# Planning Report and Statement of Consistency

## Large-Scale Residential Development

**Lands bounded by Summerhill Road (L2228), R157, Plunkett Hall Estate and Dunboyne Business Park, Dunboyne, Co. Meath**

On behalf of

## Solkerry Ventures Ltd.

August 2026

Brock McClure
PLANNING & DEVELOPMENT CONSULTANTS

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# 1 Executive Summary



*Figure 1 - CGI of Proposed Development*

**A brief summary of the key points of this report is set out below:**

- **Agent and Applicant Details** – We, Brock McClure Planning & Development Consultants, 63 York Road, Dún Laoghaire, Co. Dublin have been instructed by our client Solkerry Ventures Ltd., Warrington House, Mount Street Crescent, Dublin 2 to prepare and submit this Planning Report to accompany a planning application to Meath County Council (MCC) for a Large-Scale Residential Development on lands bounded by Summerhill Road (L2228), R157, Plunkett Hall Estate and Dunboyne Business Park, Dunboyne, Co. Meath.
- **Application Context** – This application is made in accordance with the details set out in the Planning & Development (Large Scale Residential Development) Regulations 2021 whereby a S32B pre-application LRD Meeting was held with Meath County Council on 23 April 2026 and the LRD Opinion was received on 04 June 2026. The final proposal reflects the discussions with the Planning Authority. MCC's LRD Opinion states that following consideration of the issues raised during the LRD Meeting that the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the Act *"the Planning Authority is of the opinion that the documentation submitted requires further consideration and/or amendment to constitute a reasonable basis for an application for permission for the proposed LRD under section 34 of the Act."* This planning application is lodged within the 6-month validity period associated with the Opinion issued.
- **Report Objectives** – This Planning Report is intended to provide details on the proposed development; identify consistency with the relevant national and regional planning policy document together with guidelines issued under Section 28 of the Planning and Development Act, 2000 (as amended); and identify compliance with local statutory planning policy in the form of the Meath County Development Plan 2021-2027 (as varied).
- **Site Context** – The site subject of this proposal is greenfield in nature comprising open agricultural lands and is located at the western edge of Dunboyne, Co. Meath, bounded by R157

to the west, Summerhill Road L2228 to the south, Plunkett Hall Residential Estate to the east and Dunboyne Business Park to the north. The site measures approx. 6.87 ha with a net developable area of 6.49 ha. The site's location offers excellent accessibility to Dunboyne Town Centre and a range of facilities located within Dunboyne, making it ideally positioned for a residential scheme.

- **Public Transport –** The site is opportunely located and is considered an accessible site in terms of public transport. It is located within close proximity < 500 m to a planned Bus Connects route bust stop with a frequency of 10 mins in peak times. Furthermore, the subject site is located approx. 2 km of M3 Parkway Rail Station and 2.2 km of Dunboyne Rail Station which avail of Park and Ride and covered bicycle parking facilities.
- **The Proposal –** The proposed development consists of the construction of a large-scale residential development consisting of 248 no. residential units and a 1 no. childcare facility with associated car parking, bicycle parking, public and communal open spaces and all ancillary works.
- **Proposed Parking, Access & Connectivity –** The proposal provides for 1 no. new vehicular access point off Summerhill Road. A total of 388 no. car parking spaces comprising 375 no. residential car parking spaces including 6 no. accessible spaces and 24 no. EV spaces representing a car parking ratio of 1.5 to serve residential units. Pedestrian access and movements are prioritised within and through the site and 2 no. new pedestrian connection points into the adjoining Plunkett Hall Estate are proposed at The Park and The Avenue.
- **Site Zoning –** The subject site is zoned A2 - New Residential development with a stated objective to "*provide for new residential communities with ancillary community facilities, neighbourhood facilities as considered appropriate*" as adopted on 08 June 2026 under Variation No. 5 of the Meath County Development Plan 2021-2027. The principal of a residential development is considered acceptable under this zoning objective.
- **Proposed Density & Mix –** The proposed density (39 uph net) and the mix of apartment, duplexes and houses (1-, 2-, 3- and 4- bed units) align with the requirements set by the Meath County Development Plan 2021-2027 and the Sustainable Residential Developments and Compact Settlements Guidelines, 2024, delivering on the principles of compact urban growth.
- **Social & Affordable Housing –** 50 no. units (20%) are provided for social and affordable housing. These units with an appropriate unit mix and typology (1-3 bed apartments, duplexes and houses) are distributed across the subject site.
- **National Policy Mandate and Housing Targets –** The delivery of housing is currently the subject of a significant national policy mandate with mounting political pressure now accruing to deliver. We note specifically the ambitious targets published by the government in the first revision to the National Planning Framework, which identifies that Ireland's population is expected to reach 6.1-6.3 million by 2040. It represents a need for approximately 50,000 additional households per annum to 2040.
- **Key Opportunity –** The current proposal represents a significant development opportunity for an accessible locality in that it delivers a suitable residential scheme on zoned lands at a gateway site. This accords with the national policy mandate for the delivery of housing and services at appropriate locations. This planning report will set out that the current proposal is appropriate to the site, the surrounding area and is well founded in planning terms.

# 2 Introduction

We, Brock McClure Planning & Development Consultants, 63 York Road, Dún Laoghaire, Co. Dublin are instructed by our client, **Solkerry Ventures Ltd., Warrington House, Mount Street Crescent, Dublin 2** to lodge this Planning Application to Meath County Council regarding the -development of a site on **lands bounded by Summerhill Road (L2228), R157, Plunkett Hall Estate and Dunboyne Business Park, Dunboyne, Co. Meath.**

This report is intended to identify consistency with the relevant national planning policy guidelines under section 28 of the Planning and Development Act, 2000 (as amended), and with local statutory planning policy in the form of the Meath County Development Plan 2021-2027 including Variation No. 5 which was adopted on 08 June 2026.

The overall development relates to a Large-Scale Residential Development (LRD) of 248 no. residential units, a childcare facility and associated public and communal open space, bicycle and car parking. The enclosed material from John Fleming Architects sets out the design approach to the site.

We wish to highlight from the outset, that our client is committed to working with the Planning Authority to deliver on a proposal that is appropriate to the site and the surrounding context of Dunboyne. We note at this point that the subject site is conveniently located in close proximity to a number of facilities and services within Dunboyne and to high quality existing and planned public transport. The site has the potential to deliver much needed residential development, which is appropriate to both the site and surrounding development.

The proposal reflects the feedback received:

- Section 247 pre-planning consultation carried out between the project design team and representatives from Meath County Council on 14 October 2025.
- Section 32B pre-planning meeting held with the Planning Authority on 23 April 2026 and subsequent Section 32B Opinion prepared by the Planning Authority, issued electronically via email on 04 June 2026.

The proposal is in accordance with the relevant statutory documents and there is appropriate planning context for this proposal.

The proposed development is a high-quality mixed-use scheme, with high amenity layouts, connections to public transport, communal amenities and generous bicycle parking facilities. Careful attention has been given to the protection of the existing levels of amenity afforded to the surrounding residential properties in the design of this scheme.

We ask the Planning Authority to consider these points in their review and trust that they will have regard to the fact of the demand for residential units at this location and that the current proposal will be well received on this basis.

The Planning Authority is now invited to review the contents of this submission and accompanying documentation to consider the proposal on its merits and in line with the relevant statutory policy context.

We confirm that this application for a Large-Scale Residential Development is made in the form of 1 digital copy and 2 no. hard copies, as required.

## 2.1 Applicant and Design Team

The applicant has appointed an experienced design team to prepare a site-specific residential scheme for the subject site at Dunboyne. The design team comprises of the consultants listed below:

- John Fleming Architects – Design Architects

- Brock McClure Planning & Development Consultants – Chartered Town Planners
- CS Consulting Engineers – Civil Engineers
- NRB Consulting Engineers –Traffic & Transport Engineers
- Áit Urbanism and Landscape – Landscape Architects
- CM Arbor Ltd. – Arboricultural Consultants
- Modelworks – Visual / Graphic Specialists
- GIA – Daylight & Sunlight Assessors
- Fallon Design – M&E Engineers
- Altemar– Ecologists
- Tetratech – Environmental Consultants
- AWN – Environmental Management Consultants
- Wave Dynamics – Acoustic Consultants
- IAC Archaeology – Archaeologists

## 2.2 Context for the Lodgement of this Application

The lodgement of this LRD Planning Application is made in accordance with the Planning and Development (Large Scale Residential Developments) Act 2021.

MCC's LRD Opinion dated 04 June 2026 states that following consideration of the issues raised during the LRD Meeting that the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the Act requires further consideration and/or amendment to constitute a reasonable basis for an application for Large-Scale Residential Development. A Statement of Response to the LRD Opinion is submitted as a separate document and all relevant feedback received from the Planning Authority has been incorporated into the design of the scheme. This Report provides a statement that in the applicant's opinion the proposal is consistent with the relevant objectives of the CDP and relevant national and regional planning policies and guidance. This Planning Report complements the Statement of Response to the issues set out in the LRD Opinion and the reports and documents accompanying this application.

## 2.3 Website

We confirm that a digital copy of all material is also available to be viewed at the following website: www.summerhillroadlrd.ie

# 3 Subject Site and Surrounding Context

## 3.1 Subject Site

The subject site is identified in Figure 1 below for the convenience of the Planning Authority. The lands are located on the western outskirts of Dunboyne, Co. Meath, bounded by R157 to the west, Summerhill Road L2228 to the south, Plunkett Hall Residential Estate to the east and Dunboyne Business Park to the north. The subject site consists of greenfield lands of approx. 6.87 ha with a net developable area of 6.49 ha.



*Figure 2 – Subject Site outlined in Red*

The surrounding context is characterised by a mix of commercial and residential development, and the surrounding area is generally comprised of suburban 2 storey residential developments, light industrial/commercial units and agricultural/greenfield space.

## 3.2 Surrounding Context

The subject site occupies a prominent position on the north-western outskirts of Dunboyne and the site is located directly west of the built-up area of Dunboyne.

The subject site is located approx. 850m (13-min walk) from Dunboyne Town Centre. Dunboyne is well serviced by a range of retail and commercial services, as well as a number of educational and community facilities (schools, library, community centre, etc.) within easy reach of the site. The site therefore represents a natural extension of Dunboyne Town.

Aside from availing of the many amenities that Dunboyne to the east of the subject lands has to offer, the development site is proximate to enterprise and employment sites with potential for rapid growth on the east of M3.

Further to this, the subject site is located approx. 8 kilometres north-west of Blanchardstown, approx. 15 kilometres north-west of Dublin City Centre and approx. 18 kilometres west of Dublin Airport.

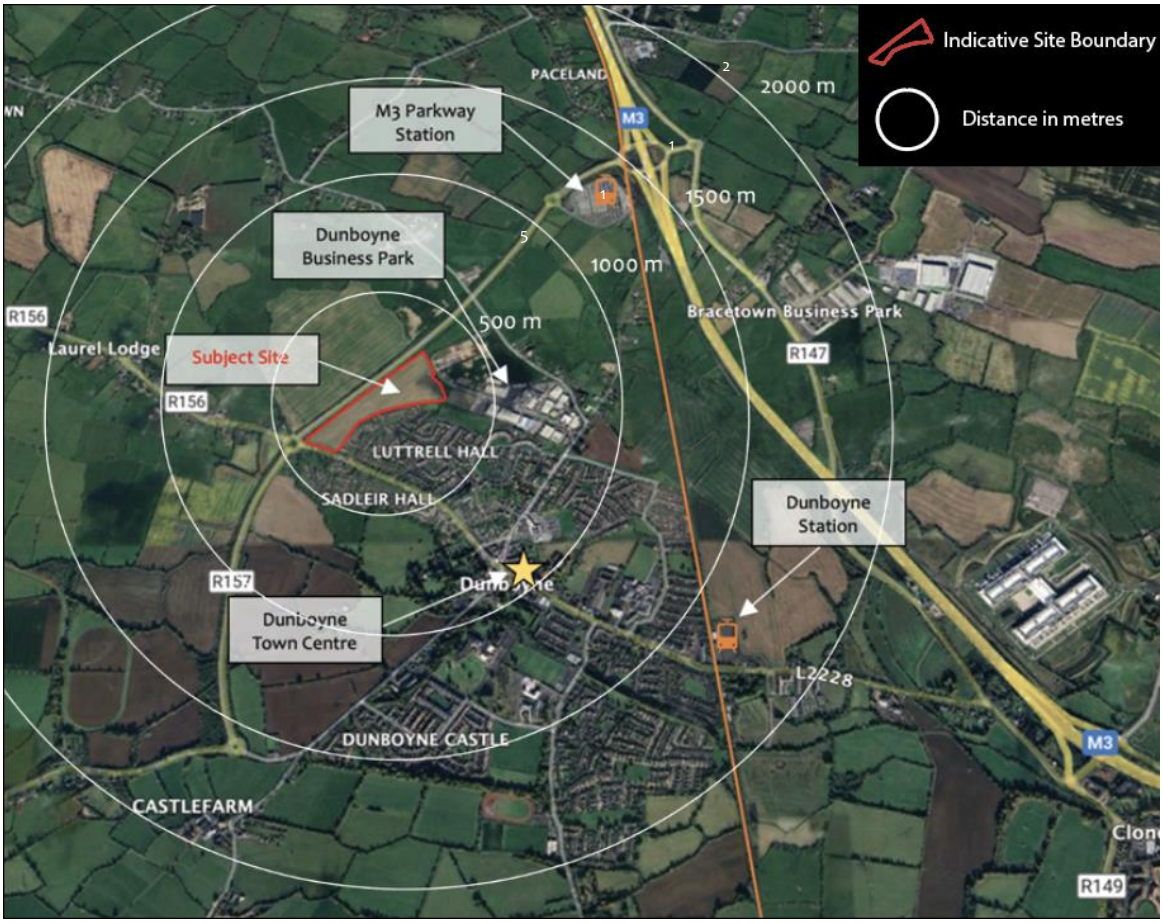



*Figure 3 – Surrounding Context (site indicatively outlined in Red)*

## 3.3 Surrounding Residential Development

In terms of residential development, the immediate area surrounding the site is predominantly characterised by low rise semi-detached, detached and terraces houses largely situated to the east of the site, e.g. The Avenue, The Lawn, The Park and Garnett Hall. The area surrounding the site to the north, north-east and north-west are primarily rural in nature, with some ribbon development scattered throughout.

In overall terms, existing building heights in the area range from 1 – 2 storeys at present.



*Figure 4 – The Avenue (Located south of the Subject Site)[Source: Google Maps Streetview]*



*Figure 5 – The Lawn (Located south of the Subject Site) [Source: Google Maps Streetview]*



*Figure 6 – The Park (Located south of the Subject Site) [Source: Google Maps Streetview]*



*Figure 7 – Garnett Hall (Located south of the Subject Site) [Source: Google Maps Streetview]*

## 3.4 Public Transport Infrastructure and Accessibility

The subject site is well located in terms of public transport accessibility and is in proximity to a number of bus stops and train services.

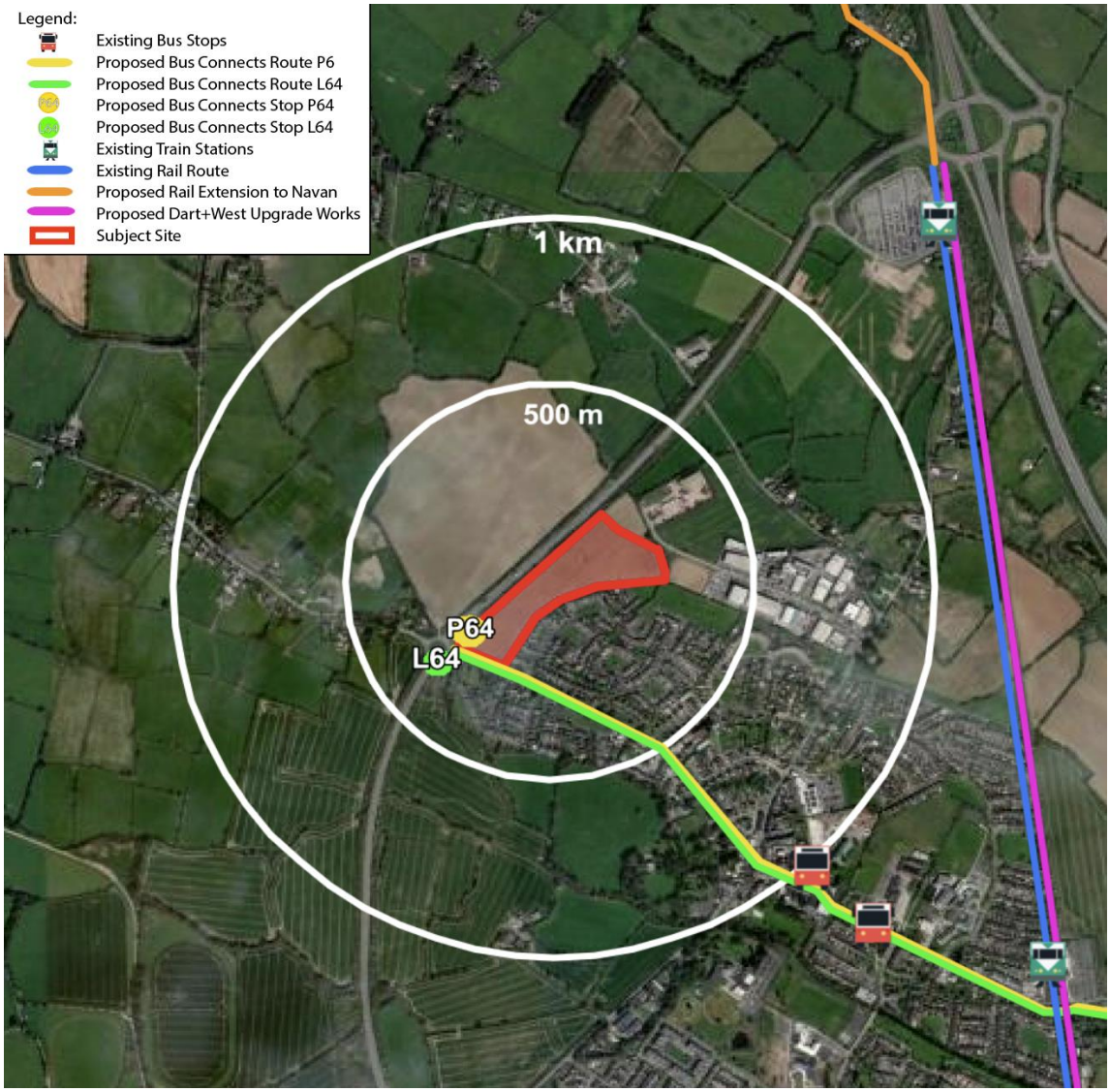



*Figure 7 – Public Transportation Map (site indicatively outlined in Red)*

**Bus Services**

The subject site benefits from public transport accessibility. A bus stop (ID: 3333) is located approx. 1.4 km from the site. There is a further stop (ID: 134031) located approx. 1.7 km from the site. Dunboyne is served by a range of routes, including 70, 270 and 105. These services provide local and regional connectivity, as outlined below:

| Bus No. | Bus Route | Frequency |
|---|---|---|
| Dunboyne Village, Stop 3333 (approx. 1.4 km from subject site) | | |
| 70 | Burlington Road – Dunboyne | Every 20 – 60 mins |
| 270 | Blanchardstown – Dunboyne | Hourly |
| Dunboyne NS, Stop 3332 (approx. 1.7 km from subject site) | | |
| 105 | Blanchardstown – Drogheda | Every 30 mins |

*Table 1 – Bus Routes and Frequency in proximity to Subject Site*

## BusConnects

We note to the Planning Authority that the local bus routes are subject to change due to the ongoing BusConnects programme to improve bus services across the country. The Dublin Bus network is undergoing a phased redesign of its services and routes. The proposed network can be seen in the figure below.




*Figure 8 – BusConnects Map with subject site identified by Red Star*

The subject site will be directly serviced by the following BusConnects proposed routes with bus stops on Station Road and in the Town Centre:

| Route Type | Route | | Frequency |
|---|---|---|---|
| **Local Routes** | L64 | Dunboyne – Blanchardstown | 15 – 20 mins |
| **Peak-Only Routes** | P64 | Dunboyne – Dublin City Centre | 2 no. services daily |

*Table 2 – BusConnects Routes in proximity to Subject Site*

## Train Services

The subject site is located approx. 2 km of M3 Parkway Rail Station and 2.2 km of Dunboyne Rail Station which avail of Park and Ride and covered bike parking facilities.

Both Stations are served by the Dublin –M3 Parkway Line – Longford. The routes and frequency of both stations is as follows:

| Rail Route | No. of Services per Day (1 direction) | | |
|---|---|---|---|
| **Westbound** | **Mon – Fri** | **Sat** | **Sun** |
| **M3 Parkway – Dunboyne – Clonsilla** | 11 | 18 | 16 |

| | | | |
|---|---|---|---|
| **M3 Parkway – Dunboyne – Clonsilla – Broombridge – Docklands / Connolly (Dublin)** | 11 | - | - |
| **Eastbound** | **Mon – Fri** | **Sat** | **Sun** |
| **M3 Parkway – Dunboyne – Clonsilla** | 17 | 17 | 15 |
| **M3 Parkway – Dunboyne – Clonsilla – Broombridge – Docklands / Connolly (Dublin)** | 8 | - | - |

*Table 3 – Duboyne Rail Services*

In addition, we note that there are available interchanges at the Clonsilla Station for the Sligo / Maynooth line into Grand Canal Dock. In addition, an interchange is available at Broombridge onto the Luas Green line.

**Dart+ West**

Dunboyne Station and the commuter railway line are included in DART+ West project. Iarnrod Eireann/Irish Rail have submitted their planning application for the upgrading of the commuter rail line serving Dunboyne to a DART service. This provides for the electrification of the line and an increase of capacity. Railway Order was made on 18/07/2024.

The DART+ West Railway Order has authorised CIÉ to carry out railway works, and all works necessary to enable construction, maintenance, improvement, and operation of the railway along an approximate 40km section of the existing railway line between Dublin City Centre and M3 Parkway Station.

The DART+ West rail improvement project will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on Maynooth and M3 Parkway to city centre rail corridors. This will be achieved by changing from diesel powered trains to electrified, high-capacity DART trains and increasing the frequency of trains from 6 to 12 trains per hour per direction. Passenger capacity will increase from 5,000 in 2019 to 13,200 passengers per hour per direction.

We note the intended date of completion DART+ West Rail is currently unknown.

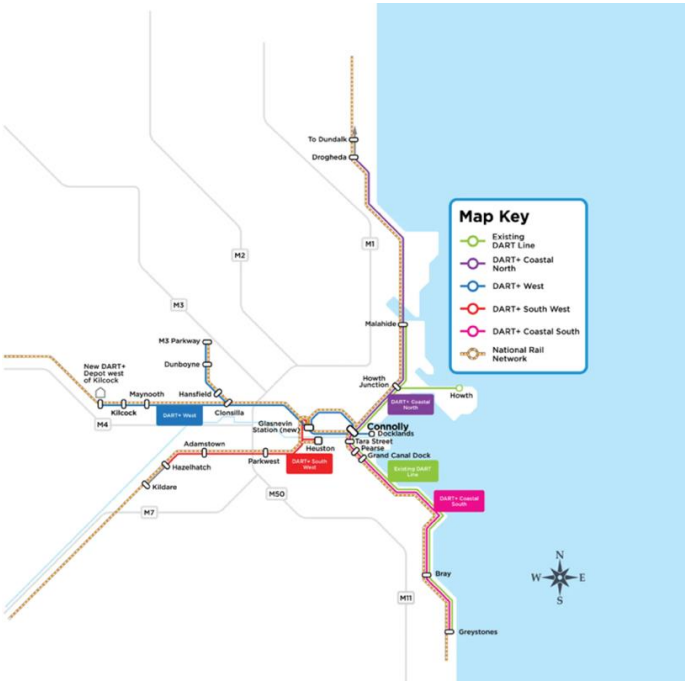



*Figure 9 – DART+ Programme Route Map*

The subject site will also benefit from the future commuter railway line extension to Navan which will deliver frequent and reliable services between Navan and Dublin City Centre via the M3 Parkway Station. The proposed Navan Railway will be an extension of DART+ from the M3 Parkway. The proposed Navan railway will provide 4 no. new train stations, 34 km of new railway tracks, 3 no. park and ride locations and will serve up to 4,400 passengers per direction per hour.

A railway order application is currently being progressed by Irish Rail with the intended date of lodgement currently unknown.

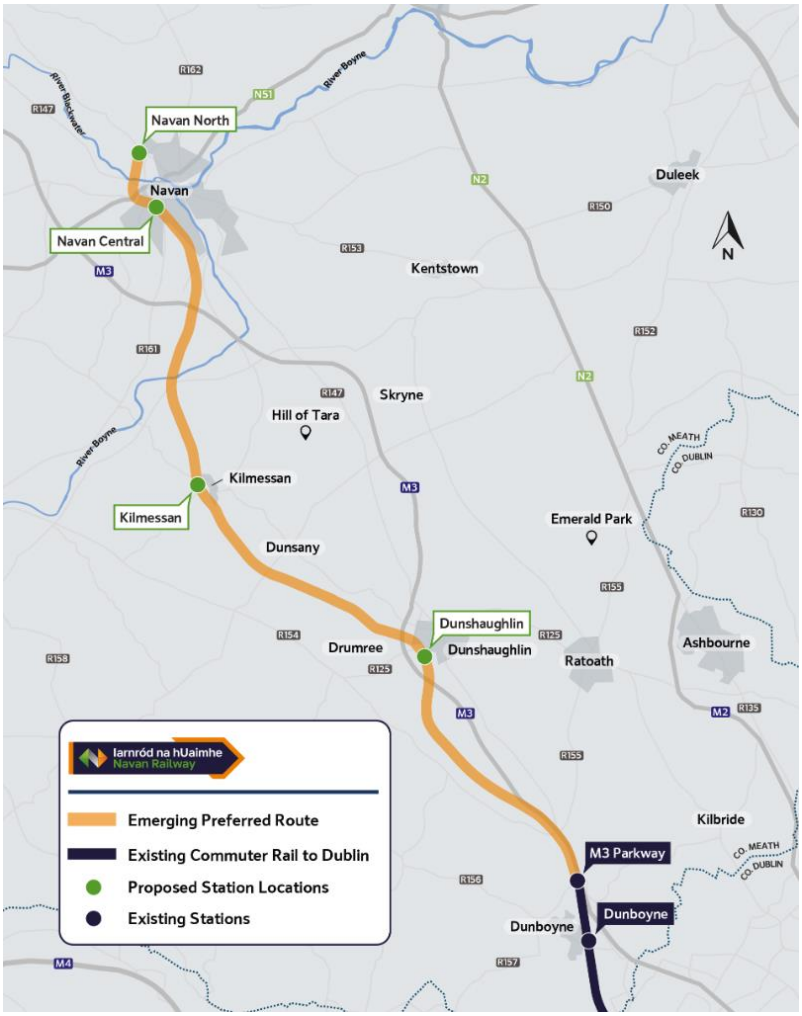



***Figure 10 – Navan Railway Route***

# 4 Planning History

## 4.1 Subject Site

There is currently no planning history pertaining to the subject site.

## 4.2 Surrounding Transport Infrastructure

Dunboyne Link Road Part 8

**Reg. Ref. P8/22022**

Permission was **GRANTED** for a development of a link road between Dunboyne Business Park the R157, Dunboyne, Co. Meath which forms a part of a Dunboyne Eastern Distributor Road.

A decision was made by Meath County Council to grant permission in April 2023.



*Figure 11 – P8/22022 Proposed Views*

To the best of our knowledge, works have not yet commenced on the delivery of the Dunboyne Link Road. The proposed development has been designed to be fully self-sufficient with appropriate access from Summerhill Road. Nonetheless, we note that cognisance has been taken with respect to the permitted and future Dunboyne Link Road and the proposed development has been designed in such a way to allow potential future connections to the permitted project once delivered.

We note that our client is committed to working with Meath County Council on the Dunboyne Link Road as detailed design comes forward given the permitted Dunboyne Link Road is located along the northern boundary of the subject site. We refer the Planning Authority to the response to LRD Opinion Item 5 (e) in the Statement of Response to LRD Opinion Report for further information in this regard.

Dunboyne Eastern Distributor Road

**Reg. Ref. 2460063**

Permission was **GRANTED** for for an Eastern Distributor Road that will connect Station Road (L2228) to the south (generally east of Dunboyne train station) and Navan Road to the northwest (generally east of Dunboyne Business Park) and will include a proposed overbridge across the existing rail corridor. The proposed road comprises a two-lane single carriageway including cycle tracks and footpaths. The

closure of the existing vehicular entrance to Dunboyne Rail Station car park and the provision of a new vehicular entrance to the station car park off the proposed distributor road is also provided for.

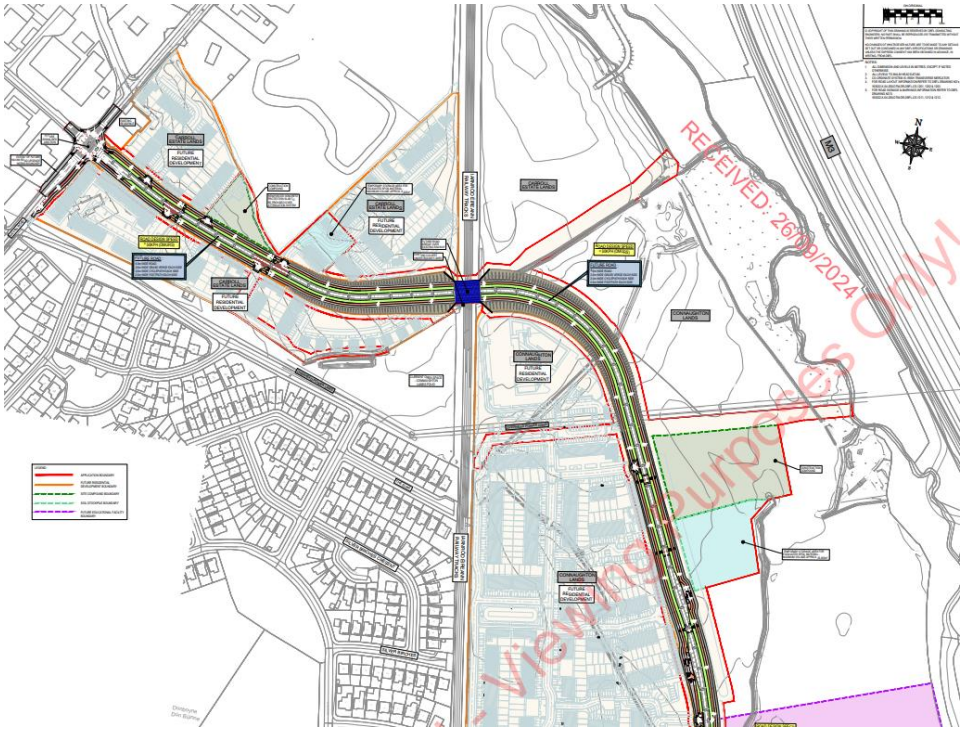



*Figure 12 – Site Layout Plan submitted under 2460063*

Dart+ West

**ABP NA29S.314232**

The DART+ West Railway Order has authorised CIÉ to carry out railway works, and all works necessary to enable construction, maintenance, improvement, and operation of the railway along an approximate 40km section of the existing railway line between Dublin City Centre and M3 Parkway Station.

The DART+ West rail improvement project will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on Maynooth and M3 Parkway to city centre rail corridors. This will be achieved by changing from diesel powered trains to electrified, high-capacity DART trains and increasing the frequency of trains from 6 to 12 trains per hour per direction. Passenger capacity will increase from 5,000 in 2019 to 13,200 passengers per hour per direction.

## 4.3 Surrounding Residential

This following table provides an overview of key planning applications on A2 zoned lands in Dunboyne outlining the overall residential development in the town.

| No. | Reg. Ref. | Address | Proposal | Decision |
|---|---|---|---|---|
| 1. | 2360290<br>ABP 320049 | Bennettstown (Adjacent to M3 Parkway Station), Dunboyne, Co. Meath | 267 no. units | **GRANTED**<br>20/11/2024 |
| 2. | 2460805 | Bennetstown (townland) to the west of the R157, Dunboyne, Co. Meath | 309 no. units | **GRANTED**<br>03/01/2025 |

| | | | | |
|---|---|---|---|---|
| 3. | 2660001 | Bennetstown (townland) to the west of the R157 and North of Kennedy Road, and also extending into Pace and Dunboyne (townlands), Dunboyne North, Co. Meath | 356 no. units | **GRANTED** 14/05/2026 **Currently under Appeal** **(ACP-324353-26)** |
| 4. | 2660607 | Bennetstown (townland) to the south of the M3 Parkway park and ride and rail station, Dunboyne North, Co. Meath | 124 no. units | **GRANTED** 15/07/2026 **Currently under Appeal** **(ACP-324557-26)** |
| 5. | RA180561 | Lands south Of Station Road, Dunboyne, Co. Meath | 83 no. units | **GRANTED** 24/09/2019 |
| 6. | 2460468 ABP 321999 | Station Road, Dunboyne, Co, Meath | 76 no. units | **GRANTED** 07/07/2025 |
| 7. | 23849 | Castlefarm, Ruskin, Clonee, Dunboyne, Co. Meath | 715 no. units | **GRANTED** 25/10/2023 |
| 8. | 2460625 | Carroll Estates Site Old Navan Road, Dunboyne | 171 no. units | **GRANTED** 27/03/2025 |
| 9. | 2460709 ABP 322483 | Station Road, Dunboyne, Co. Meath | 810 no. units | **GRANTED** 22/08/2025 |
| 10. | 2660481 | Townland of Dunboyne, Dunboyne, Co. Meath | 314 no. units | **GRANTED** 18/06/2026 |
| 11. | ABP 305820 | Rooske Road, Rush, Dunboyne, Co. Meath | 226 no. units | **REFUSED** 27/02/2020 |

***Table 4 – Residential Applications in Dunboyne***

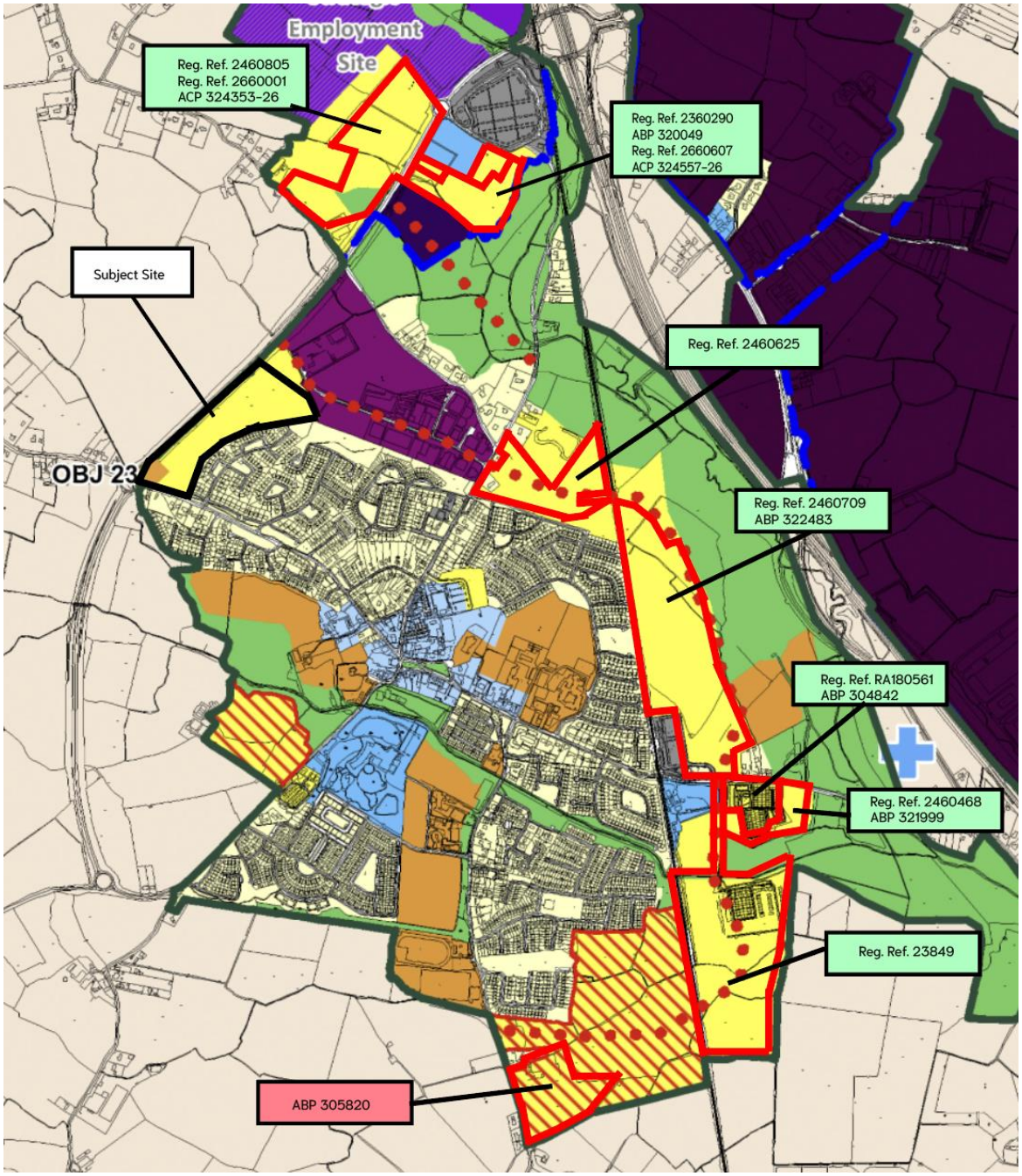



*Figure 13 – Residential Development in Dunboyne*

## 4.4 Planning History Conclusion

From an assessment of the planning history at the subject site and surrounding lands, it is apparent that there are a number of factors and considerations held by the Planning Authority in respect of the subject site pertaining to the form and function of its development.

In this regard, it is submitted that full consideration of previous applications has shaped and guided the development proposal now before the Planning Authority. All potential reasons for refusal will also be thoroughly examined as the development proceeds to planning application stage.

All concerns therefore should now be addressed, and recognition given to the proposed scheme as representing the most appropriate form of development for this site.

The design of the proposed development is informed by and harmonises with the established character of the surrounding residential context, drawing inspiration from the existing dwellings in the area. The form and scale of what is currently being applied for on the application site mirrors that of surrounding developments granted by Meath County Council.

Overall, the above planning history confirms that the development of the site for residential purposes is accepted in principle, particularly considering the surrounding development. These precedents proved valuable in informing the design of the scheme, with the applicant drawing on these examples of residential development as a guide for what is appropriate and successful in this part of Dunboyne.

Further to this, the granted transport upgrades will support an increase in residential development within Dunboyne by increasing accessibility for future residents.

The proposed development is also consistent with the zoning objective pertaining to the subject site and will complement the existing residential character of the existing housing estates, with its design and scale being compatible with the surrounding area. Residential development is also well-suited to the area, considering the proposed upgrades to transportation infrastructure, including new rail lines, roads and walking routes. This enhances accessibility and promotes sustainable living, making the location attractive for residents.

# 5 Pre-Planning

## 5.1 S247 Pre-Planning Consultation

The evolution of this scheme has been brought about by engaging with the Planning Authority of Meath County Council. The Applicant and Design Team formally engaged in preliminary discussions with the Planning Authority presenting a draft outline of the proposed development and a meeting was held on 14 October 2025.




*Figure 14 – Proposed Site Layout Plan submitted at S247 Stage*

The proposal submitted as part of the initial S247 pre-planning pack provided for a Large-Scale Residential Development for the following:

- 267 no. residential units as follows:
  - 42 no. apartment units (21 no. bed, 21 no. 2 bed),
  - 56 no. duplex units (28 no. 2 bed, 28 no. 3 bed),
  - 169 no. houses (38 no. 2 bed, 118 no. 3 bed, 13 no. 4 bed);
- creche (330 sqm) and associated outdoor play area;
- public open space (10,642sqm) and communal open space
- Associated car parking, bicycle parking, ancillary works.
- Rerouting/ grounding of a medium voltage powerline

## 5.2 Section 32B LRD Meeting

A subsequent S32B LRD Meeting was held with the Planning Authority on 23 April 2026.

The proposal submitted addressed comments raised by MCC at the S247 consultation, and provided for a Large-Scale Residential Development, which in summary, consisted of the following:

- Construction of 249 no. residential units as follows:

- 26 no. Apartment Units in 1 no. 4 storey block consisting of 17 no. 1-bedroom apartments and 9 no. 2-bedroom apartments. All apartment units will be provided with private open space areas in the form of balconies.
- 54 no. Duplex Units in 4 no. 3-4 storey blocks (A-D) consisting of 4 no. 1-bedroom units, 24 no. 2-bedroom units, 26 no. 3-bedroom units. All duplex units will be provided with private open space areas in the form of balconies/terraces.
- 169 no. 2 storey houses consisting of 28 no. 2-bedroom units, 122 no. 3-bedroom units, 19 no. 4-bedroom units. Each house will have an associated rear private garden.
- The proposed development also includes a proposed creche facility (approx. 327.5 sqm).
- Provision of 372 no. car parking spaces across the development site and 405 no. bicycle parking spaces for residents and visitors of the scheme provided throughout the development site.
- Landscaped public open space amenity area (approx. 1.12 ha total); 5 no. communal open spaces associated with the proposed apartments and duplexes will be provided in the form of landscaped areas located in the vicinity of these units (approx. 1,608 sqm total);
- Vehicular access to the proposed development is to be via a simple priority junction on Summerhill Road (L2228).

All associated site development works including a foul pump station with 24hr storage and associated rising main (580m) discharging to an existing foul line at the Navan Road and Dunboyne Industrial Road junction, diversion of an existing 375mm diameter storm pipe and proposed storm drain outfall to the R157/ Summerhill Road roundabout, internal access roads, homezones and cycle and pedestrian infrastructure, provision of 2 no. ESB substations, bin stores, public lighting, landscaping, and boundary treatment works.




*Figure 8 – S32B Proposed Site Layout Plan*

We now refer the Planning Authority to the Statement of Response to LRD Opinion prepared by Brock McClure Planning & Development Consultants for a detailed summary of the points raised and the Applicant's Response to the LRD Opinion items.

## 5.3 Pre-Planning Conclusion

All feedback received from MCC has been closely considered in the design of the proposal. We trust that the final proposal submitted addresses the concerns raised by the Planning Authority at both the Section 247 consultations and subsequent S32B LRD Meeting and Opinion.

We note that the main tenets of the scheme as reviewed by the Planning Authority at the S32B pre-application consultation have remained unchanged. The scheme now in front of the Planning Authority is largely consistent in terms of unit numbers, use mix, height, density which were viewed positively by the Planning Authority. The main amendments since the S32B stage relate to further design details as requested as part of the LRD Opinion.

In this regard it is submitted that the mixed-use development as proposed has evolved to be a high-quality development completely adherent to local and national standards and guidelines and fully in accordance with the proper planning and sustainable development of the area. An outline of the final proposed development is now provided for Meath Council below.

# 6 Proposed Development



*Figure 15 - CGI of Proposed Development*

## 6.1 Summary Development Description

The proposed development will consist of a Large-Scale Residential Development comprising 248 no. residential units and 1 no. childcare facility with associated car parking, bicycle parking, public open spaces, communal open spaces and all ancillary works.

The development shall comprise:

a) Construction of 248 no. residential units as follows:

- 170 no. 2 storey houses in a mix of terraced, semi-detached and detached unit types consisting of 27 no. 2-bedroom units, 124 no. 3-bedroom units and 19 no. 4-bedroom units. Each house will have an associated rear private garden.
- 26 no. apartment units in a single 4 storey block consisting of 13 no. 1-bedroom units and 13 no. 2-bedroom apartments. All apartment units will be provided with private open space in the form of balconies.
- 52 no. duplex units in 4 no. 3 storey blocks (A-D) consisting of 26 no. 2-bedroom units and 26 no. 3-bedroom units. All duplex units will be provided with private open space areas in the form of balconies/terraces.
- Communal open space associated with the proposed apartment / duplex units will be provided in the form of 5 no. landscaped areas located in the vicinity of the units (total approx. 1,340.4 sqm).

b) 1 no. childcare facility (GFA approx. 285.7 sqm) at ground floor of Apartment Block A with dedicated external open space (approx. 176 sqm).

c) Total provision of 388 no. car parking spaces including 6 no. accessible spaces and 24 no. EV charging spaces (357 no. resident car parking spaces, 18 no. residential visitor car parking spaces and 13 no. car parking spaces dedicated for the childcare facility). The development will also provide 4 no. drop-off / loading bay spaces associated with the childcare facility.

d) Total of 429 no. bicycle parking spaces (319 no. secure resident spaces and 88 no. visitor spaces for the apartment / duplex / mid-terrace units; and 14 no. childcare facility staff spaces and 8 no. childcare facility visitor spaces).

e) Landscaped public open space areas including children's play areas totalling approx. 10,775 sqm.

f) A new vehicular and pedestrian access point is proposed via a simple priority junction on Summerhill Road (L2228).

g) 2 no. new pedestrian connections into the adjoining Plunkett Hall Estate via The Park and The Avenue.

All associated site and infrastructural works including a foul pump station with 24hr storage and associated rising main (580m) discharging to an existing foul line at the Navan Road and Dunboyne Business Park Road junction; diversion of an existing 600 mm diameter storm pipe and proposed storm drain outfall to the R157 / Summerhill Road roundabout; internal roads, road markings, homezones, footpaths and cycle infrastructure; provision of 3 no. ESB substations; bin stores and associated bin staging areas; bicycle stores; public lighting; all hard and soft landscaping works; natural and formal play equipment; boundary treatments including retaining walls; green roof; 16 no. swift boxes located along the west and north elevations of Apartment Block A; PV panels and all associated site development works.




*Figure 16 - Proposed Site Layout Plan*

## 6.2 Key Development Statistics

| Key Proposed Development Statistics | |
|---|---|
| **Application Red Line Boundary** | 6.87 ha |
| **Developable Net Site Area** | 6.49 ha |
| **Mix of Uses** | - Residential – 248 no. residential units (27,732.3 sqm)<br>- Creche (285.7 sqm) |
| **Net residential Density** | 39 dph (based on a net site area excluding non-residential uses) |
| **Height** | 2-4 storeys |
| **Residential Mix** | - 26 no. apartments (13 no. 1-bedroom and 13 no. 2-bedroom units)<br>- 52 no. duplexes (26 no. 2-bedroom and 26 no. 3-bedroom units)<br>- 170 no. houses (27 no. 2-bedroom, 124 no. 3-bedroom and 19 no. 4-bedroom units) |
| **Dual Aspect** | 95% (235 no. units) |
| **Communal Open Space** | 1,340 sqm |
| **Public Open Space** | 10,775 sqm / 1.08 ha (16.6% of net site area) |
| **Car Parking** | 388 no. spaces total including 375 no. residential spaces and 13 no. spaces for the creche. |
| **Bicycle Parking** | Total: 429 spaces broken down as follows:<br>- 319 no. long-term<br>- 96 no. short-term<br>- 14 no. creche |
| **Plot Ratio** | 0.43 |
| **Site Coverage** | 22.4% |

***Table 5 – Key Proposed Development Statistics***

## 6.3 Detailed Description

**Residential Mix**

The proposed development offers a wider range of unit types across the site, with the residential scheme comprising 248 no. new dwelling units (170 no. houses, 52 no. duplex and 26 no. apartment units). The unit mix will cater for a wide demographic with 1, 2, 3 and 4 bed residential units provided throughout the site.

The general unit mix is provided below:

- 27 x 1-bed units (5.2%)
- 66 x 2-bed units (26.6%)

- 150 x 3-bed units (60.5%)
- 19 x 4-bed units (7.7%)

The proposed development also provides for a mix of units and typologies as follows:

| Unit Type | 1-bed | 2-bed | 3-bed | 4-bed | Total | % Total |
|---|---|---|---|---|---|---|
| **Houses** | | | | | | |
| **End of Terrace** | | | 20 | | **20** | **8.1%** |
| **Semi-Detached** | | | 20 | 18 | **38** | **15.3%** |
| **Semi-Detached / End of Terrace** | | | 52 | | **52** | **21%** |
| **Mid-Terrace** | | 27 | 32 | | **59** | **23.7%** |
| **Detached** | | | | 1 | **1** | **0.4%** |
| **Duplexes** | | | | | | |
| **Duplex A** | | 8 | 8 | | **16** | **6.5%** |
| **Duplex B** | | 6 | 6 | | **12** | **4.8%** |
| **Duplex C** | | 4 | 4 | | **8** | **3.2%** |
| **Duplex D** | | 8 | 8 | | **16** | **6.5%** |
| **Apartments** | | | | | | |
| **A** | 13 | 13 | | | **26** | **10.5%** |
| **Overall Total** | **13** | **66** | **150** | **19** | **248** | **100 %** |

***Table 6 – Proposed Residential Unit Mix***

The proposed unit mix responds directly to local housing needs and national policy objectives. The residential units proposed are of exceptional quality, with high amenity layouts. The proposed units are in line with or exceed the minimum standards set out in the Sustainable Residential Development and Compact Settlement Guidelines, 2024 and the Planning Design Standards for Apartments, Guidelines for Planning Authorities, 2025 (herewith referred to as 2025 Apartment Guidelines) and indeed, the recently published Draft National Planning Statement on Planning Design Standards for Apartments, 2026. We refer the Planning Authority to the accompanying Housing Quality Assessment prepared by John Fleming Architects and Section 8.2 of this Report for further information in this regard.

**Building Form**

There are 17 no. differing types of houses and duplex / apartment unit types across the site, each considered in terms of form, material composition, texture, colour and adjacent treatments to create distinct character areas across the site. A summary of the variety of units provided across the site is as follows:

- Type 2A - 2-bedroom apartment (approx. 50.7 sqm) x 1
- Type 2B - 2-bedroom apartment (approx. 76.6 sqm) x 1
- Type D2.1 - 2-bedroom duplex (approx. 81.8 sqm) x 6
- Type D2.2 - 2-bedroom duplex (approx. 82.2 sqm) x 18
- Type D2.3 - 2-bedroom duplex (approx. 83 sqm) x 2

- Type D3.1 - 3-bedroom duplex (approx. 136.5 sqm) x 6
- Type D3.2 - 3-bedroom duplex (approx. 137.2 sqm) x 20
- Type T1c - 2-bedroom house (approx. 88 sqm) x 27
- Type 6Ca - 3-bedroom house (approx. 111.6 sqm) x 20
- Type N1 - 3-bedroom house (approx. 112.8 sqm) x 18
- Type N1a - 3-bedroom house (approx. 114.4 sqm) x 2
- Type M1 - 3-bedroom house (approx. 111.2 sqm) x 34
- Type M1a - 3-bedroom house (approx. 113 sqm) x 18
- Type M1d - 3-bedroom house (approx. 111.2 sqm) x 32
- Type O1 - 4-bedroom house (approx. 133.8 sqm) x 16
- Type O1a - 4-bedroom house (approx. 135.4 sqm) x 2
- Type P1b - 4-bedroom house (approx. 149.1 sqm) x 1

A familiar architectural language ties all unit types together to create a consistent aesthetic throughout the proposed development site. These types consist of a mix of terrace, duplex, apartment, and semi-detached houses creating a variety of articulation along each street edge. End terrace and semi-detached units bookend the residential access roads and have been designed to create active corners with side access for enhanced passive surveillance. The layout and orientation of these dual and triple aspect units creates bright and attractive homes.

All units provided have been designed given the context of surrounding existing developments creating a sense of familiarity, allowing the proposal to seamlessly integrate into the surrounding context and provide a suitable domestic scale.

**Residential Density**

The proposal offers 248 no. new residential units on a total developable net site area of 6.49 ha. The proposed development for 248 no. units therefore provides a gross density of 38 dph.

We note that the conventional way of calculating density for a development is to divide the number of proposed units by the site area. This standard density calculation does not apply to this mixed-use development as per the Sustainable Residential Development and Compact Settlements Guidelines, 2024 and is instead calculated as per the below.

Appendix B of the Sustainable Residential Development and Compact Settlements Guidelines, 2024, state that when calculating residential densities within mixed use schemes, planning authorities shall exclude the % of non-residential uses in proportion to the net site area, i.e.:

- Calculate Net Site Area
- Calculate the overall GFA
- Differentiate between the % of residential and non-residential GFA
- Reduce net site area by the percentage of non-residential GFA
- Divide number of dwellings by reduced site area.

| SRSCG Appendix B Density Calculations | Proposed |
|---|---|
| **Calculate net site area** | 6.49 ha |
| **Calculate overall GFA** | 27,732.30 sqm |
| **Non-residential GFA** | 285.7 sqm |
| **Residential GFA** | 27,446.6 sqm |

| | |
|---|---|
| **Residential as a portion of Development** | 27,446.6 / 27,732.3 = 99% |
| **Site Area for Density Purposes** | 6.49 ha * 99% = 6.425 ha |
| **No. Units** | 248 |
| **Net Density** | approx. 39 dph |

*Table 7 – SRSCG Density Calculation*

Where non-residential floor space is removed from calculations the proposed net residential density is identified as 39 dph.

A density of this nature is considered appropriate having regard to the site location and surrounding development context.

**Building Height**

The proposed development now before the Planning Authority proposes heights of 2-4 storeys which is considered to be acceptable given the prevailing building heights surrounding the site and are considered to align with the national policy mandate.

The subject proposal is considered an accessible location at the edge of Dunboyne with a surrounding prevailing height of 1-2 storey residential developments to the east and west and 1-2 storey commercial facilities to the north.

The scheme responds to its context through the provision of a gradual increase in height from the prevailing contextual height to transition to increased development height between 2 to 4 storeys with a stepped approach to create a variety and visual interest and to comply with the cumulative heights strategy and the tallest point of the development located at the focal entrance and viewpoint located at the south-west of the site connecting Summerhill Road to R157.

The proposal delivers height of 3-4 storey bookends of the development creating focal points marking both, existing entrance to Dunboyne on R157/ Summerhill Road junction and in the future R157/ Business Park Link junction. These create strong urban edges. Furthermore, 3 storey duplexes with active frontages overlook public open space and provide visual interest. 2 storey houses which address prevailing surrounding context are provided.

Overall, the proposed height, scale, and massing are carefully considered to align with the surrounding environment. The proposed development is located on a greenfield site offering an opportunity to integrate contemporary urban living while respecting the surrounding built environment.

**Dual Aspect**

The proposed development provides 235 no. (95%) dual aspect units across the entire development. The provision of dual aspect units allows for a high level of amenity and passive surveillance to be provided across the development site.

65 out of 78 no. apartments will have the benefit of dual aspect equating to 83% exceeding the 2025 Apartment Guidelines standard.

The inclusion of dual aspect units is an important aspect of promoting a high level of amenity within the development. These units are better connected to the outdoors, with expansive views and access to different outdoor spaces, whether it's street views or views over landscaped areas. This design approach contributes to residents' well-being, offering a more pleasant living experience with a stronger connection to the surrounding environment.

From a broader urban design perspective, dual aspect units also promote passive surveillance across the development site. With windows facing in multiple directions, these units contribute to natural

oversight of the public realm and surrounding areas, which enhances the sense of safety and security in the development. This feature aligns with best practices in urban planning and contributes positively to the overall vitality of the area, ensuring a well-monitored and active environment.

**Separation Distances**

The proposed development has been thoughtfully designed with careful attention to separation distances between the new buildings and neighbouring properties. This approach ensures a harmonious relationship between the proposed development and surrounding uses, prioritising compatibility, privacy, and the provision of adequate natural light for both the new residents and existing neighbours.

A minimum separation distance of approx. 16.2 m is maintained between the proposed development and the opposing first floor windows of residential dwellings at The Crescent. Increased separation distances are provided, where possible. This considerable buffer not only preserves the privacy of current residents but also provides future occupants with a spacious and open environment. The separation ensures that there will be minimal overlooking or overshadowing between properties, thereby maintaining the amenity and quality of life for all parties.

Within the development itself, a minimum separation distance of 16 m is maintained between opposing first floor windows in line with the Compact Settlement Guidelines, 2024.

Overall, the proposed separation distances reflect a well-considered balance between respecting the existing urban context, meeting planning guidelines, and creating a high-quality living environment that supports privacy, natural light access, and future adaptability.

**Open Space**

Public Open Space

The proposed development will provide a total of 10,775 sqm / 1.08 ha (16.6%) of public open space throughout the development.

There are 4 no. areas of Public Space incorporated into the proposed development. POS A is situated at the main arrival area in the southern part of the site (Southern Open Space), establishing the primary entry and orientation point for the development. POS B is located along the western boundary of the proposed development. POS C is the largest proposed open space and is located approximately two-thirds along the eastern perimeter of the site. POS B and C combined extend from east to west and forms the main spatial and social core of the landscape framework. POS D is located at the northern end of the site and is referred to as the Northern Open Space. It provides a more intimate and localized gathering area while completing the sequence of public spaces along the site.

| Public Open Space | Sqm |
|---|---|
| **POS A – South** | 1,560 |
| **POS B – West** | 2,993 |
| **POS C – East** | 4,756 |
| **POS 3 – North** | 1,465 |
| **Total** | **10,775** |

***Table 8 – Proposed Public Open Space Provision***

The public open space design aims to evoke a sense of movement and flow through a dynamic interplay of hard and soft landscape materials.

The proposed development delivers quality designed landscaped open spaces distributed throughout the site. The landscaped open space areas and elements are divided between several locations throughout the site which gives residents a variety of open space areas to avail of.




*Figure 17 – Public and Communal Open Space Breakdown*

Communal Open Space

The proposed development provides approx. 198.4 sqm of outdoor communal open space.

There are 5 no. areas of communal open space incorporated into the proposed development. COS 1 is located to the south of Apartment Block A. COS 2 is located on the south of Duplex Block A. COS 3 is located to the north of Duplex Block B. COS 4 is located south of Duplex Block C. COS 5 is located north of Duplex Block D.

Communal Open Space as part of the proposed development is outlined in the table below:

| Communal Open Space | Sqm |
|---|---|
| **Apartment Block A** | 198 |
| **Duplex A** | 309 |
| **Duplex B** | 314 |
| **Duplex C** | 172 |
| **Duplex D** | 347 |
| **Total** | **1,340** |

*Table 9 - Proposed Communal Open Space Provision*

The communal open space areas benefit from passive surveillance from the proposed apartments and duplexes increasing the safety of the communal amenity open space area.

The proposed communal outdoor area will be subject to high-quality landscaping. This was carefully considered to best serve the needs of residents. We refer the Planning Authority to the Landscape Masterplan prepared by Áit Urbanism and Landscape for further details.

Private Open Space

Each of the Duplex and apartment units will be afforded private open space in the form of balconies / terraces exceeding the minimum requirements of the Apartment Guidelines.

Each of the dwellings is afforded with an area of private open space in the form of a rear garden. We note that all garden spaces exceed the minimum requirements set by the Meath County Development Plan 2021 – 2027 and the Sustainable Residential Developments and Compact Settlement Guidelines, 2024.

**Landscape**

A comprehensive landscape strategy has been prepared, incorporating:

- Native Hedges and Hedgerows;
- Groups of native shrubs and small trees: hawthorns, ilex, viburnum;
- Multi-stem flowering trees and ornamental shrubs in buffer planting zones adjacent to the apartment buildings;
- Feature specimen trees and flowering species in central planted areas for visual impact;
- A woodland sanctuaries in three locations to strengthen biodiversity and provide a natural refuge;
- Large areas of meadows of Irish provenance.

The landscaping scheme balances ecological sensitivity with the creation of attractive, usable outdoor spaces that contribute to the wellbeing of residents. We refer the Planning Authority to the Landscape Report prepared by Áit Urbanism and Landscape for more details in this regard.




*Figure 18 - Proposed Landscape Masterplan*

**Car Parking**

A total of 388 no. car parking spaces are proposed as part of this development. A total of 6 no. of these 388 no. spaces are accessible and 24 no. spaces are EV spaces. The subject proposal indicates 23 no. car parking spaces for apartments, 52 no. car parking spaces for duplexes, 372 no. car parking spaces for houses, 13 no. car parking spaces for the proposed creche and 18 no. visitor spaces. The development will also provide 4 no. drop-off / loading bay spaces associated with the childcare facility.

| Unit Type | Car Parking |
|---|---|
| **Houses – Spaces in Curtilage** | 272 |
| **Houses – On-Street** | 10 |
| **Duplex** | 52 |
| **Apartments** | 23 |
| **Creche** | 13 |
| **Visitor** | 18 |
| **Total** | **388** |

***Table 10 – Proposed Car Parking Provision***

The appropriate infrastructure (e.g. ducting) will be provided to allow for the future fit out of a charging point at all parking spaces.

**Bicycle Parking**

A total of 429 no. bicycle parking spaces will be provided as part of this development in the form of 333 no. long stay spaces and 96 no. short stay spaces.

A total of 333 no. long stay spaces will be provided for apartments, duplexes and houses, as well as the proposed creche unit.

- 150 no. spaces will be provided for mid-terraces houses;
- 130 no. spaces will be provided for duplex units;
- 39 no. bicycle parking spaces will be provided for the apartment block;
- 14 no. spaces will be provided for the creche unit.

It is considered that bicycle storage for houses (excluding mid-terrace houses) will be in the rear gardens.

A total of 96 no. short stay spaces will be provided as follows:

- 32 no. spaces will be provided for houses;
- 40 no. spaces will be provided for duplex units;
- 16 no. spaces will be provided for apartment units; and
- 8 no. spaces for the creche unit.

**Access**

The subject site is highly accessible to pedestrians and cyclists from Summerhill Road. Vehicular access to the proposed development is to be via a simple priority junction on Summerhill Road (L2228). Pedestrian and cycle access is proposed via the junction on Summerhill Road. In addition, 2 no. new pedestrian connection points into the adjoining Plunkett Hall Estate are proposed at The Park and The Avenue.

Further, while the subject development does not rely on the future Business Park Link Road, the proposed layout allows for future pedestrian and vehicular connection and we refer the Planning Authority to the response to LRD Opinion Item 5 (e) contained in the Statement of Response to LRD Opinion Report for further information in this regard.

Auto tracking of the proposed junction for design vehicles such as refuse and fire has been carried out by NRB Consulting Engineers and no issues with swept paths and manoeuvrability for refuse vehicles or fire tender access was encountered. In addition, we note that adequate sightlines have been provided in accordance with recommendations in DMURS. We refer to the accompanying Traffic and Transportation Assessment Report and associated drawings prepared by NRB Consulting Engineers for further information in this regard.

**Part V**

A total of 50 no. units (20%) of the proposed 248 no. new units will be provided as Part V units. It is noted that this Part V proposal meets the social housing requirements of Meath County Council.

We refer the Planning Authority to the accompanying Part V Layout Plans and Part V Validation letter for further information in this regard.

**Childcare Facility**

A childcare facility of approx. 285.7 sqm is proposed at ground floor level of the proposed Apartment Block A, designed to serve the needs of future residents and the wider neighbourhood. The location within Apartment Block A ensures ease of access and visibility, while benefiting from close proximity to public transport links and pedestrian routes. The proposed childcare facility will accommodate 61 no. childcare spaces.

The facility will be supported by a dedicated, secure outdoor play area of approx. 176 sqm, providing a safe and engaging space for young children. This open space will be directly accessible from the childcare unit and designed in accordance with best practice standards to promote early childhood development through outdoor activity and learning.

To further support the functionality of the facility, a dedicated drop-off area is proposed on east of Apartment Block A, adjacent to the childcare unit. These spaces are intended to accommodate short-term drop-offs and collections. The location of the drop-off area has been carefully selected to ensure safe, direct, and convenient pedestrian access to the childcare entrance, minimising disruption to traffic flow and ensuring the safety of children and carers.

The inclusion of the childcare facility reflects our client's commitment to delivering community infrastructure that supports families, encourages sustainable modes of travel, and promotes a family friendly living environment. By integrating this essential service within the development, the scheme enhances the social infrastructure of the area and contributes to the overall liveability and long-term success of the neighbourhood.

**Materials and Finishes**

The proposed materials for the development demonstrate a clear commitment to both high quality and long-lasting durability, ensuring that the buildings not only present an attractive and cohesive aesthetic but also maintain their structural integrity and functional performance over time. These materials have been carefully selected to provide a visually appealing finish that can withstand the challenges posed by environmental factors, including exposure to harsh westerly weather, routine wear and tear, and the natural effects of aging.

The proposed development comprises 2 no. character areas for the proposed houses providing a materiality as follows:

- Character Area 1 (Summerhill Road) – grey/ brown brick combined with off-white render, dark grey window frames and dark grey roof tiles.
- Character Area 2 (Dunboyne Business Park) – light grey brick, combined with off-white render, dark grey window frames and dark grey roof tiles.



*Figure 19 – Character Area 1 Materiality (left) and Character Area 2 Materiality (right)*

The proposed apartment and duplex materiality is as follows:

- Apartments: light grey brick, grey/ brown brick, off-white render, dark grey double-glazed window.
- Duplexes: light grey brick, grey/ brown brick, off-white render, dark grey roof tilesdark grey double-glazed window.




*Figure 20 – Apartment Block Materiality*




*Figure 21 – Duplex Materiality*

Beyond durability, the material palette has been thoughtfully curated to harmonize with the character and context of the surrounding urban environment. A simple palette of materials with a clean and contemporary approach has been selected.

**Boundary Treatments**

Existing boundary treatments will be maintained, where possible. A variety of boundary treatments are proposed with respect to differing materials, functions and visual amenity as follows:

Boundary 1 – Hedge Support Fence

A post and rail fence (approx. 1.2 m in height) is proposed along the frontage with Summerhill Road and the north eastern boundary of the site. This treatment will support the existing hedgerows and provide security.

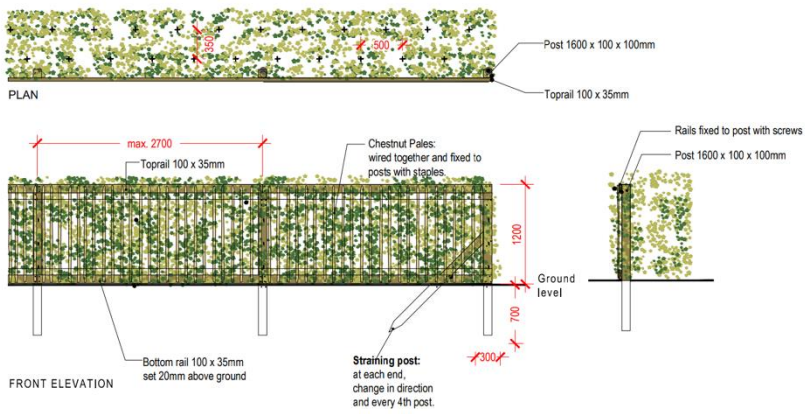



*Figure 22 - Boundary 1 Hedge Support Fence*

Boundary 2 and 9 – Front and Rear Garden Boundary Treatments

A concrete post and panel fence (Boundary 2 – minimum 1.8 m in height) is proposed to separate the rear gardens between dwellings and a clipped hedge is proposed to separate the front gardens of dwellings.

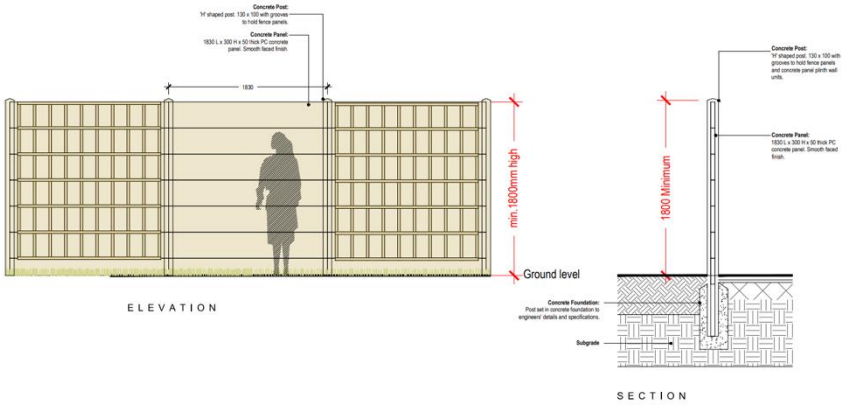



*Figure 23 - Boundary 2 Concrete Post and Panel Fence*

Boundary 3 – Estate Railing

A 900 mm high estate railing is proposed to separate the public domain and the private domain of all corner / public facing units.

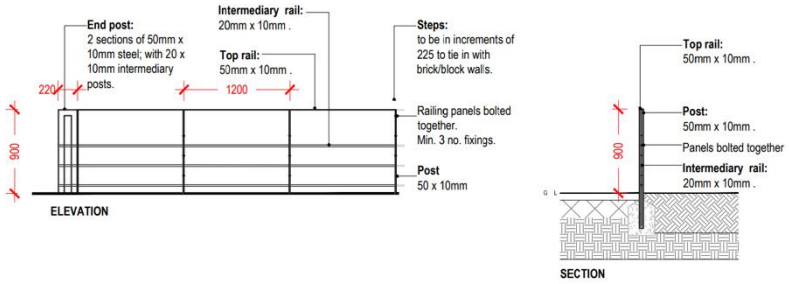



*Figure 24 - Boundary 3 Estate Railing*

Boundary 4 – Render and Capped Blockwork Wall

An approx. 2 m render and capped blockwork wall is proposed to all rear gardens which face onto the public domain.

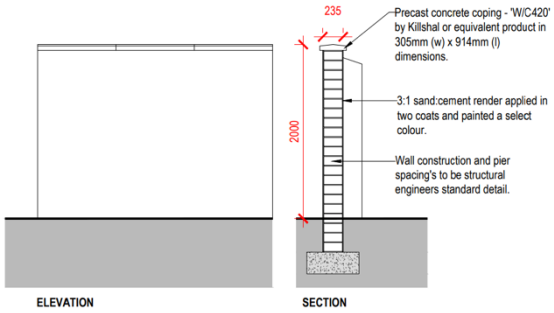



*Figure 25 - Boundary 4 Render and Capped Blockwork Wall*

Boundary 5 – Bow Top Railing

An approx. 1 m high bow top railing is proposed to enclose communal open spaces of the apartment and duplexes as well as dedicated children's play areas.

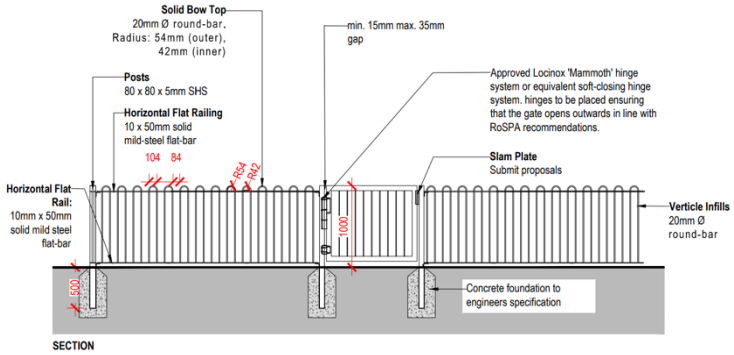



*Figure 26 - Boundary 5 Bow Top Railing*

Boundary 7 – Retaining Wall – Chunky Post

Some retaining wall elements are required along the boundary of the proposed development with the exiting hedgerows along the R157. The overall height of this treatment will be approx. 1.8 m.

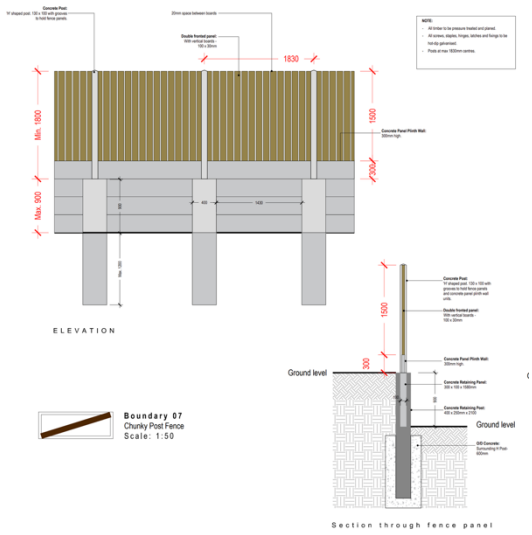



***Figure 27 – Boundary 7 Chunky Post Fence***

Boundary 8 – Paladine Fence

An approx. 2 m Paladine fence is proposed to encompass the proposed ESB Substation for security.

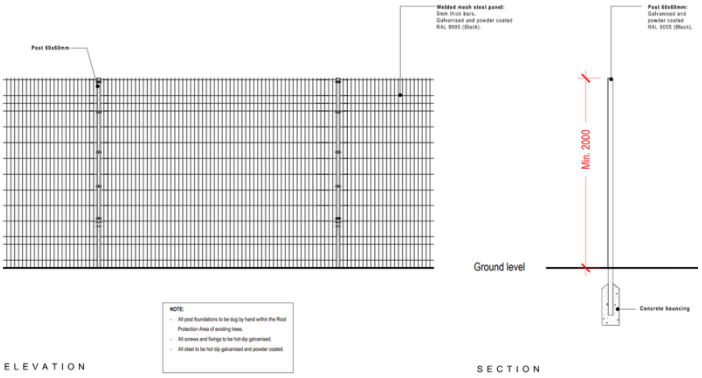



***Figure 28 - Boundary Treatment 8 Paladine Fence***




*Figure 29 - Proposed Boundary Treatment Plan*

**Storage**

Each apartment unit is provided with sufficient internal storage space to facilitate a 3 bin-system. Dedicated communal refuse storage areas are provided in dedicated bin stores which again, will facilitate the collection of mixed dry recyclables, organic waste and residual waste. The communal storage areas have been designed such that:

- There is sufficient space to cater for the needs of the residents
- They are discreetly located and suitably screened through the development
- The layout has been designed to cater for people of all abilities
- The location and layout have been designed to facilitate easy access for waste collectors
- Appropriate ventilation and washdown facilities are provided in the interest of public health and hygiene.

We refer the Planning Authority to the accompanying Operational Waste Management Plan prepared by AWN Consulting for further information in this regard.

**Flood Risk**

The potential for flooding on site has been examined by TetraTech, and while we acknowledge that the Variation No. 5 to the MCC Development Plan 2021 – 2027 outlines the potential for the site to lie within Flood Zone A and B, the Site Specific Flood Risk Assessment prepared by TetraTech which carried out stage 1, 2 and 3 hydraulic modelling and testing concluded the subject site is located in Flood Zone C.

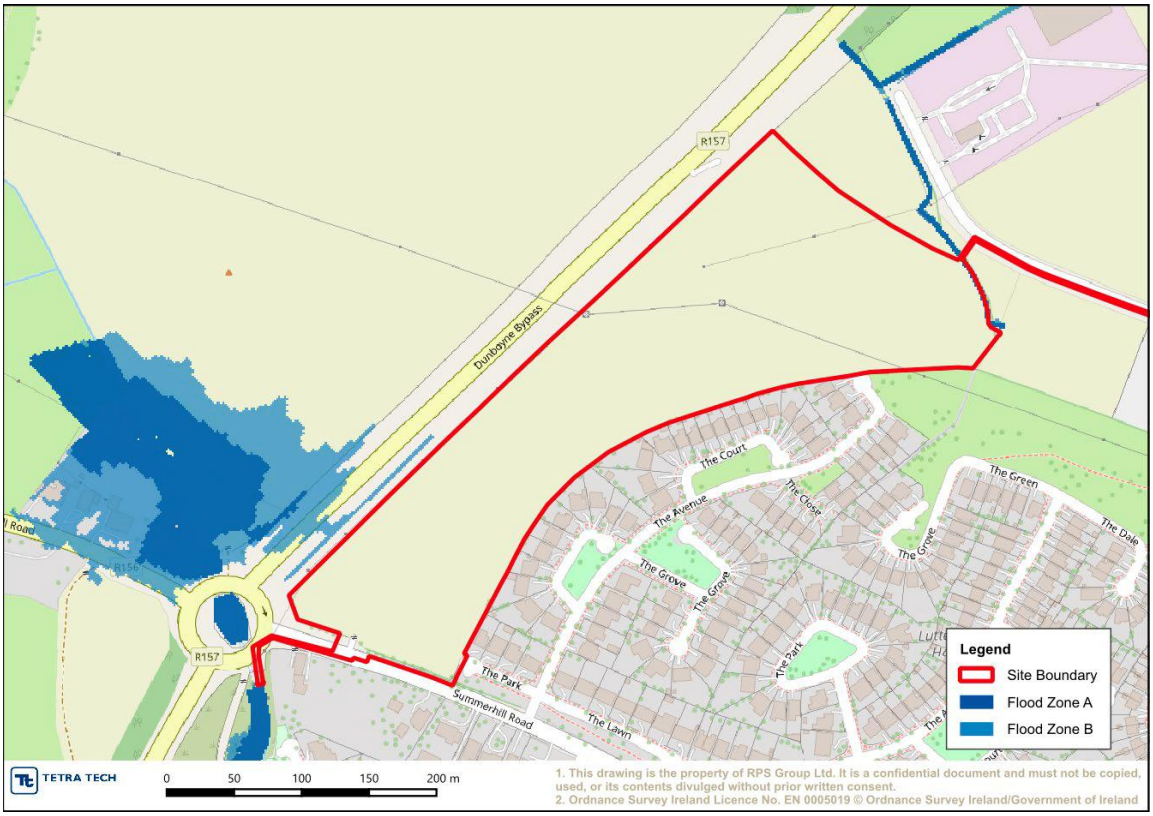



***Figure 30 – Flood Zones with Subject Site outlined in Red***

Variation No. 5 to the Meath County Development Plan 2021 – 2027 includes a site specific objective for the site as follows:

> **"OBJ 23 –**
>
> *Planning applications for development proposals on the lands that are subject to Spot Objective DCE OBJ 23 shall be accompanied by a Site Specific Flood Risk Assessment carried out in accordance with the requirements of the "Planning System and Flood Risk Management Guidelines for Planning Authorities."*

We refer the Planning Authority to the Site Specific Flood Risk Assessment prepared by TetraTech for more information in this regard. We highlight specifically the conclusion of this report is that the entirety of the subject site is in Flood Zone C with a low risk of flooding.

In response to Objective 23 we refer the Planning Authority to the Site Specific Flood Risk Assessment prepared by TetraTech. It was concluded from the Site Specific Flood Risk Assessment that the site is at low risk of flooding and therefore it is considered that the proposed development is permissible on this site. The Site Specific Flood Risk Assessment outlines that pluvial and groundwater flooding will be managed through the setting of appropriate finished floor levels and a robust and sustainable site drainage design including SuDS.

The Site Specific Flood Risk Assessment was undertaken in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' as published by the Department of Environment, Heritage and Local Government and the OPW and agrees with the core principles contained within.

**Phasing**

It is proposed that the development will be delivered in two phases, allowing for a coordinated and efficient build-out of the entire site. Phase 1 will include a total of 157 no. units, the proposed creche and

all associated water and drainage infrastructure to the south-west of the site. Phase 2 will include a total of 91 no. units to the north-east of the site.

This approach ensures that a number of residential blocks, associated open spaces, infrastructure, and supporting amenities including the childcare facility, and landscaped public realm are delivered as a priority ahead of the remaining residential units.

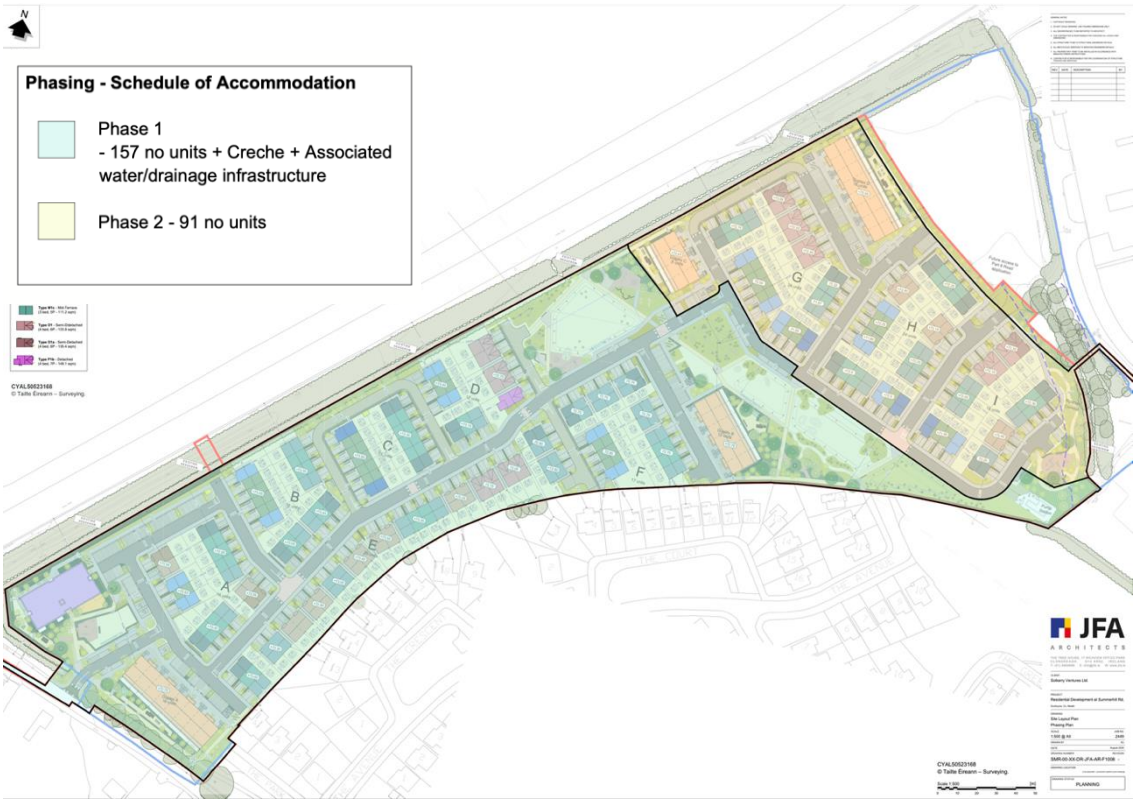



*Figure 31 - Proposed Phasing Plan*

**Daylight and Sunlight**

We refer the Planning Authority to the Daylight & Sunlight Performance/ Impact Report prepared by GIA. We note the following conclusions of the Daylight & Sunlight Performance/ Impact Report:

Daylight

*"Overall, the results given on pages 18-27 show that 96% (85/89) of the habitable rooms assessed within the Proposed Development will see levels of MDI that either meet or exceed the BRE/BS EN 17037 UKNA recommendations, which is considered excellent. All proposed habitable rooms within Block A meet the MDI levels recommended."*

Sunlight

*"For sunlight, all rooms within the selection of units tested have been assessed for orientation and sun exposure. The BRE Guidelines recommend at least one main window per-unit should be facing within 90° of due south, and at least 1.5 hours of sunlight should be achieved on 21st March for at least one room in each unit. Overall, 78% (23/26) of the proposed units assessed will have at least one south-facing window and all 26 (100%) would achieve at least 1.5 hours of sunlight on the equinox within at least one habitable room. Therefore, all units within the Proposed Development will be well sunlit and the scheme overall is considered to be acceptable in term of sunlight amenity."*

Overshadowing

*"Overshadowing assessments have been undertaken for the areas of public (POS) and communal (COS) open space provided within the Proposed Development. The results from these assessments are shown on pages 28-30 of this report. Five communal open spaces are proposed within the site, all of which far exceed the BRE recommendation of 50% of their areas seeing two or more hours of direct sunlight on 21st March and so offer very well sunlit open space throughout the year for the enjoyment of future residents.*

*In addition, the four areas of public open spaces proposed within the site also far exceed the BRE recommendation of 50% of their areas seeing two or more hours of direct sunlight on 21st March and so offer additional very well sunlit open space throughout the year for the enjoyment of future residents. As such it is considered that all future occupants will be able to access multiple well sunlit open spaces throughout the year."*

**Traffic and Transport**

We refer the Planning Authority to the accompanying Traffic Impact Assessment incl. Mobility Management Plan, Public Transport Capacity Assessment, DMURS Statement of Consistency and Stage 1 Road Safety Audit prepared by NRB Consulting Engineers for further information in this regard. The report concludes the following:

> *'This report demonstrates that the proposed development will have a negligible impact upon the established local traffic conditions and can easily be accommodated on the existing and approved roads network without any capacity concerns arising. The internal layout and design of the site is consistent with both the Design Manual for Urban Roads and Streets (DMURS).*
>
> *The assessment confirms that the proposed access junction is more than adequate capacity to accommodate the worst case traffic associated with the proposed developments during the selected year of opening and the design year 15 years following opening.*
>
> *It is considered that there are no significant Operational Traffic Safety or Road Capacity issues that prevent a positive determination of the application by Meath County Council.'*

**Site Infrastructure**

We refer the Planning Authority to the accompanying Engineering Services Report prepared by CS Consulting Engineers for full details on proposed servicing arrangements. A summary is set out below for the convenience of the Planning Authority.

Water Supply

As per the Confirmation of Feasibility received by Uisce Éireann 'Upgrade works are required to increase the capacity of the existing water network. Uisce Eireann currently has a project on our current investment plan which will provide the necessary upgrade and capacity. This upgrade project is scheduled to be completed by Q3 2026 (this may be subject to change) and the proposed connection could be completed as soon as possible after these works.

The Connection point will be to the proposed 200mm ID main on the R157 to the north end of the Development along the R157.

Foul Water

All foul effluent generated from the proposed development will be collected in separate foul pipes and discharge to a proposed on-site Type 3 foul pump station, designed to provide 24- hour storage capacity as per UÉ Code of Practice. Effluent would then be pumped via an 80mm rising main to the existing 450 mm foul sewer approx. 580m from the development site within the Dunboyne Industrial Estate.

Surface Water

Due to the flat nature of the development site and the invert level of the existing open channel along the northern boundary, the development site has been divided into two principal catchments areas for the collection and disposal of stormwater runoff from impermeable areas:

- Catchment 1 (1.72ha) – All storm water from this Catchment shall be collected in a designed attenuation tank of total volume approx. 551$m_3$. All storm water from this catchment shall discharge into the proposed diverted storm sewer via an appropriate flow control device.
- Catchment 2 (4.79ha) – All storm water from this Catchment shall be collected in 4 no. designed detention basins placed over 2 no. attenuation tanks and shall have a total combined volume of approx. 1698$m_3$. All storm water from this catchment shall discharge into the existing open channel along the north-eastern boundary of the development site via an appropriate flow control device.

**Environmental Considerations**

Ecology

An Ecological Impact Assessment has been prepared by Altemar for this application. We note the following conclusions:

> *'The construction and operational mitigation proposed for the development satisfactorily addresses the mitigation of potential effects on the terrestrial, mammalian, avian and aquatic sensitive receptors through the application of the standard construction and operational phase controls outlined in this report. No significant effects on biodiversity are likely. Residual effects on biodiversity overall are considered to be: Low adverse / site / Negative Impact / Not significant / short term.'*

Appropriate Assessment Screening

An Appropriate Assessment Screening Report has been prepared by Altemar for this application. We note the following conclusions:

> *"The proposed development is located in a suburban environment, 5.49 km from the nearest Natura 2000 site (Rye Water Valley/ Carton SAC). Watercourses and surface runoff are seen as the main potential pathway for impacts on Natura 2000 sites.*
>
> *The Tolka_020, located in the east of the project site, connects the project development site to Dublin Bay and the associated Natura 2000 sites including South Dublin Bay SAC (approx. 24.89 km downstream), South Dublin Bay and River Tolka Estuary SPA (approx. 21 km downstream), North Dublin Bay SAC and North Bull Island SPA (both 23.61 km downstream). In addition, there is an indirect pathway via the foul water network. Foul water drainage from the site will discharge, via gravity, to an on-site Type 3 foul pump station (providing 24-hour storage), then to the existing foul sewer within Dunboyne Industrial Estate, at the Navan Road/Dunboyne Business Park Road junction. This connects to the wider Uisce Éireann foul network, ultimately conveying flows to Ringsend WwTP, where it will be treated under licence prior to discharge to Dublin Bay. There is, therefore, an indirect hydrological pathway from the proposed development site via surface water and foul water drainage to the European sites located within Dublin Bay. However, given the minimum distance from the proposed development site to European sites at Dublin Bay, the surface water treatment and further dilution of surface water that will occur along the watercourse before reaching Dublin Bay, and the fact that foul water will be treated at Ringsend WwTP via the foul sewer network, any pollutants, dust or silt laden run off will be dispersed, diluted, and ultimately treated within the public network prior to reaching the marine environment.*
>
> *Having taken into consideration foul and surface water drainage from the proposed development, the distance between the proposed development to designated conservation sites, lack of direct hydrological pathway or biodiversity corridor link to conservation sites, and the dilution and*

*attenuation effect with other effluent and surface runoff, it is concluded that the proposed development would not give rise to any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conservation objectives of qualifying interests of European sites."*

EIA Screening

An EIA Screening Report has been prepared by AWN Consulting for this application. We note the following conclusions:

*"AWN has considered the Proposed Development and assessed the potential for significant environmental effects and the need for EIA, which is documented in Sections 6 and 7. The continued implementation of the OCEMP mitigation measures and compliance with planning conditions will prevent potential short-term nuisances (such as dust, noise and vibration, and traffic). As drainage and attenuation is in place there is no risk for water contamination or offsite flooding.*

*The Appropriate Assessment (AA) Screening Report (Altemar 2026) noted that there is no connectivity to any European sites within the potential zone of Influence.*

*It is concluded, based on the evidence documented in Sections 4, 6 and 7, that this Schedule 5, Part 2, Class 15 project is* ***not*** *considered likely to have significant effects on the environment (direct, indirect or cumulatively with other development), having regard to the criteria set out in Schedule 7, and therefore it is considered that Environmental Impact Assessment (EIA) is* ***not required*** *in this instance."*

**Acoustics**

We refer the Planning Authority to the accompanying Acoustic Design Statement prepared by Wave Dynamics Acoustic Consultants. Based on the recommendations in this report it is predicted that the internal and external noise levels will achieve the targeted noise levels in line with BS 82233:2014 and ProPG 2017 guidance.

# 7 Strategic Planning Context

It is our considered opinion that the key policy documents for consideration for the proposed development are identified as follows:

- National Planning Framework – Project Ireland 2040 – First Revision
- NPF Implementation – Housing Growth Requirements (2025)
- Delivering Homes, Building Communities 2025 – 2030
- Housing for All – A New Housing Plan for Ireland, 2021
- Rebuilding Ireland: Action Plan for Housing and Homelessness
- Regional Spatial and Economic Strategy – Eastern & Midland Regional Assembly

## 7.1 National Planning Framework: Project Ireland 2040 – First Revision

Project Ireland 2040

**National Planning Framework**
First Revision

April 2025

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040. The NPF was originally published in 2018, and replaced the National Spatial Strategy as the overall spatial planning and development strategy for Ireland. Planning legislation provides for the Government to revise or replace the NPF every six years. Following a decision of Government in June 2023, the preparation of a revised National Planning Framework commenced, with a draft revision being displayed in July 2024. Based on feedback from the consultation, an updated version of the draft revised NPF was then published in November 2024.

Following such, on the 8th of April 2025, the Government approved the Revised National Planning Framework which, subject to the approval of both Houses of the Oireachtas, signals the conclusion of the NPF revision process, which has been underway since June 2023 and is detailed below. The NPF has been updated to address evolving challenges and needs, including population growth, housing demands, infrastructure requirements, and climate change for example.

The Framework focuses on:

- Growing our regions, their cities, towns and villages and rural fabric.
- Building stronger regions – accessible centres of scale.
- Better outcomes for communities and the environment, through more effective and coordinated compact, smart and sustainable growth.

The key high - level objectives of the Plan are:

- To continue a path of economic prosperity, environmental sustainability, and climate action across all regions to compete international and be drivers of national and regional growth.
- To ensure that Irelands many unique assets can be built upon, with an emphasis on improving economic output and stability as well as quality of life, environmental performances and the liveability of Dublin, our cities, towns, and rural areas.
- To set out likely future change in Ireland and the spatial pattern required for effective and co-ordinated investment in a range of sectors to best accommodate and support that change.
- To put in place a strategy for the sustainable development of places in Ireland and how that can be achieved through planning, investment, and implementation.

Overall, the Framework caters for:

- The extra one million people that will be living in Ireland by 2040.
- The need for approximately 50,000 additional households per annum to 2040.
- The demand for additional school places, special education provision, and third-level education places.

Dunboyne is located in the Mid-East region and Section 3.2 of the NPF states that the strategic locations of counties, Kildare, Meath and Wicklow, proximate to the Capital, has in part, resulted in significant development in a region characterised by the dominance of Dublin. The Mid-East has experienced high levels of population growth in recent decades, at more than twice the national growth rates. Census data indicated that this pattern is continuing with population growth in the Mid-East exceeding the national average rate in the 2016 to 2022 period.

The sites zoning allows for residential development and is considered appropriately serviced with appropriate infrastructure to deliver on a sustainable form of development.

It is submitted that the current proposal for 248 no. new residential units will deliver on the above objectives of the NPF. We note specifically that the addition of a wide range of unit typologies is appropriate at this site, catering to a wide demographic of potential future residents.

The following policies are considered key in the context of this site:

**National Policy Objective 3 –**

*"Eastern and Midland Region: 470,000 additional people between 2022 and 2040 (c. 690,000 additional people over 2016-2040) i.e. a population of almost 3 million."*

**National Policy Objective 7 –**

*"Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth."*

**National Policy Objective 9 –**

*"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 and ensure compact and sequential patterns of growth."*

**National Policy Objective 12 –**

*"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."*

**National Policy Objective 14 –**

*"Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals."*

**National Policy Objective 20 –**

"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."*

**National Policy Objective 22 –**

*"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."*

**National Policy Objective 42 –**

*"To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040."*

**National Policy Objective 43 –**

*"Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location."*

**National Policy Objective 44 –**

*"Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time."*

**National Policy Objective 45 –**

*"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, increased building height and more compact forms of development."*

**It is submitted that the current proposal for 248 no. new residential units will deliver on the above objectives of the NPF. We note specifically that the addition of a wide range of unit typologies is appropriate at this town centre site and will cater to a wide demographic of potential future residents.**

## 7.2 NPF Implementation – Housing Growth Requirements (2025)




Following the approval of the National Planning Framework: First Revision, direction has been issued by the Minister by way of Section 28 Guidelines entitled ***'NPF Implementation: Housing Growth Requirements'*** in July 2025.

These Guidelines direct each Planning Authority to review their Development Plans to ensure consistency with the new national housing targets set by the National Planning Framework (NPF) in April 2025. Specifically, the Guidelines call for Planning Authorities to assess their currently adopted Development Plans against the requirement to provide the capacity to develop housing to the extent identified in these guidelines. This assessment should involve the review of the relevant core strategy and settlement strategy of Development Plans.

There is a requirement for the identification of development potential and zoning objectives to be updated where necessary to reflect the housing growth requirements outlined in the Guidelines with

additional provision of up to 50% applied. Policy and Objectives 1[1] and 2[2] of the Guidelines are very clear in their direction for this mandate.

The very intent of the guidelines published seek to identify lands that have development potential throughout the county and the Minister has committed to involvement where Local Authorities do not adequately extend their reach to achieve the objectives of the relevant guidelines.

We note specifically that Meath County Council is now required to deliver an additional 116 units or 2,942 units in total per annum within the county between 2025 and 2034. An additional 50% headroom must also be provided for.

**It is submitted that the proposal for a total of 248 no. residential units on the subject site will contribute towards the achievement of the revised housing delivery targets within the jurisdiction of Meath County Council as included within the 'NPF Implementation: Housing Growth Requirements' document.**

## 7.3 Delivering Homes, Building Communities 2025 – 2030

**Delivering Homes, Building Communities** 2025-2030

An Action Plan on Housing Supply and Targeting Homelessness

Delivering Homes, Building Communities 2025 – 2030: An Action Plan on Housing Supply and Targeting Homelessness published in November 2025 aims to speed up the delivery of new homes and tackle homelessness. The Plan encompasses two pillars, Activating Supply and Supporting People, outlined below.

- Pillar 1 – Focuses on activating the supply of 300,000 homes. This will be achieved through activating more land, providing more housing-related infrastructure, securing more development finance for home building, addressing viability challenges particularly those seen in apartment delivery, increasing the adoption of Modern Methods of Construction, increasing the skills in the residential construction sector and working toward ending dereliction and vacancy.
- Pillar 2 – Details how Government will support people. It sets out a series of key actions that work towards ending homelessness, support affordability and address the housing needs of people as they progress through life. In partnership with local authorities, the LDA and AHBs, the Plan will address the needs of the most vulnerable in our communities, make buying and renting homes more affordable and support the development of villages, towns and cities across the country.

The Plan outlines the following Housing Policy Core Principles:

---

[1] ***Policy and Objective 1*** *- It is a policy and objective of these Guidelines that the housing growth requirements for each planning authority set out in Appendix 1 are reflected in the relevant City or County Development Plan, subject to consistency with the policies and objectives of the National Planning Framework – First Revision (2025), relevant Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), relevant Government policy, and the undertaking of necessary environmental assessments.*

[2] ***Policy and Objective*** *2 - It is a policy and objective of these Guidelines that 'additional provision' of up to 50% over and above the housing growth requirement for each local authority set out in Appendix 1 is reflected within the relevant City or County Development Plan, subject to consistency with the policies and objectives of the National Planning Framework – First Revision (2025), relevant Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), relevant Government policy, and the undertaking of necessary environmental assessments.*

- Affirms that housing is the number one priority for all arms of Government, including local government.
- Recognises the need to ensure access for everybody to good quality, affordable and secure housing within vibrant communities, suitable to individual needs as they move through their life.
- Affirms that homelessness is unacceptable and accepts that the solution lies in supplying more homes and supports to tackle its root causes.
- Recognises that promoting homeownership is a key objective and pledges to provide targeted homeownership supports.
- Commits to building unprecedented levels of social homes and prioritising those who need the most help.
- Believes that homes should not be allowed to lie empty and derelict while housing need is so critical.
- Commits to the highest ever investment of the State's resources towards both building more homes and building more infrastructure to support the development of those homes.
- Will work with Local Authorities, the Land Development Agency, Approved Housing Bodies and the private sector to drive delivery.
- Understands that a stable domestic policy environment is crucial to attract the inward investment needed to achieve our supply goals.
- Expects that all people and organisations, whether public or private, will play their part in tackling the housing crisis.

Both Pillars includes 4 no. key priorities, the subject proposal contributes toward the achievement of the following priorities listed in the plan:

***Priority 6***

*"Deliver an average of 12,000 new social homes per annum over the lifetime of the plan."*

The proposed development supports both pillars by delivering a total of 248 no. new residential units of which, 20% (i.e. 50 no. units) will be provided for Part V social / affordable housing purposes.

**We submit that the proposal is consistent with the Delivering Homes, Building Communities 2025 – 2030: An Action Plan on Housing Supply and Targeting Homelessness.**

## 7.4 Housing for All – A New Housing Plan for Ireland, 2021




Housing for All – a New Housing Plan for Ireland is the Government's housing plan to 2030. It is a multi-annual, multi-billion-euro plan which will improve Ireland's housing system and deliver more homes of all types to people with different housing needs.

The Government's overall objective is that every citizen in the state should have access to good quality homes offering a high quality of life, built to a high standard in the right place and available to purchase or rent at an affordable price.

The Government's vision for the housing system over the longer term is to achieve a steady supply of housing in the right locations with economic, social, and environmental sustainability built into the system.

The policy has four pathways to achieving housing for all, which are: supporting home ownership and increasing affordability, eradicating homelessness, increasing social housing delivery, and supporting social inclusion, increasing new housing supply, and addressing vacancy and efficient use of existing stock.

The pathways contain actions to be taken by government departments, local authorities, state agencies and others. The pathways are supported by actions to enable a sustainable housing system.

The subject proposal contributes toward the Government's goal of providing 33,000 new homes per year in Ireland by providing 248 no. residential in proximity to existing and planned public transport, services, and Dublin City Centre.

**We submit that the proposal is consistent with the Housing for All – A New Housing Plan for Ireland 2021.**

## 7.5 Rebuilding Ireland: Action Plan for Housing and Homelessness




The Action Plan for Housing and Homelessness recognises that a significant increase in new homes is required. The action plan outlines a 5 pillar approach as follows:

- Pillar 1 – Address Homelessness
- Pillar 2 – Accelerate Social Housing
- Pillar 3 – Build More Homes
- Pillar 4 – Improve the Rental Sector
- Pillar 5 – Utilise Existing Housing

The Plan outlines that *"accelerating delivery of housing for the private, social and rented sectors is a key priority for the Government. Ensuring sufficient stable and sustained provision of housing that is affordable, in the right locations, meets peoples different needs and is of lasting quality is one of the greatest challenges facing the country at present."*

The Plan repeatedly states the need for housing to be in appropriate locations, *"In addition to the scale of housing provision, the delivery of housing in the right place is also central to enabling a good standard of living and improving quality of life. Locating housing in the right place provides the opportunity for wider family and social networks to thrive, maximises access to employment opportunities and to services such as education, public transport, health and amenities, while also delivering on sustainability objectives related to efficiency in service delivery and investment provision."*

The proposal supports Pillar 3 of the plan specifically by way of the delivery of 248 no. residential units at a key location adjacent to services and amenities. The site has the benefit of accessibility to public transport services and is considered a significant opportunity site within Dunboyne for the delivery residential development.

**We submit that the proposal is consistent with the Action Plan for Housing and Homelessness.**

## 7.6 Regional Spatial and Economic Strategy – Eastern & Midland Regional Assembly




The *Regional Spatial and Economic Strategy for Eastern and Midland Regional Assembly* (RSES) was published and adopted in 2019. A review of the RSES for the Eastern and Midland Region has commenced. The purpose of this review is to ensure the RSES and MASPs remain current, aligned with national policy, and reflective of new regional Issues Paper has been published by the Eastern and Midland Regional Assembly to commence the preparation of a new strategy for the region. The preparation of the new strategy is currently at Public Consultation Stage that will allow submissions from all stakeholders to inform the region's long-term strategic planning and economic direction for the next 10–20 years.

This Strategy provides the policy framework to manage spatial planning and economic development in the Region. The document consists of the following:

- **Spatial Strategy** – to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- **Economic Strategy** – that builds on our strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- **Metropolitan Plan** – to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin metropolitan area.
- **Investment Framework** – to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- **Climate Action Strategy** – to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

Dunboyne is identified as falling within the Dublin Metropolitan Area as identified on the map below. Growth enablers for the Dublin Metropolitan Areas includes:

- To sustainably manage Dublin's growth as critical to Ireland's competitiveness, achieving growth to 1.4 million people in Dublin City and Suburbs and 1.65 million people in the Dublin Metropolitan Area by 2031.
- To realise ambitious compact growth targets of at least 50% of all new homes to be built, to be within or contiguous to the existing built up area of Dublin city and suburbs and a target of at least 30% for other metropolitan settlements, with a focus on healthy placemaking and improved quality of life.
- To deliver strategic development areas identified in the MASP, located at key nodes along high-quality public transport corridors in tandem with the delivery of infrastructure and enabling services to ensure a steady supply of serviced sites and to support accelerated delivery of housing.
- To increase employment in strategic locations, providing for people intensive employment at other sustainable locations near high quality public transport nodes, building on commercial and research synergies in proximity to large employers, industry clusters and smart specialisation and activating strategic sites to strengthen the local employment base in commuter towns.
- Enhance co-ordination across local authorities and relevant agencies to promote more active land management and achieve compact growth targets through the development of infill,

brownfield and public lands, with a focus on social as well as physical regeneration and improved sustainability.

- Protect and improve access to the global gateways of Dublin Airport and Dublin Port for the Region and to serve the Nation, and safeguard and improve regional accessibility and service by rail, road and communication, with a key focus on the Dublin-Belfast Economic Corridor.

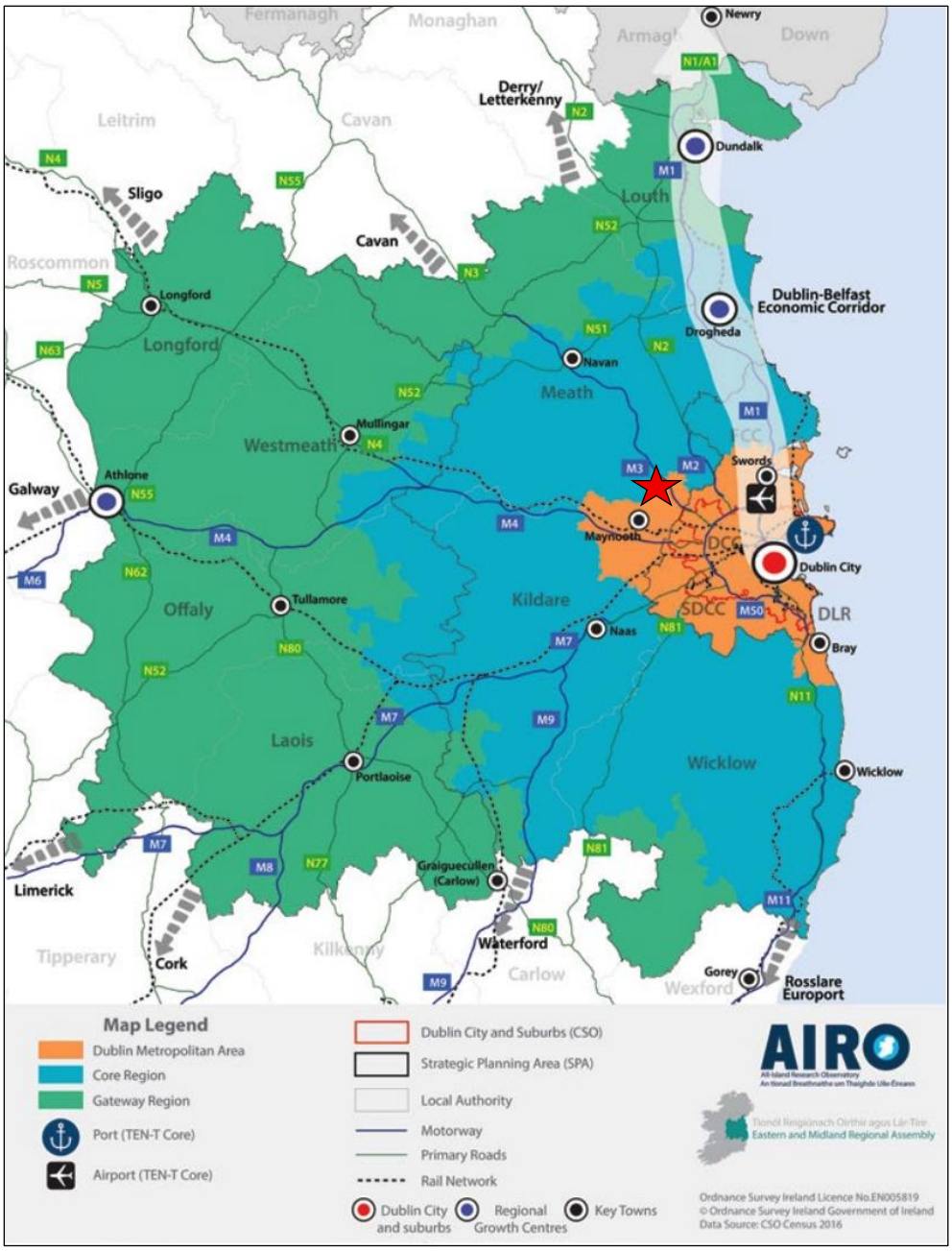



*Figure 32 – EMRA RSES Growth Strategy Map (Subject Site in Red)*

**The proposed development is well aligned with the main principles and objectives of the RSES. The proposed development will provide a high-density mixed-use, town centre scheme supporting the principles of compact growth within the Dublin Metropolitan Area.**

# 8 Section 28 Ministerial Guidelines

This section below examines the following key Section 28 Ministerial Guidance that will shape the development of the site in terms of height, apartment standards and compact settlement:

- Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)
- Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025)
- Urban Development and Building height Guidelines (2018)
- Guidelines for Planning Authorities on Childcare Facilities (2001)
- Part V of the Planning and Development Act 2000: Guidelines (2017)
- The Planning System and Flood Risk Management Guidelines (2009)
- Appropriate Assessment of Plan and Projects in Ireland Guidance (2009)

## 8.1 Sustainable Residential Development and Compact Settlement Guidelines, 2024




Sustainable Residential Development and Company Settlement Guidelines for Planning Authorities (the "2024 Guidelines") were adopted on 15 January 2024 and contain details on the density, design, quality place making and a variety of standards for housing, duplex units and apartment units.

The 2024 Guidelines aim to create more attractive, liveable, well-designed, high quality urban places, and are expected to provide a broader range of housing options to meet the needs of the growing population. The 2024 Guidelines replace the previous guidelines on 'Sustainable Residential Developments in Urban Areas Guidelines, 2009."

The following sets out the key development parameters, as they relate to the site at Dunboyne:

**Policy and Objectives 3.1 (Building Density Guidelines)**

*"It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4."*

Policy Objective 3.1. of the Guidelines adopts a 2-step approach to density, that being Step 1 - the application of an appropriate range followed by Step 2 - a requirement to refine the density in terms of the site's accessibility and considerations in relation to local character amenity and the natural environment.

**Step 1: Density Range**

Table 3.3 of the *Guidelines* outlines density ranges for Dunboyne. Dunboyne can be classified as a Metropolitan Town with a population higher than 1,500 people.

The ranges for Key Towns are broken down into 'Metropolitan Towns (>1,500 population) – Centre and Urban Neighbourhoods', 'Metropolitan Towns (>1,500 population) – Suburban / Urban Extension' and 'Metropolitan Area – Village (<1,500 population)'.

In terms of categorisation, it would be our opinion that the subject site would fall under the definition of **'Metropolitan Town (>1,500 population) – 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 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* ***35 dph to 50 dph (net)*** *shall generally be applied at suburban and edge locations of Metropolitan Towns, and that densities of up to 100 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8)."*

Residential densities in the range 35 – 50 dph (net) shall generally be applied at these locations.

**Step 2: Refining Density**

Consideration of Proximity and Accessibility to Services

Section 3.4 of the Guidelines relates to refining density which must consider **site accessibility** and considerations in relation to **local character, amenity and the natural environment**.

The density range for the subject site, 35 – 50 dph, shall be then further considered and refined based on the consideration of centrality and accessibility to services and public transport; and considerations of character, amenity and the natural environment as per Table 3.8 of the 2024 Guidelines.

It is our considered view that the subject site can be classified as an "*Accessible Location*" as per table 3.8 below:

| |
|---|
| **High Capacity Public Transport Node or Interchange** |
| • Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail[11], light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'[12] stop. |
| • Highest densities should be applied at the node or interchange and decrease with distance. |
| • 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport. |
| **Accessible Location** |
| • Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services. |
| **Intermediate Location** |
| • Lands within 500-1,000 metres (i.e. 10-12 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services; and |
| • Lands within 500 metres (i.e. 6 minute walk) of a reasonably frequent (minimum 15 minute peak hour frequency) urban bus service. |
| **Peripheral** |
| • Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages. |

***Figure 33 - SRSCG Accessibility Table 3.8***

We can confirm that the subject site meets the criteria above as the site is located in within 500m of a planned BusConnects L64 route will provide an efficient and high capacity service at this location to and from both Blanchardstown during peak hours with 10 min peak hour frequency.

Considerations of Local Character and Amenity

The guidelines note that within Step 2 of refining density new developments should respond to the receiving environment in a positive way and should not result in a significant negative impact on the character including historic character, amenity or the natural environment.

The scale and massing of the proposed development has been given significant consideration from the outset of the project.

- Built context: The prevailing scale of buildings adjacent to the site is typically one to two storeys. The proposed development transitions from the 2 – 4 storeys. This provides a considered height gradient and avoids abrupt contrasts.
- Heritage and environment: The site does not affect any protected structures, ACAs or designated natural heritage areas or views of significance.
- Amenity and open space: The scheme integrates communal and public open space, alongside passive surveillance and improved permeability, enhancing the local environment.
- The site is fully serviced and located within Dunboyne's settlement boundary. Existing water supply, foul drainage, and utilities can accommodate the proposed development. We refer the Planning Authority to the accompanying Infrastructure Strategy Statement prepared by CS Consulting Engineers for further information in this regard.

As such, it is considered that the subject site and surrounding context can absorb densities in the mid range of 35-50 dph.

**Density Calculation**

Appendix B of the Sustainable Residential Development and Compact Settlements Guidelines state that when calculating residential densities within mixed use schemes, planning authorities shall exclude the % of non-residential uses in proportion to the net site area, i.e.:

- Calculate Net Site Area
- Calculate the overall GFA
- Differentiate between the % of residential and non-residential GFA
- Reduce net site area by the percentage of non-residential GFA
- Divide number of dwellings by reduced site area.

| SRSCG Appendix B Density Calculations | Proposed |
|---|---|
| **Calculate net site area** | 6.49 ha |
| **Calculate overall GFA** | 27,732.30 sqm |
| **Non-residential GFA** | 285.7 sqm |
| **Residential GFA** | 27,446.6 sqm |
| **Residential as a portion of Development** | 27,446.6 / 27,732.3 = 99% |
| **Site Area for Density Purposes** | 6.49 ha * 99% = 6.425 ha |
| **No. Units** | 248 |
| **Gross Density** | approx. 38 dph |
| **Net Density** | approx. 39 dph |

*Table 11 – SRSCG Density Calculation*

The proposed development provides a 39 dph (net) residential density and is considered appropriate given the proximity of the site to public transport, the site's overall location, and established development context. A density of this nature is supported by national policy which is aiming to deliver compact urban growth.

As such, it is our professional planning opinion that the proposed 39 uph (net) density sits comfortably within the 35– 50 dph range prescribed by the Guidelines for Metropolitan Suburban / Urban Extensions, reflecting the site's accessible location and central urban context.

It is considered that the proposed development strikes a balance between respecting the receiving character while also establishing its own, slightly higher density context.

**DEVELOPMENT STANDARDS FOR HOUSING**

The Guidelines also include several Specific Planning Policy Requirements (SPPRs) that should be considered in the context of the future development of the site. SPPRs 1, 3, 4, and 5 are considered relevant for the current site and the key requirements for same are set out below:

**SPPR 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 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 rooms16 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…"***

In general, separation distances exceed 16 m between the proposed development and the existing adjoining uses as specified in SPPR1. A separation distance of 16 m is maintained between all proposed residential units within the site. This considerable buffer not only preserves the privacy of current residents but also provides future occupants with a spacious and open environment. The separation ensures that there will be minimal overlooking or overshadowing between properties, thereby maintaining the amenity and quality of life for all parties.

**SPPR 2 (Minimum Private Open Space Standards for Houses) –**

***"It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:***

***1 bed house 20 sq.m***

***2 bed house 30 sq.m***

***3 bed house 40 sq.m***

***4 bed + house 50 sq.m…"***

The proposed development provides the following private open space area for houses:

| Unit Type | Min. Private Open Space Req. | Proposed |
|---|---|---|
| **2-bed Mid-Terrace** | 30 sqm | 31 – 43 sqm per unit |
| **3-bed End of Terrace** | 40 sqm | 43 – 96 sqm per unit |

| | | |
|---|---|---|
| **3-bed Semi-Detached** | 40 sqm | 55 – 73 sqm per unit |
| **3-bed Semi-Detached / End of Terrace** | 40 sqm | 40 – 224 sqm per unit |
| **3-bed Mid-Terrace** | 40 sqm | 41 – 71 sqm per unit |
| **4-bed Semi-Detached** | 50 sqm | 50 – 128 sqm per unit |
| **4-bed Detached** | 50 sqm | 132 sqm per unit |

***Table 12 – Private Open Space Delivered for Houses***

The proposed development exceeds the above standards of private open space for houses. We refer the Planning authority to the HQA prepared by John Fleming Architects in this regard.

**SPPR 3 (Car Parking)** –

***"It is a specific planning policy requirement of these Guidelines that:***

***(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.***

***Applicants will 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."***

The proposal consists of 248 no. units in the form of 170 no. houses, 52 no. duplexes and 26 no. apartments. The proposed parking provision for the total residential development (excluding the proposed creche) is 375 no. spaces which equates to approx. 1.5 spaces per dwelling. The parking is divided between the various property types and is consistent with SPPR 3 of the Compact Settlements Guidelines as follows:

| Unit Type | Car Parking Spaces |
|---|---|
| Houses | 282 |
| Apartments | 52 |
| Duplexes | 23 |
| Visitor Spaces | 18 |

***Table 13 – Proposed Car Parking***

We note that appropriate infrastructure (e.g. ducting) will be provided to allow for future fit out of a charging point at all parking spaces.

**SPPR 4 (Cycle Parking and Storage)** –

***"It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include 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.***

*(ii)* ***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."***

The proposed development will provide a total of 429 no. bicycle parking spaces ensuring an appropriate provision for all potential users. A total of 333 bicycle parking spaces are proposed for long-term bicycle parking for residents and a total of 96 no. spaces will be designated for visitors.

We note that the resident long stay cycle parking will be located in secure, covered areas in dedicated cycle storage units at surface level. This location is chosen to ensure safety and protection from the elements, making it both secure and convenient for residents. Access to the cycle parking storage locations will be from the communal amenity spaces.

Visitor and creche facility staff cycle parking spaces will be located at surface level, making them easily accessible to visitors and staff. The visitor spaces will be conveniently positioned to allow easy access for non-resident cyclists, while the staff spaces will be located close to the retail units.

Further, we confirm that bin and bicycle storage will be provided in rear gardens of house units and all house units without direct access to their rear gardens are provided with a secure in-curtilage bin and bicycle store. We refer the Planning Authority to Section 8.4 of the Design Statement prepared by John Fleming Architects for more details in this regard.




*Figure 34 – House Units Bin and Bicycle Store*

Duplex units are provided with secure bicycle storage adjacent to the entrance of each unit, together with a separate communal refuse store located nearby. These storage structures are constructed using durable brick and masonry materials.

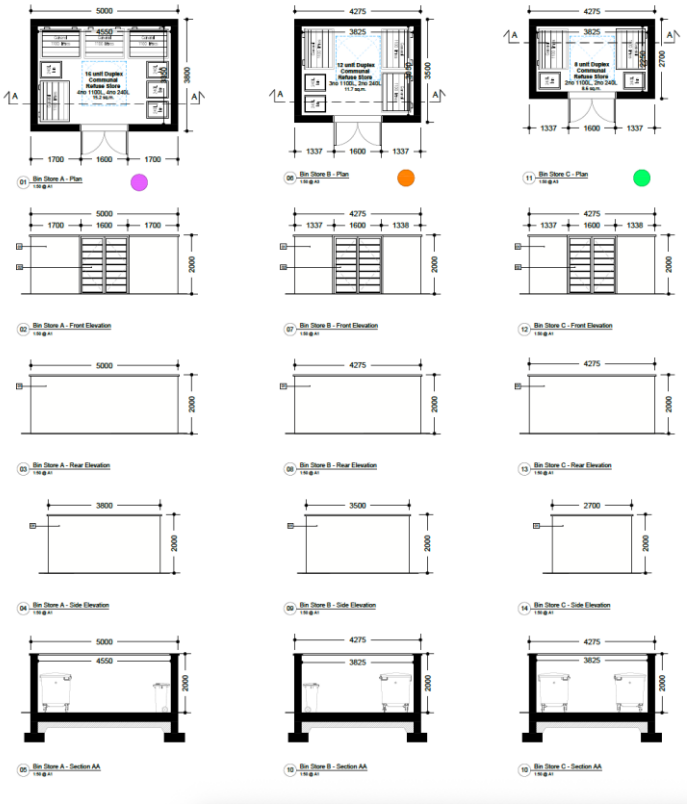


*Figure 35 – Duplex Units Bin and Bicycle Store*

The apartment building is served by communal bicycle and refuse stores located at ground floor level. The design of all storage facilities ensures they are secure, robust and appropriately integrated into the overall development.

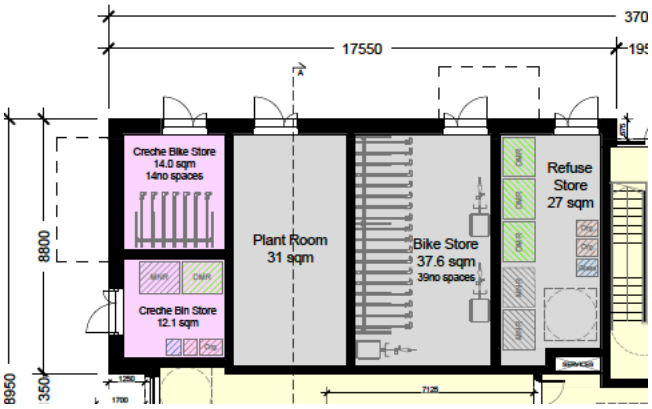



*Figure 36 – Apartment Units Bin and Bicycle Store*

**Policy and Objective 5.1 (Public Open Space) –**

***"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…"***

The proposed development provides a total of approx. 1.08 ha of public open space equating to 16.6% of the net site area. This exceeds the range of the 10-15% policy requirement and is fully in line with the objectives set out in the Guidelines.

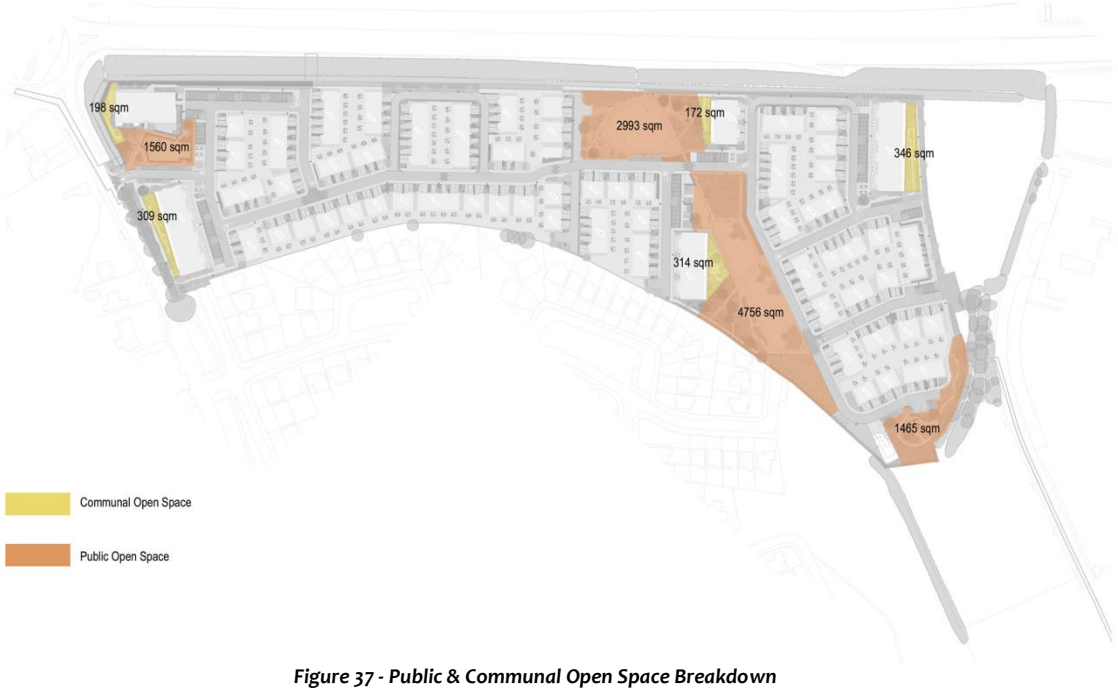



*Figure 37 - Public & Communal Open Space Breakdown*

**The proposed development is entirely consistent with the overall principles and provisions of the Sustainable Residential Developments and Compact Settlement Guidelines (2024).**

## 8.2 Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025

**Planning Design Standards for Apartments**
Guidelines for Planning Authorities, 2025

The Planning Design Standards for Apartments: Guidelines for Planning Authorities 2025 (the "Apartment Guidelines") were published on the 8th of July 2025, replacing the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2023.

The Apartment Guidelines are intended to 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.

We note that the Draft National Planning Statement on Planning Design Standards for Apartments, 2026 were published on the 9th June 2026. These Guidelines will replace the The Planning Design Standards for Apartments: Guidelines for Planning Authorities published in 2025. The Draft National Planning Statement on Planning Design Standards for Apartments was on public display from 9th June 2026 to 7th July 2026.

The Planning Design Standards for Apartments: Guidelines for Planning Authorities 2025 will remain legally valid and are the relevant standards for assessment of the application by Meath County Council.

We note there is nothing within the Draft National Planning Statement on Planning Design Standards for Apartments that would materially affect the assessment of the scheme.

The current proposal provides for a total of 248 no. residential units including 78 no. apartment/ duplex units and this Planning Report sets out the compliance of the proposal with the key policy requirements and standards as they relate to the proposed apartment units within the scheme as follows:

***Specific Planning Policy Requirement 1***

***(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.***

***(B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.***

Applicant Response to SPPR1

The proposed apartment mix provides:

- 13 no. 1 bedroom units (17%)
- 39 no. 2 bedroom units (50%)
- 26 no. 3 bedroom units (33%)

We submit the proposal is in compliance with the above SPPR.

***Specific Planning Policy Requirement 2***

***Minimum Apartment Floor Areas (Studio apartment (1 person) 32 sq.m; 1-bedroom apartment (2 persons) 45 sq.m; 2-bedroom apartment (3 persons) 63 sq.m; 2-bedroom apartment (4 persons) 73 sq.m; 3-bedroom apartment (4 persons) 63 sq.m) and 3-bedroom apartment (5 persons) 90 sq.m).***

Applicant Response to SPPR2

The proposed development complies with the minimum apartment floor areas as follows:

| Unit Type | Floor Areas |
|---|---|
| 1 Bed Apartment | 50.7 sqm |
| 2 Bed Apartment | 76.6 sqm |
| 2-bed Duplex | 81.8 – 83 sqm |
| 3 Bed Duplex | 136.5 – 137.6 sqm |

***Table 14 - Proposed Developments Apartment Floor Areas***

For further information in this regard, please refer to the enclosed architectural drawings prepared by John Fleming Architects, which provide confirmation that the proposed development is consistent with the design standards of SPPR2.

***Specific Planning Policy Requirement 3***

***"In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:***

***(i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.***

***(ii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects."***

Applicant Response to SPPR3

The subject proposal delivers a total of 83% dual aspect units for the proposed apartment / duplex units.

| Building Type | Dual Aspect (%) |
|---|---|
| Apartment Block A | 13 |
| Duplex Block A | 16 |
| Duplex Block B | 12 |
| Duplex Block C | 8 |
| Duplex Block D | 16 |

***Table 15 – Dual Aspect Units***

Given this, the proposed development significantly exceeds the dual aspect ratio required of the Apartment Guidelines.

***Specific Planning Policy Requirements 4***

***"Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality."***

Applicant Response to SPPR4

We confirm that the ground floor of the proposed scheme provides floor to ceiling heights of 2.7 m.

**Specific Planning Policy Requirements 6**

***"The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes."***

Applicant's Response

The Development Plan does not identify any specific locations within the city or settlement hierarchy where communal, community, or cultural facilities are required to be provided as part of apartment schemes. As such, the requirement for these facilities does not apply to the subject site under the terms of the Plan.

Notwithstanding this, the proposed development includes the provision of a childcare facility at ground floor level within Block A, with an associated secure outdoor play area. This facility will serve the needs of future residents as well as the surrounding community and represents a significant contribution to local social infrastructure.

**In addition to the Specific Planning Policy Requirements noted above the 'Apartment Guidelines' This sets out additional requirement for the following items:**

**Internal Storage**

| Unit Type | Min. Storage Requirements | Proposed |
|---|---|---|
| **1-bed** | 3 sqm | 3.4 sqm |
| **2-bed (4 persons)** | 6 sqm | 6 sqm |
| **3-bed (5 persons)** | 9 sqm | 12.7 sqm |

*Table 16 – Storage Requirement and Provision*

We submit that compliance with the minimum required areas for internal storage space is achieved in all units. We refer the Planning Authority to the accompanying Housing Quality Assessment prepared by John Fleming Architects for further information in this regard.

**Private Amenity Space**

The proposed development complies with the requirements set down in respect of private amenity open space in the guidelines. All of the units are provided with private open space comfortably in accordance with the minimum requirements, as shown in the Housing Quality Assessment prepared by John Fleming Architects.

| Unit Type | Min. Private Open Space Req. | Proposed |
|---|---|---|
| **1-bed** | 5 sqm | 5.6 sqm |
| **2-bed (4 persons)** | 7 sqm | 7 – 12.9 sqm |
| **3-bed (5 persons)** | 9 sqm | 9 – 12.9 sqm |

*Table 17– Private Amenity Space Requirement and Provision*

We submit that compliance with the minimum required areas for private amenity space is achieved in all units. We submit this is consistent with the design standards and is acceptable in this instance given the overall design quality put forward.

All balconies will meet or exceed the minimum depth requirement of 1.5 m.

**Communal Amenity Space**

| Unit Type | Minimum Area per unit | Requirement |
|---|---|---|
| **1-bed** | 5 sqm | 13 x 5 = 65 sqm |
| **2-bed (4 persons)** | 7 sqm | 39 x 7 = 273 sqm |
| **3-bed (5 persons)** | 9 sqm | 26 x 9 = 234 sqm |
| **Total** | | **65 sqm** |

*Table 18 – Communal Amenity Space Requirement and Provision*

The current proposal exceeds the minimum requirement of 572 sqm and provides for a total of 1,340 sqm of outdoor communal amenity space.

**The proposed development is entirely consistent with the overall principles and provisions of the Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025).**

## 8.3 Urban Development and Building Height Guidelines for Planning Authorities, 2018




The publication of the **'Urban Development and Building Heights, Guidelines for Planning Authorities (2018)'** is intended to set out national planning policy guidelines on building heights in relation to urban areas. These guidelines are the most recent form of guidance from the Minister on the matter of building height and were formally adopted in December of 2018. We note that section 1.14 of the document sets out the following:

> *"Accordingly, where SPPRs are stated in this document,* ***they take precedence over any conflicting, policies and objectives of development plans, local area plans and strategic development zone planning schemes.*** *Where such conflicts arise, such plans/ schemes need to be amended by the relevant planning authority to reflect the content and requirements of these guidelines and properly inform the public of the relevant SPPR requirements."*

The Urban Development and Building Height Guidelines are the predominant context for assessment of height in this case.

From the outset, it is noted that the Building Height Guidelines (2018) expressly seek to increase building heights at appropriate urban locations and adjacent to key public transport corridors.

> *"In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility."*

**Specific Planning Policy Requirements**

The following Specific Planning Policy Requirements are considered particularly relevant to the current site context and the compliance of the scheme with these SPPRs is set out below.

> ***SPPR 3 (A)***
>
> ***"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; and 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise."***

Applicant Response to SPPR 3A

The performance of the proposal vis-á-vis the building height criteria is further assessed below in sub-section 'Development Management Criteria'.

**Development Management Criteria**

The Guidelines clearly set out that in the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority that the proposed development satisfies criteria. The relevant criteria, followed by an applicant response is set out below to clearly set out for

the Planning Authority to demonstrate that the current proposal respects the outlined Development Management Criteria.

It is understood that those criteria are the prevailing context for the assessment of height in this case. The detail response offered below is considered to further support the context for height at this site.

| At the scale of the relevant city / town | |
|---|---|
| **Assessment Criteria** | **Response** |
| **"The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.** | The subject site is exceptionally well served by public transport with high capacity and frequent services.<br>• The subject site sits within 2 km from the M3 Parkway Rail Station and 2.2 km from the Dunboyne Train Station.<br>• Dunboyne Train Station will be included in the DART+ West project along the Maynooth and M3 Parkway to city centre rail corridors increasing the frequency of trains from 6 to 12 trains per hour per direction and passenger capacity will increase from 5,000 in 2019 to 13,200 passengers per hour per direction.<br>• The site is located 1.4 km from the closest bus stops (ID: 3333) at Dunboyne Village and (ID: 134031) at Dunboyne NS. Routes 70, 270 and 105 service these bus stops.<br>• The subject site will be located within close proximity within 500m of bus stops servicing planned BusConnects Routes L64 and P64 which have a frequency of 15 – 30 mins. The services run from Dunboyne to Blanchardstown (Route L64) and Dunboyne – Dublin City Centre (Route P64).<br>It is therefore considered that the subject site is suitable for increased building heights in terms of public transport accessibility. |
| **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.** | The subject site does not contain or adjoin any Protected Structures and is not located within an Architectural Conservation Area.<br>The site is strategically positioned within Dunboyne where topography, views, and the setting of key landmarks are essential considerations. The proposed building height and design have been developed with careful attention to these factors, ensuring that the development complements and enhances the existing urban fabric of Dunboyne rather than overwhelming or detracting from it. The height of the buildings has been considered in |

| | |
|---|---|
| | relation to the surrounding landscape, ensuring a gradual transition in scale, form, and massing that respects the topography of the area.<br><br>We refer the Planning authority to the verified views prepared by Modelworks that accompanies this planning application and demonstrates that the proposal can be successfully absorbed within its context.<br><br>It is considered that the proposed building height strategy for the scheme successfully manages to both consolidate the development through carefully considered increased buildings heights whilst also working sensitively with the existing context and prevailing pattern of development within the area. |
| **On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape."** | The proposed development is designed to contribute positively to the overall place-making of the area, while ensuring that the visual amenity of the surrounding environment is preserved. The proposal carefully considers the existing surrounding context, including the scale and massing of nearby buildings, to ensure that the new development integrates harmoniously with the urban fabric. Setback distances from adjoining properties have been thoughtfully applied to maintain privacy, light, and air quality, thereby ensuring that the amenity experienced by surrounding buildings is not diminished.<br><br>A variety of unit types and heights are provided across the development site offering a variety in scale and form while also providing an appropriate density for the site given its location and scale.<br><br>In this respect, the proposed increased building heights have delivered a more efficient use of the subject site and enabled the delivery of a more appropriate residential density for the lands. The proposed development is considered to be of an appropriate scale, height and massing that complements the existing urban form, will establish a more appropriate height context for the wider Dunboyne area whilst successfully introducing a high-quality element of architecture to the site, making optimal use of the greenfield lands. |
| **At the scale of district/ neighbourhood/ street** | |
| **The proposal responds to its overall natural and built environment and makes a** | The proposal responds to both the natural and built environment in a thoughtful and context-sensitive |

| | |
|---|---|
| **positive contribution to the urban neighbourhood and streetscape.** | manner. Significant consideration has been given to how the development interacts with the surrounding area, with particular focus on the integration of the streetscape, nearby development, and the proximity to Dunboyne Town Centre. This sensitive approach ensures that the proposal not only complements but enhances the existing environment, respecting the established character of the area while introducing a modern and high-quality architectural design. The high-quality design of the development is a key element in ensuring that the proposal makes a positive contribution to the urban neighbourhood and streetscape. It has been carefully crafted to harmonise with the existing surrounding development, while also contributing a modern architectural presence that will serve as a positive precedent for similar future developments in the area. Moreover, the development makes a positive contribution to the wider urban environment by providing much-needed housing in proximity to Dublin City and in line with national policy objectives aimed at increasing housing supply. By delivering a high-quality residential development in a well-connected location, the proposal responds to the demand for new housing while enhancing the urban fabric of the area. It ensures that the site, which is currently underdeveloped, is put to a more productive and sustainable use, contributing positively to both the local community and the broader urban neighbourhood. |
| **The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.** | The proposed development avoids a monolithic form through articulated building volumes, varied heights, and high-quality materials. The changes in height from 1 to 4 storeys on the site creates a unique townscape, avoiding the feel of a monolithic one-dimensional development. The materials and design elements have been carefully chosen to reflect the character of the area while providing a modern, vibrant addition to the urban fabric. |
| **The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of** | The proposed development includes the provision of high-quality landscaped public and communal open spaces. The design approach to these areas has resulted in coherent and integrated public spaces that contribute to the creation of a sense of place and identity. The public spaces have incorporated a range of uses and features including natural play areas and passive recreation areas. |

| | |
|---|---|
| **"The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009).** | There are no inland waterways or marine frontages within the current proposal. In terms of flood risk management, the proposal aligns with the principles set out in "The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009). The design of the development has considered flood risk and incorporates appropriate mitigation measures, ensuring that the proposed height and landscaping strategy are in line with the guidelines. This approach guarantees that the development contributes to the urban environment in a way that is sustainable, safe, and resilient, enhancing the overall quality of life for residents while mitigating flood risk and preserving the natural environment.<br><br>We refer the Planning Authority to the accompanying Flood Risk Assessment prepared by TetraTech which that concludes:<br><br>*"Overall, the assessment concludes that the site is in Flood Zone C with a low risk of flooding. Potential for pluvial flooding, residual flood risks and consideration of climate change are effectively managed through setting of appropriate finished floor levels and a robust and sustainable site drainage design including SuDS. As such, the development complies with the relevant policies and guidelines and is therefore appropriate for development from a flood risk perspective."* |
| **The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.** | The high-quality design proposed will ensure that the development contributes positively to the legibility of both the site and the wider urban area. Thoughtful consideration has been given to the layout, architectural form, and the use of materials to ensure that the development is easy to navigate and visually engaging. The design creates clear connections between the site and surrounding areas, enhancing the sense of orientation and accessibility for both residents and visitors. |
| **The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood."** | The proposed development will positively contribute to the mix of uses and dwelling typologies available in the neighbourhood by offering a diverse range of unit types and sizes that address the current gaps in the local housing market. The development includes a well-considered mix of 1, 2-, 3- and 4-bedroom apartments, duplexes and houses, providing a variety of options to cater to different household types, from single occupants and couples to large |

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| | families. This mix ensures that the development meets the housing needs of a broad demographic, enhancing the overall diversity and vibrancy of the neighbourhood.<br><br>By introducing a range of dwelling sizes, the development provides flexibility for future residents, accommodating various lifestyle choices and family structures. This diversity in housing typologies will also complement the existing housing stock, which may be limited in terms of unit size or type, and offer new options in an area with growing demand for housing. The inclusion of both smaller units and larger familysized units creates a balanced residential offering, contributing to the long-term sustainability and growth of the neighbourhood. |
| **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.** | The design of the proposed development has been carefully considered to ensure that the form, massing, and height are optimised to maximise access to natural daylight, ventilation, and views for future residents, while minimising the potential for overshadowing and loss of light. The orientation and placement of residential units have been specifically designed to allow for maximum natural light to penetrate into the interiors, ensuring well-lit living spaces throughout the day.<br><br>The form of the buildings has been specifically designed to maximise access to natural daylight and ventilation for both the proposed residential units and the surrounding properties. Generous setbacks, articulation in the facade, and carefully positioned window openings ensure that natural light can penetrate deeply into the building, reducing the reliance on artificial lighting and enhancing the comfort and well-being of residents.<br><br>The development has been designed in line with best practices and guidelines, ensuring that it contributes positively to the urban fabric while respecting the amenities of neighbouring properties. We are confident that the proposed scheme will provide a high-quality living environment for its occupants and a thoughtful addition to this part of the city. |
| **Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in** | We confirm that a Daylight and Sunlight Assessment has been completed by GIA and accompanies the |

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| **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'.**<br><br>**Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.** | application documentation. The Daylight and Sunlight Assessment concludes the following:<br><br>"Daylight<br><br>*The vast majority of rooms within the Proposed Development will be well daylit, providing acceptable and in most cases excellent daylight amenity within all units. The scheme overall is considered to be acceptable in term of daylight, when viewed alongside the compensatory measures outlined in the following pages."*<br><br>Sunlight<br><br>*For sunlight, all rooms within the selection of units tested have been assessed for orientation and sun exposure. The BRE Guidelines recommend at least one main window per-unit should be facing within 90° of due south, and at least 1.5 hours of sunlight should be achieved on 21st March for at least one room in each unit. Overall, 78% (23/26) of the proposed units assessed will have at least one south-facing window and all 26 (100%) would achieve at least 1.5 hours of sunlight on the equinox within at least one habitable room. Therefore, all units within the Proposed Development will be well sunlit and the scheme overall is considered to be acceptable in term of sunlight amenity.*<br><br>Overshadowing<br><br>*Overshadowing assessments have been undertaken for the areas of public (POS) and communal (COS) open space provided within the Proposed Development. The results from these assessments are shown on pages 28-30 of this report. Five communal open spaces are proposed within the site, all of which far exceed the BRE recommendation of 50% of their areas seeing two or more hours of direct sunlight on 21st March and so offer very well sunlit open space throughout the year for the enjoyment of future residents.*<br><br>*In addition, the four areas of public open spaces proposed within the site also far exceed the BRE recommendation of 50% of their areas seeing two or more hours of direct sunlight on 21st March and so offer additional very well sunlit open space throughout the year for the enjoyment of future residents. As such it is considered that all future occupants will be able to access multiple well sunlit open spaces throughout the year."* |

| Site Specific Assessment | |
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| **Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.** | Given the maximum height proposed within the development is 4-storeys a mirco-climate assessment is not required in this instance. |
| **In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.** | We refer the Planning Authority to the accompanying Ecological Impact Assessment prepared by Altemar, the project ecologists.<br>The EcIA conludes that :<br>*"The construction and operational mitigation proposed for the development satisfactorily addresses the mitigation of potential effects on the terrestrial, mammalian, avian and aquatic sensitive receptors through the application of the standard construction and operational phase controls outlined in this report. No significant effects on biodiversity are likely. Residual effects on biodiversity overall are considered to be: Low adverse / site / Negative Impact / Not significant / short term."* |
| **An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links** | Given the maximum height proposed within the development is 4-storeys an assessment that the proposal allows for the retention of important telecommunication channels is not required in this instance. |
| **An assessment that the proposal maintains safe air navigation.** | Given the development is removed from any airports or air strips this report is not considered to be required in this instance. |
| **An urban design statement including, as appropriate, impact on the historic built environment** | There are no Protected Structures onsite, and the site is not located within an Architectural Conservation Area.<br>The development proposes no potential impact on any nearby protected structures. |
| **Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.** | We confirm that an Appropriate Assessment Screening Report, Ecological Impact Assessment prepared by Altemar and EIA Screening Report prepared by AWN accompany this planning application. |

*Table 19 – Development Management Criteria*

In consideration of above, the current proposal for 248 no. apartment units can be positively considered on this site by the competent authority. Specifically, the proposal has addressed the specific development criteria requirements of the Guidelines and is in compliance with the key SPPRs. Most notably the site's location is considered to address the very spirit and intent of the Guidelines that being one proximate to public transport and a variety of services.

**We submit that the proposed development is consistent with the Urban Development and Building Height Guidelines for Planning Authorities (2018).**

## 8.4 Guidelines for Planning Authorities on Childcare Facilities, 2001




The Childcare Guidelines provide a framework to guide local authorities in preparing development plans and assessing applications for planning permission, and developers and childcare providers in formulating development proposals. The Guidelines are intended to ensure a consistent approach throughout the country to the treatment of applications for planning permission for childcare facilities.

The Guidelines state: *"Access to quality childcare services contribute to the social, emotional and educational development of children. There are clear economic benefits from the provision of childcare. The lack of accessible, affordable and appropriate childcare facilities makes it difficult for many parents/guardians to access employment and employment related opportunities."*

The Guidelines identify several appropriate locations for childcare facilities, which include the following:

- New Communities/Large Housing Developments
- The vicinity and concentrations of workplaces, such as industrial estates, business parks and any other locations where there are significant numbers working
- In the vicinity of schools
- Neighbourhood, District and Town Centres
- Adjacent to public transport corridors, park and ride facilities, pedestrian routes, and dedicated cycle ways

Notwithstanding the locations identified above, the Guidelines state that proposals should have regard to the following:

- Childcare (Pre-School Services) Regulations, 1996.
- Suitability of the site for the type and size of facility proposed.
- Availability of outdoor play area and details of management of same.
- Convenient to public transport nodes.
- Safe access and convenient parking for customers and staff.
- Local traffic conditions.
- Number of such facilities in the area; and
- Intended hours of operation.

<u>Assessment</u>

The recommendation for new housing developments is the provision of 1 facility providing for a minimum20 childcare places per approximately 75 dwellings. The relevant guidelines state that if it is assumed 50% of units can be assumed to require childcare in a new housing area of 75 dwellings,

approximately 35 will need childcare. However, one-bedroom units are not considered to contribute to the childcare provision under the new apartment's guidelines. This may also apply in part to the provision of 2-bedroom units. With regard to the proposed development the threshold for provision for facilities should be established having regard to the scale and unit mix of the proposed development.

The following indicative summary mix is identified for the total 248 no. proposed units (including apartments, duplexes & houses):

- Total 1 Bed units: 13 no (5.2 %)
- Total 2 Bed units: 66 no (26.6 %)
- Total 3 Bed units: 150 no (60.5 %)
- Total 4 Bed units: 19 no (7.6 %)

It is noted that the 2 and 3 bed units should only be considered as contributing to a requirement for childcare in accordance with the provisions of the statutory planning context. **A total of 235 units (excluding 1 bed units) therefore have the potential to require childcare facilities.** This is the upper most demand in terms of requirements for childcare given that not all 2 bed units will require childcare.

Notwithstanding this, we note the following calculations based on these uppermost requirements.

- 235 units & 1 facility required for every 75 units = 235/75 = 3
- 20 childcare spaces required for every 75 units = 20 x 3 = 60

Based on the above calculations, 60 no. spaces are required to address the requirements of the proposed development. The subject proposal provides a total of 61 childcare places within the childcare facility. It is our view that this demand can be catered for within the proposed creche area, equating to 285.7 sqm. The Creche facility has been designed to have capacity for the childcare needs of the proposed development and is located at the entrance of the development, to facilitate ease of access. The creche is also afforded an appropriate outdoor play area (176 sqm) and car parking to serve staff and drop off.

We welcome the views of the Planning Authority on this element of the proposal and initial assessment detailed above.

**The current proposal is therefore in compliance with the key objectives of the Guidelines for Planning Authorities on Childcare Facilities (2001).**

## 8.5 Part V of the Planning and Development Act 2000: Guidelines, 2017

This Guidance document advocates consideration of Part V issues at the earliest point possible. The subject proposal is entirely consistent with the 2017 Guidelines, which states:

> *"The acquisition of units on the site of the development is the recommended option in order to advance the aim of achieving a social mix in new developments. This option should be pursued by the local authority from its earliest engagement with the developer, with a view to acquiring houses which meet its social housing requirements for that area/site."*

Of the 248 no. units proposed, 50 no. units (20%) will be provided under the Part V Social Housing scheme. We refer the Planning Authority to the accompanying Part V Drawings and Validation Letter for further information in this regard.

**The proposed development complies with the requirements of Part V of the Planning and Development Act 2000 (as amended) as 20% Social and Affordable Housing Units are proposed.**

## 8.6 The Planning System and Flood Risk Management, 2009




**Purpose** - The purpose of the Guidelines seeks that Planning Authorities must implement the Guidelines in ensuring that where relevant, flood risk is a key consideration in preparing development plans, local areas plans and in the assessment of planning applications.

**Objectives** - The Core Objectives of the Guidelines are to:

- *Avoid inappropriate development in areas at risk of flooding;*
- *Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off;*
- *Ensure effective management of residual risks for development permitted in floodplains;*
- *Avoid unnecessary restriction of national, regional or local economic and social growth;*
- *Improve the understanding of flood risk among relevant stakeholders; and*
- *Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.*

**Key Principles** - In achieving the aims and objectives of the Guidelines, the key principles that should be adopted are:

- Avoiding the risk where possible
- Substitute less vulnerable uses where avoidance is not possible
- Mitigate and manage the risk where avoidance and substitution are not possible.

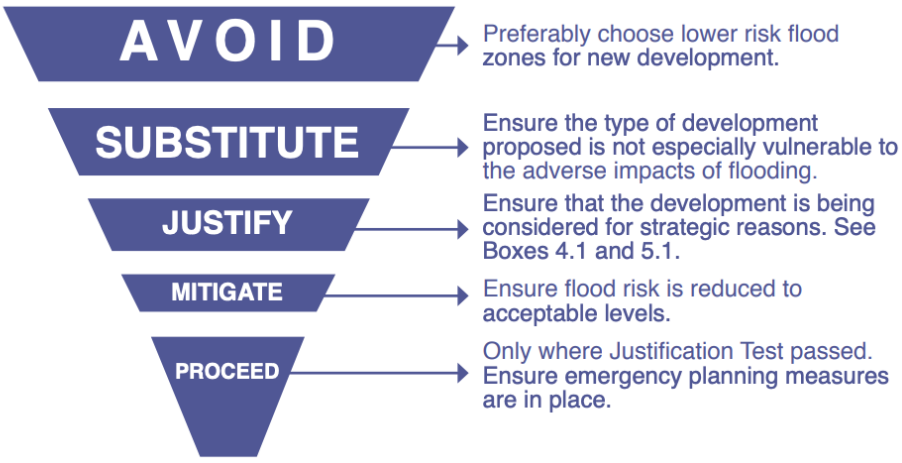



*Figure 38 – Sequential Approach Principle in Flood Risk Management*

We refer to the enclosed Site Specific Flood Risk Assessment prepared by TetraTech for full details on the assessment carried out in line with the above guidelines. The key summary of this document is as follows:

*"Overall, the assessment concludes that the site is in Flood Zone C with a low risk of flooding. Potential for pluvial flooding, residual flood risks and consideration of climate change are effectively managed through setting of appropriate finished floor levels and a robust and sustainable site drainage design including SuDS. As such, the development complies with the relevant policies and guidelines and is therefore appropriate for development from a flood risk perspective."*

## 8.7 Guidance on Appropriate Assessment for Planning Authorities, 2009




Under Article 6(3) of the EU Habitat Directive and Regulation 30 of SI no. 94/1997 "European Communities (Natural Habitats) Regulations (997)" any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site (i.e., SAC or SPA) must be subject to an Appropriate Assessment. This requirement is also detailed under in the Planning and Development Act, 2000 (as amended).

**We confirm that an Appropriate Assessment Screening Report has been prepared by Altemar and forms part of the application documentation.**

**We note the following conclusions of the AA Screening:**

***"Having taken into consideration foul and surface water drainage from the proposed development, the distance between the proposed development to designated conservation sites, lack of direct hydrological pathway or biodiversity corridor link to conservation sites, and the dilution and attenuation effect with other effluent and surface runoff, it is concluded that the proposed development would not give rise to any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conservation objectives of qualifying interests of European sites."***

# 9 Meath County Development Plan 2021 – 2027

The Meath County Development Plan 2021 – 2027 is the relevant statutory planning context governing the subject site. this plan will remain valid for the next three years, subject to any review, variations, extensions or alterations made during the lifetime of the plan. We note specifically that Variation No. 5 was adopted on 08 June 2026. Within this variation, the subject site's zoning was consolidated as 'A2 – New Residential' removing the stipulation of delivery post 2027 from 'A2 Phasing – Post 2027'.

## 9.1 Strategic Context and Core Strategy

The Core Strategy of the Development Plan states that in compliance with the NPF and RSES, development will be primarily concentrated in the Metropolitan Area (Dunboyne and Maynooth), the Regional Growth Centre of Drogheda and the Key Town of Navan, with more sustainable localised growth to take place in the remaining identified growth settlements.

Settlement Strategy Objective

**SH OBJ 8**

*"To develop Navan and the Southern Environs of Drogheda as the primary development centres in Meath and to continue to promote Dunboyne as a key settlement in the Metropolitan Area of Dublin. The long-term growth of these settlements shall be based on principles of balanced and sustainable development that support a compact urban form and the integration of land use and transport."*

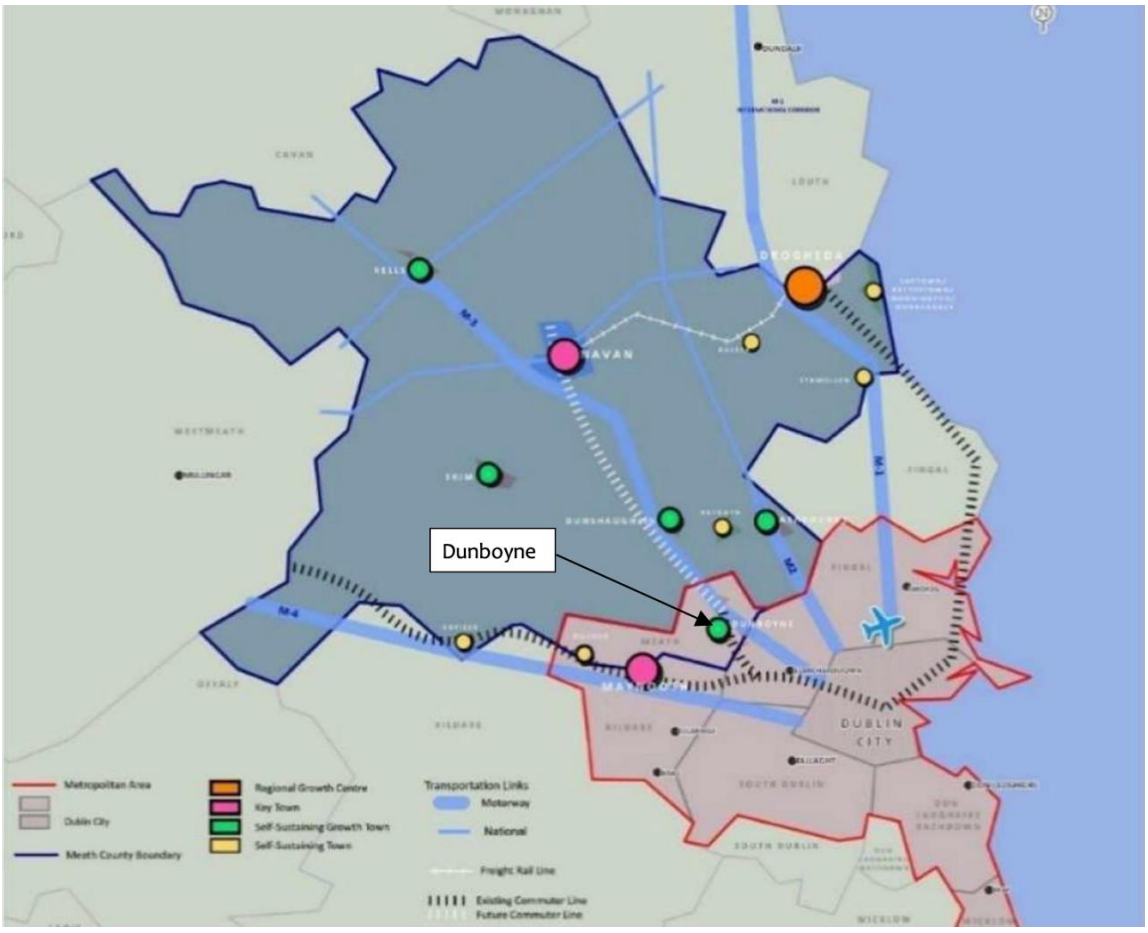



***Figure 39 – Core Strategy Map Meath County Development Plan 2021-2027***

The population projection for County Meath outlined in the Meath County Development Plan 2021 – 2027 is 227,500 people in 2026 and 231,500 people in 2031. We note that the Development Plan was

prepared using the Census 2016 figures which recorded a population of 195,044 people within Meath County. The recorded population for Meath County outlined in the latest 2022 Census was 220,826 representing a 13.2% increase in population from 2016 which represents a 2.64% annual growth.

Section 2.8.2 of the Meath County Development Plan 2021 – 2027 sets out the following population projections for Meath County:

| | Census 2011 | Census 2016 | Projected Population 2026 | Projected Population 2031 |
|---|---|---|---|---|
| **Meath** | 184,135 | 195,044 | 221,250 – 227,500 | 225,000 – 231,500 |

***Table 20 – Population projection for Meath to 2031 including headroom***

The table below outlines the population projections for Meath County using the more recent 2022 Census figures for the county:

| | Census 2016 | Census 2022 | Population projection using 2.2 % annual growth rate for 2026 | Population projection using 2.2 % annual growth rate for 2031 |
|---|---|---|---|---|
| **Meath** | 195,044 | 220,826 | 240,909 | 268,602 |

***Table 21 – Population projection using CSO 2022 annual growth rate from 2016***

From the above, the population experienced a significant increase of 13.2% between the Census 2016 and Census 2022 compared to the 5.9% increase in the 2011-2016 period. The Plan projects a 3,023 person increase annually between 2016 – 2027. The latest 2022 census data highlights that the population has increased on average by 4,297 persons annually. This is a significant difference from that projected within the Meath County Development Plan 2021 – 2027.

The Core Strategy of the Meath Development Plan sets out the household allocation 2021-2027 for Dunboyne as 2,002 units to accommodate for projected population of 10,572 in 2027.

Dunboyne is defined as a self-sustaining growth town within the Development Plan. Self-Sustaining Growth Towns are settlements that have a solid employment base and a broad range of services and have the capacity to accommodate additional growth on a sustainable platform.

Dunboyne is a strategically important settlement in Meath and is an important centre for economic growth in the County due to its location within the Dublin Metropolitan Area and along a multi-modal corridor. The town has enjoyed recent successes in attracting inward investment and is an objective of the Development Plan to continue to attract high-quality investment to the town. In addition, there is capacity for the town to accommodate significant population growth, with strategically located lands zoned for residential use in proximity to the rail stations available for development. Therefore, a rapid growth of Dunboyne is expected.

Volume 2 of the Meath County Development Plan 2021 – 2027 includes a written statement for the Dunboyne, Clonee and Pace are. The Land Use Strategy for this area is as follows:

Land Use Strategy:

*"The strategic location of Dunboyne and Clonee along a multi-modal road and rail corridor in the Dublin Metropolitan Area makes the area well positioned to accommodate significant population growth and economic investment."*

Section 2 of Volume 2 of the Meath County Development Plan 2021 – 2027 sets out the following population projections for Dunboyne:

| | Projected Population increase to 2027 | Projected population on 2027 | Approx. households completed 2016-2019 | Household allocation 2020-2027 | Quantum of land zoned for residential use (ha) |
|---|---|---|---|---|---|
| **Dunboyne** | 3,300 | 10,572 | 48 | 2,002 | 26.65 |

*Table 22 – Population and Household distribution for Dunboyne*

The Core Strategy of the Meath Development Plan sets household allocation 2020-2027 for Dunboyne as 2,002 units to accommodate for projected population 2027 of 10,572.

The proposed development will provide 248 no. residential units contributing towards the forecasted housing growth for the Dunboyne and the proposal will align with the recently published 'NPF Implementation: Housing Growth Requirements' 2025, where the new targets identified for Meath extend to 2,826 housing units per annum between 2025 and 2034 and a further 1,362 units per annum between 2035 and 2040.

## 9.2 Zoning

The majority of the subject site is zoned **'A2 – New Residential'** with an objective to *"provide for new residential communities with ancillary community facilities, neighbourhood facilities as considered appropriate."*

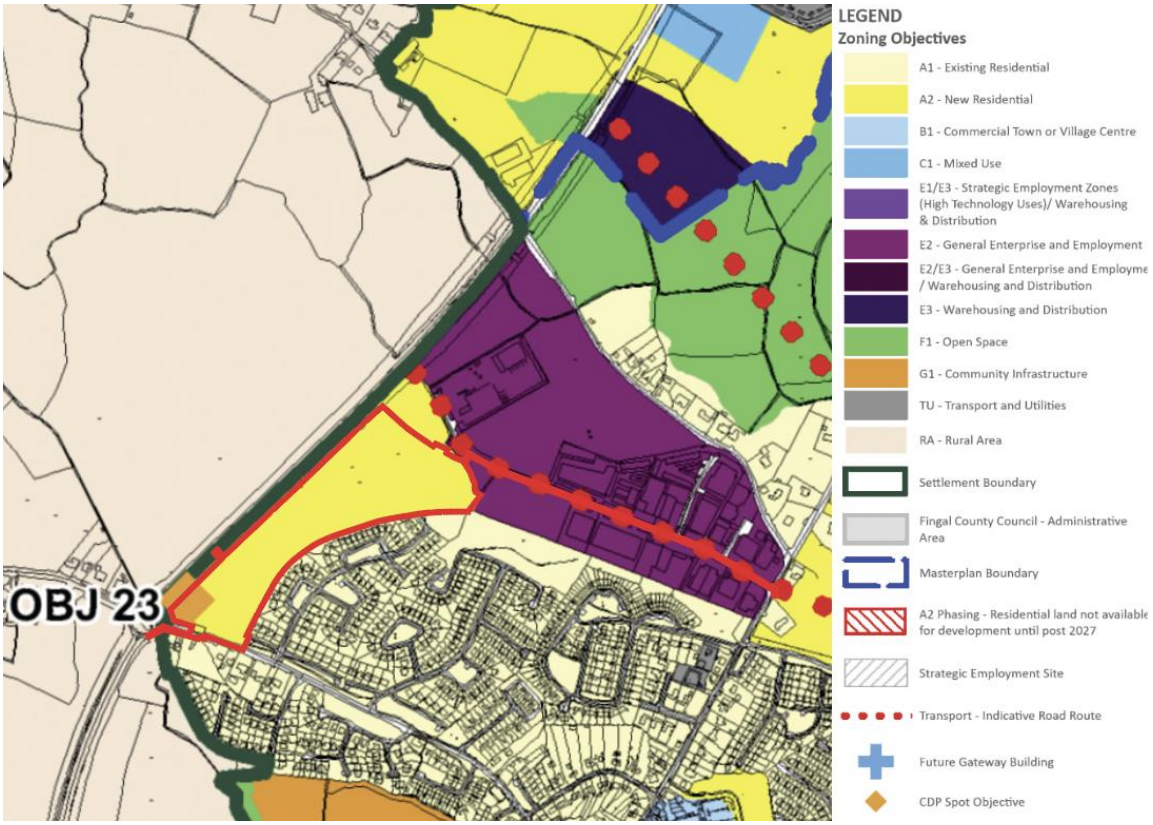



*Figure 40 – Subject Site Zoning under the MCC CDP 2021 – 2027*

The following Guidance in relation to 'A2 – New Residential' is set out within the Development Plan:

*'Whilst residential zoned lands are primarily intended for residential accommodation, these lands may also include other uses that would support the establishment of residential communities. This could include community, recreational and local shopping facilities.*

*These facilities must be at an appropriate scale and cannot interfere with the primary residential use of the land. The detail of ancillary uses to be provided as part of a residential development shall form part of pre-application discussions in respect of any planning proposal unless otherwise indicated in Volume 2 of the Development Plan.*

*Individual convenience stores in neighbourhood centres on A2 zoned lands should generally not exceed 1,000m² net retail floorspace unless otherwise identified in a Local Area Plan.'*

The uses permitted under this zoning objectives are as follows:

> ***Residential** / Sheltered Housing, B & B / Guest House, Bring Banks, Community Facility / Centre, **Childcare Facility**, Convenience Outlet, Children Play / Adventure Centre, Education (Primary or Second Level), Halting Site / Group Housing, Home Based Economic Activities, Leisure / Recreation / Sports Facilities, Retirement Home / Residential Institution / Retirement Village, Utilities.*

The uses open for consideration under this zoning objective are as follows:

> *Betting Office, Caravan Park, Cultural Facility, Education (Third Level), Enterprise Centre, Health Centre, Healthcare Practitioner, Hotel / Motel / Hostel, Offices <100m (not for visiting members of the public), Place of Public Worship, Bar/ Restaurant / Café, Take-Away / Fast Food Outlet, Veterinary Surgery.*

The principle of residential development and the provision of a crèches therefore considered acceptable under this zoning objective. It is respectfully submitted the proposed development aligns with the site's 'A2 – New Residential' zoning objective and provides a mix of uses which are permitted in principle.

We note that pursuant to Section 58 of the Planning & Development Act 2024 (as amended) Meath County Council, being the Planning Authority for County Meath, at their meeting on Monday 8 June 2026, made Variation No. 5 to the Meath County Development Plan 2021-2027 (as varied).

The subject site was rezoned from A2 Phasing Post 2027 to A2 – New Residential under the Variation No. 5 to the Meath County Development Plan.

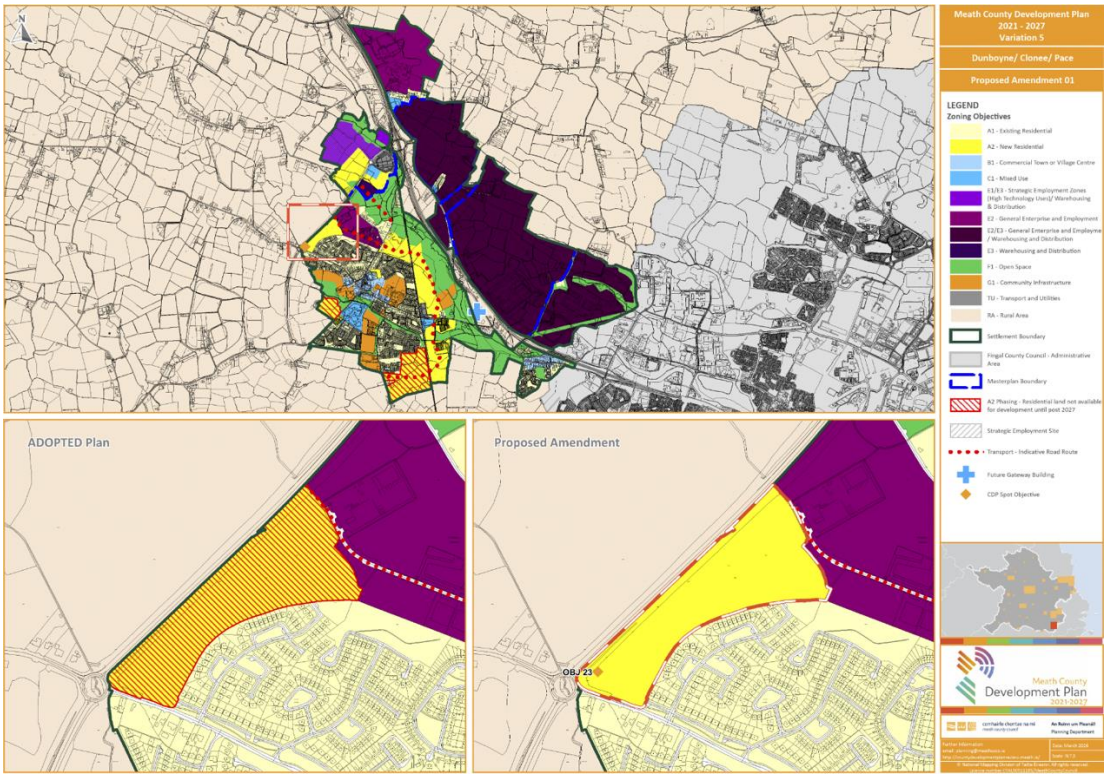



***Figure 41 – Adopted Variation No. 5 Dunboyne Zoning Map***

The Meath County Development Plan 2021 – 2027 outlines a site specific objective for the subject site as follows:

**OBJ 23 –**

*"Planning applications for development proposals on the lands that are subject to Spot Objective DCE OBJ 23 shall be accompanied by a Site Specific Flood Risk Assessment carried out in accordance with the requirements of the "Planning System and Flood Risk Management Guidelines for Planning Authorities."*

We refer the Planning Authority to the Site Specific Flood Risk Assessment prepared by TetraTech for more information in this regard. We highlight specifically the conclusion of this report is that the entirety of the subject site is in Flood Zone C with a low risk of flooding.

## 9.3 Development Plan Policies and Objectives

| Policy Objective | Response |
|---|---|
| **Housing Policies** | |
| **SH POL 4 –**<br>*"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."* | The proposed development provides 248 no. new residential units comprising 170 no. houses, 52 no. duplexes and 26 no. apartment units introducing a variety of dwelling types and sizes to reflect the diverse housing needs of the existing and future population. |
| **SH POL 5 –**<br>*"To secure a mix of housing types and sizes, including single storey properties, particularly in larger* | |

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| *developments to meet the needs of different categories of households."* | |
| **SH POL 7 –**<br>*"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."* | |
| **SH OBJ 14 –**<br>*"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."* | The proposed development provides 248 no. new residential units. A total of 50 no. units (20%) units shall be provided for Part V – social housing purposes increasing the social housing provision within Dunboyne. |
| **SH OBJ 15 –**<br>*"To address the identified need to increase the supply of social housing in Trim,Ashbourne, Ratoath, Dunboyne, Dunshaughlin by seeking the provision of social housing additional to that required by way of Part V of the Planning and Development Act 2000 as amended, subject to funding."* | |
| **SH POL 8 –**<br>*"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 Sustainable Residential Development and Compact Settlements Guidelines (2024), the associated Urban Design Manual and any subsequent Guidelines."* | The proposed development will provide a total of approx. 1.08 ha (16.6%) of high-quality landscaped public open space and 5 no. communal open space areas (approx. 1,340 sqm total) provided in the form of landscaped areas located in the vicinity of the proposed apartment and duplex units. All public and communal open spaces are in line with the Sustainable Residential Development and Compact Settlements Guidelines (2024). |
| **SH OBJ 21 –**<br>*"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, 2023. All new residential development should comply with the densities outlined in Chapter 11 of this plan."* | We confirm that the proposed residential development is in line with the Urban Development and Building Heights Guidelines for Planning Authorities (2018), the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024) and the Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025). We refer the Planning Authority to Section 8 of this report that outlines the developments compliances with these guidelines. |
| **Social Infrastructure Assessment** | |
| **SOC POL 6 –** | The County Development Plan notes that Dunboyne is currently served by the following education facilities: |

| | |
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| *"To require that all new residential development applications of 50 units or more on zoned lands are accompanied by a Social Infrastructure Assessment (SIA) to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents (of all age cohorts). This should include details regarding the following essential facilities: Playgrounds, parks and other green spaces, education, childcare, health and others such as shops, banks, post offices, community meeting rooms/centres and recreational facilities. The assessment should identify membership and non-membership facilities which allow access for all groups. Where deficiencies are identified, proposals will be required to accompany the Planning application to address the deficiency. In certain cases however, residential development under these thresholds may, at the discretion of the Planning Authority, require the submission of a SIA. (Please refer to Chapter 11 Development Management Standards for further information)."* | Dunboyne Senior and Junior National Schools, St. Peter's National School, St Peter's College Secondary School, College of Further Education. The Council will support and facilitate the expansion of the facilities as necessary to serve the existing and additional population in the area.<br><br>Furthermore, the current community facilities in Dunboyne consist of the Church, community hall, GAA grounds, soccer grounds, athletic club and Dunboyne Park.<br><br>We refer the Planning Authority to the Social Infrastructure Assessment submitted as part of this planning application that assesses the social infrastructure in the wider Dunboyne area. |

***Table 23 – MCC CDP Policy Objectives and Response***

## 9.4 Childcare Provision

The Meath County Development Plan sets out the following policies and objectives relating to childcare:

**SOC POL 20**

*"To encourage, promote and facilitate the provision of quality affordable childcare facilities in accordance with national policy and relevant guidelines and in consultation with Meath County Childcare Committee."*

**SOC POL 21**

*"To support the provision of childcare facilities of an appropriate type and scale at the following locations:*

- *Areas of concentrated employment and business parks;*
- *Neighbourhood centres;*
- *Large retail developments;*
- *Schools or major educational facilities;*
- *Adjacent to public transport nodes;*
- *Villages and Rural Nodes; and*
- *Within new and existing residential developments."*

**SOC POL 22**

*"To permit childcare facilities in existing residential areas provided that they do not have a significant negative impact on the character or amenities of an area, particularly with regard to car parking, traffic generation and noise disturbance."*

**DM POL 25**

*"To facilitate the provision of childcare facilities in appropriate locations as set out in accordance with the provisions of the DoEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001)."*

**DM POL 26**

*"Development of childcare facilities at the following locations will normally be encouraged;*

- *Areas of concentrated employment and business parks;*
- *Within new and existing residential developments;*
- *Neighbourhood Centres;*
- *Large retail developments;*
- *Schools or major educational facilities;*
- *Adjacent to public transportation; and*
- *Villages and Rural Nodes.*

**DM OBJ 68**

*"Planning applications for childcare facilities shall be assessed for compliance with the following criteria:*

- *Suitability of the site for the type and size of facility proposed.*
- *Impact on residential amenity of surrounding residential development;*
- *Adequate availability of indoor and outdoor play space;*
- *Convenience to public transport nodes, pedestrian and cycling facilities;*
- *Local traffic conditions;*
- *Safe access and sufficient convenient off-street car parking and/or suitable drop-off and collection points for customers and staff;*
- *Number of such facilities in the area. In this regard, the applicant shall submit a map showing the locations of childcare facilities within the vicinity of the subject site and demonstrate the need for an additional facility at that location.*

**DM OBJ 69**

*"All applications for childcare facilities shall comprehensively set out the following as part of a pre-application discussion and/or planning application proposal:*

- *The type of childcare facility proposed – Full day care; sessional service including playgroups, preschools and Montessori; Child minding;*
- *No. of children;*
- *No. of employees;*
- *Proposed hours of operation*
- *Car-parking provision; (please refer to Section 11.9.1)*
- *Location of secure external play area including secure site boundaries."*

The proposed development provides a creche of 285.7 sqm as an integral part of Block A on the entrance to the subject site. It will provide for 61 no. child spaces envisaged to be generated by the subject development.

We refer the Planning Authority to the Social Infrastructure Assessment submitted as part of this planning application that includes a Childcare Need Assessment for the wider Dunboyne area.

## 9.5 Development Management Standards

**Mix**

The Meath County Development Plan 2021-2027 sets out the following objective in relation to unit mix:

**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 unit mix will be appropriate to the site and will provide an appropriate mix of unit types as follows:

- Total 1 Bed units: 13 no (5.2%)
- Total 2 Bed units: 66 no (26.6%)
- Total 4 Bed units: 150 no (60.5%)
- Total 4 Bed units: 19 no (7.7%)

The proposed unit mix is in line with the standards set out in the Meath County Development Plan providing an extensive mix of unit types in proximity to Dunboyne Rail Station and in walking distance to Dunboyne Town Centre.

**Density**

The MCC Development Plan states that indicative density levels of density are set in Section 11.5.3 as follows:

| Category | Location for New Residential Development | General Parameters (uph) |
|---|---|---|
| Key Towns and Large towns (5000+) | Centre and Urban Neighbourhoods | 40 – 100 uph |
| | Suburban/ Urban Extension | 30 – 50 uph<br>Up to 80 uph open for consideration at accessible suburban/ urban extension |

The subject site, measuring approximately 6.87 ha with a net developable area of 6.49, will deliver 248 units, equating to a net density of approx. 39 uph in line with the density standards set out in the Meath County Development Plan 2021 – 2027.

The Development Plan specifies required densities for Self-Sustaining Growth Towns and sets requirements for residential development beside a rail station as follows:

**SH OBJ 22** **'***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.'*

**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*
- *Self-Sustaining Growth Towns: (Dunboyne, Ashbourne, Trim, Kells): greater than 35uph'*

**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 Sustainable Residential Development in Urban Areas Guidelines for Planning for Authorities, DECLG (2009) have now been replaced by the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

The Guidelines state that it is a policy and objective that residential densities in the range of 35 dph to 50 dph be applied at metropolitan towns in suburban/ urban locations.

Section 3.2.2 identifies the settlement categories and density ranges at various site locations. The national settlement hierarchy as defined by the NPF, RSES and County Development Plan forms the basis of the density approach.

The proposed development will result in a net residential density of 39 uph based on the provision of 248 no. residential units on a net developable site area of 6.49 ha. This level of density is considered appropriate given the location of the subject site in proximity to Dunboyne Town Centre and public transport infrastructure including Dunboyne Train Station**.** The subject proposal provides for an appropriately balanced density given the location of the site proximate to established residential development and adjoining agricultural lands. It is our submission that it provides an appropriate transition to surrounding land uses.

**Plot Ratio and Site Coverage**

The Meath County Development Plan 2021-2027 sets out the following objectives relating to plot ratio and site coverage:

**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 proposed plot ratio of 0.43 is in compliance with the requirements set out in the Development Plan as outlined above.

**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 proposed site coverage of 22.4% is in compliance with the requirements set out in the Development Plan as outlined above.

**Separation Distances**

The Meath County Development Plan 2021-2027 sets out the following objectives relating to separation distances:

**DM OBJ 18** – *"A minimum of 16 metres separation between directly opposing rear or side windows above ground floor level in the case of detached, semi- detached, terraced units shall generally be observed."*

**DM OBJ 19** – *"A minimum of 16 metres separation distance between opposing rear or side windows will apply in the case of apartments/duplex units up to three storeys in height."*

**DM OBJ 20 –** *"Any residential development proposal which exceeds three or more storeys in height shall demonstrate adequate separation distances having regard to layout, size and design between blocks to ensure privacy and protection of residential amenity."*

**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."*

It is submitted that minimum separation distances of 16 m are adhered and in most instances exceeded. For more information we refer to Planning Authority to the Site Layout Plan prepared by John Fleming Architects.

**Height**

The Meath County Development Plan 2021-2027 sets out the following objectives relating to building height:

**DM OBJ 25** - "To require development with increased building height at the following locations; *Dunboyne Central rail station, Pace Rail Station, Maynooth Environs, Drogheda Environs, Navan'*

*In all cases all proposals for buildings in excess of 6 storeys at these locations shall be accompanied by a statement demonstrating compliance with the Urban Development and Building Heights, Guidelines for Planning Authorities (2018), or any updates thereof."*

We submit that the subject site is not located within an area specifically requiring increased heights.

The proposed development ranging in height between 2-4 storey units has been designed to respond to its existing surrounding context and its locations at the edge of Dunboyne. It is considered that this is a balanced and appropriate approach to height. The existing prevailing height in this context is considered to be 1-2 storeys as established by the adjacent developments to the east and south.

The scheme responds to its context through the provision of a slight increase from contextual height to create a variety and visual interest within the scheme itself and on approach into the settlement of Dunboyne. The height of 4 storeys will provide a focal point at the Summerhill Road/ R157 junction, and the buildings will represent a landmark on this gateway site and will contribute to the legibility of the area, framing significant long-distance views on the locality. It is submitted that the heights proposed in this case are in keeping with the character of the area.

**Open Space**

***Public Open Space***

The Development Plan sets out that the following public open space requirement:

**DM OBJ 26 –** *'Public open space shall be provided for residential development at a minimum rate of 15% of total site area.'*

A 15% requirement on open space represents a total of 0.97 ha / 9,735 sqm. The public open space provided amounts to 1.08 sqm/ 10,755 ha which equates to a total of 16.6% of the total site area. The overall vision for the open space areas provided is to create high quality and useable open spaces that are attractive to people of all ages and offer a variety of uses and functions.

We refer the Planning Authority to a Landscape Design Statement prepared by Áit Urbanism and Landscape for further information in this regard.

***Private Open Space***

The Meath Development Plan 2021-2027 outlines that houses shall be provided with private open space of minimum area as follows:

| Unit Type | Minimum Requirement | Proposed |
|---|---|---|
| 1 – 2 bed units | 55 sqm | 31 – 34 sqm |
| 3 bed units | 60 sqm | 40 – 224 sqm |
| 4+ bed units | 75 sqm | 50 – 132 sqm |

***Table 24 – MCC Private Open Space Standards***

SPPR2 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) outlines the private open space for houses. These Guidelines supersede the Meath County Development Plan 2021 – 2027. The following table outlines the private open space required and provided for the proposed development:

| Unit Type | No. Units | Required | Proposed |
|---|---|---|---|
| 2 bed unit | 27 | 30 sqm | 31 – 34 sqm |
| 3-bed unit | 124 | 40 sqm | 40 – 224 sqm |
| 4-bed unit | 19 | 50 sqm | 50 – 132 sqm |

*Table 25 –SRDCSG Private Open Space Standards*

The proposed private open space for the houses are in line with the standards set out in SPPR2 of the Sustainable Residential Development and Compact Settlements Guidelines.

**Car Parking**

Table 11.2 of the Development plan outlines the car parking standards for dwellings in intermediate locations as follows:

| Land-Use | Intermediate Location |
|---|---|
| Dwellings / Apartments | 2 per dwelling |
| Creches | 1 per employee & dedicated set down area and 1 per 4 children plus dedicated set down area |

*Table 26 – MCC Zone 2 Car Parking Standards*

A total of 375 no. parking spaces are provided for the proposed 248 no. units. The proposed level of car parking standards is fully compliant with the Development Plan requirements, providing a car parking ratio of 1.5 no. spaces per unit. A total of 13 no. car parking spaces are provided for the creche with a capacity to accommodate 61 no. children and is therefore in line with the Development Plan requirements. The development will also provide 4 no. drop-off / loading bay spaces associated with the childcare facility.

The following policy within the Meath County Development Plan 2021 – 2027 outlines car parking requirements:

**DM OBJ 93**

*"New residential development should take account of the following regarding car parking:*

- *Vehicular parking for detached and semi-detached housing should be within the curtilage of the house;*
- *Vehicular parking for apartments, where appropriate, should generally be at basement level. Where this is not possible, parking for apartments and terraced housing should be in small scale informal groups overlooked by residential units;*
- *The visual impact of large areas of parking should be reduced by the use of screen planting, low walls and the use of different textured or coloured paving for car parking bays;*
- *Consideration needs to be given to parking for visitors and people with disabilities; and*
- *Provision of EV Charging points."*

A detailed breakdown of car parking is as follows:

| Unit Type | Car Parking Spaces | Per Unit |
|---|---|---|
| Houses – in curtilage | 272 | (1 per mid terraced unit, 2 per other unit types) |
| Houses – On-street | 10 | (for 6 no. houses) |

| | | |
|---|---|---|
| Duplexes | 52 | (1 per unit) |
| Apartments | 23 | (0.88 per unit) |
| Residential Visitor Spaces | 18 | Spread throughout the site |
| Creche | 13 | (can be dual usage for visitors after hours) |

We note a total of 6 no. accessible car parking spaces are provided located conveniently in the proximity of building entrances.

The following policies relate to EV charging:

**DM OBJ 94** – *"All car parks shall include the provision of necessary wiring and ducting to be capable of accommodating future Electric Vehicle charging points, at a rate of 20% of total space numbers."*

**DM OBJ 95** – *"In any car park in excess of 20 spaces where public access is available, four fully functional charging points for Electric Vehicles shall be provided in accordance with IEC 61851 Standard for Electric Vehicle Conductive Charging Systems."*

A total of 24 no. Electric Vehicle car parking spaces are proposed as part of the development and all proposed car parking spaces will be ducted for future EV use.

**Bicycle Parking**

The Meath County Development Plan 2021-2027 sets out the following objectives relating bicycle parking:

**DM OBJ 96 –** *"To require the provision of cycle parking facilities in accordance with the Design Standards for New Apartments 2023, the Sustainable Residential Development and Compact Settlements Guidelines 2024 and Table 11.4 Cycle Parking Standards."*

**DM OBJ 97 –** *"Cycle parking facilities shall be conveniently located, secure, easy to use, adequately lit and well sign posted. All long-term (more than three hours) cycle racks shall be protected from the weather."*

**DM OBJ 99** – *"In residential developments without private gardens or wholly dependent on balconies for private open space, covered secure bicycle stands should be provided in private communal areas."*

Table 11.4 of the development plan notes the following bicycle parking requirements for apartments:

| Type of Development | Cycle Parking Standard |
|---|---|
| **Apartments** | Minimum of 1 private secure bicycle space per bedroom (note – design should not require bicycle access via living area)<br>1 visitor bicycle space per two housing units<br><br>Please refer to SPPR 4 of the 'Sustainable Residential and Compact Settlements Guidelines' (2024) for further requirements. |

***Table 27 – Extract from Table 11.4 of the MCC CDP***

The Sustainable Residential Development and Compact Settlements Guidelines (2024) SPPR 4 states the following:

*"It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include 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.*

*(ii) 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."*

Bicycle parking spaces for apartments, duplexes and houses without a direct access to a back garden is proposed at a ratio 1 no. long-term space per bedroom and 1 no. visitor space per 2 units. While creche bicycle parking requirements are not explicitly defined, 14 no. long-term and 8 no. short term spaces are provided:

| Unit Type | Bicycle Parking Spaces | Note |
|---|---|---|
| **Houses with direct access to rear gardens** | n/a | 111 no. houses with direct access to rear gardens |
| **Mid-Terraced Houses** | 150 | Secure bicycle stores at the front within curtilage |
| **Duplexes** | 130 | Secure communal bicycle stores |
| **Apartments** | 39 | Secure bicycle stores located on ground floor |
| **Creche** | 14 | Located in dedicated creche bike store |

***Table 28 – Proposed Bicycle Parking Spaces***

| Unit Type – Visitor Spaces | Bicycle Parking Spaces |
|---|---|
| **Houses** | 32 |
| **Duplexes** | 40 |
| **Apartments** | 16 |
| **Creche** | 8 |
| **Total** | **96** |

***Table 29 – Proposed Visitor Bicycle Parking Spaces***

**Part V Requirements**

We confirm that the applicant is committed to the delivery of their Part V obligations and we refer the Planning Authority to the Part V Allocation pack prepared by JFA Architecture which proposed 50 no. (20%) Part V Units as follows:

- Houses – 8 no. units (6 no. 2 beds and 2 no. 3 beds)
- Apartments Block A – 26 no. units (13 no. 1 beds, 13 no. 2 beds)
- Duplexes – 16 no. units (8 no. 2 beds, 8 no. 3 beds)

Unit mix of Part V units:

- 13 no. 1 beds (26%)

- 27 no. 2 beds (54%)
- 10 no. 3 beds (20%)

## 9.6 Trees and Hedgerows

The Development Plan outlines the following objective relating to trees and hedgerows:

**DM OBJ 11 –**

*'Existing trees and hedgerows of biodiversity and/or amenity value shall be retained, where possible.'*

Trees and hedgerows retention is informed by a tree survey. The proposed layout incorporates existing hedgerows on perimeter of the site. Trees and hedgerows are retained where practical and their removal is minimised. For more details we refer to a pack prepared by CM Arbor Ltd. accompanying this pack.

## 9.7 Flood Risk

The Meath County Development Plan 2021-2027 outlines the following policy relating to Flood Zones:

**INF POL 20 –**

*"To require that a Flood Risk Assessment is carried out for any development proposal, where flood risk may be an issue in accordance with the "Planning System and Flood Risk Management – Guidelines for Planning Authorities" (DoECLG/OPW, 2009). This assessment shall be appropriate to the scale and nature of risk to and from the potential development and shall consider the impact of climate change."*

We note that the subject site is located outside of Flood Zone A and B, however the site is in proximity to Flood Zone A in the southwest corner, as outlined in the figure below:

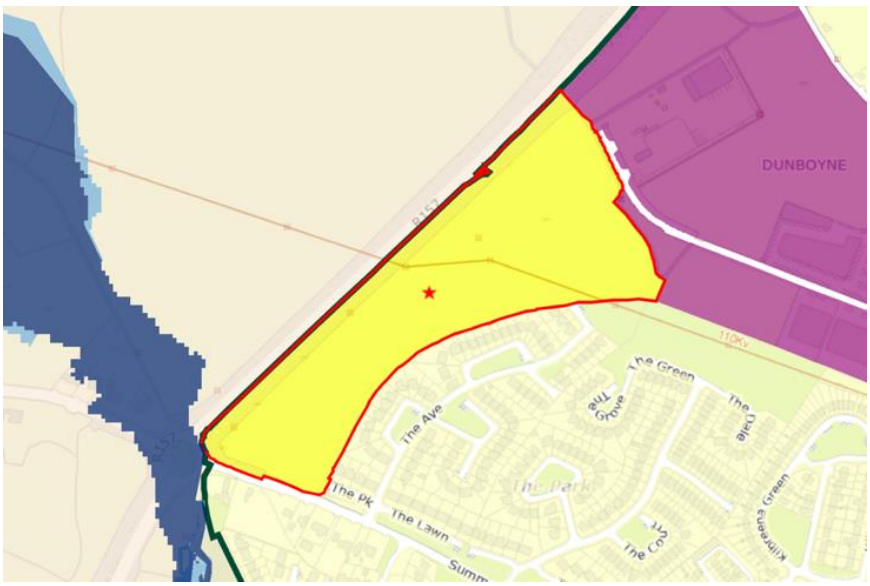



***Figure 42 – Flood Zone Mapping***

The Site-Specific Flood Risk Assessment prepared by TetraTech included herewith concluded that based on available and recorded information, there is a low risk of flooding to the proposed development site. Pluvial and residual flooding will be managed through the implementation of setting of appropriate finished floor levels and a robust and sustainable site drainage design including SuDS. Therefore, given the mitigation measures considered into the design, the development is deemed acceptable from a flood risk assessment perspective.

## 9.8 Noise

The Meath County Development Plan 2021-2027 outlines the following policy relating to Noise:

**DM POL 31 –**

*"To manage noise sensitive development in Noise Zone B and Noise Zone C, where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure, where appropriate, noise insulation is incorporated within the development."*

The subject site is located in Airport Noise Protection Zone C, as follows:

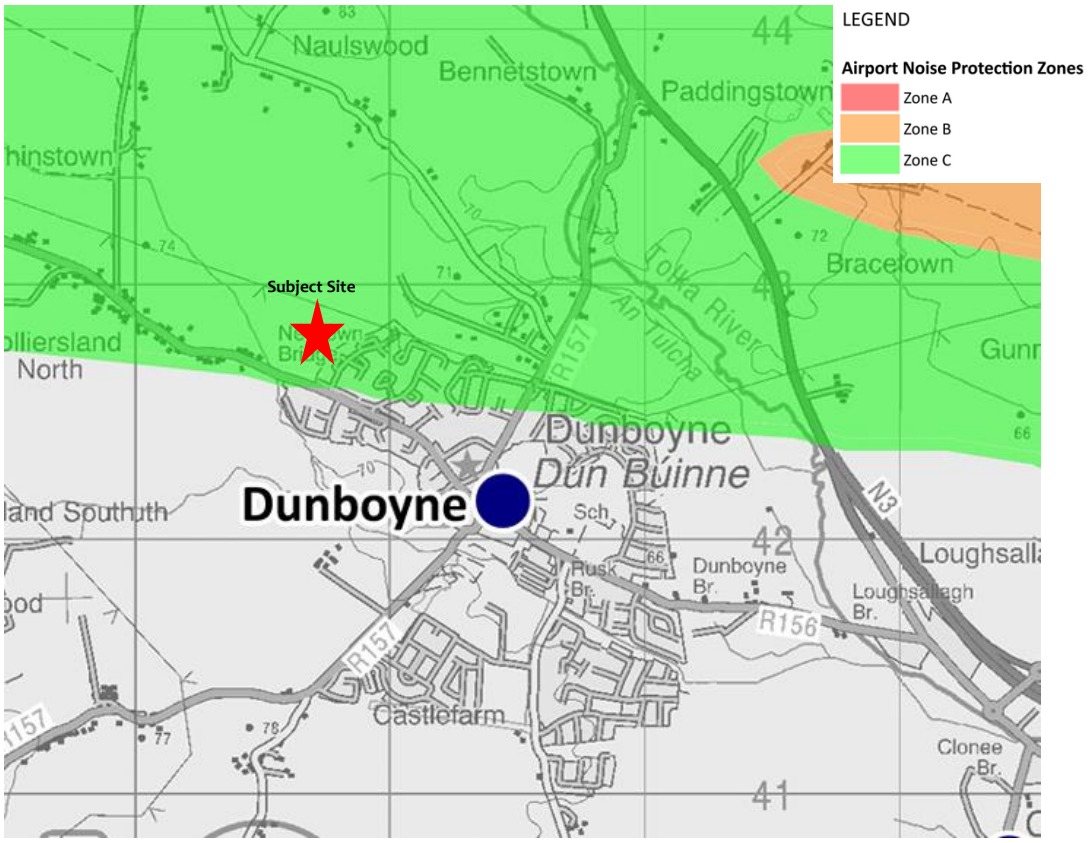



***Figure 43 – Dublin Airport Safety Zones (subject site marked with a star)***

We note that within Dublin Airport safety zones, there is a need to minimise the adverse impact of noise without placing unreasonable restrictions on development.

We refer the Planning Authority to the Acoustic Design Statement prepared by Wave Dynamics as part of this Planning Application that assess the impact of the Noise Zone on the subject development. The Acoustic Design Statement concludes the following:

*"Noise Impact Assessment*

*A Stage 1 and Stage 2 ProPG assessment have been undertaken. As part of the stage one assessment to categorise the site, a baseline noise survey was undertaken to measure the existing noise levels from road noise, aircraft and railway noise. Following a review of the noise levels on the site, including the LAFmax and LAeq, the site has been characterised as medium – high risk for day and night, with the western/northwestern boundary occupies the high risk contour for nighttime noise levels and the medium risk contour for daytime noise levels.*

*The remainder of the site is deemed low to medium risk during the daytime and nighttime respectively. Consideration has been given to future road and aircraft noise levels that may subject the site to higher*

*noise level than those measured during the baseline noise survey. It was noted during the attended measurements that train activity was inaudible due to the presence of road traffic noise dominance at the site and the distance between the site and the M3 Parkway rail line to the east. The building envelope has been designed to ensure adequate internal noise levels for the future residents of the development from all noise sources.*

*Aircraft Noise Impact*

*The site's noise exposure was assessed by analysing 2024 Dublin Airport noise contours, noise levels measured at the development site and projected 2035 contours, which account for the new planning grant for extended nighttime flights. The report confirms that the site's existing noise levels from aircraft are lower than local road traffic noise from the R157 and the M3 and that the calculated noise levels for the project, based on 2024 flight data, align with the 2035 Lden and Lnight contours. Finally, the report concludes that the proposed building's envelope and design will ensure internal noise levels are within acceptable limits for future residents.*

*Internal Noise Levels*

*Following the baseline survey, a noise impact assessment was undertaken, this included break-in noise calculations to predict the internal noise levels from road traffic and aircraft noise. Consideration has also been given to the future growth of the roads and the future nighttime flights permitted from Dublin Airport. Following the assessment, the building envelope performance requirements were determined. The performance specification for the building envelope has been provided in this report which includes the external walls, glazing, roof and ventilation requirements.*

*External Amenity Noise Levels*

*The external amenity spaces on the development include external amenity in the form of rear gardens to the houses, balconies and terraces, and several open spaces across the development. Some sections of open spaces, rear gardens and balconies or terraces facing towards the western/northwestern boundary which is adjacent to the R157 are predicted to exceed the recommended desirable levels by 3-5dB(A) Leq. Appropriate amenity has been provided on the development for residents using a combination of the rear gardens, balconies and terraces, and several open spaces across the development. This is in line with element 3(v) of ProPG.*

*Construction Noise Impact*

*The construction noise impact is predicted to exceed the BS 5228 requirements without any mitigation measures for the Site Set Up, Substructure and Superstructure stages of the project.*

*General and site-specific mitigation measures have been provided in this report to bring the construction noise levels down within the limits of BS 5228. Following the noise mitigation recommendations in this report, the construction phase is expected to meet the requirements of BS 5228 based on the information provided to WDA. In addition to the mitigation measures, guidance has been provided in this report for construction noise monitoring during the construction period to manage noise levels to manage construction noise.*

*Operational Noise*

*An operational noise impact assessment has been conducted to assess noise generated from plant and equipment, external amenity space usage, creche external play area and car parking movements across the development. It is predicted that operational noise from the proposed development will cause a low impact on the nearby noise sensitive locations during both daytime and nighttime operations. The mechanical plant and equipment specification is not available at this stage of the project. Specific noise limits have been provided in this report for mechanical plant and equipment, at design development stage*

*once the plant and equipment information are available it should be assessed for compliance with the criteria outlined in this report."*

**We submit that the proposed development is consistent with the Meath County Development Plan 2021-2027 (as varied).**

# 10 Conclusion

We invite the Planning Authority to positively consider the proposal now put forward in the application documents attached herewith. We note the following summary key points:

- The subject site is located at on lands bounded by Summerhill Road (L2228), R157, Plunkett Hall Estate and Dunboyne Business Park, Dunboyne, Co. Meath. The site currently consists of greenfield lands of approx. 6.87 ha with a net developable area of 6.49 ha.
- The subject site is well-located in terms of public transport accessibility and is located in proximity to 3 no. bus routes connecting Dunboyne to Blanchardstown, Drogheda and Dublin City. The site will also benefit from its proximity to the planned BusConnects Network with 2 no. routes serviced adjacent to the subject site. The subject site sits approx. 2km from the M3 Parkway Train Station and 2km from the Dunboyne Train Station, with both the Train Stations Dunboyne to be included in the DART+ West project.
- The subject site occupies a prominent position on the north-western outskirts of Dunboyne and the site is located directly west of the built-up area of Dunboyne. The subject sites location approximately 850m (13-min walk) from Dunboyne Town Centre benefits from a range of social infrastructure including community, healthcare, recreational and educational facilities.
- The proposed development consists of 248 no. residential units comprising 170 no. houses, 52 no. duplex units and 26 no. apartment units ranging in height from 2-4 storeys with associated internal and external amenity spaces, car parking and bicycle parking.
- The residential units proposed are of exceptional quality, with high amenity layouts. Careful attention has been given to the protection of the existing levels of amenity afforded to surrounding properties.
- A childcare facility of approx. 285.7 sqm sqm is proposed at ground floor level of Apartment Block B, designed to serve the needs of future residents and the wider neighbourhood.
- A total of 10,775 sqm of public open space is provided in the form of 4 no. POS areas and a total of 1,340 sqm of communal open space is provided in the form of 5 no. COS areas with both public and communal open spaces including comprehensive landscaping proposal to provide a vibrant and multi-functional communal open space to include a range of facilities for children of different ages, parents and the elderly. These spaces are designed to provide a safe, engaging, and multifunctional environment for residents of all ages, promoting community interaction, active living, and wellbeing within the development.
- This site offers a significant opportunity for the delivery of residential units within Dunboyne and in proximity to public transport connecting the site to Dublin City Centre. the proposal is appropriate to the site, the surrounding area and is well founded in planning terms. The applicant is committed to working with the Planning Authority to deliver on a sustainable proposal at this site and we trust that any matters that may require further consideration will be addressed during the development management process.

From review of the proposed LRD scheme, we can confirm that the proposal is in accordance with relevant statutory documents governing the site and that there is an appropriate planning context to support the subject proposal. We note specifically that this LRD proposal has had specific regard to both height and density and we are of the considered view that the current proposal is consistent with the provisions of the Meath County Development Plan 2021 – 2027.

All considered, the current proposal represents a significant development opportunity for the immediate locality in that it delivers a suitable scheme on zoned and serviced lands, which caters to residents. This accords with the national policy mandate for the delivery of housing by providing much needed residential accommodation at an appropriate location within Dunboyne.