please refer to the Statement of Consistency relating to National Policy above for an assessment against SSPR 1 to SPPR 4 of the Urban Development and Building Heights Guidelines for Planning Authorities, and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

Development Management Standards

Policy / Objective	Response
<p>Section 11.4.1 Energy Efficiency:</p> <p>DM POL 2: Appropriate energy conservation strategies should be employed in location, design, mass, orientation and the choice of materials of all new and renovated developments.</p> <p>DM OBJ 5: Building design which minimises resource consumption, reduces waste, water and energy use shall be incorporated where possible, in all new and renovated developments.</p> <p>DM OBJ 6: Building design shall maximise natural ventilation, solar gain and daylight, where possible, all new and renovated developments.</p> <p>DM OBJ 7: Sustainable Urban Drainage Systems (SuDS) measures are required to form part of the design of all developments.</p>	<p>The County Development Plan policies and objectives relating to energy efficiency are noted.</p> <p>The proposed dwellings have been designed to maximise natural ventilation, solar gain, and daylight penetration where feasible, enhancing the energy efficiency and comfort of the development.</p> <p>Sustainable Urban Drainage Systems (SuDS) have been integrated into the design to manage surface water runoff effectively, in line with best practice guidelines.</p>
<p>Section 11.4.2 Access for all</p> <p>DM OBJ 8: The Council will seek to encourage the implementation of best practice standards with regard to access in both indoor and outdoor environments.</p>	<p>Each of the dwellings are own door units and have been designed with universal access principles. Each dwelling also has the ability to be adapted to suit the requirements of the resident.</p>
<p>11.4.3 Public Lighting</p> <p>DM POL 3: All public lighting proposals shall be in accordance with the Councils Public Lighting Technical Specification & Requirements, June 2017, and the Council's Public Lighting Policy, December 2017, (or any updates thereof).</p> <p>DM OBJ 10: The design of all new developments shall take into consideration the layout of the proposed public lighting column locations and the proposed landscape design. Both layouts should achieve the 7 metres separation between all trees and public lighting columns.</p>	<p>Noted.</p> <p>All public lighting will be carried out in accordance with the permitted scheme and any conditions set out by MCC.</p>

Residential Development Standards

Policy / Objective	Response
DM POL 4: To require that all proposals for residential development demonstrate compliance with the Sustainable Residential Development in Urban Areas - Cities, Towns & Villages (2009) and the Urban Design Manual-A Best Practice Guide, 2009 or any updates thereof.	The proposed amendment has been designed in line with the principles of the Sustainable Residential Development in Urban Areas - Cities, Towns & Villages (2009) and the Urban Design Manual-A Best Practice Guide, 2009 and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).
DM OBJ 13: A detailed Design Statement shall accompany all planning applications for residential development on sites in excess of 0.2 hectares or for more than 10 residential units.	Please refer to the Design Statement submitted as part of this application by O'Daly Architects.
DM POL 5: To promote sustainable development, a range of densities appropriate to the scale of settlement, site location, availability of public transport and community facilities including open space will be encouraged.	The proposed amendment is located in a sustainable location in terms of availability to public transport and community facilities. The proposed density reflects the site's location promoting a sustainable development.
DM OBJ 14: The following densities shall be encouraged when considering planning applications for residential development: Residential Development Beside Rail Stations: 50 uph or above Regional Growth Centres/Key Towns: (Navan/Drogheda) - 35-45 uph Self-Sustaining Growth Towns: (Dunboyne, Ashbourne, Trim, Kells): greater than 35uph Self-Sustaining Towns: 25uph - 35uph Smaller Towns and Villages: 25uph - 35 uph Outer locations: 15uph – 25uph	Dunshaughlin is located within a Self-Sustaining Growth Town. The proposed amendment will result in a density of 32.7 uph. This is considered to be an acceptable density given the site's location.
DM OBJ 15: As a general rule, the indicative maximum plot ratio standard shall be 1.0 for housing at edge of town locations with an indicative maximum plot ratio of 2.0 in town centre/core locations.	The revisions proposed result in an overall gross buildings area of 22,279.55m ² with the same net site area of 58,080m ² giving a revised overall plot ratio of 0.38 which remains well below the Development Plan maximum.
DM OBJ 16: Site coverage shall generally not exceed 80%. Higher site coverage may be permissible in certain limited circumstances such as adjacent to public transport corridors; to facilitate areas identified for regeneration purposes; and areas where an appropriate mix of both residential and commercial uses is proposed.	The revisions proposed result in an overall total area of ground covered by buildings to 10,246.11m ² with the same net site area of 58,080m ² giving a revised overall site coverage of 17.64 % which remains well below the Development Plan maximum.
DM OBJ 18: A minimum of 22 metres separation between directly opposing rear windows at first floor level in the case of detached, semi-	This has been achieved. All opposing rear windows have at least a 22 metres of separation distance between them. Please refer to the

detached, terraced units shall generally be observed.	'Proposed Dimensioned Revised Site Layout' contained within the pack.
DM OBJ 21: A minimum distance of 2.3 metres shall be provided between dwellings for the full length of the flanks in all developments of detached, semi-detached and end of terrace houses.	This has been achieved. Please refer to the pack prepared by O'Daly Architects.
DM POL 6: To require that the unit typologies proposed provide a sufficient unit mix which addresses wider demographic and household formation trends. The design statement required at DM OBJ 13 shall set out how the proposed scheme is compliant with same.	The proposed amendment proposed 15 no. 3 bed units. The resulting unit mix for the wider scheme is: 3% 1 beds, 29% 2 beds, 57% 3 beds and 11% 4 beds in the overall scheme.
DM OBJ 22: The design of any housing scheme shall have regard to the requirement for connectivity between residential areas, community facilities etc. The design of any walkways, lanes or paths connecting housing estates or within housing estates shall be of sufficient width to allow for the safe movement of pedestrians and cyclists. They shall be adequately overlooked and lit and not be excessive in length.	The proposed amendment has been designed to promote connectivity between adjoining schemes. The proposed walkways and paths are of sufficient width to allow for pedestrians and cyclists.
DM OBJ 23: To require that all applications for residential development shall be accompanied by a detailed phasing plan which demonstrates the early delivery of key infrastructure associated with that scheme.	The proposed amendment will be phased in accordance with the phasing plan as agreed under ABP-307244-20.
DM OBJ 26: Public open space shall be provided for residential development at a minimum rate of 15% of total site area. In all cases lands zoned F1 Open Space, G1 Community Infrastructure and H1 High Amenity cannot be included as part of the 15%. Each residential development proposal shall be accompanied by a statement setting out how the scheme complies with this requirement.	The proposed amendment increases the public open space provision by 15.75% from 16.33% as permitted under ABP-307244-20. Please refer to the landscape plan submitted by Jane McCorkell.
DM POL 7: Residential development shall provide private open space in accordance with the requirements set out in Table 11.1. Each residential development proposal shall be accompanied by a statement setting out how the scheme complies with the requirements set out in Table 11.1.	According to Table 11.1 of the Development Plan, a 3-bed house requires 60sqm of private amenity space. All of the proposed 3 bed units meet this standard. 7 out of the 15 units meet this standard. The remaining 8 units are all about 53 units per hectare which exceeds the minimum standards as set out in section 5.3.2 of the Sustainable and Compact Settlements 2024.

DM POL 8: To require the provision of high quality, durable, appropriately designed and secure boundary treatments in all developments.	This is noted. Proposed front garden boundary treatments comprise low railings and hedgerows which provide an attractive, organic feeling where housing adjoins the public realm.
DM OBJ 28: To require that boundaries between the rear of existing and proposed dwellings shall be a minimum of 1.8 metres high and shall be constructed as capped, rendered concrete block or brick walls, to ensure privacy, security and permanency. Alternative durable materials will be considered.	The nature of the low railings, whilst defining boundaries, is not a significant visual barrier. Continuing the design approach already approved for the overall development, where private open space bounds the public realm, landscaped recesses have been provided, bounded by stone walls, to continue an attractive aspect for passers-by whilst also protecting the privacy of residents.
DM OBJ 29: To require that all rear boundaries within the development shall be a minimum of 1.8 metres high and shall be constructed as capped, rendered concrete block or brick walls, to ensure privacy, security and permanency. Alternative durable materials will be considered.	Additionally, in the case of the housing now proposed, pleached tree planting is also proposed behind stone boundary walls to give additional height of boundary in an attractive way along public paths.
DM OBJ 52: In residential schemes, appropriately sized bin storage areas must be provided to the front of terraced dwellings in locations which are easily accessible by the householder. These areas shall be well screened and the design shall integrate with the dwelling.	Please refer to the Site Layout Plan prepared by O'Daly Architects.
DM OBJ 89: Car parking shall be provided in accordance with Table 11.2 and associated guidance notes. Dwellings: 2 per conventional dwelling	Each house has 2 no. car parking spaces.

Dunshaughlin Written Statement

Dunshaughlin is designated as an important growth town in south Meath.

Section 6.0 of the written statement contains a specific policies and objectives for Dunshaughlin:

Policy / Objective	Response
DNS POL 1 To support the growth of Dunshaughlin in a manner that allows the town to fulfil its function as a 'Self-Sustaining Growth Town' by facilitating sustainable residential growth and promoting the town as a centre for employment and economic development that maximises the transport links with key settlements in the County and wider Region.	It is considered that the proposed amendment is in a suitable location for residential development in order for Dunshaughlin to continue to develop in a self-sufficient manner to facilitate additional population growth in line with its Settlement Strategy status. The site's location is considered to be acceptable in terms of maintaining the town's compact urban form and locating residential close to social infrastructure and public transport.

Settlement and Housing	
<p>DNS OBJ 3</p> <p>To operate an Order of Priority for the release and development of residential lands with any lands identified as being 'Post 2027' not available for development until after 2027.</p>	<p>The proposed amendment is part of a wider housing scheme as granted under ABP-307244-20. The lands are currently zoned 'A1 Existing Residential'.</p>
Movement	
<p>DNS OBJ 7</p> <p>To support improvements in the pedestrian and cycling infrastructure in the town that will improve connectivity and permeability and promote more sustainable modes of transport.</p>	<p>The proposal includes a number of new pedestrian and cycle paths connecting the scheme to Dunshaughlin town centre, including the new distributor road to the east of the subject site that includes a dedicated pedestrian and cycle path.</p>

Chapter 8 Conclusion

The proposed amendments to the permitted development are minor in nature. The design and layout of the 15 no. units is of high quality and makes the best use of available allocated land in line with best practice. It is a well-designed scheme that provides a sense of place and identity on this greenfield, zoned site.

The principle of this development is established under the An Bord Pleanála Reg. Ref ABP-307244-20. These amendments to the permission are minor in nature and will not impact on the overall character or appearance of the development. The proposed unit mix remains fully in accordance with all relevant national, regional and local planning policy.

it is respectfully submitted that the proposed amendment is consistent with the proper planning and sustainable development of the area, and is consistent with all relevant national, regional and local planning policies and guidelines.

We trust the above and enclosed documentation and information provides a reasonable basis to enable Meath County Council to make a favourable decision on this application. It is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and is consistent with all national, regional and local planning policies and guidelines and we ask Meath County Council to grant permission for this development.

Appendix A – S247(7) Letter

<p>Comhairle Chontae na Mí Roinn Pleanáil,</p> <p><i>Teach Buvinda, Bóthar Átha Cliath,</i></p> <p>An Uaimh, Contae na Mí, C15 Y291 Fón: 046 – 9097500/Fax: 046 – 9097001 R-phost: planning@meathcoco.ie Web: www.meath.ie</p>		<p>Meath County Council Planning Department</p> <p>Buvinda House, Dublin Road,</p> <p>Navan, Co. Meath, C15 Y291 Tel: 046 – 9097500/Fax: 046 – 9097001 E-mail: planning@meathcoco.ie Web: www.meath.ie</p>
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07/11/2024

Mr. Trevor Sadlier,
Managing Director
McGill Planning Ltd.
22 Wicklow Street,
Dublin 2,
D02 VK22.

**Re: Section 247 – A. Meeting Minutes 06 November 2024; and
 B. Determination under Section 247 (7) of the Planning & Development Act
 2000 as amended.**

Dear Mr. Sadlier,

A Pre-Application Consultation Request was received by Meath County Council's Planning Department on behalf of Loughglynn Development Limited on 24/10/2024.

The request for consultation was for a proposed Modification to a Strategic Housing Development (SHD) (ABP-307244-20) which was granted by An Bord Pleanála in September 2020, for a residential development comprising the demolition of structures, construction of 212 no. residential units (113 no. houses, 99 no. apartments), a crèche and associated site works at Grangend, Dunshaughlin, Co. Meath.

A Section 247 meeting was held on 06/11/2024, between the applicant Loughglynn Development Ltd and Meath County Council on 06/11/2024 at 4:00pm. This was the second Section 247 meeting, with the first held on 20/11/2023 at 10:30am (as per Planning and Development Act 2000 as amended).

The following references the minutes of the meeting on 06/11/2024; and a determination under Section 247 (7) of the aforementioned Act.

- A. Minutes of the Meeting – please find a copy of the minutes enclosed.
- B. Determination under Section 247 (7) of the Planning & Development Act 2000 as amended

Introduction

The Planning Authority received a request on behalf of Loughglynn Development Ltd. in relation to proposed amendments to a permitted Strategic Housing Development (ABP-307244-20) granted under Section 9 of the Planning and Development (Housing) and Residential Tenancies Act 2016 by An Bord Pleanála.

The site is located on A1 Existing Residential in the Meath County Development Plan 2021-2027.

Permitted and Proposed Development

A Commencement Notice dated 28/06/2023 was received by Meath County Council for 37 no. units within the permitted development from Loughglynn Developments Ltd. The current proposal is as follows:

- Amendment to extant SHD Permission (Ref: ABP-307244-20) (granted for 211 no. residential units and crèche) comprising replacement of permitted apartments blocks D & E (36 no. apartments) with 16 no. residential units (1 no. 4-bed house and 15 no. 3-bed houses). Overall total of residential units revised from 211 to 191.

Determination

The Planning Authority has compared the proposed development to the permitted development, and considered whether the —

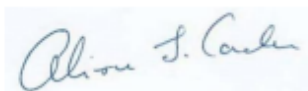
- (a) the proposed development is substantially the same as the permitted development, and
- (b) the nature, scale and effect of any alterations to the permitted development are not such that require the consultation process to be repeated.

The Planning Authority has determined that **no further consultation is required** under Section 247 in relation to the proposed development.

This determination is based on plans and particulars received by the Planning Authority on 24/10/2024 (related to the Section 247 Meeting request received by Meath County Council on the same date).

In accordance with Section 247(8) of the Act, a determination under subsection 247 (7) shall not prejudice the performance by the Planning Authority of its functions under this Act or any regulations under the Planning and Development Act 2000 as amended or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

Yours sincerely,



**Alison Condra,
Administrative Officer,
Planning Department.**