



# Consolidated Meath County Development Plan 2021-2027 (including Variations 1, 2 & 3)

**Volume 2** : Written Statement and Maps for Settlements

## 1.0 Introduction

This written statement will provide a brief description and development strategy for Ashbourne. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

## 2.0 Town Context / Character

Ashbourne is the second largest town in Meath and had a population of almost 13,000 in 2016. It is strategically located along the southern boundary of the County adjacent to Fingal with excellent transport links to Dublin Airport and City Centre. The town also benefits from local connectivity with Ratoath, Dunboyne and Dunshaughlin via the regional road network.

Ashbourne is an important centre for retail, services and employment providing jobs and services to a wide catchment population in the south of the County. Employment is concentrated in the northern part of the town where there is a cluster of Business and Industrial Parks that host a broad range of businesses including manufacturing, engineering, construction, and wholesale retail operations. The town centre is also an important location for employment, providing jobs in the retail and professional services sectors.

In addition to its function as an employment and service centre, Ashbourne is also a commuter settlement for the Dublin Region.<sup>1</sup>

In response to the strong population growth additional services and facilities including a new Town Centre and Education Campus have been developed. It is recognised that additional community and recreational facilities are required. In this regard the Council is progressing the development of a Linear Park as part of the provision of green infrastructure in the town. A Public Realm Strategy setting out potential improvements to the town centre that would improve connectivity and create a more attractive urban environment in the centre of the town has also been prepared.

Notwithstanding Ashbourne's key assets, the settlement is not multi-modal. This continues to inhibit the towns ability to realise its potential as a fully sustainable growth town transitioning to Metropolitan status.

<b>Position in Settlement Hierarchy</b>	Self-Sustaining Growth Town – Important service centre that caters for a wide catchment area. There are opportunities for the town to become more self-sufficient by facilitating economic development and community infrastructure in tandem with residential growth.	
<b>Population</b>	12,679 in 2016 Census	Percentage Change 2011 to 2016
	11,355 in 2011 Census	12% increase
<b>Core Strategy Household Allocation to 2020-2027</b>	1,349 no. units  This includes 209 extant units not built at the time of writing	
<b>Population Projection 2027</b>	15,879	
<b>Resident Workers 2016</b>	6,144	
<b>Total Jobs 2016</b>	1,963	
<b>Job: Workforce Ratio 2016</b>	0.31	
<b>Number of units completed 2016-2019</b>	632 no. units	
<b>Committed Unbuilt Units</b>	209 no. units	

<b>Education Facilities</b>	5 primary schools (including 2 Gael Scoileanna and 1 Educate Together), 2 post-primary schools (De Lacy College and Ashbourne Community School), and childcare facilities.
<b>Community Facilities</b>	Athletics club, community centre, cricket club, football club, GAA club, golf club, rugby club, library, National Shooting Grounds, Garda station, International Baseball Centre, childcare options, citizens information centre, and 2no. churches
<b>Architectural Conservation Areas (ACAs)</b>	No Architectural Conservation Areas in Ashbourne
<b>Protected Structures</b>	4
<b>Services</b>	Capacity available as required
<b>Strategic Flood Risk Assessment</b>	Flood Zones in several locations in the town, to the north-east, south and south-west of the town centre along the Broadmeadow River and its tributaries
<b>Natura 2000 Sites</b>	There are no Natura 2000 sites within Ashbourne or abutting the boundary of the settlement. The closest Natura 2000 site is the Broadmeadow/Swords Estuary SPA, which is approximately 15km from the town. Other sites of relevance include the

	Malahide Estuary cSAC, where the Broadmeadow River, which passes through Ashbourne, enters the sea.
<b>Modal Share Targets for 2026</b>	
<b>Modal Share Target for Walking</b>	22% (Increasing from 15% in 2016)
<b>Modal Share Target for Cycling</b>	4% (Increasing from 2% in 2016)
<b>Modal Share Target for Bus</b>	16% (Increasing from 15% in 2016)
<b>Reduction Target for Car Use</b>	54% (Reducing from 64% in 2016)

### 3.0 Vision

***“For Ashbourne to develop as a vibrant, modern and integrated town around a strong employment and service centre, where future growth builds upon the town’s expansion and investment to support a sustainable, diverse and attractive settlement.”***

### 4.0 Opportunities

- The vibrant urban centre, growing population and improved educational facilities provide a platform for the continued sustainable growth of Ashbourne, supported by its strategic location in the south of the County.

- The proximity of Ashbourne to Dublin Airport and City Centre and the availability of serviced employment lands provides excellent opportunities to strengthen the employment base in the town and improve the jobs ratio.
- The implementation of the Ashbourne Town Centre Public Realm Strategy will make the town centre a more attractive place for people to visit, shop, and socialise in addition to making the town more appealing to potential investors.
- Opportunities exist for the redevelopment of vacant units in the town centre and the employment areas in the northern part of the town.
- The development of the Linear Park along the Broadmeadow River will be an important public amenity for the residents of Ashbourne and will integrate and connect green spaces in the town.
- Improve community and recreational infrastructure by identifying suitable lands for the development of a town park at regional scale that will provide a focal point for social and recreational amenities. (Refer to Chapter 7 Community Building)
- Promote more sustainable modes of transport by identifying a suitable location for a Park and Ride facility.
- Improve walking and cycling facilities in the town by supporting the delivery of the infrastructure projects on the Milltown Road and Main Street that received funding under the Urban Regeneration and Development Fund.
- Potential to explore the possibility of a rail connection to Dublin by means of a spur serving Ashbourne and Ratoath from the Navan-Dublin line.<sup>2</sup> (Refer to Chapter 5 Movement)

## 5.0 Land Use Strategy

The primary focus of the development strategy for Ashbourne is to strengthen the employment base and raise the economic profile of the town. There will be a focus on consolidating development in the centre of the town and improving connectivity and permeability between new residential developments and the town centre. As the population continues to grow, an emphasis will be placed on ensuring that adequate social, community and recreational facilities are available to meet the needs of residents. The Core Strategy has allocated what is considered to constitute a reasonable allocation of the overall County population to the town having regard to the need to focus on

employment activity and future sustainability.

## 5.1 Settlement and Housing

Ashbourne is an attractive settlement that has experienced significant growth over the past decade due to its proximity to Dublin Airport and City Centre. There are a broad mix of house types and residential developments in the town that meet the needs of the growing population. Whilst in the past residential development has preceded community facilities, there has been recent investment in social and community facilities in the town including a new school campus and public library which has assisted in creating a more balanced and sustainable community. As the population grows further expansion of facilities will be required.

Residential growth in the town remains strong, with a number of large development sites in the town recently completed or close to completion. These include Churchfields, Archerstown Demesne, Crenigans Banog, and Milltown Meadows. Alongside the development of these greenfield sites, there has also been an emphasis on compact growth with development recently completed on a number of infill sites including The Oaks and Walfre Lodge.

At the time of writing, there were c.200 unbuilt extant units in Ashbourne. It is anticipated that these will be completed within the lifetime of this Plan.

The growth of Ashbourne will continue to be based around principles of compact, sustainable neighbourhoods that include a suitable mix of housing that meets the needs of people of all ages in locations within walking distance of services and facilities.

## 5.2 Economy and Employment

The location of Ashbourne on the edge of the Dublin Metropolitan Area and its connectivity with Dublin Airport and City Centre makes the town an important centre for economic growth in Meath. In 2016 there were almost 2,000 jobs in the town, making it one of the highest centres of employment in the County. The range of jobs in the town is diverse and includes manufacturing, construction, education, engineering, retail, finance, professional services, and tourism.

The employment lands to the north of the Rath Roundabout have been identified as one of five strategically important sites for employment in the Meath Economic Development Strategy. These lands benefit from a location along the route of the Eirgrid east/west interconnector in addition to

access to an excellent fibre based broadband connection. A Framework Plan has been prepared for these lands. Any planning application shall be developed in accordance with this Framework Plan or a revised/updated Master Plan.

Ashbourne Business Park will continue to have an important role in the provision of employment in the town as there is capacity for additional employment uses on undeveloped lands within the Park. These lands shall provide for light industrial and industrial office type development in a high-quality campus environment.

In order to ensure sufficient lands are available to meet the future economic growth of the town and to provide investment options for potential investors, an additional nine hectares of employment land have been identified between Ashbourne Retail Park and the M2. A new Strategic Employment Site has also been zoned to the south of Ashbourne for E1/E3 purposes.

### **5.3 Retail**

Ashbourne is the second largest retail centre in the County. This is recognised in its designation as a Level 3 Centre in the Retail Hierarchy for the County. The strong retail offer in the town centre is an important anchor for the town and its hinterland. (Please refer to Chapter Economy and Employment and Appendix 4 Retail Strategy).

### **5.4. Water Services Infrastructure**

Water: Ashbourne is part of the East Meath Water Supply Scheme. It is supplied by the Staleen Water Treatment Plant via Windmill Hill and Rath Reservoirs. This supply is augmented by groundwater boreholes and treatment plants at Curragha and Rath.

There is capacity available at these sources and treatment plants, however, currently there are significant network constraints within Ashbourne. The Council is working with Irish Water to upgrade the network and remove these constraints during the period of this plan.

Wastewater: The completion of the Ashbourne/Ratoath/Kilbride Sewerage Scheme Stage 2 in 2010 has provided a modern and efficient wastewater collection system for these settlements that has significant capacity. Wastewater from Ashbourne is discharged to the Greater Dublin Drainage network where it flows to the Regional Wastewater Treatment Plant at Ringsend.



It is considered that adequate Wastewater capacity exists to facilitate the development and growth provided for Ashbourne during the life of this Plan.

## 5.5 Flood Risk

The Strategic Flood Risk Assessment prepared for the County identified lands at risk of flooding. A risk based approach to flood management in accordance with the provisions set out in *“The Planning System and Flood Risk Management Guidelines for Planning Authorities”* (2009) will be implemented in order to prevent or minimise future flood risk.<sup>3</sup>

In response to recent flood events in Ashbourne, a Flood Alleviation Scheme was prepared for the town. This scheme involves various works the upgrade of culverts, channel improvements, and the construction of low height flood defence embankments. These works are ongoing and near completion.

## 5.6 Movement

The successful integration of land use and transport is essential for the sustainable growth of the town. As part of the strategy of supporting the integration of land use and transport planning, the RSES requires the preparation of a Local Transport Plan for Ashbourne. This Plan will be prepared in conjunction with the National Transport Authority and will assist in the identification of measures to reduce the need to travel, improve the efficiency of public transport, promote walking and cycling, and reduce dependence on the private car as the primary mode of transport.

The attractive urban form and compact nature of Ashbourne has helped to foster a strong walking and cycling mode share which is further supplemented by a number of frequent bus services offering good connections to Dublin and neighbouring towns. The town also benefits from its close proximity to the M2 transport corridor.

Building upon the strong active mode share in Ashbourne, opportunities exist to improve permeability within the town centre and introduce pedestrian and cycle upgrades on key corridors linking residential lands to the town centre. The Public Realm Strategy for Ashbourne has identified various improvements to the streets and civic spaces in the town centre that would create a more attractive and coherent town centre. This includes the Main Street and Milltown Road, which received funding for improvements to cycling and pedestrian infrastructure under the Urban Regeneration and Development Fund.

In order to reduce dependence on the private car and to make public transport more accessible and attractive to residents, there is an opportunity to support the delivery of a Park and Ride facility in the town. Such a facility would have the benefit of easing traffic congestion and encouraging a transition from car dependence to more sustainable forms of public transport. It is thus an objective of this Plan to identify a suitable location for a Park and Ride facility in the town.

In addition to improving access to bus services, consideration must also be given to the possibility of providing a rail link to Ashbourne in the long term. As part of the reappraisal of Phase II of the Navan Rail Project, it is considered that there is an opportunity to examine the potential of including a spur from this rail line to Ashbourne (via Ratoath). It is an objective of this Plan to engage with Irish Rail and the National Transport Authority to examine the feasibility of providing this rail link.

## **5.7 Cultural, Natural and Built Heritage**

The most significant natural feature in Ashbourne is the Broadmeadow River and its corridor, which provides a focal point for environmental quality and recreation. This river will be the feature of the Linear Park, which will also see the existing playground along the river being developed into an interactive play area for children of all ages.

## **5.8 Green Infrastructure and Open Space**

Green Infrastructure is the network of green spaces, habitats, and ecosystems that intersperse towns and villages. It includes open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage, and the open countryside. The purpose of identifying green infrastructure is to ensure a co-ordinated approach is taken to the management of this infrastructure that would be mutually beneficial to people and local ecosystems and habitats. Further details on Green Infrastructure are set out in Chapter 8.

This Plan provides an opportunity to enhance the provision of green infrastructure in Ashbourne through the progression of the Linear Park. This Park will extend the length of the Broadmeadow River from the Ballybin Road, adjacent to Donaghmore GAA grounds, through Castlelands and Killegland, across and along the existing playground through to the open space at Deer Park and on to the Milltown Road. The first phase of the Linear Park, which included the delivery of a new play space, construction of an amphitheatre, and the installation of a pedestrian footbridge which provides a direct link to the town centre, was completed in 2019.

The future public park, to the south east of the town centre easily accessible for the population which will be advanced during this Plan, will supplement the open spaces in the Linear Park and will provide further facilities and recreational areas for residents.

## **5.9 Social Infrastructure**

Ashbourne benefits from a large well-resourced public library in the Town Square that is an important community asset.

The completion of the Education Campus has been a considerable success and will ensure that residents of the town can avail of high-quality and accessible educational facilities. There is an opportunity to improve connectivity from the residential lands to the east to the campus along the Linear Park.

The town is well-served by sports clubs and other community facilities however is lacking a public park that is accessible to the entire community.

In order to strengthen the community in Ashbourne and to make the town a more attractive place to live, it is an objective of this Plan to prepare a Master Plan for the delivery of a public park. This space would be a gathering place for families and various groups and organisations and would be an important resource in promoting an active and healthy lifestyle. A F1 Open Space zoning has been included to the southwest of the town centre to provide for a public park.

In recognition of the demand for additional areas of active open space c.6.2 hectares of lands have also been identified for open space uses adjacent to Donaghmore/Ashbourne GAA club.

## **6.0 Master Plans**

There are 4 Master Plan areas identified in Ashbourne. The purpose of a Master Plan is to ensure an integrated approach is taken to the phasing, management, and development of lands within the Master Plan Area. A planning application will not be considered in the absence of the Master Plan being agreed in writing with the Executive of the Planning Authority.

Master Plan	Description	Status
Master Plan 18	Master Plan 18 relates to the lands at Milltown to the south of Ashbourne and has an area of c.19.9 hectares. It is intended that these lands shall provide a primary school site, lands for recreational uses, including playing fields, and lands for residential development. The development of the lands shall be on a phased basis to be agreed as part of the preparation of the Master Plan.	Awaiting preparation
Master Plan 19	Master Plan 19 relates to employment and tourism zoned lands with an area of c.30.5ha located off the N2 to the north west of Ashbourne Business Park.	Awaiting preparation
Master Plan 20	Master Plan 20 relates to lands on the southern edge of the town with an area of c.46.5ha that have been identified as a new Strategic Employment Site for Ashbourne. As part of the preparation of this Master Plan there will be a requirement to take account of any upgrades required to the R125 to improve the links between Ashbourne and Swords.	Awaiting preparation
Master Plan 21	Master Plan 21 relates to lands to the southwest of Ashbourne with an F1 Open Space zoning.	Awaiting Preparation

## 7.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and

Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

### ASH POL 1

To support the consolidation of development of Ashbourne which facilitates the provision of residential development and employment, retail, community, and recreational facilities in order to create a more compact and self-sufficient settlement.

## Objectives

It is an objective of the Council:

## Settlement and Housing

### ASH OBJ 1

To facilitate the development of the lands at Milltown identified as 'MP18' on the Land Use Zoning Map, subject to the preparation of a Master Plan.

## Economy and Employment

### ASH OBJ 2

To continue to attract new industry to Ashbourne which capitalises on the quality of road infrastructure at this location and its proximity to the M50, Dublin Airport and Dublin Port.

## Infrastructure

### ASH OBJ 3

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of Ashbourne within the Plan period.

**ASH OBJ 4**

To manage flood risk and development in Ashbourne in accordance with policies and objectives set out in section 6.10 of Volume 1 of the County Development Plan '**Surface Water and Flood Risk Management**'.

**Movement****ASH OBJ 5**

To identify a suitable location for a bus-based Park and Ride facility in Ashbourne.

**ASH OBJ 6**

To support and facilitate the completion of the remaining phases of the cycling and walking enhancement on the R135.

**ASH OBJ 7**

To support and facilitate the implementation of a new walk and cycle link from Killegland Street through to Frederick Street in partnership with all relevant stakeholders.

**ASH OBJ 8**

To support the delivery of walking and cycling enhancements on the Milltown Road.

**ASH OBJ 9**

To support and facilitate the implementation of cycling upgrades throughout the Town Centre as defined within the Greater Dublin Area Cycle Network Plan.

**ASH OBJ 10**

To support the implementation of the upgrade to the Baltrasna Road to accommodate walking and cycling enhancements, in consultation with all relevant stakeholders.

**ASH OBJ 11**

To seek to improve pedestrian and cycling infrastructure between Ratoath and Ashbourne

**ASH OBJ 12**

To examine the feasibility of a new junction on the R135 that could serve development lands on Hickeys Lane and facilitate a new access to Ashbourne Community College, in consultation with all relevant stakeholders.

**ASH OBJ 13**

To examine the feasibility of upgrading the Archerstown road to better serve the growing community facilities located along this road.

**ASH OBJ 14**

To safeguard, in conjunction with the National Transport Authority and all relevant stakeholders, the efficient operation of buses on the R135 and support measures to increase the level of service by bus to and from Ashbourne.

**ASH OBJ 15**

As part of the future planning of the Dunboyne/M3 Parkway line to Navan, the possibility of a spur serving Ashbourne and Ratoath should be explored subject to compliance with national policy and the Railway Order.

**ASH OBJ 16**

To prepare a Local Transport Plan for Ashbourne in consultation with the National Transport Authority and in accordance with the Transport Strategy for the Greater Dublin Area.

**ASH OBJ 17**

To examine the feasibility of upgrading the R125 in conjunction with Fingal County Council to improve links and connectivity between Ashbourne and Swords

**ASH OBJ 18**

To ensure that access to all zoned lands are provided for and that no zoned land becomes landlocked.

## **Cultural, Natural and Built Heritage**

**ASH OBJ 19**

To support the completion of the Linear Park running along the Broadmeadow River from Ashbourne Golf Club to the Ashbourne Education Campus, subject to the availability of funding.

## **Social Infrastructure**

**ASH OBJ 20**

To facilitate the development of a primary school, in association with the Department of Education, on suitably located lands that would meet the educational requirements of the future population of Ashbourne.

**ASH OBJ 21**

To support and facilitate the development of additional sporting facilities, and in particular playing fields, on the lands identified as 'Open Space' immediately to the west of Donaghmore/Ashbourne GAA Club.

**ASH OBJ 22**

To prepare a Master Plan on the lands identified 'MP 20' on the Land Use Zoning Map which will comprise of a Strategic Employment Site with an E1/E3 zoning.

**Urban Design and Public Realm****ASH OBJ 23**

To support the utilisation of sustainable principles in the design, planning and development of residential schemes throughout the town.

**ASH OBJ 24**

To implement and ensure compliance with the Public Realm Plan for Ashbourne which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the town.

**1** - Census 2016 POWSCAR Data

**2** - Further details are provided in Chapter 5 of the CDP 'Movement'

**3** - Further details regarding Flood Risk Management are set out in Chapter 6 of the CDP 'Infrastructure'



## 1.0 Introduction

This written statement provides a brief description and development strategy for Athboy. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

## 2.0 Context and Character

Located within the Kells Municipal District in the north west of the county, Athboy is a small town situated in close proximity to the border with County Westmeath. The population of Athboy is 2,445 persons in 2016, a 2% increase in population, well below the national average of 3.8%. Athboy is o

Athboy is approximately 17km west of Navan and 11km northwest of Trim. Dominated by the convergence of national, regional and third-class roads the town is well connected to the surrounding hinterland, with the Main Street comprising the N51 national secondary road.

With a relatively compact Main Street, the amenity, heritage qualities and character of Athboy are largely derived from development fronting onto the elongated Main Street of the town. There are significant infill opportunities to the rear of the Main Street, as the backland area has not experienced any significant redevelopment and largely retains its 19th Century footprints. The town in recent times has extended along the main approach roads, with significant residential development evident on the Oldcastle, Kells and Mullingar roads. Whilst residential growth and development has been strong, development within lands identified for enterprise and employment uses off the Trim Road has been limited.

<b>Position in Settlement Hierarchy</b>	Small Town
<b>2016 Population</b>	2,445
<b>2011 Population</b>	2,397
<b>Percentage Change 2011-2016</b>	1.90%
<b>Housing stock 2016</b>	989

<b>Number of units completed 2016-2019</b>	34
<b>Committed units not yet built</b>	127
<b>Core Strategy Household Allocation 2020-2027</b>	200 units This includes 127 extant units not built at the time of writing
<b>Population Projection 2027</b>	2,795
<b>Resident Workers 2016</b>	970
<b>Total Jobs 2016</b>	489
<b>Job – Workforce Ratio 2016</b>	0.5
<b>Education Facilities</b>	6
<b>Community Facilities</b>	15
<b>Architectural Conservation Areas (ACAs)</b>	Athboy Architectural Conservation Areas
<b>Protected Structures</b>	37
<b>Zone of Archaeological Potential</b>	There is a of National Monument Service Zone of Archaeological Notification within the settlement.

<b>Natura 2000 Sites</b>	Yes - the River Boyne & River Blackwater SPA and SAC is located within the settlement area.
<b>Strategic Flood Risk Assessment</b>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>Development proposals within the backlands must consider the sequential approach and allocate water compatible development within Flood Zones A and some/all of Zone B where possible. Planning applications in this area must be accompanied by an appropriately detailed FRA, setting out the above approach that clearly assesses flood risks, management measures and demonstrates compliance with the Planning Guidelines.</p>
<b>Water Services Infrastructure/Capacity</b>	Athboy Water Supply Scheme and Sewerage Scheme have capacity but there may be some localised network constraints.
<b>Modal Share Targets for 2026</b>	
<b>Modal Share Targets for Walking</b>	22% (Increasing from 16% in 2016)
<b>Modal Share Target for Cycling</b>	4% (Increasing from 1% in 2016)
<b>Modal Share Target for Bus</b>	12% (Unchanged from 12% in 2016)
<b>Modal Share Target for Rail</b>	1% (Unchanged from 1% in 2016)

<b>Reduction Target for Car Use</b>	56% (Reducing from 65% in 2016)
-------------------------------------	---------------------------------

### 3.0 Vision

‘To consolidate and strengthen the town, through the redevelopment of backland, infill and neglected lands for residential use in the town centre, whilst promoting Athboy’s natural environmental and built heritage qualities and curtailment of the sprawling urban form through a redefinition of the development boundary’.

### 4.0 Opportunities

- To facilitate compact growth with a consolidation of the town centre by the redevelopment of key backland, infill and brownfield lands, addressing vacancy and dereliction.
- Develop a unique Public Realm in line with the Public Realm Plan.
- Potential to create a green infrastructure network by integrating the Athboy Heritage Trail into existing public open spaces and high amenity areas.
- A vibrant community sector in the town provides opportunities to maintain and deliver additional recreational and community facilities.
- Further develop the tourism sector in the town given key heritage/tourist assets in the vicinity including Hill of Ward and Causey Farm.
- Linguistic and cultural heritage given the town’s location proximate to the Meath Gaeltachts, potential to function as a Gaeltacht Service Town.
- The inaugural Púca festival, to be held in 2019, celebrating Ireland as the birthplace of Halloween with venues in Trim, Athboy and Drogheda aims to attract international visitors to Ireland in October and November. It is intended that this would become an annual event and will be supported by the establishment of a headquarters building in Athboy.

### 5.0 Land Use Strategy

The development strategy for Athboy is to consolidate the existing town centre to address dereliction. There will be a focus on broadening the economic base of the town to facilitate local job

creation as unemployment in the town in 2016 was higher than the county average (7.19%) at 10%. The strategy will also seek to increase the role of tourism in the economy of the town.

## 6.0 Settlement and Housing

The total housing stock for Athboy as recorded in the 2016 Census was 989 dwellings. To date, new residential development has largely taken place on outer greenfield sites removed from the town centre along the approach roads into the town.

The Core Strategy (Table 2.12) of the Plan provides a housing allocation of 200 units to Athboy over the 2020 – 2027 period. A review of planning history within the town has determined that there are 127 committed units. In addition to this land, up to 50% of the backland town centre land identified can be developed for residential purposes, potentially yielding an additional 100 residential units within the town.

The Planning Authority is therefore satisfied that sufficient lands have been identified to accommodate the household allocation.

All new residential development should be as close as possible to the town centre area thus promoting sustainable land use where walking, cycling and public transport uses can be promoted, along with the integration of open space and public facilities.

## 7.0 Economy and Employment

Two enterprise and employment sites are located within the town's development boundary and can facilitate the creation and development of small-scale services and local enterprises. The Athboy Business Park on the Trim Road has been identified to accommodate future enterprise and employment uses, development has been slow resulting in a substantial area of undeveloped land. It is important that this land is developed in the future in a coordinated manner.

The other enterprise and employment site is located on the Cloran Road west of the town centre. This site is largely developed although there is a small area of undeveloped land remaining at the rear to facilitate limited future expansion.

## 7.1 Retail

Athboy is identified as a Level 4 retail centre in the County Retail hierarchy which seeks to deliver local / neighbourhood retail services, serving the immediate population only.

## 8.0 Water Services

Water: Athboy is served by local groundwater boreholes and treatment plants. These also serve Rathcairn and Kildalkey. There is considered to be adequate space capacity to serve the development and growth provided for in this 2021-2027 CDP. However, there are some localised network constraints that may require developer contributions to address.

## 9.0 Flooding

The Athboy River flows through the town. The Strategic Flood Risk Assessment prepared for the County has identified lands at risk of flooding. A risk based approach to flood management in accordance with the provisions set out in *“The Planning System and Flood Risk Management Guidelines for Planning Authorities”* (2009) will be implemented in order to prevent or minimise future flood risk.<sup>1</sup>

## 10.0 Movement

The town is dominated by the N51 National secondary route which forms the main street of the town. There are currently no plans for a Bypass of Athboy i.e. it has not been referenced in the National Development Plan. However, although a bypass of Athboy is not a priority scheme for Transport Infrastructure Ireland (TII), a further study to examine the national secondary network in the context of the National Planning Framework and connectivity of the regional centres is to be carried out by the TII in due course. This could be significant for Athboy in terms of re-examining the N51 and potential investment opportunities that could arise. In the meantime, the Public Realm Plan for the town, currently being prepared<sup>2</sup> addresses movement issues including bus facilities and car parking within the town.

## 11.0 Cultural and Natural Heritage

Athboy contains an Architectural Conservation Area (ACA) extending from Lower Bridge Street to O’Growney Street and includes all of the town centre’s land plots on both sides of the Main Street.

---

<sup>1</sup> Further details regarding Flood Risk Management are set out in Chapter 6 Infrastructure Strategy

<sup>2</sup> August 2018

This designation recognises the special significance of the built heritage which characterises Athboy and that care must be taken with regard to any future proposals in this area. Information on ACAs is set down in Volume 1 of this Plan and further information on Athboy ACA is detailed in the Character Statement available under the Heritage section of the Council's website. Future commercial and retail development will need to respect the existing vernacular design traits evident within the town in order to protect its character and that of the ACA that it is included within. The roof pitches; façade and fenestration details must respect this setting.

Athboy contains two sites of archaeological interest. The town centre area outlines the initial early development of the town comprising of Connaught Street, Main Street, and Lower and Upper Bridge Street. The second zone of archaeological interest surrounds the complex of buildings of Danes Court to the south of St James' Church of Ireland. The town also contains approximately 13 items identified on the Sites and Monuments Record (SMR). These items highlight the extensive length of human occupation in the town and are arranged around a number of separate historical areas, specifically Danes Court, the St James' Church of Ireland ecclesiastical complex, St James' Holy Well and the town's former defences located along Main Street and the Kildalkey Road.

The topography of the landscape surrounding Athboy is generally flat. As a result, only one notable view and prospect has been identified. This view and prospect of special amenity value includes:

- A view running from north to south from the northern extremity of the Townparks area into the floodplain of the Yellow Ford River and the open space area to the rear of those buildings to the north of Main Street. This has been identified on the land use zoning objectives map.

A heritage trail has been developed within the town centre and this trail could be further extended to link in with other natural features in the town. Given Athboy's important built heritage and the longevity of settlement at this location, there is potential for the town to cater for a greater share of the tourism market within the County. Athboy could function in conjunction with other associated heritage towns and villages and develop as a distinctive service centre within the network of heritage towns and tourism centres in the County.

## 12.0 Green Infrastructure

Athboy has the benefit of a number of significant green spaces, including the Fairgreen in the centre of the town, green space and playground at Townparks. The potential to create a green

infrastructure network by integrating the Athboy Heritage Trail into existing public open spaces and high amenity areas is a key objective of this plan and will be explored further in the Local Area Plan.

## 13.0 Urban Design and Public Realm

A Public Realm Strategy has been prepared for the town and will provide a robust strategy for the future development of the urban landscape of Athboy. It presents an opportunity to engage with the local community to identify the main qualities and issues facing the town centre and establish a broad shared vision in order to make Athboy a more attractive place to live, work and visit.

## 14.0 Town Development Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition, objectives have only been restated where they have particular relevance to the settlement. These objectives should therefore be read in conjunction with the Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### ATH POL 1

To consolidate and strengthen the town, through the redevelopment of backland, infill and brownfield lands based on the principles of sustainable community and the creation of a high-quality urban environment.

### Objective

It is an objective of the Council:

#### ATH OBJ 1

To provide for appropriate mixed-use development at an appropriate scale which compliments the character of the town and which enhances local services and community facilities.



**ATH OBJ 2**

To implement and ensure compliance with the Public Realm Plan for Athboy which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the town.

**ATH OBJ 3**

To require high-quality design in all new developments.

**ATH OBJ 4**

To protect and maintain the trees identified for preservation on the Land Use Zoning Objectives Map.

**ATH OBJ 5**

To support and encourage the development of the town as a tourism hub as a focus for employment generation in conjunction with relevant stakeholders.

**ATH OBJ 6**

To support and encourage the further development of linguistic and cultural heritage and to explore the towns potential to function as a Gaeltacht Service Town, in conjunction with relevant stakeholders.

**ATH OBJ 7**

To support and promote existing and proposed festivals including the Púca Festival (including the establishment of a festival headquarters in the town) to increase the cultural, heritage and lifestyle profile of Athboy, subject to the satisfactory location, access, parking provision and protection of the surrounding environment.

**ATH OBJ 8**

To explore the potential to create a green infrastructure network by integrating the Athboy Heritage Trail into existing public open spaces and amenity areas.

**ATH OBJ 9**

To improve traffic circulation in the town by facilitating the development of bus pull in areas in conjunction with Bus Éireann.

**ATH OBJ 10**

To support the enhancement and development of the Athboy Convent Community Centre and other community facilities in the town.

**ATH OBJ 11**

To work with the National Transport Authority, Bus Éireann and other relevant organisations to improve the public transport connectivity from Athboy to the County Town and onto Regional and City Centres.

## 1.0 Village Context and Character

Baile Ghib (Gibbstown) located in the centre of County Meath is one of the two Gaeltacht areas in the County, with the other being Rathcairn. Baile Ghib (Gibbstown) is located on the R163 (Slane/Kells regional road) approximately 7km to the northwest of Navan.

Baile Ghib (Gibbstown) takes its name from Gibbstown Demesne. The demesne comprised Gibbstown House which was constructed in 1871, a farmyard and attendant grounds, including an extensive walled garden, farm buildings and gate lodge. The village developed adjoining the Demesne in the 1930's when the Gaeltacht was established. Gibbstown House was demolished in 1965 leaving the walled garden, and a number of entrances to the demesne including a formal entrance feature to the west and a minor entrance to the east adjoining the existing industrial area. The remnants of the Gate lodge, that provide a further entrance to the estate is located opposite the primary school.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	142 (estimate no census data available)
<b>2011 Population</b>	93 (estimate no census data available)
<b>Percentage Change 2011-2016</b>	52.0%
<b>Housing stock 2016</b>	30
<b>Number of units completed 2016-2019</b>	0
<b>Committed units not yet built</b>	0
<b>Population Projection 2027</b>	131

<b>Education Facilities</b>	Scoil Ultain Naofa Primary School (centrally located)
<b>Community Facilities</b>	7
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	Gibbstown Estate - Circular entrance feature; Gibbstown Demesne – Red Brick House c.1889; and; Gibbstown Farmyard of stone and brick buildings
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The River Blackwater is located approximately 1.6km to the southwest of the village. This river forms part of the River Boyne & River Blackwater SAC & SPA Natura 2000 network which spans the County. Some local streams positioned close to the village drain into the River Blackwater.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	No waste water treatment plant.

	Water supply is branched from Navan Water Supply Network – some capacity available.
--	---

## 2.0 Vision

To promote the linguistic and cultural heritage of Baile Ghib (Gibbstown) Gaeltacht and define its physical identity and sense of place through consolidation and strengthening the commercial and residential village centre, building on the physical heritage of Gibbstown Demesne from which the village name is derived, in a manner that enhances its linguistic and cultural distinctiveness, while also providing for development which will allow Gibbstown to develop in a sustainable manner, as an attractive place to live, work, recreate and visit, while reflecting its Gaeltacht distinctiveness.

## 3.0 Opportunities

There is potential to enhance the entrances to the village which will improve the identity of Gibbstown for residents, and potential new enterprise and employment uses, also consolidation of the commercial village centre at the eastern end of the village integrating the potential reuse of the historic farm structures, and consolidation of the school and residential cluster in the centre of the village as location for infill residential development. The historic avenue to Gibbstown house also holds potential to create an amenity route connecting the local amenities. Furthermore, Gaeltacht na Mí Economic Development Forum promotes the special economic status of Gibbstown and aims to support measures aimed at driving economic growth in the village.

## 4.0 Land Use Strategy

In order to facilitate the delivery of the vision for Baile Ghib (Gibbstown), a village strategy is proposed. There are a number of key complementary elements to the Strategy; to develop a sense of place through the promotion of the linguistic and physical heritage; to enhance and improve the existing distinctive gateways to the village, reinforcing a sense of arrival and place and to enhance the public realm in the village, ensure new development integrates with the remnants of the historic demesne, and promotes the sustainable reuse and adaptation of historic structures.

## 4.1 Settlement and Housing

The village comprises historic cottages associated with Gibbstown Demesne and more recent one-off detached houses in a variety of dwelling styles, including single and two storey structures, with farm and commercial structures to the rear.

The Plan supports the completion of the existing unfinished estate, the development of infill residential areas and promotes the renovation of the historic farm buildings, as a tourist related use to the south east of the village.

New residents will be required to integrate with the Irish speaking culture to ensure the protection of the language and culture in the area. It will be a requirement of the Council that a 'Language Impact Study' be carried out before any application for housing (single and multiple housing developments) is considered in the area. (Refer to objectives below for additional information).

Consideration will also be given to an innovative mixed-use development associated with the existing former Demesne farm buildings to include alternative proposals to create a sustainable use for these attractive and historic structures.

## 4.2 Economy and Employment

Baile Ghib(Gibbstown) is identified as a Level 5 Retail Centre in the County Retail Strategy. There are a small range of retail services, comprising one shop, and local employment opportunities within the village that are limited to Engineering Design Services Industrial Unit and Adtec Aerauto Ltd. An additional area has been identified adjacent to the aforementioned businesses for E2 'General Enterprise and Employment' land use zoning objective. This will provide for consolidated industrial development. Further commercial and enterprise uses are also promoted in the form of mixed-use development that may be associated with the existing farm buildings, that would contribute to the achievement of a more sustainable mix of use within the village. As previously noted, Gaeltacht na Mí Economic Development Forum promotes the special economic status of Gibbstown and will continue to support measures aimed at driving economic growth in the village.

## 4.3 Water Services Infrastructure

There are no proposals for the installation of a public waste water treatment plant in Baile Ghib (Gibbstown). Water supply is by public watermain from the Navan Water Supply Network. There is a capacity constraint in the water main link from Navan to Baile Ghib (Gibbstown). There are no current proposals to increase the size of the watermain to alleviate this constraint.

## 4.4 Movement

The village of Baile Ghib (Gibbstown) has developed along the Slane / Kells regional road. There are no footpaths or street lighting along the main road, resulting in a community that is reliant on the car.

This plan will promote sustainable modes of transport such as walking and cycling, through the development of new paths connecting the village centre and a pedestrian amenity route along the historic avenue to Gibbstown Demesne.

## 4.5 Cultural Heritage

When Baile Ghib (Gibbstown) was designated a Gaeltacht in the 1930's, migrants from Mayo, Kerry, Donegal and Cork Gaeltachta settled in the area. This migration took place as a result of the Land Commission's work in relieving congestion along the Atlantic Coast. In 1937, 52 families settled in the townland of Gibbstown, followed by a further 9 families in 1939 who settled in Clongill. These families amounted to a total of 373 persons. The cultural heritage of the village is reflected in the street names, including Donegal Road, and Mayo Road, located outside the plan area. The identity of the Gaeltacht has been challenging to preserve due to the limited size of the community where it is difficult to support the delivery of a wide range of services through the Irish language.

Consequently, bilingualism has become a necessary practice.

## 4.6 Green Infrastructure

Baile Ghib (Gibbstown) has an open character, with roads enclosed by trees and hedgerows. There are remnants of wooded areas that formed part of the demesne which contribute to the character of the area; at the entrance to the village from the west, along the roadway, and as a backdrop to the dwellings to the south of the nucleus of the settlement. There are attractive views across the rural landscape between the various developments. The quality of the road boundaries vary along the main road, comprising attractive historic stone walls, estate railing, hedges and trees. In a number of areas boundary treatments are poorly defined or are absent. These areas would benefit from more consistent high-quality boundary treatment to better define the public realm.

## 4.7 Social Infrastructure

As Baile Ghib (Gibbstown) develops, existing community and recreational facilities should be enhanced to meet the needs of the existing and future population. Lands are provided to facilitate further expansion of community uses within the village adjoining the existing community facilities.

## 4.8 Urban Design and Public Realm

The Plan seeks to strengthen the identity of the village and maximise the benefit of the historic structures to give it a stronger sense of place. This can be achieved through consolidation of development at the identified school and residential cluster, and the Gibbstown Demesne Farm Buildings / Industrial Area, and public realm improvements along the length of the village, to give it an overall visual coherence. New pedestrian paths are proposed to connect the facilities within the village, and together with coordinated lighting, this has the potential to give coherence in the appearance and identity of the village.

## 5.0 Village Development Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is a policy of the Council:

#### GHIB POL 1

To promote the linguistic and cultural heritage of Baile Ghib (Gibbstown) Gaeltacht and define its physical identity and sense of place through consolidation and strengthening the commercial and residential village centre, building on the physical heritage of Gibbstown Demesne from which the village name is derived, in a manner that enhances its linguistic and cultural distinctiveness, while also providing for development which will allow Gibbstown to develop in a sustainable manner, as an attractive place to live, work, recreate and visit, while reflecting its Gaeltacht distinctiveness.

### Objectives

It is an objective of the Council:

### Settlement and Housing



**GHIB OBJ 1**

To support and encourage residential development on under-utilised lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

**GHIB OBJ 2**

To encourage the consolidation of existing residential areas within the village.

**GHIB OBJ 3**

To require that a 'Language Impact Study' be carried out before any application for housing (single and multiple housing developments) is considered in the area. Such a study, by reference to its linguistic background of intended users or occupants, or identification of its relationship with linguistic or cultural development objectives of groups associated or charged with the development of Gaeltacht areas will need to provide that a given proposal will have a positive impact upon the promotion and use of Irish as the language of the community.

## Economy and Employment

**GHIB OBJ 4**

To create a sense of place in Baile Ghib (Gibbstown), through promotion of its identity given its historic past as part of the Gibbstown Demesne and linguistic identity.

**GHIB OBJ 5**

To support Údarás na Gaeltachta, Gaeltacht na Mí Economic Development Forum and other relevant bodies and agencies in developing sustainable and Irish language based economic uses in the Gaeltacht area.

**GHIB OBJ 6**

To promote the sustainable, innovative reuse of existing vacant structures, including the historic farmyard as potential mixed-use development, including community, commercial, tourism and residential development. Also promote the sustainable reuse of the contemporary vacant industrial buildings.

## Movement

**GHIB OBJ 7**

To promote more sustainable forms of transport, including the provision of new pedestrian paths, public lighting, and traffic calming measures.

## Cultural and Natural Heritage

### **GHIB OBJ 8**

To encourage the adaptive reuse of the existing historic farmyard structures subject to appropriate sympathetic design.

### **GHIB OBJ 9**

To investigate the use of the former Gibbstown Avenue for the provision of an amenity walkway connecting the village facilities.

### **GHIB OBJ 10**

To promote the preservation of individual trees in the village as identified in the land use zoning map.

## Social

### **GHIB OBJ 11**

To promote the enhancement of community and recreational uses within the village.

## Urban Design and Public Realm

### **GHIB OBJ 12**

To implement and ensure compliance with the Public Realm Plan for Gibbstown which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the village.

### **GHIB OBJ 13**

To create a village identity through the provision of pedestrian paths and public lighting connecting the community facilities to the consolidated village centre to the east.

### **GHIB OBJ 14**

To ensure that new development integrate with the remnants of the historic demesne; railing, field patterns and hedgerows, and should ensure the protection of the overall rural character in the form of clustered low-density development within the development area, providing an alternative to one-off housing.

### **GHIB OBJ 15**

To ensure that all new development respects the scale, form, character and cultural identity of the village.

## 1.0 Village Context/Character

Ballivor is located in the southwest of County Meath close to the Westmeath border. It is approximately 15km west of Trim, 16km northeast of Kinnegad and 11km south of Athboy. The village is located at the intersection of two county roads and a regional road, the R156. Ballivor has developed in a linear pattern along the R156, which links Mullingar to Dublin. The village provides for a wide range of facilities and services at present.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	1,809
<b>2011 Population</b>	1,727
<b>Percentage Change 2011-2016</b>	4.70%
<b>Housing stock 2016</b>	683
<b>Number of units completed 2016-2019</b>	0
<b>Committed units not yet built</b>	0
<b>Population Projection 2027</b>	2,009
<b>Education Facilities</b>	St. Columbanus Primary School; and Giggles Childcare
<b>Community Facilities</b>	6 Permissions for two extra facilities

<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	6
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The nearest site is the River Boyne & River Blackwater SAC and SPA approximately 2km to the north east of the village
<b>Strategic Flood Risk Assessment</b>	Flood Zones A and /or B encroach on lands to the south of the R156. Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	Ballivor Water Treatment Plant - Capacity Available.  Ballivor Wastewater Treatment Plant - Capacity Available.

## 2.0 Vision

The vision for the development of Ballivor over this Plan period is to consolidate the village and provide for future needs through (re)development of infill and backland sites, support existing and proposed community facilities, and continue efforts to improve employment opportunities. Conserving and enhancing the quality of the village's built and natural environment will also make a positive contribution to the village. Natural/organic residential growth will be encouraged over the lifetime of the Development Plan, in line with the Development Plan Core Strategy. A central tenet of this Plan will be the creation of a positive relationship with the rural hinterland.

### 3.0 Opportunities

- There are vacant buildings (including recently constructed units) along the Main Street as well as underused land and this provides an opportunity to strengthen and consolidate the primacy of this street through encouraging redevelopment and alternative uses.
- The range of services and facilities in Ballivor is good and the built form of the settlement provides opportunity to retain and strengthen these services/facilities which is important to the vitality of the village.
- Securing a viable employment use for the former NEC Semiconductors site would significantly benefit the economy of Ballivor and the surrounding area and help sustain local facilities and services.

### 4.0 Land Use Strategy

The aim of the land use strategy is to consolidate and strengthen the village centre and promote (re)development of strategically located land within the village. The Core Strategy of the County Development Plan seeks to provide for natural growth in a sustainable manner integrated within the existing village's built environment.

#### 4.1 Settlement and Housing

There are a number of existing established housing developments in the village. Having regard to the Core Strategy there is adequate land zoned for residential and village centre uses in the village to cater for future housing and commercial/service needs of the village over the lifetime of the Development Plan.

#### 4.2 Economy and Employment (Including Retail)

The village provides for a wide range of retail / commercial services commensurate with its level 4 position in the County retail hierarchy. Retail and service provision includes a pharmacy, gift shop, veterinary supplies, two pubs/restaurants, three convenience/grocery shops, two cafes, petrol station / convenience shop, two barbers, post office, credit union, hair/beauty premises, butchers, take-away, bookmakers, and a hardware store.

There are a number of backland sites zoned for B1 'Village Centre' uses which provides opportunities for small to medium sized enterprises. There are also a number of vacant units on the main street, the occupation of which has the potential to re-vitalise the street.

The former NEC Semiconductors industrial facility which extends to 12,500 sq. m. in area is zoned for E2 'Enterprise Use'. This site represents a significant opportunity for employment with the village. There are sufficient and appropriately located lands zoned for village centre and employment generating uses to cater for the needs of the Village over the lifetime of the Development Plan.

### 4.3 Water Services Infrastructure

The village is currently served by the following Water Services Infrastructure:

Water: Ballivor is serviced by local ground water boreholes and treatment plants. There is considered to be adequate capacity to serve the development and growth provided for over the lifetime of the Plan.

Wastewater: Ballivor Wastewater Treatment Plant serves the village. It has limited spare capacity. This capacity is considered adequate to serve the development and growth provided for over the Plan period but this will be kept under review.

### 4.4 Movement

Movement and access within the village is centred along the main street (the R156) which is somewhat vehicle dominated. Bus Éireann provide a commuter link from Ballivor to Dublin via Summerhill and Maynooth. It is important to manage vehicular traffic passing through the village and to provide safe crossing facilities for pedestrians and cyclists. There are opportunities to encourage some movement patterns away from the main village 'spine' route.

### 4.5 Cultural and Natural Heritage

There are a number of buildings and structures of historical significance within Ballivor including Ballivor Health Centre, St. Columbanus RC Graveyard, Saint Columbanus' RC Church, Parkstown House, and Saint Kinneth's Col Church. Saint Kenneth's Church in particular provides an opportunity to open up village centre lands for the benefit of the community.

There are no Natura sites within the village although the streams that flow through Ballivor ultimately drain to the River Boyne which is a designated as the River Boyne and River Blackwater

Special Area of Conservation (Site Code: 002299) and the River Boyne and River Blackwater Special Protection Area (Site Code: 004232). This Natura 2000 site is located approximately 2km north east of the village. There are a number of noteworthy tree stands within the village which warrant protection (see objectives below).

## 4.6 Green Infrastructure

Whilst there are several open space areas within housing developments, the village is lacking in structural/landscape open space. There is potential to develop a pathway along the stream to the south of the village and thereby begin the process of developing a green walking/cycling network.

## 4.7 Social Infrastructure

The village is well provided for in terms of social infrastructure which includes a primary school, a church, burial ground, Credit Union, Garda Station, health centre, community centre, childcare facility, and a GAA facility. The school which was recently constructed has playing fields and hard surfaced areas. The realisation of the recently permitted GAA development at Killaconnigan which includes playing pitches and a clubhouse will further enhance the social infrastructure of the village. The village would also benefit from a community park/playground.

The Council are currently investigating the provision of a library facility in Ballivor. The restoration and renovation of St. Kinneth's Church to accommodate such a use is being explored. The Ballivor Renaissance Community Plan is also acknowledged as setting out the community's aspirations for the village from a social perspective. The Council is satisfied that sufficient lands have been reserved for social/community infrastructure to accommodate both existing and proposed future populations over the lifetime of the Development Plan.

## 4.8 Urban Design and Public Realm

The village has a natural focal point at the staggered crossroads and the village has largely retained its rural village character. There is however potential to place greater emphasis on the staggered crossroads as it is noted that both corners of where the Athboy Road meets the main street are vacant and inactive. It would be desirable to see the public realm and streetscape improved through enhancing landmark/focal points by redeveloping neglected sites and obsolete areas, reduce the

actual/perceived dominance of roads and vehicles, and improve the village aesthetics (including street finishes, footpaths and the public domain).

## 5.0 Town/Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### Settlement and Housing

##### BAL POL 1

To promote the future development of Ballivor as a compact settlement centre with a pedestrian friendly environment, a variety of land uses and amenities while protecting the built and natural heritage and catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work recreate and visit.

### Objectives

It is an objective of the Council:

#### Settlement and Housing

##### BAL OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved



## Economy and Employment

### BAL OBJ 2

To consolidate the central area of the village for commercial uses and promote infill/backland development.

### BAL OBJ 3

To take a pro-active and flexible approach towards securing an alternative employment use for the former NEC Semiconductors site in conjunction with relevant stakeholder.

### BAL OBJ 4

To seek to provide an Enterprise Centre within the former NEC site.

### BAL OBJ 5

To seek the reuse of buildings and other facilities including car parking on the former NEC site where possible for employment generating uses.

## Infrastructure

### BAL OBJ 6

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the village within the Plan period.

### BAL OBJ 7

To manage flood risk and development in line with the Strategic Flood Risk Assessment. (see Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

## Movement

### BAL OBJ 8

To promote walkway/cycle loops in and around the village, and in particular along the stream to the south of the village, and to the new GAA facility.

### BAL OBJ 9

To support appropriate traffic management and environmental improvement measures throughout the village.

## Cultural and Natural Heritage

### BAL OBJ 10

To seek to provide a community facility at St. Kinneth's Church.

### BAL OBJ 11

To protect the significant stands of trees in the village as identified in the land use zoning map including those to the front of the Primary School, to the front of Glebe House off the Trim road, and along the Kinnegad Road.

### BAL OBJ 12

To facilitate and support the implementation of the community led-Ballivor Biodiversity Action Plan 2018-2022.

## Social

### BAL OBJ 13

To protect existing community facilities where appropriate and support their further development and expansion if required.

### BAL OBJ 14

To facilitate and support the implementation of the Ballivor Renaissance Community Plan and other community led projects to generally enhance the village while ensuring that the projects which emanate from same are consistent with the development objectives contained in this Written Statement for the village.

### BAL OBJ 15

To investigate and if feasible to provide a library facility in Ballivor. To explore the restoration and renovation of St. Kenneth's Church to accommodate such a use.

## Urban Design and Public Realm

### BAL OBJ 16

To implement and ensure compliance with the Public Realm Plan for Ballivor which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the village.

**BAL OBJ 17**

To seek to enhance landmark/focal points in Ballivor by redeveloping neglected sites and obsolete areas.

**BAL OBJ 18**

To improve street finishes, footpaths and the public domain generally.

**BAL OBJ 19**

To preserve the character of the village and its setting by requiring that the height, scale and design of any proposed development within the village complements the character of the village and does not diminish its setting.

## 1.0 Village Context and Character

Carlanstown is located to the north west of County Meath, on the N52 which connects Kells to Dundalk. The village is located 6km north west of Kells and within 14km of Junction 10 of the M3. The Moynalty River passes along the southern and western fringe of the village.

The village appears to date from the early 19th century, at the crossing point of the river, however, it is likely that there was human occupation in the area for centuries as suggested by St. Patrick's Well (potentially dating from the 5th century). Development in the early 19th century give the village its character today, comprising a wide main street defined to the east and west by formal rows of detached dwelling, some of which are protected structures. The river and bridge provide definition to the south. The fair green and mature trees to the north add to the village's formal character. The national school defines the entrance from the Moynalty Road. A consistent building line has been retained on both sides of the main street that give the village a formal quality. The assembly of buildings and setting of the village creates an attractive environment and provides the key elements to create a legible village core which has the potential to enhance the sense of place and identity of the village.

<b>Position in Settlement Hierarchy</b>	<b>Village</b>
<b>2016 Population</b>	664
<b>2011 Population</b>	631
<b>Percentage Change 2011-2016</b>	5.20%
<b>Housing stock 2016</b>	241
<b>Number of units completed 2016-2019</b>	14
<b>Committed units not yet built</b>	1

<b>Population Projection 2027</b>	764
<b>Education Facilities</b>	Carlanstown National School
<b>Community Facilities</b>	Post Office and St. Michael's GAA
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	10
<b>Zone of Archaeological Potential</b>	There is a National Monument Services Zone of Archaeological Notification within the settlement area.
<b>Natura 2000 Sites</b>	None. The Moynalty River which straddles the southern development boundary of the village drains to the River Boyne & River Blackwater SAC and SPA.
<b>Strategic Flood Risk Assessment</b>	Flood Zones A and or/B on lands outside settlement centre to the south.
<b>Water Services Infrastructure/Capacity</b>	Carlanstown waste water treatment plant- capacity available. Kells water treatment plant- capacity available.

## 2.0 Vision

To define, consolidate and strengthen the existing urban structure in the village centre and encourage development which will consolidate the distinctive character of the village, and preserve

and enhance the quality of the village's built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work, recreate and visit. Only natural/organic residential growth will be encouraged over the lifetime of the Development Plan in line with the Development Plan Core Strategy.

### 3.0 Opportunities

- The formal character of the village contributes to the quality of life enjoyed by local residents. However, the public realm is poorly defined with inconsistent provision of paths and poor delineation of vehicular and pedestrian areas within the village core.
- The fair green has evolved from a well-defined village green, to merely a junction of roads, with further loss of the identity of the space through the development of a dwelling within the space. The historic fair green is now an open and poorly defined entrance to the village. The village does not benefit from a focus, or civic space. However, there is potential to consolidate its identity and to enhance the physical environment to maximize the physical and social assets of the village, to encourage the development of a civic space for the benefit of the residents and visitors, and to deliver an improved sense of place and identity.
- The Deerpark is a significant land bank and is located proximate to the village centre. These lands can assist in addressing the needs of the community for additional community facilities.

### 4.0 Land Use Strategy

There are a number of key elements to the Land Use Strategy for Carlanstown;

- Consolidate the existing residential village character of the main street;
- Redefine the fair green as the commercial core and potential civic / community space;
- Integrate the natural and physical assets of the village, including enhancement of the public realm, through the development of pedestrian routes within and around the village including the river amenity, connecting existing areas of open space, and the provision of meaningful community uses within the village.

## 4.1 Settlement and Housing

The village benefits from a variety of dwelling types from the 19th and early 20th century. New residential areas are located to the eastern and western backlands of the main street comprising detached and semi-detached suburban type dwellings at Curragh Park, Curragh Wood, Village Green and Borora Crescent. Also to the north of the village comprises semi-detached single storey dwellings at Deerpark Heights and O'Chearbhalainn Crescent, a 'Serviced Residential Site' area, comprising a mix of residential types. All of the new residential estates would benefit from landscaping and enhancement of their amenity spaces.

Carlanstown has absorbed a significant number of new residential estates in the recent past. The capacity to accommodate additional multi-housing areas exists in potential infill sites to the east and west of the main street.

## 4.2 Economy and Employment

Carlanstown is identified as a Level 5 retail centre in the County Retail Hierarchy. It has a small range of retail and business services, including two local convenience shops, one incorporating a Post Office, a Pharmacy, two Public Houses, Salon, and Restaurant / Takeaway. The existing facilities serve the immediate needs of the village and rural catchment with the nearby town of Kells providing a broader range of services.

There has been no stated demand for enterprise development in Carlanstown. However, it is important to retain a site of an appropriate scale and in an appropriate location to cater for enterprise needs if such a demand arises. Such enterprise use is promoted in a central location and would contribute to the achievement of a more sustainable mix of uses within the village, which would allow residents to live and work locally.

## 4.3 Water Services Infrastructure

Carlanstown is served by the following water services infrastructure.

Water: Carlanstown is served by the Kells/Oldcastle Water Supply Scheme. Capacity on the pipeline serving Carlanstown is limited but considered adequate to meet the development and growth provided for in this 2021-2027 CDP. However, this will be kept under review.

Wastewater: The Carlanstown Wastewater Treatment plant serves the village. Spare capacity at this plant is limited. Developer contributions may be required to address the capacity constraint.

## 4.4 Movement

There are four main approach roads to Carlanstown. The principal approach roads are from Kells and Ardee along the N52 to the south and estate of the village respectively. The other main approach routes are from Moynalty and the Kilbeg / Nobber Roads, which enter the village from the north and north-east respectively and meet at the National School, before in turn meeting with the N52 to the north of the Main street.

In order to redefine the Village centre, this Plan retains the pre-existing objective to provide for an N52 Bypass of the village. These works would form part of any future By-pass of the town of Athboy.

While it is acknowledged that a Bypass of Carlanstown is not a priority scheme for Transport Infrastructure Ireland (TII), a further study to examine the national secondary network in the context of the National Planning Framework and connectivity of the regional centres is due to be carried out by the TII in due course. This could be significant for Carlanstown in terms of re-examining the N52 and potential investment opportunities that could arise. This route will serve to improve through traffic movements and will facilitate the enhancement of the environment and streetscape of the centre of Carlanstown.

This Plan proposes environmental improvements to improve pedestrian and cyclist movement within the village core, and rationalisation of car parking areas. The plan will allow for potential reconfiguration of the routes through the village as appropriate to facilitate these improvements.

## 4.5 Cultural and Natural Heritage

The built and natural heritage of Carlanstown is an important resource that must be protected and enhanced to contribute to the sense of place and identity. The protection of these resources and presentation of their heritage value are promoted in the Plan. This includes the protection of the buildings and structures of historical significance, enhancing the setting of the protected structures along Main Street and integrating St. Patrick's Well to the movement pattern within the village in order to enhance its appreciation.

## 4.6 Green Infrastructure

The landscape character of the village is defined by its topography, comprising relatively flat landscape to the south, that rises to the north east at Deerpark. The river flows to the south and west of the village and mature and attractive trees define the landscape setting of the main street,



the former fair green, and the entrance to the village from Moynalty and Kilbride. There are protected views from the bridge east and west of the bridge towards hedgerows, grassland, river and woodlands which provide a valuable setting that is intrinsic to the character of the village. There are two separate protected views to the south of the village orientated both east and west of Carlanstown Bridge, which is a Protected Structure, of the Moynalty River and its associated bank verges. These views are identified on the land use zoning objectives map.

## 4.7 Social Infrastructure

Carlanstown contains one Primary School and a Post Office located in the convenience shop. St. Michaels GAA club is located outside the development boundary of the town on the N52 Road, and the clubhouse is used extensively by various community organisations for the catchment of the village. The Deerpark represents a key opportunity to provide further amenity facilities for the village and its hinterland. There are notable environmental qualities in the town, particularly the Moynalty River, however there is a distinctive lack of active recreational and community amenities.

The Carlanstown Community Plan was prepared under the Renaissance Breathing Life into Rural Villages by Meath Partnership in January 2013. A number of key projects in the Community Plan complement the Land Use and Village Strategy set out in the Plan. Community, Social and Recreational land uses have been retained in the land use strategy to facilitate potential additional facilities adjoining the National School and the Deer Park. Also, amenity walks are proposed along the river, within the village to connect to the Main Street, and St. Patrick's Well adjoining the Village Green.

## 4.8 Urban Design and Public Realm

Public realm improvements are proposed to enhance the environmental quality of the village to include the provision of additional and improved pedestrian paths, public lighting and landscaping, incorporating cycleways as appropriate. The definition of a village square and community space at the north of the main street is also proposed. The village would benefit from a rationalisation of pedestrian and parking areas to make more pedestrian friendly space to allow residents and visitors to linger.

This Plan promotes the creation of connections between existing communities and amenities within existing development areas, and as part of potential new development areas, in order to fully integrate pedestrian and cycle movement pattern through the village.

## 5.0 Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

### Settlement and Housing

#### CAR POL 1

To define, consolidate and strengthen the existing residential urban structure in Carlanstown and encourage development which will consolidate the distinctive character of the village, and preserve and enhance the quality of the village's built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work, recreate and visit.

### Objectives

It is an objective of the Council:

### Settlement and Housing

**CAR OBJ 1**

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

**CAR OBJ 2**

To support the integration of new development areas with proposed amenity walks, where possible.

**CAR OBJ 3**

To support the enhancement of the public realm within residential estates, to include landscaping, public lighting and continuity of footpaths, where possible.

## Economy and Employment

**CAR OBJ 4**

To promote the development of Enterprise and Employments lands and ensure that any new development is connected to the village centre by way of public footpath and public lighting, and the provision of other necessary physical infrastructure and services.

## Infrastructure

**CAR OBJ 5**

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

## Movement

**CAR OBJ 6**

To support the provision of a new bypass of the N52 national Secondary Road through Carlanstown generally to the south east of the village

**CAR OBJ 7**

To facilitate the development of the proposed Village Square and Community Space, with necessary modifications to the road layout, to prioritise pedestrian and cycle movement patterns.

## Cultural and Natural Heritage

### CAR OBJ 8

To protect the significant stands of trees in the village as identified in the land use zoning map and listed below and to retain significant hedgerows and stone walls where possible by incorporating them into future development layouts in the village.

1. A stand of poplars (*Populus*) to the east of the Moynalty Road.
2. A stand of sycamore (*Acer pseudoplatanus*) to the west of Moynalty Road.
3. A stand of aspen (*Populus tremula*) to the south of the Kilbeg/Nobber Roads.
4. A stand of cherry blossom (*Prunus serrulata*) to the front of the National School to the south of the Kilbeg/Nobber Roads.
5. A stand of sycamore (*Acer pseudoplatanus*) to the west of the junction of the Moynalty and Kilbeg/ Nobber Roads.
6. Two stands of willow (*Salix*) and other deciduous trees on the lands to the east of the National School largely along a field boundary.
7. A stand of sycamore (*Acer pseudoplatanus*), ash (*Fraxinus excelsior*) and cherry blossom (*Prunus serrulata*) to the east of Main Street in the village centre.
8. A stand of sycamore (*Acer pseudoplatanus*) both to the south of J. Kiernan's Public house and Borora Crescent, and along the banks of the Moynalty River to the east of Carlanstown Bridge.
9. A stand of willow (*Salix*) and other deciduous trees along the banks of the Moynalty River to the west of Carlanstown Bridge extending along the River to the west of the village.

### CAR OBJ 9

To facilitate, subject to appropriate environmental assessments, the development of amenity walks along the river and connecting to the village centre.

### CAR OBJ 10

To preserve views identified on the land use zoning map including the view to the south of the village orientated both east and west of Carlanstown Bridge, which is a Protected Structure, and the view of the Moynalty River and its associated bank verges from development which would adversely impact on the character and visual amenity of the landscape.

## Social

### CAR OBJ 11

To enhance community and recreational uses including support for the development of a children's play area within the village, and the identification of public open space along the river, and at Deerpark

### CAR OBJ 12

To support the development of interconnected amenity walkways along streams and hedgerows, and to the archaeological site within and adjoining the village to facilitate an appreciation of the built and natural heritage within the village for residents and visitors and to enhance amenity uses and permeability of the village.

### CAR OBJ 13

To facilitate and support the implementation of the Carlanstown Renaissance Community Plan and other community led projects to generally enhance the village while ensuring that the projects which emanate from same are consistent with the development objectives contained in this Written Statement for the village.

## Urban Design and Public Realm

### CAR OBJ 14

To support the development of a village square / community space at the former fair green as the commercial and community centre of the village, with access to St. Patrick's Well, and the development of a mixed-use development with the potential to provide commercial, employment, community and residential uses.

### CAR OBJ 15

To support the enhancement of the main street to include the delineation of pedestrian and parking areas, public lighting and landscaping to create a high-quality residential street while integrating the existing commercial uses, shop and public house, to create a space for residents to interact and linger.

### CAR OBJ 16

To enhance the entrance gateways to the village, Carlanstown Bridge, Moynalty Road / Nobber Road and Ardee Road in the form of public realm improvements incorporating branding for the village.

**CAR OBJ 17**

To ensure that all new development respects the scale, form and character of the village.

## 1.0 Village Context and Character

Carnaross is located in the north of County Meath along the R147 regional road which was the former N3 national primary route from Dublin to Cavan. The village is approximately 5km west of the town of Kells. Carnaross has evolved as a small settlement radiating from the crossroads connecting the town and villages of Kells, Virginia, Moynalty and Crossakiel. It is characterised by a number of protected structures, social and community facilities, traditional town and farm house typologies. It has developed into four distinct character areas, separated by open views of the countryside; the River View Residential area, the Village Crossroads, the Carnaross Mart and Lennox Brook / Páirc Naoimh Ciarán.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	249 (estimate no census data available)
<b>2011 Population</b>	189 (estimate no census data available)
<b>Percentage Change 2011-2016</b>	31%
<b>Housing stock 2016</b>	57
<b>Number of units completed 2016-2019</b>	0
<b>Committed units not yet built</b>	1
<b>Population Projection 2027</b>	209
<b>Education Facilities</b>	Carnaross National School

<b>Community Facilities</b>	St. Kieran's Roman Catholic Church; Carnaross Community Hall; Carnaross GAA - Páirc Naoimh Chiarán; and Holy Family Cemetery (Outside Plan Area)
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	6
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The River Boyne & Blackwater SAC and SPA is approximately 2km southwest of the village
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure
<b>Water Services Infrastructure/Capacity</b>	Carnaross Waste Water Treatment Plant- some capacity available.  There is no public water supply in the village, which is a major constraint.

## 2.0 Vision

To give coherence to the identity of Carnaross Village; River View Residential area, the Village Crossroads, the Carnaross Mart and Lennox brook / Páirc Naoimh Ciarán, through the consolidation and strengthening of these four distinct character areas within village, to improve pedestrian connection between the character areas and their public realm, and recognising the importance of conserving and enhancing the quality of the village's-built heritage, to ensure that the village



develops in a sustainable manner as an attractive place to live, work, recreate and visit. Only natural/organic residential growth will be encouraged over the lifetime of the Development Plan in line with the Development Plan Core Strategy.

### 3.0 Opportunities

- There is potential for consolidation and enhancement of the four character areas that define the overall village core, through the development of infill sites and public realm improvements.
- There is potential to better define the entry points to the village.
- There is an opportunity to enhance connections between the character areas to better define the identity of the village, and to improve the sustainability of the village.

### 4.0 Land Use Strategy

There are a number of key elements to the Land Use Strategy for Crossakiel to define each of the character areas through public realm improvements in each particular area, including new paving, traffic calming, and street lighting; the definition of the Village Crossroad character area with a new public space adjoining a new village centre development area and school as a focal point for the village, and facilitation of the development of pedestrian routes from the village core to connect to the Carnaross Mart and the Lennox Brook / Pairc Naoimh Ciarán character areas.

#### 4.1 Settlement and Housing

Residential development in the village is dispersed along the R147 in each of the four character areas in the form of ribbon development, comprising detached dwellings with large gardens, with a more consolidated built form at the Village Crossroads of single and two storey dwellings, and a traditional suburban estate-built form of detached and semi-detached dwelling clustered to the west of the village in the River View Residential character area.

A pedestrian path connects the River View Residential character area with the Village Crossroads character area while there are poor connections between the Village Crossroads, and the character areas to the east.

The Carnaross Mart plays a significant role in the identity of the village, but would benefit from environmental improvement, including landscape screening and enhancement of the boundary, in order to improve the setting and visual amenity of this character area.

The area identified to accommodate future residential development within the life time of the current Plan is located to the north east of the village crossroads (1.16ha site).

## 4.2 Economy and Employment

Carnaross is identified as a level 5 retail centre in the County Retail Hierarchy. It has a small range of retail services, primarily a local convenience shop and hardware store with a post office and public house. The Carnaross Mart is a significant driver of the village economy and an important source of local employment.

The village would benefit from having a greater range and variety of facilities and there is scope of consolidation of the site to the north east of the Village Crossroads to incorporate appropriately scaled a mixed-use type development of village and residential development. Also, there is scope to facilitate employment creation with small to medium size enterprises on this site, or on the site to the south of the Mart facility. The close proximity of the village to the town of Kells will continue to be a deterrent to attracting facilities other than to serve the immediate needs of the village and rural catchment, notwithstanding that, the creation of local employment will be encouraged. The improvement of the local bus services to adjoining larger employment centres is also promoted in this development strategy.

## 4.3 Water Services Infrastructure

The village is currently serviced by the following water services infrastructure:

**Water:** There is no public water supply in the village and this is a major constraint to the provision of new housing / commercial development in Carnaross. Long term development is contingent upon connection to the public water supply from the Kells – Oldcastle supply.

**Wastewater:** Carnaross is currently serviced by a wastewater treatment plant in the River View housing development. This plant has limited spare capacity and together with the limited network is a constraint to development.

## 4.4 Movement

Carnaross developed along the former N3 connecting Dublin to Cavan. Since the construction of the M3 Motorway and consequent realignment of the N3, the former N3 traversing the village was redesignated as the R147 regional road. The completion of the M3 Motorway has significantly reduced the amount of traffic passing through Carnaross. Access to the N3 is now provided at Derver northwest of the village.

Carnaross would benefit from improved public bus connections to nearby towns. In recent years, bus services to the village have improved with bus stops being provided outside the Church opposite the National School, adjacent to the cross roads and outside the River View housing development.

Whilst there is an existing footpath and public lighting connecting the River View residential development to the village centre, and from the village to the local cemetery, there is a need generally to further improve pedestrian and cyclist linkages in the village. The majority of development falls within 800 metres of the village crossroads. Providing pedestrian and cyclist linkages from the village core to the playing fields would significantly enhance pedestrian and cyclist mobility within the village.

The reduction in through traffic within the village provides the opportunity to address traffic safety issues such as the provision of footpaths and the possibility of cycling paths, which would in turn reduce speeds.

This strategy promotes public realm improvements within each of the character areas to incorporate both improved pedestrian and cyclist facilities, while accommodating appropriate levels of parking provision to the local services.

## 4.5 Cultural and Natural Heritage

Carnaross benefits from an historic built heritage in the Village Crossroads cluster that contributes to its sense of place, which include protected structures, and traditional vernacular building forms, also traditional farm buildings and boundaries to the west at River View, and Lennoxbrook House, outhouses and curtilage to the east of the village. There are no archaeological monuments in Carnaross recorded on the Record of Monuments and Places, although there are numerous

monuments to the south of the village including church ruins, high crosses and an ogham stone, located at St. Ciarán's Well.

## 4.6 Green Infrastructure

Although the village and the surrounding environs hold environmental assets, the village does not contain any Natura 2000 sites. However, the River Boyne and River Blackwater Special Area of Conservation (Site Code: 002299) and the River Boyne and River Blackwater Special Protection Area (Site Code: 004232) is located approximately 420 metres south of the village.

There are several mature trees which contribute significantly to the landscape setting of the village, to the rear of the Village Crossroads, visible on the approach to the village from the south, and surrounding Lennox brook House to the east of the village core.

Gaps between the existing development areas are retained in the strategy to maintain links to the rural landscape and in order to ensure that the identity of the four-character areas is maintained.

The protection of the natural environment of Carnaross is fundamental to the success of this Development Strategy as it provides the village with its own unique identity and amenity background.

## 4.7 Social Infrastructure

The village contains a National School opposite the RC Church and Parish Hall. Carnaross GAA grounds are located approximately 1.2km from the village crossroads. The existing level of civic and community facilities should continue to be monitored to ensure that it caters for the village's needs having regard to the population now resident. The village centre lands to the north east of the Village Crossroads have the potential to provide a civic amenity space, and furthermore, lands have been reserved for Community and Social Recreational use to the east of the village to accommodate both existing and proposed future populations.

## 4.8 Urban Design and Public Realm

As previously noted, Carnaross is defined by the four-character areas. Each character area would benefit from public realm improvements, including urban consolidation, enhancement of boundaries, and the provision of improved pedestrian paths, public lighting and landscaping, to create visual and pedestrian continuity within and between the four-character areas.

The Village core would also benefit from the provision of a central civic space to consolidate Village Crossroads as the heart of the village adjoining the potential development site to the north east of the village core. This site holds great potential to significantly contribute to the development of Carnaross, to provide residential, commercial and community facilities.

## 5.0 Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### Settlement and Housing

##### CARN POL 1

To give coherence to the identity of Carnaross Village; River View Residential area, the Village Crossroads, the Carnaross Mart and Lennox Brook / Páirc Naoimh Ciarán, through the consolidation and strengthening of the four distinct character areas within village, to improve pedestrian connection between the character areas and their public realm, and recognising the importance of conserving and enhancing the quality of the village's-built heritage, while maintaining a visual connection between the character areas, and to ensure that the village develops in a sustainable manner as an attractive place to live, work, recreate and visit.

### Objectives

It is an objective of the Council:

#### Settlement and Housing

**CARN OBJ 1**

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

**CARN OBJ 2**

To promote the development of a new residential area to the north east of the Village Crossroads, associated with a new civic space, and mixed use development.

## Economy and Employment

**CARN OBJ 3**

To support the development of mixed uses services in the Village Crossroads, associated with a new civic space, and new residential development.

**CARN OBJ 4**

To provide for the development of small scale business and the creation of employment opportunities in the Village Crossroads, and The Mart character area.

**CARN OBJ 5**

To support the expansion of the use of the Carnaross Mart for other related commercial /cultural events / business including farmers markets etc.

## Movement

**CARN OBJ 6**

To improve pedestrian and cyclist linkages between and within the four-character areas.

**CARN OBJ 7**

To provide public realm improvement to include traffic calming and pedestrian and cyclist priority within each character area.

## Cultural and Natural Heritage

**CARN OBJ 8**

To protect the setting and character of the protected structures within the Village Crossroads, and also traditional structures that contribute to the character of the area, including townhouses located at the village crossroads, cottage and farm buildings located to the east of the parochial house, and

Lennox Brook House, attendant grounds and site boundaries which contribute to the character of the village.

**CARN OBJ 9**

To facilitate the provision of continuous pedestrian routes that incorporate the open character between the character areas, the mature trees and hedgerows between the character areas, and at the entrances to the village.

**CARN OBJ 10**

To protect the mature trees to the rear of the Village Crossroads, visible on the approach to the village from the south and surrounding Lennox brook House to the east of the village core.

**CARN OBJ 11**

To preserve views identified on the land use zoning map from development which would adversely impact on the character and visual amenity of the landscape.

## Social

**CARN OBJ 12**

To promote the development of a civic space in the Village Crossroads character area in association with the potential development of adjoining mixed use / residential development.

## Urban Design and Public Realm

**CARN OBJ 13**

To provide for new development to the northeast of the Village Crossroads that respects the scale and form of the village, whilst providing enclosure to a new civic space.

**CARN OBJ 14**

To support the enhancement of the gateways to the village with public realm improvements, including boundary treatment and signage.

**CARN OBJ 15**

To support the consolidation of the identity of each character area through public realm improvements, including boundaries, public lighting, surface treatment, creating of pedestrian areas, and rationalisation of parking areas. (i.e. Character Areas\_The River View Residential area, the Village Crossroads, the Carnaross Mart and Lennox Brook / Páirc Naoimh Ciarán.)

**CARN OBJ 16**

To ensure that all new development respects the scale, form and character of the village.

## 1.0 Village Context/Character

Clonard is located in the south west of County Meath, 5km east of Kinnegad, 7km west of Longwood and 13km west of Enfield. The village developed along the former N4 National Primary road from Dublin to Galway (now Regional Road R148). It originated as an ecclesiastical centre founded by St. Finian in 520 A.D. Clonard has three Protected Structures and one item on the Record of Monuments and Places (RMP) within the development boundary. There are a number of National Monument Service Zones of Archaeological Potential and Notification in close proximity to the settlement.

The land use pattern in Clonard consists of a very limited village core area which is somewhat sprawling from the petrol station at the western end of the village to a Public House (The Monastery Inn) at the eastern end of the village. In between, there are community uses both north and south of the Main Street primarily consisting of a national school, church and community hall.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	347
<b>2011 Population</b>	339
<b>Percentage Change 2011-2016</b>	2.30%
<b>Housing stock 2016</b>	128
<b>Number of units completed 2016-2019</b>	0
<b>Committed units not yet built</b>	0
<b>Population Projection 2027</b>	397



<b>Education Facilities</b>	St Finian's Primary School
<b>Community Facilities</b>	Church; Community Hall; GAA grounds.
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	3, (St. Finian's Catholic Church; St. Finian's Catholic Church Railings; and St. Finian's Shrine)
<b>Zone of Archaeological Potential</b>	There is a National Monument Services Zone of Archaeological Notification within the settlement area. There are five zones of Archaeological Potential in proximity to the Village.
<b>Natura 2000 Sites</b>	Molerick Bog Natural Heritage Area is located approx. 1.5km to the north-east. Mount Hevey Bog SAC is approx. 2.5km to the north-west.
<b>Strategic Flood Risk Assessment</b>	Flood Zone A and B encroaches on lands towards the northern boundary of the village. Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.

<b>Water Services Infrastructure/Capacity</b>	Clonard Water Treatment Plant-Capacity Constrained. Clonard Wastewater Treatment Plant-Capacity Constrained.
---	--

## 2.0 Vision

The vision for the development of Clonard over the Plan period is to promote the future development of the village in a sustainable manner in order to conserve and enhance the established natural and historical amenities of the village. The focus of the village statement is to consolidate the shape of the village, promote backland infill development rather than extend it further along any of the approach roads. Only natural/organic residential growth is to be promoted in line with the Development Plan Core Strategy. A central tenet of this Plan will be the creation of a positive relationship with the rural hinterland.

## 3.0 Opportunities

Minimal development has taken place in the period of the previous Development Plan. Nevertheless, the village has the potential to accommodate limited infill development as an alternative to one-off housing. The village is aptly positioned to capitalise in a sustainable way on local heritage and tourism offerings.

## 4.0 Land Use Strategy

The land use strategy for Clonard is to facilitate incremental/organic residential development and services commensurate with the needs of the village's population while continuing to promote natural and historical amenities.

### 4.1 Settlement and Housing

There are two existing multiple unit residential developments in Clonard, both constructed on the northern side of the R148 (former N4 National Primary road). By reference to the provisions of the Core Strategy and the land use zoning objective map, there is adequate land zoned for residential uses to cater for the future housing needs of the village over the lifetime of the Development Plan.

## **4.2 Economy and Employment (Including Retail)**

Clonard is identified as a Level 4 Retail Centre in the County retail hierarchy. It has a small range of retail services, primarily a local convenience shop, a public house and a hairdresser. The village would benefit from a greater range and variety of such facilities. There are lands also zoned for E2 'Enterprise' use on the western side of the village to reflect and support the existing employment uses at this location.

The Council will continue to support and further harness the tourism potential of the village which is of significant economic value. This Plan ensures that there is adequate land zoned for further commercial growth should need/demand arise over the lifetime of the Development Plan.

## **4.3 Water Services Infrastructure**

There are significant constraints on the capacity of the existing water and waste water infrastructure. Until supply and capacity issues are addressed, there is limited scope for existing infrastructure to accommodate further residential and commercial development.

## **4.4 Movement**

Movement and access within the village is centred along the main street (the R148) which is vehicle dominated to the detriment to the public realm of the village. It is important to improve the movement of pedestrians and cyclists through the area and to manage vehicular traffic passing through the village.

In terms of public transport, by virtue of its location on the former N4 National Primary route, Clonard is served by regional bus routes from Dublin / Dublin Airport to counties Mayo, Roscommon and Longford. In addition, residents of Clonard can avail of the rail service in nearby Enfield. The development of public transport bus links is critical to ensure a better modal split in favour of public transport away from the private motor vehicle.

## **4.5 Cultural and Natural Heritage**

There are a number of buildings and structures of historical significance in Clonard namely St. Finian's Catholic Church and the associated railings and shrine. The surrounding environs to the village hold considerable cultural and heritage assets many of which attest to the ecclesiastical history of the area. Of particular significance is the area of Archaeological potential which includes the ecclesiastical centre to the east of the village and motte (outside the settlement boundary).

The built and natural heritage of the Clonard area are important resources that must be protected and enhanced to add to the local sense of place and belonging, and also to increase the attractiveness of the area to residents and visitors. Meath Tourism has developed a Heritage Trail for Clonard: *“Through the Centuries in Clonard”* which highlights the significance of the built heritage of the village. The Plan seeks to support the tourism potential of the village.

There are no Natura 2000 sites within the village although the Kilwarden River to the north of the village flows to the River Boyne and River Blackwater Special Area of Conservation (Site Code: 002299) and the River Boyne and River Blackwater Special Protection Area (Site Code: 004232). The nearest Natura 2000 site to the village is the Mount Hevey Bog Special Area of Conservation (Site Code: 002342) approximately 2.5km to the north-west. The Molerick Bog Natural Heritage Area is located approximately 1.5km to the north-east of the village.

#### **4.6 Green Infrastructure**

Whilst there are several open space areas within housing developments, the village is lacking in structural/landscape open space. Much of the environs surrounding the village are of high amenity value although not in public ownership. Facilitating organic growth of the village, commensurate with its needs and infrastructure capacity, will help ensure the environs to the village retain their amenity value. There may also be potential in strengthening Clonard’s tourism potential through continued support in developing the Clonard Heritage Trail and sensitive incorporation of the Clonard River.

#### **4.7 Social Infrastructure**

Social infrastructure in the village comprises of St. Finian’s school, the community hall, St. Finian’s church and the GAA development. Lands north of the school are zoned for community use and can facilitate new or expanded services in the future should such need arise. Cluain Ionaird C.L.G. has developed a new GAA facility to the west of the village centre. The Council supports the provision of dedicated pedestrian/cycle connections to this facility from the village centre. The provision of a playground is also promoted to improve community infrastructure in the village.

The Council is satisfied that sufficient lands are available for social/community uses to cater for both existing and future populations over the period of the Development Plan.

The Clonard Renaissance Community Plan is also acknowledged as setting out the community’s aspirations for the village.

## 4.8 Urban Design and Public Realm

The sprawling pattern of development has resulted in an elongated settlement form. The village lacks a defined focal point and would benefit from this. Whilst the village largely retains its rural village character, it would be desirable to see the public realm and streetscape improved to enhance that character, reduce the actual/perceived dominance of roads and vehicles, and improve the village aesthetics.

## 5.0 Town/Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition, Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

### Settlement and Housing

#### CLO POL 1

To promote the future development of Clonard as a compact settlement and encourage development which will consolidate the distinctive character of the village, and preserve and enhance the quality of the village's built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work recreate and visit.

### Objectives

It is an objective of the Council:

### Settlement and Housing

**CLO OBJ 1**

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

## **Economy and Employment**

**CLO OBJ 2**

To consolidate the central area of the village for commercial uses.

**CLO OBJ 3**

To provide opportunities for the expansion of the employment base in Clonard.

**CLO OBJ 4**

To support proposals to further develop and strengthen the tourism potential of Clonard building on the work by Boyne Valley Tourism in developing the Clonard Heritage Trail.

**CLO OBJ 5**

To encourage the provision of tourism facilities and offerings, including 'day-tourism' in conjunction with continued development and promotion of the Royal Canal Way. A tourism focal point such as St. Finian's Church of Ireland could assist in 'drawing' tourists from the Royal Canal Way to the village centre.

**CLO OBJ 6**

To manage flood risk and development in line with the Strategic Flood Risk Assessment. (see Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

## **Movement**

**CLO OBJ 7**

To promote new internal village movement, particularly for pedestrians and cyclists, north of the R148.

**CLO OBJ 8**

To investigate potential for park-and-ride facilities and enhanced / off-road bus set-down areas including the provision for bus shelters and tourist bus parking.

**CLO OBJ 9**

To explore the possibility of providing an amenity walkway along the Kilwarden River from the village centre to the Clonard Bridge.

**CLO OBJ 10**

To facilitate enhanced set-down and traffic calming measures in the vicinity of the school.

**Cultural and Natural Heritage****CLO OBJ 11**

To work in partnership with relevant stakeholders to develop cultural tourism initiatives based on Clonard's monastic heritage e.g. Turas Columbanus.

**CLO OBJ 12**

To encourage the use of the former Church of Ireland (outside the village) as a visitor/community centre.

**CLO OBJ 13**

To seek to provide for civic open space and interpretative signage at or near the centre of the village in conjunction with relevant stakeholders.

**CLO OBJ 14**

To protect the Zone of Archaeological Potential from unsympathetic development and maintain a visual distinction between the village and the ecclesiastical centre and moat.

**CLO OBJ 15**

To support the reuse of the Cowplot on the outskirts of the village for active/passive recreational facilities.

**Social****CLO OBJ 16**

To support the provision of a community playground.

**CLO OBJ 17**

To facilitate the identification of a site and/or building for multi-purpose community use.

**CLO OBJ 18**

To protect existing community infrastructure/facilities where appropriate and support their development and expansion if required.

**CLO OBJ 19**

To facilitate and support the implementation of Clonard Renaissance Community Plan and other community led projects to generally enhance the village whilst ensuring that the projects which emanate from same are consistent with the development objectives contained in this Written Statement for the village.

**Urban Design and Public Realm****CLO OBJ 20**

To facilitate public realm improvement works for the village focusing on traffic-calming to achieve better balance between the needs of the pedestrians / cyclists / public transport and those of the private car.

**CLO OBJ 21**

To promote public realm improvement works that would give better definition and legibility to village core. Examples include building out footpaths, introducing angled parking, pedestrian crossing(s) to define the street and improved public lighting, planting / landscaping and sculpture.

**CLO OBJ 22**

To investigate the potential for further traffic calming and pedestrian crossing measures in vicinity of “Paddy’s Bar”.

**CLO OBJ 23**

To ensure that all new development respects the scale, form and character of the village.



## 1.0 Village Context and Character

Crossakiel is located in the north west of County Meath. It is positioned on the R154 Athboy to Oldcastle regional road, approximately 13km south of Oldcastle, and 12km north of Athboy. It is also located approximately 9km west of Kells Town along the R163.

A settlement may have existed in Crossakiel since the Bronze Age, evidenced by the barrow mound in the village centre. The 19th century village today has developed around this mound. It is a picturesque village, with a well-defined village core, and strong sense of place, benefitting from attractive buildings and mature trees within the village core, and commanding views that connects it to its surrounding hinterland.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	181
<b>2011 Population</b>	180
<b>Percentage Change 2011-2016</b>	0.50%
<b>Housing stock 2016</b>	89
<b>Number of units completed 2016-2019</b>	0
<b>Committed units not yet built</b>	0
<b>Population Projection 2027</b>	231
<b>Education Facilities</b>	0

<b>Community Facilities</b>	Handball Club; and Credit Union Plus
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	5
<b>Zone of Archaeological Potential</b>	There is a National Monument Services Zone of Archaeological Potential within the village.
<b>Natura 2000 Sites</b>	The Tremblestown River which is located c. 1.1km west of the village is a tributary of the River Blackwater which forms part of the River Boyne & River Blackwater SPA and SAC.
<b>Strategic Flood Risk Assessment</b>	The settlement is outside lands identified Flood Zones A and B. Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	<p>Crossakiel Wastewater Treatment Plant-Capacity available.</p> <p>Water supply from the Oldcastle / Kells Scheme-Capacity available.</p>

## 2.0 Vision

To define, consolidate and strengthen the commercial and residential village centre, and encourage development which will improve the historic character and urban structure of the village core, preserve and enhance the quality of the village's built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work, recreate and visit. Only natural/organic residential growth will be encouraged over the lifetime of the Development Plan in line with the Development Plan Core Strategy.

## 3.0 Opportunities

- There is potential for consolidation and enhancement of the village core, through refurbishment and reuse of existing derelict structures, and infill sites, also public realm improvements and enhanced permeability from new residential areas to the village core. This would enhance service demand within the village, to create a more sustainable settlement.
- There is also an opportunity to develop the tourist potential of the village, to contribute to the sustainable development of the village.

## 4.0 Land Use Strategy

In order to facilitate the delivery of the vision for Crossakiel, a village strategy is proposed, which builds on the opportunities within the village. There are a number of key elements to the Strategy as follows-consolidate the historic core, integrate existing residential development with the village green, and support the development of new residential and village centre uses contiguous and connected to the village centre. Also, to redefine the village green as a potential civic / community space and as a focus for the village, including enhancement of the public realm and development of pedestrian routes within and around the village. In addition, the Strategy will support the provision of community and recreational uses within the village that contribute to the recreational and visual amenity of the village.

## 4.1 Settlement and Housing

The historic core comprises the village green defined to the north by an urban block, and the 18thc dwelling and curtilage to the south east, and the curtilage of St. Schiria to the south west. To a large extent, the historic urban form has been maintained, however, there is dereliction and erosion of the boundaries to the north west of the urban block, and poor public realm along the R154 to the west of the village core. Vacancy and dereliction detract from the vibrancy and sustainability of the village.

The industrial development occupies a large expanse of land to the west of the village. And while largely concealed by high boundaries, and some historic structures, environmental improvements including landscape screening and enhancement of the entrance boundary to the development would improve the setting and visual amenity of the village core.

Infill developments to the west of the village have consolidated the village core. The most recent residential development at The Cairns, comprises a suburban built form that has a poor relationship to the historic form, and is poorly connected to the village core. Pedestrian links are needed to increase connectivity and to encourage pedestrian movement within the village. The Village has the potential to accommodate future infill development over the life of the Plan.

## 4.2 Economy and Employment

Crossakiel is identified as a level 5 retail centre in the County Retail Hierarchy. It has a small range of retail and business services, primarily a local convenience shop, Credit Union, hair salon and two public houses. Employment uses include the local services mentioned and PJ Carneys Aluminium Recycling Plant and motor repairs located at the entrance to the village from the north.

There is scope for consolidation of the central urban block in Crossakiel. Development should take account of the plot grain, and protection of the Barrow Mound. A site in the centre of the village provides an opportunity for new residential development over the plan period which must be designed to appropriately integrate with the historic character of the village.

Enterprise zoned land adjacent the aluminium Recycling Plant, provided to facilitate potential future expansion of the business.

### **4.3 Water Services Infrastructure**

The village of Crossakiel is served by the following water services infrastructure:

Water: Crossakiel is supplied by the Kells/Oldcastle Water Supply Scheme. Capacity exists to meet the development and growth provided for in the County Development Plan 2021-2027.

Waste Water: The Crossakiel Wastewater Treatment Plant serves the village. It has limited spare capacity but is considered adequate to meet the development and growth provided for in the County Development Plan 2021-2027.

### **4.4 Movement**

Crossakiel is defined by a road network linking the village to surrounding settlements. The roads converge to form a central quadrant in which the historic settlement of Crossakiel is located. The built-up area of Crossakiel is contained within a 400m walking band and approximately five minutes walking distance of the village centre. However, pedestrian connections to the village and in particular from The Cairns are compromised where indirect pedestrian routes and poor or no footpaths have been provided.

Crossakiel is not served by a public transport service. The nearest public transport connections to the village are at Kells, Athboy and Oldcastle which are served by public bus service.

Vehicular movement to and through the village occurs along the routes. The speeds at which vehicle pass through the village along the Kells / Killallon road, notwithstanding speed limits, has been identified as a local safety concern.

This Plan will promote sustainable modes of transport such as walking and cycling, and the enhancement of pedestrian facilities which will support the development of permeable and

connected streets and spaces. Footpaths extending from the village to existing and new developments are also proposed and rationalisation of carparking areas.

#### **4.5 Cultural and Natural Heritage**

Crossakiel benefits from a rich cultural heritage, and has the potential to enhance this heritage through public realm improvements and reuse, adaptation and infill of the existing built form, and reuse and adaptation of the historic structures within the village, including historic town house Hill House, and the conservation works to St. Schiria's Church and grounds.

The commanding view from the western junction of the Collinstown Road is considered worth preserving and affords a unique sense of place and connection between the village and the surrounding countryside.

#### **4.6 Green Infrastructure**

The landscape surrounding Crossakiel is characterised by rolling farmland with remnants of parkland landscapes. It is situated on a small hill which benefits from attractive views to the Loughcrew Hills and the countryside to the west south. Several mature and attractive trees are located around the village together with neat hedgerows. These characteristics create attractive routes within the village. The enhancement of these routes through public realm improvements while integrating existing green infrastructure is promoted in this Plan.

#### **4.7 Social Infrastructure**

The village contains a Handball Alley and local Post Office. BMC United FC is located outside of the village boundary in Thomastown. The existing level of civic and community facilities is insufficient to cater for the village's needs, having regard to the population now resident.

The enhancement of the handball alley with screen planting, such as Virginia Creeper, or replacement with a new community building, and the development of the public park has the potential to significantly enhance community provision within the village. The redevelopment and reuse of St. Schiria's Church also holds potential to contribute to the provision of community and civic use in the village.

## 4.8 Urban Design and Public Realm

The village core is defined by the triangular green known as the 'diamond', with connecting streets to the regional road to the north, and the local road to the south to Kilskyre. The entrances to the village are well defined with the mature trees, attractive boundaries, the rising topography when approached from the north and south, and 19th structures acting as landmarks announcing arrival to the village core, including the two 19th century houses, and St. Schiria's Church, now derelict, and attendant grounds. As landmark structures, both contribute and detract from the village character. The handball alley is located in a prominent position. The visual appearance of this building is poor, and warrants repair or replacement with screen planting such as a wall creeping plant that may help to improve the visual amenity of the building. St. Schiria's Church and attendant grounds also hold great potential, and the refurbishment and sustainable use of this site would significantly enhance the public realm of the village.

The village would benefit from public realm improvements within the village core, including consolidation of the urban block, enhancement of boundaries to the west of the block, at PJ Kearney, and at the Hill House, and the provision of improved pedestrian paths, public lighting and landscaping, all around the urban block, to create visual and pedestrian continuity within the core. The village would also benefit from enhancement of the village green, to create a more pedestrian friendly space, rationalize pedestrian and parking areas, and to create a high-quality finish space for residents and visitors. The upgrading of the handball alley would enhance the setting of the village, and would improve the provision of community facilities within the village.

## 5.0 Town/Village Development Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

### CRO POL 1

To define, consolidate and strengthen the commercial and residential village centre of Crossakiel, and encourage development which will improve the historic character and urban structure of the village core, preserve and enhance the quality of the village's built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work recreate and visit.

## Objectives

It is an objective of the Council:

## Settlement and Housing

### CRO OBJ 1

To support and encourage residential development on underutilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

### CRO OBJ 2

To encourage the refurbishment of the existing underutilised dwellings in the village core and the Cosy Corner.



**CRO OBJ 3**

To encourage infill development in the village core. New development shall respect the scale, massing and character of the historic village.

**CRO OBJ 4**

To encourage the appropriate reuse of the Hill House to the south east of the village for community/amenity use ensuring the protection of the character of the structure.

## **Economy and Employment**

**CRO OBJ 5**

To encourage the development of the tourism potential of the village, to link with other towns, villages and tourism facilities in the area.

**CRO OBJ 6**

To support the development of mixed-use services in the village core, associated with new residential development.

## **Infrastructure**

**CRO OBJ 7**

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

## **Movement**

**CRO OBJ 8**

To improve pedestrian linkages from the Cairn residential development to the village green through the provision of vehicular and or pedestrian routes through the lands adjoining The Hill House.

**CRO OBJ 9**

To provide public realm improvements to include traffic calming and pedestrian priority at the village green.

**CRO OBJ 10**

To work with the National Transport Authority, Bus Éireann and other relevant organisations to improve the public transport connectivity from Crossakiel to the County Town and onto Regional and City Centres.

**Cultural and Natural Heritage****CRO OBJ 11**

To identify potential sources of funding for conservation works to St. Schiria's Church and associated grounds in conjunction with the local community.

**CRO OBJ 12**

To enhance and protect the special character and setting of St. Schiria Church, associated buildings and attendant grounds.

**CRO OBJ 13**

To facilitate the provision of continuous pedestrian routes that incorporate the attractive views, mature trees, and hedgerows along the Kells Road, and the entrances to the village.

**CAR OBJ 14**

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map and to manage these trees in line with arboricultural best practice.

**Social****CRO OBJ 15**

To promote the refurbishment of the handball club to provide for the development of a multipurpose community facility.

**CRO OBJ 16**

To promote the development of an attractive and overlooked public park on the lands adjoining the handball club for the purposes of passive and active recreation.

**CRO OBJ 17**

To protect and enhance the open space amenities at the diamond with public realm improvements.

**CRO OBJ 18**

To promote the enhancement of open space amenities, in the Cairn housing estate to including modifications to the boundary treatment to enhance visual connection with the adjoining countryside.

## Urban Design and Public Realm

**CRO OBJ 19**

To provide for infill development within the village core that provides for a continuous building line and active street frontage, and that respects the scale of existing structures.

**CRO OBJ 20**

To provide for residential development to the west of the former Garda Station, that will appropriately negotiate the topography of the site, provide for active frontage along the Kells road, provide a strong sense of enclosure to the site, and establish a fine urban grain. New development should be aligned with the former Garda Station in order to protect mature trees adjacent the site.

**CRO OBJ 21**

Promote the provision of a landscaped urban space to the front of potential new development to the west of the former Garda Station.

**CRO OBJ 22**

To promote the enhancement of the public realm in the village core, along the existing road, to the west, north, east and the village green.

**CRO OBJ 23**

To promote the enhancement of the existing boundary surrounding the Aluminium Recycling Plant.

**CRO OBJ 24**

To promote the enhancement of the existing handball alley, through appropriate screen planting.

**CRO OBJ 25**

To ensure that all new development respects the scale, form and character of the village.

## 1.0 Village Context/Character

Donore is located towards the northeast of County Meath in close proximity to the border with County Louth. The village is located approximately 4km from Drogheda. There is an interchange with the M1 motorway, which is the main Dublin-Belfast road corridor, 2km east of the village. The village centre is focussed on St. Mary's Church and Parochial House dating from the mid-19th Century.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	760
<b>2020-2026</b>	
<b>2011 Population</b>	339
<b>Percentage Change 2011-2016</b>	2.30%
<b>Housing stock 2016</b>	261
<b>Number of units completed 2016-2019</b>	4
<b>Committed units not yet built</b>	2
<b>Population Projection 2027</b>	860
<b>Education Facilities</b>	Donore National School
<b>Community Facilities</b>	6

<b>Architectural Conservation Areas (ACAs)</b>	None. However, the settlement is located within the UNESCO World Heritage Site of Brú na Boinne Buffer Zone
<b>Protected Structures</b>	Detached House;  Donore Parochial House; and,  St Mary's Roman Catholic Church
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The River Boyne & River Blackwater SPA and SAC is approximately 2km to the north east of the village.
<b>Strategic Flood Risk Assessment</b>	No fluvial impacts, potential increase in runoff identified in Flood Risk Assessment and Management Plan for the Meath CDP 2021-2027.
<b>Water Services Infrastructure/Capacity</b>	East Meath Water Supply Scheme/Staleen Water Treatment Plant- Capacity available.  Donore Wastewater Treatment Plant- Capacity Available.

Donore is located within the buffer zone of the UNESCO World Heritage Site of Brú na Bóinne which is one of only two current world heritage sites within the State. The village therefore is positioned within a highly sensitive landscape setting within the Boyne Valley.

## 2.0 Vision

The vision for the development of the village over the lifetime of the Development Plan is to consolidate and strengthen the village, through the provision of a well-defined village centre area, as well as a range of land-uses to support the residential population. Its role as a convenience 'Service Centre' to the surrounding local area and an important node along the 'Tourism Route; connecting the 'Battle of the Boyne Visitor's Centre located at Oldbridge to the Brú na Bóinne Visitor's Centre is also recognised. Incremental and organic development focusing on brownfield/ infill sites will be accommodated over the life-time of the Development Plan whilst ensuring no adverse impact on the context or setting of the UNESCO World Heritage Site of Brú na Bóinne

## 3.0 Opportunities

Having regard to Donore's proximity to both the M1 Motorway and the major urban area of Drogheda, coupled with its pleasant landscape setting it is likely that it will experience significant development pressure in the future. However, commensurate with its Village status in the county settlement hierarchy and given its location within the buffer zone of the UNESCO World Heritage Site of Brú na Bóinne, proximity to Battle of the Boyne sites, future residential development in the village will be modest and reflective of natural growth only. Conversely, the location of the village within the buffer zone of the UNESCO World Heritage Site presents commercial and tourism opportunities that should be harnessed and promoted.

## 4.0 Land Use Strategy

The land use strategy is to facilitate natural and incremental village growth over the period of the Development Plan. Any new development should be designed in a sensitive manner to protect the setting of the UNESCO World Heritage Site of Brú na Bóinne as well as the character of the village.

### 4.1 Settlement and Housing

Residential development in the village comprises of 3 multiple housing developments and a number of individually designed detached dwellings. There are several vacant sites within

the village. Commensurate to its village status, it is considered that there is adequate land zoned for residential development to cater for residential needs over the lifetime of the Development Plan.

## **4.2 Economy and Employment (including retail)**

Donore is considered to have an adequate level of retail and commercial provision having regard to its Level 5 Retail Centre position in the Retail hierarchy. (However, there remains potential for the provision of tourism related business particularly given Donore's sitting at the junction of a substantial number of routes serving the notable international heritage and tourist attractions in this region section of the Boyne Valley, specifically the UNESCO World Heritage Site of Brú na Bóinne, the key 'Battle of the Boyne' sites and the partially restored Boyne Navigation and associated Drogheda Boyne Greenway. There is substantial scope for Donore village to continue to function as an important gateway and base for tourism activities in the wider area. The Local Authority also recognises that Donore has considerable potential for the development of additional tourist and cultural related facilities such as accommodation and entertainment to further expand upon the potential that this cultural heritage designation and area of local distinctiveness offers. There are lands identified for B1 'Village Centre' use which has the potential to accommodate an increased commercial/tourism offering and further augment the identifiable village centre.

## **4.3 Water Services Infrastructure**

The village is served by the following water services infrastructure:

**Water:** Donore is supplied by the East Meath Water Supply Scheme. It is considered that there is adequate spare capacity to serve the development and growth provided for in the County Development Plan 2021-2027. There may be some localised network constraints.

**Waste Water:** The Donore wastewater treatment plant commissioned in 2010 serves the village and has adequate capacity to serve the development and growth provided for in the County Development Plan 2021-2027.



## 4.4 Movement

Movement and access within the village is centred along the main 'street' (the Slane/Staleen Road). There are few pedestrian cycle / connections separate from the main street. It is important to improve the movement of pedestrians and cyclists through the area and to manage vehicular traffic passing through the village. To this end, the environmental improvements promoted for the village include the construction of pedestrian crossing, augment existing village footpaths, the development of cycleways, and the use of textured surfacing, tactile paving and improved markings for cyclist, pedestrian and motorised traffic.

In terms of public transport provision, Donore is served by the route 163 operating between and the Brú na Bóinne Visitor Centre. The nearest railway station is Drogheda railway station approximately 6 kilometres away.

## 4.5 Cultural and Natural Heritage

There are three buildings of historical significance designated as Protected Structures in Donore; Saint Mary's Roman Catholic Church, Donore Parochial House, and a detached house to the north west of St. Marys on the opposite side of the road. The surrounding environs to the village hold considerable cultural and heritage assets many of which attest to the medieval history of the area.

As noted above Donore is located within a highly sensitive landscape setting in the Boyne Valley and within the buffer zone of the UNESCO World Heritage Site of Brú na Bóinne.

There are no Natura 2000 sites within the village; however the River Boyne and River Blackwater Special Area of Conservation (Site Code: 002299) and the River Boyne and River Blackwater Special Protection Area (Site Code: 004232) are in close proximity. There are a number of noteworthy tree stands in the village along the main roads.

## 4.6 Green Infrastructure

Donore enjoys some notable environmental qualities within its vicinity particularly the River Boyne Valley and the undulating hills surrounding its banks, specifically 'Redmountain' to the south and 'Donore Hill' to the north. However, the village itself is lacking active

recreational amenities such as walking networks or active open space to maximise such natural and man-made environmental assets, settings and views. Whilst there are several open space areas within housing developments, they do not provide children's play areas or all-weather facilities. These spaces provide only a minimal amenity value and the village is in need of a larger more purposeful open space area.

#### **4.7 Social Infrastructure**

The village has limited social infrastructure comprising of a school, church, burial ground and parish hall. The school was recently extended to provide for new classrooms and a general-purpose hall. The village depends to a large degree on facilities outside the settlement particularly those in Drogheda given its proximity. It would be beneficial to improve the social infrastructure of the village, including as referred to above the provision of a purposeful open space area in tandem with improving cycling/walking connections. The Council is satisfied that sufficient lands are available for social/community infrastructure to accommodate both existing and future populations during the lifetime of the Development Plan.

#### **4.8 Urban Design and Public Realm**

The village has a natural focal point at the junction of Slane/Staleen and Duleek Road, and the commercial building here contributes towards this focal point. The village core retains a rural / low density village character although the peripheries of the village are of a more suburban character. It would be desirable to see the public realm and streetscape improved to enhance the village core character, and improve the village aesthetics. The Council will promote well designed and highly considered architectural solutions to any developments proposed within the village centre in order to enhance both the image and appearance of the area and protect the character of the area and the setting of the Boyne Valley and the UNESCO World Heritage Site of Brú na Bóinne.

### **5.0 Town/Village Development**

#### **Policies and Objectives**

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and

Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

## Settlement and Housing

### DON POL 1

To promote the future development of Donore as a compact settlement and encourage development which will consolidate the distinctive character of the village, and preserve and enhance the quality of the village's built and natural environment, while catering for the needs of all sections of the local community and ensuring no adverse impact on the context or setting of the UNESCO World Heritage Site of Brú na Bóinne.

## Objectives

It is an objective of the Council:

## Settlement and Housing

### DON OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

## Economy and Employment

### DON OBJ 2

To continue to promote Donore Village as an important tourist centre within the surrounding area and to encourage, facilitate and capitalise upon the village's location adjacent to notable international heritage and the tourist attractions arranged along this section of the Boyne Valley, notably the UNESCO World Heritage Site of Brú na Bóinne.

### DON OBJ 3

To co-operate with the local community and all other relevant stakeholders in promoting tourism and securing the development of tourist-based enterprises and facilities in Donore.

## Infrastructure

### DON OBJ 4

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the village within the Plan period.

### DON OBJ 5

To manage flood risk and development in line with the Strategic Flood Risk Assessment. (see Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

## Movement

### DON OBJ 6

To investigate the potential for additional car-parking and a bus set-down area with shelter in the village.

### DON OBJ 7

To support the provision of a pedestrian/cyclist connection between Slane/Staleen and Duleek Road.

### DON OBJ 8

To secure the provision of a pedestrian crossing within the village core area.

**DON OBJ 9**

To seek to discourage the use of the village's road network by Heavy Goods Vehicles (HGVs) in conjunction with traffic calming measures and other environmental improvements.

**DON OBJ 10**

To support the delivery of a Pedestrian Walkway/Cycleway connecting Donore Village to the town of Drogheda subject to relevant environmental assessments.

**DON OBJ 11**

To support the delivery of a Pedestrian Walkway /Cycleway connecting Donore Village to Brú na Bóinne Visitors Centre and St. Mary's GFC football pitch subject to relevant environmental assessments.

**DON OBJ 12**

To support the delivery of a proposed Pedestrian Walkway/Cycleway connecting Donore Village to the "Battle of Boyne" Office of Public Works site at Oldbridge House subject to relevant environmental assessment.

**DON OBJ 13**

To support the delivery of Pedestrian Walkways/Cycleways to connect:

- "The Grange" housing estate (South side) to the village centre.
- "The Grange" housing estate (South side) towards St. Mary's Villas.
- The Church of the Nativity to the southern edge of settlement.

**DON OBJ 14**

To seek to provide a car parking facility adjacent to the National School to serve the collection and drop-off needs of the School.

## Cultural and Natural Heritage

**DON OBJ 15**

To preserve the setting and visual amenity value of the UNESCO World Heritage Site of Brú na Bóinne and the high-quality landscape character of the Boyne Valley by strictly controlling any future development that would be detrimental to their continued preservation, conservation, setting or their visual amenity value.

**DON OBJ 16**

To investigate the potential for the village to act as a local hub for access to the UNESCO World Heritage Site of Brú Na Bóinne / Battle of the Boyne areas with walking / cycling routes from the village to these facilities and on to Drogheda.

**DON OBJ 17**

To protect the ridgelines which frame views within and from the UNESCO World Heritage Site of Brú na Bóinne from inappropriate or visually intrusive development.

**DON OBJ 18**

To retain tree stands and hedgerows as identified on the landuse zoning map to include the front of the national school; to the front of the Church; on the southern side of the Slane/Staleen Road; to the rear of the protected structure at the northern side of the junction of the Drogheda/Mullaghacrone and Slane/Stalleen Roads; and, on the northern side of the Drogheda/Mullaghacrone Road.

**Social****DON OBJ 19**

To facilitate the provision of a community playground within the village.

## Urban Design and Public Realm

### DON OBJ 20

To protect the landscape setting of the national monuments within the UNESCO World Heritage Site of Brú na Bóinne by requiring that all development proposals involving mixed-use, commercial or multiple unit residential development within the village's development boundary are subject to a Visual Impact Assessment. Such development proposals must be accompanied by a Design Statement and Visual Impact Statement with photomontages or similar 3D material in order to assist the Council in determining whether there is any visual impact upon the village's character or the 'Core Area' of the UNESCO World Heritage Site of Brú na Bóinne. In particular, photomontages shall be sited so as to show the visual impact, if any, that any proposed development may have on the setting of the UNESCO World Heritage Site of Brú na Bóinne in order to prevent any inappropriate or avoidable impacts on the quality of that environment. Developments in excess of two-storeys in height will generally be discouraged.

### DON OBJ 21

To promote the enhancement of approach roads, entrances/exits, streets and the general village character within Donore in order to better define the character of the village and promote a quality host environment to facilitate its role as a tourist centre for the surrounding area.

### DON OBJ 22

To facilitate public realm improvement works for the village focusing on the development of cycleways, and the use of textured surfacing, tactile paving (which is not dominated by tarmacadam), and improved road markings for cyclist, pedestrian and motorised traffic. The creation of a street furniture palette to achieve an improved public realm setting within the village would be desirable.

### DON OBJ 23

To cater for the appropriate re-use, re-development and re-generation of under-utilised sites and /or buildings within Donore.

**DON OBJ 24**

To encourage the re-use of the 18th and 19th Century 'Cottier' and 'Labourers' cottages remaining within the village.



## 1.0 Village Context and Character

Drumconrath is located in the north-eastern corner of County Meath, 3km west of the N52 which links Kells to Ardee / Dundalk. It is located 7km from Ardee, 10km from Nobber and 12km from Kingscourt.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	345
<b>2011 Population</b>	370
<b>Percentage Change 2011-2016</b>	-6.70%
<b>Housing stock 2016</b>	157
<b>Number of units completed 2016-2019</b>	0
<b>Committed units not yet built</b>	2
<b>Population Projection 2027</b>	395
<b>Education Facilities</b>	‘Scoil Naisúnta Pheadair agus Phoil’ National School; and, Ladybird Childcare
<b>Community Facilities</b>	7
<b>Architectural Conservation Areas (ACAs)</b>	None

<b>Protected Structures</b>	11
<b>Zone of Archaeological Potential</b>	There are three National Monument Service Zones of Archaeological Potential within the village.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the Stabannon-Braganstown SPA approximately 12.5km to the north east.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	Drumconrath Wastewater Treatment Plant-Capacity Available.  Water supply from Lough Bracken-Capacity Available.

A settlement has existed in Drumconrath since ancient times evidenced by its rich archaeology including ringforts, motte and castles, medieval field patterns, and medieval settlement itself in and adjoining the village, which are recorded as national monuments. The physical attributes of this heritage are evident today in the building lines and plots extending from the main street and backlands, including St Peter and Paul's Church of Ireland and graveyard.

The historic core of the village is compact, with a wider plot grain along the approach roads to the core. The built heritage includes common building typologies mainly from the

nineteenth century including single and two storey vernacular structures, larger houses, in the form of a parochial house, and rectory, and church buildings, and graveyards within and at the entrance to the village, as well as more contemporary infill dwellings, national school, community hall and ball alley, all of which contribute to its character. A number of structures are protected. The configuration of buildings permit views towards the motte to the north of the main street which contribute to its character, however there is potential for infill development and consolidation along the main street.

There are distinctive gateways to the village from each of the approach roads and nodes within the village structure which create a distinctive sense of place and identity.

## 2.0 Vision

The vision of this Plan is to promote the identity of Drumconrath, to reflect its rich historical and cultural assets and to enhance its sense of place and identity through protection of the scale, character and the built and natural heritage of the village. To encourage development which will improve and enhance the public realm, the character and structure of the village core and existing streetscape, to engage and connect with the river and riverbank open space, Castle, Motte and Bailey and the wider landscape and to provide for development that will allow the village to develop in a sustainable manner, as an attractive place to live, work, recreate and visit. Only natural/organic residential growth will be encouraged over the lifetime of the Development Plan in line with the Development Plan Core Strategy.

## 3.0 Opportunities

- There are distinctive gateways to the village from each of the approach roads and nodes within the village structure which create a distinctive sense of place and identity. There is a further opportunity to enhance these as points of arrival into the village.
- The village core suffers from a poor, discordant public realm, vacancy and dereliction, and loss of original features, including sash windows and lime render, which detracts from the character of the village. There is great potential to enhance the physical environment, and maximize the rich historic and cultural assets of the village for the benefit of the residents and visitors.

## 4.0 Land Use Strategy

In order to facilitate the delivery of the vision for Drumconrath, a village strategy is proposed, which contains a number of elements; to maximize the historic and cultural assets of the village; regenerate and enhance the natural and physical environment; to reuse and adapt historic structures, and infill with new development to sensitively integrate with the existing built form.

### 4.1 Settlement and Housing

The urban form of Drumconrath can be divided into two development areas; to the west of and east of the Drumconrath River. There is a distinctive change in the character of both areas reflected in the nature and pattern of development and land uses. The lands to the north west are dominated by the community uses, while the development to the east, comprises the village core, and generally represents more compact development forms.

The village benefits from a variety of dwelling types from the 19th and early 20th century in the historic core, including detached and semidetached cottages, terraces and town houses. New residential areas are located at the edge of the village in suburban development forms, and connected by footpath, at De Valera Park housing development located to the south west of the town, Hillside View to the north west, and Amharc Fáda to the north east. The capacity to accommodate multi house residential development is low because of its elevated position, however appropriate residential development forms could readily integrate with the existing built form and natural environment through use of appropriate dwelling typologies, that are informed by the vernacular, and appropriate siting and landscaping.

Infill/brownfield and backland development will be promoted over the lifetime of this Plan. The form of development will be required to integrate with the existing context, and with new lanes and walkways proposed as part of the strategy to create a more permeable urban structure.

## 4.2 Economy and Employment

Drumconrath is identified as a level 4 retail centre in the County Retail Hierarchy. It has a small range of retail and business services, including 2 local convenience shops, and a petrol station, Post Office, health care centre, car sales garage, beauty salon, three public houses and a butcher / takeaway. Employment uses include the local services and Clarke Rewinds and Fastway Couriers located to the south of the village. The town acts as a dormitory settlement for other towns, such as Ardee, Kingscourt and Kells which have established employment opportunities. There is sufficient development capacity within the industrial and village centre land use zones to facilitate the strengthening and consolidation of commercial, economic and retail uses in the village. This strategy promotes the village to maximise its tourist potential as another means to enhance economic development, and to achieve a more sustainable settlement form.

## 4.3 Water Services Infrastructure

The village is served by the following water services infrastructure:

**Water:** The village of Drumconrath is supplied by the water treatment plant at Lough Bracken. There is spare capacity which is considered adequate to serve the development and growth provided for in this County Development Plan.

**Wastewater:** The village is served by the Drumconrath Wastewater Treatment Plant. This plant is considered to have adequate spare capacity to serve the development and growth provided for in this County Development Plan.

## 4.4 Movement

Drumconrath has a dispersed road layout for its size, and the topography has contributed to a disjointed settlement form, with poor connections between residential areas and the village centre. The Main Street is wide, but is poorly defined, and is dominated by the car.

Drumconrath is not served by public transport, the nearest public transport connections to the village are located at Kingscourt, Nobber, Ardee and Carrickmacross which are served by public bus services.

This plan will promote sustainable modes of transport such as walking and cycling, through the development of permeable and connected streets and spaces, and the enhancement of pedestrian facilities. Footpaths extending from the village to existing and new housing developments are also proposed, and to integrate with amenity walks along the Drumconrath River and adjoining open space, and routes to the Castle Motte and Bailey to the north of the village. Rationalisation of carparking areas on the main street as part of overall public realm improvements are also proposed. The provision of a public bus service to the village is promoted in this Plan, and the Authority will liaise with the National Transport Authority in this regard.

## 4.5 Cultural and Natural Heritage

The built and natural heritage of Drumconrath are important resources that must be protected and enhanced to contribute to the sense of place, and identity. The protection of these resources and presentation of their heritage value are promoted in the development strategy. This includes the protection of the buildings and structures of historical significance, enhancing the setting of the protected structures along Main Street, also the setting of Drumconrath Rectory. The land use strategy expands the high amenity area to the front of the structures as it faces the Slane Road. It is also proposed to integrate pedestrian routes to facilitate ease of access to heritage and amenity assets.

## 4.6 Green Infrastructure

The village is set in forested drumlin countryside and the Drumconrath River, and tributaries of the River Garra and River Dee run through and around the centre of the village. Mature and attractive trees define the landscape setting of the Rectory and St. Peters Church and Castle Motte to the south west of the village. There are protected views to the north of the Motte and Bailey, which provides a backdrop to the village, and views eastwards from the Ardee Road. These protected views contribute to the natural heritage and setting of the village and are retained in this strategy. Although outside the settlement boundary, the protected views are identified on the Land Use Zoning Map.

## 4.7 Social Infrastructure

Drumconrath contains one primary school ‘Scoil Naisúnta Pheadair agus Phoil’ located on the Kingscourt Road to the north west of the village. The village also contains a pitch and putt course, a community centre adjoining the course, and a post office adjoining the convenience store. The GAA pitch is located to the south of the village outside the development boundary on the Nobber Road. The Health Care centre is located to the east of the town, adjoining the local cemeteries.

The Drumconrath Community Plan was prepared under the Renaissance Breathing Life into Rural Villages by Meath Partnership in January 2013. A number of key projects in the community plan complement the land use and village strategy contained in this Plan.

In this regard, while it is considered that the level of civic and community facilities is sufficient to cater for the Village’s needs having regard to the population now resident, the village would benefit from focused improvement of the existing amenities, and the provision of recreational space for all as promoted in the Community Plan.

Community, Social and recreational land uses have been retained in the land use strategy that will facilitate potential expansion of the facilities. Also, there is potential for the provision of an extensive network of amenity walks along the river, within the proposed green spaces, and connecting the village centre to the Motte and Baily.

## 4.8 Urban Design and Public Realm

This Plan promotes the enhancement of the entrance gateways to the village in the form of public realm improvements incorporating signage / branding for the village.

The village core is defined by the linear space in the historic village centre. Public realm improvements are proposed to enhance the environmental quality of this space, to include the provision of additional and improved pedestrian paths, public lighting and landscaping, incorporating cycleways as appropriate. Also, to rationalise pedestrian and parking areas and to create a high-quality finished space along the main street to make it a pedestrian friendly space for residents, and visitors to linger.

This strategy promotes the creation of connections between existing communities and amenities from De Valera Park, and that any new development areas would similarly connect to the main street.

## 5.0 Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

#### Settlement and Housing

It is the policy of the Council:

##### DRUM POL 1

To promote the identity of Drumconrath, to reflect its rich historical and cultural assets and to enhance its sense of place and identity through protection of the scale, character and the built and natural heritage of the village, and to encourage development which will improve and enhance the public realm, the character and structure of the village core and existing streetscape, to engage and connect with the river and riverbank open space, Castle, Motte and Bailey and the wider landscape, and to provide for development that will allow the village to develop in a sustainable manner, as an attractive place to live, work, recreate and visit.



## Objectives

It is an objective of the Council:

## Settlement and Housing

### DRUM OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

### DRUM OBJ 2

To encourage the refurbishment of existing underutilised dwellings in the village core, Doyles Garage and reuse of idle structures along the main street.

### DRUM OBJ 3

To encourage infill development in the village core to the rear of the main street. New development shall respect the scale, massing and character of the historic village.

## Economy and Employment

### DRUM OBJ 4

To encourage the development of the tourism potential of the village, to link with other towns, villages and tourism facilities in the area.

### DRUM OBJ 5

To support the creation of an identity for Drumconrath that reflects its rich cultural heritage, medieval past, and to connect with a potential tourist trail that could link Drumconrath to other towns and villages in the area.

**DRUM OBJ 6**

To protect and enhance the village core and promote consolidation of the commercial core around the main street, and reuse of sites and underutilised buildings for residential, commercial or heritage / tourism related uses.

## Infrastructure

**DRUM OBJ 7**

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

## Movement

**DRUM OBJ 8**

To improve pedestrian linkages from De Valera Park to the main street through the Drumconrath River green space.

**DRUM OBJ 9**

To provide public realm improvements to include traffic calming and pedestrian priority on the Main Street.

**DRUM OBJ 10**

To liaise with the National Transport Authority with regard to the provision of a public bus service in Drumconrath.

## Cultural and Natural Heritage

**DRUM OBJ 11**

To enhance and protect the special character and setting of St. Peters Church of Ireland, associated buildings and attendant grounds, and to integrate public realm improvements as part of the main street to the building.

**DRUM OBJ 12**

To protect views from the Ardee Road and towards the Motte and Bailey which lie outside of the settlement boundary.

**DRUM OBJ 13**

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map.

## Social

**DRUM OBJ 14**

To enhance community and recreational uses including support for the development of a children's play area within the village, and the identification of public open space along the river.

**DRUM OBJ 15**

To support the development of interconnected amenity walkways along streams and hedgerows, and to the archaeological sites within and adjoining the village to facilitate an appreciation of the built and natural heritage within the village for residents and visitors.

**DRUM OBJ 16**

To promote the development of an attractive and overlooked public park on the green space lands adjoining the Drumconrath River.

**DRUM OBJ 17**

To facilitate and support the implementation of the Drumconrath Renaissance Community Plan and other community led projects to generally enhance the village while ensuring that the projects which emanate from same are consistent with the development objectives contained in this Written Statement for the village.

## Urban Design and Public Realm

### DRUM OBJ 18

To enhance the entrance gateways to the village in the form of public realm improvements incorporating branding for the village.

### DRUM OBJ 19

To enhance the existing nodes and spaces within the village, through the provision of additional and improved pedestrian paths, public lighting and landscaping, incorporating cycleways as appropriate. Rationalise pedestrian and parking areas and create identifiable, and high-quality finished spaces along the main street for residents, and visitors to linger.

### DRUM OBJ 20

To promote new development areas to complement and integrate with the proposed amenity walks.

### DRUM OBJ 21

To ensure that all new development respects the scale, form and character of the village.

## 1.0 Introduction

This written statement will provide a brief description and development strategy for Duleek. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

## 2.0 Town Context/Character

Located within the Laytown-Bettystown Municipal District, Duleek is an historical town situated in the east of the County, in close proximity to the border with County Louth. Strategically positioned and in proximity to larger settlements including Drogheda (Louth) and Balbriggan (North Dublin), the town is within easy reach of the M1, Dublin – Belfast Corridor via the R150.

The town functions as a local service centre. Its attractive and historical, rural setting aligned with its location within the Greater Dublin area, has resulted in significant commuter development and changes to the local community and character of the town. Originally developed around a central town green with attractive, narrow roads and streets, more recent development has seen the town expand to the north and west, with significant industrial and employment growth to the east.

The range of commercial and retail services on offer in the town are local in nature, reflective of its function as a local service centre and its proximity to the town of Drogheda. There is a notable business and industrial base operating within Duleek Business Park, on the eastern environs of the town, benefitting from proximity to the Drogheda Environs on the M1/E1 International Corridor. There are a number of other significant employers located outside of the town boundary, in the Carranstown/Platin area off the Drogheda Road (R152), which provides significant employment to Duleek and the surrounding area.

<b>Position in Settlement Hierarchy</b>	Self-sustaining Town
<b>2016 Population</b>	4,219

<b>2011 Population</b>	3,988
<b>Percentage Change 2011-2016</b>	5.40%
<b>Housing stock 2016</b>	1,484
<b>Number of units completed 2016-2019</b>	36
<b>Committed units not yet built</b>	85
<b>Core Strategy Household Allocation 2020-2027<sup>1</sup></b>	336 units
<b>Population Projection 2027</b>	4,719
<b>Resident Workers 2016</b>	1,692
<b>Total Jobs 2016</b>	501
<b>Job – Workforce Ratio 2016</b>	0.29
<b>Education Facilities</b>	1 primary school and 6 Childcare/Montessori facilities

<sup>1</sup> The unbuilt extant units have been included in this allocation

<b>Community Facilities</b>	13 including a health centre, library, post office, sporting and athletics clubs, Church, and allotments
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	16
<b>Zone of Archaeological Potential</b>	There is a National Monument Services Zone of Archaeological Potential within the settlement area.
<b>Natura 2000 Sites</b>	<p>There are no Natura 2000 sites within the plan boundary.</p> <p>The River Nanny, which flows south of the town centre, is hydrologically connected to the River Nanny Estuary &amp; Shore SPA (Site 004158) located approximately 12km downstream of Duleek.</p>
<b>Strategic Flood Risk Assessment</b>	<p>Flood Risk Zones A &amp; B have been identified within the town with areas subject to risk of flooding from the River Nanny.</p> <p>Existing development is protected by the OPW Duleek Flood Relief Scheme</p>
<b>Water Services Infrastructure/Capacity</b>	Capacity available at Duleek Waste Water Treatment Plant – some localised network constraints exist.

	Water capacity available – some localised network constraints exist.
<b>Modal Share Targets for 2026</b>	
<b>Modal Share for Walking</b>	6% (Increasing from 3% in 2016)
<b>Modal Share for Cycling</b>	4% (Increasing from 1% in 2016)
<b>Modal Share for Bus</b>	20% (No change from 20% in 2016)
<b>Modal Share for Rail</b>	1% (No change from 1% in 2016)
<b>Reduction Target for Car Use</b>	64% (reduction from 71% in 2016)

### 3.0 Vision

The strategic vision underpins the approach to and guides the future development of Duleek in a sustainable manner, in a way that reflects the existing character and amenities of the area and improves quality of life for the existing and future population. The vision seeks:

***"To promote the sustainable growth of Duleek, consolidating and enhancing its rich, historic town centre and promoting its role as a self-sustaining town and a local service centre."***



## 4.0 Opportunities

- Consolidated growth – the availability of serviced lands within the urban core of the town presents opportunities for the consolidation of future development on lands within walking distance of the town centre.
- Strong Economic Sector - Establish a positive and flexible framework for economic development and job creation based on local strengths with appropriate measures to promote the further development and enhancement of Duleek Business Park.
- Tourism Growth - The River Nanny and links to the Battle of the Boyne is a largely untapped resource in Duleek that has potential to attract visitors and tourists to the town through sensitive development.
- Potential for enhanced connectivity - Enhance the existing transport network, including the provision of a bypass south west of the town centre, to increase permeability and connectivity for pedestrians, cyclists and vehicles, in order to enable access to key land uses such as community facilities and zoned lands and to enhance movement through the narrow and historic town streets.
- Potential for Green Infrastructure network - Integrate 'Duleek Commons', the River Nanny, the Paramaddan River and Duleek Heritage Trail into a multi-functional Green Infrastructure network and facilitating a healthy town by building an interconnected network of parks, open spaces, hedgerows, grasslands and watercourses.

## 5.0 Land Use Strategy

The development strategy for Duleek will focus on supporting the continued development of the town as a local service centre.

Duleek Business Park is performing well and benefits from connectivity to Navan and Drogheda and the wider region via the national and regional road network. There is capacity available in the Business Park to accommodate further enterprise and employment. This Plan will continue to support the expansion of the Business Centre which will strengthen the economic base of the town.

Residential growth in the town will be reflective of the designation of Duleek as a Self-sustaining Town in the settlement hierarchy. There are a number of centrally located parcels of land in proximity to the town centre and Business Park that would create a link between the established residential areas and the urban core of the town whilst also ensuring any development takes place within the existing built up envelope.

In addition to the larger infill sites there are also a number of smaller infill opportunities on existing residential properties or disused brownfield lands that have the potential to accommodate residential accommodation.

### 5.1 Settlement and Housing

Residential development in Duleek consists of a concentration of small developments on the approach roads to the town. Between these developments and the town centre are individual houses on large plots of land in addition to large parcels of undeveloped greenfield lands.

At the time of writing there were approximately 85 extant units in the town remaining to be built, with two residential developments under construction in the town.

Future residential development in the town will take a more sequential approach to development with priority given to lands closer to the town centre and Business Park in addition to under-utilised infill and brownfield lands.

Any development should include an appropriate mix of housing that meets the needs of the entire community.

### 5.2 Economy and Employment

Duleek is identified as a Level 4 retail centre in the County Retail hierarchy. Its function is to deliver local / neighbourhood retail services, serving the immediate population only. The emphasis on retail development will focus on consolidation rather than expansion.

Commercial and retail activities are primarily located along the Main Street, with two clear and distinct areas. The traditional town centre is in the centre of the town adjacent to the village green, while a more recent mixed-use development consisting of retail and

residential uses is further along the Main Street opposite 'Mill Race' residential development. In order to consolidate the traditional town core and reduce vacancy levels, new retail and commercial development should be directed to the traditional town core, its existing vacant units and its identified infill sites. This would aid consolidation and strengthening of the existing retailing base of Duleek.

Identified as a Local Employment Centre serving the wider East Meath area, Duleek has a role in providing for the employment needs of local hinterlands. Manufacturing and related activities are the strongest sectors in the town with a notable business and industrial base in the Business Park in the north-eastern part of the town. The Irish Cement Plant at Platin and the Indaver Waste-to-Energy facility at Carlanstown are also significant employers located close to Duleek.

Duleek's rich historic fabric and attractive rural setting can further contribute to the enhancement and development of a sustainable tourism product. The town also has the potential to further enhance and contribute to the image of Meath as Ireland's Heritage Capital, through further development of the Duleek Heritage Trail and the town's historical association with the Battle of the Boyne. The Planning Authority will promote, encourage and facilitate the development of sustainable tourism in Duleek through the conservation, protection and enhancement of the built and natural heritage.

### 5.3 Water Services Infrastructure

**Water:** Duleek is supplied with water from the East Meath Water Supply Scheme, which serves a large catchment area. The principal source of water is the Staleen Water Treatment Plant near Donore. Capacity in the water supply is limited as regard must be had to the significant extant planning permissions for multiple residential units permitted in Drogheda Environs, Ashbourne, Ratoath, Laytown / Bettystown and Stamullen in particular. Some localised network constraints existing in Duleek.

**Wastewater:** A major capital upgrade and expansion of the Duleek Sewerage Scheme was successfully completed in 2010. This Plant is considered to have adequate capacity to serve the development and growth provided for in this 2021-2027 CDP. Some localised network constraints exist.

## 5.4 Flooding

The OPW Duleek Flood Relief Scheme seeks to protect the town of Duleek from the River Nanny and its associated flood risk. The River Nanny is joined by a watercourse that approaches from the north and flows into the Nanny in the centre of the town. Notwithstanding the presence of flood defences, the Strategic Flood Risk Assessment undertaken for the County, has identified a substantial area of land within the town development boundary, as being within Flood Zone A & B.

A risk-based approach to flood management in accordance with the provisions set out in *“The Planning System and Flood Risk Management Guidelines for Planning Authorities”* (2009) will be implemented in order to prevent or minimise future flood risk.

## 5.5 Movement

The accessibility of Duleek has been a significant influencing factor regarding employment and business operations in the town and environs, with proximity to Junctions 8 & 9 of the M1 Motorway (Dublin – Belfast Corridor) a key contributor. Such accessibility needs to be complimented with enhanced movement and permeability within the town.

The R150 travels through the town centre resulting in significant volumes of traffic. Enhanced traffic calming / traffic management proposals have been prepared to improve the quality and experience of the public realm in the short term and these shall be implemented during the lifetime of this plan. In the longer term there is a need to divert heavy traffic from the town centre, with a new bypass link to the southwest a possible option.

Within the historical core, a traffic management and improvement strategy is required to address traffic difficulties arising within the area known as ‘Lanes District’. This area is dominated by narrow lanes with a winding alignment and whilst the lanes contribute to the character of the area, they are unsuited to the modern needs of the pedestrian and vehicles.

Continuous and enhanced permeability within the town centre and between the town centre and adjoining residential areas is a key priority of the plan. Adequate footpaths, public lighting and the provision of new cycle lanes remain to the forefront of village enhancement works.

## 5.6 Cultural and Natural Heritage

The origins of Duleek dates back to an early Christian monastic settlement. Due to its early monastic origins, there is a rich history of archaeological features in the town. There are two identified 'Zones of Archaeological Potential', one centred around St. Cianan's Church and the Main Street and the second close to the River Nanny at Prioryland.

The Record of Protected Structures (RPS) identified a total of 16 no. structures in the town. This Plan seeks to preserve and enhance the character and setting of protected structures and areas of archaeological interest.

In terms of natural heritage, there is one proposed Natural Heritage Area (pNHA) known as Duleek Commons (site code: 001578). Any planning application that proposes development within or adjacent to the area of Duleek Commons pNHA will be required to be accompanied by an ecological impact assessment, assessing the impact of the proposal on the area with the conservation designation.

## 5.7 Green Infrastructure

A key challenge for Duleek is to manage growth so that the town's natural assets are maintained in a way which protects the town's natural and cultural resources for the future.

Within Duleek there are a number of green infrastructure features which can be categorised into different themes, including biodiversity; parks, open space and recreation; sustainable water management; archaeological and architectural heritage; and landscape. A number of the features have been identified in previous sections of the plan, including Duleek Commons, River Nanny, Paramadda River, floodplain, Duleek Heritage Trail, protected structures, archaeological features, designated sites and the Village Green.

This plan seeks to integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, whilst protecting biodiversity and other landscape resources, including Duleek Commons and along the River Nanny. It also seeks to ensure that a net gain in green infrastructure is achieved throughout the plan period, through the planting of trees and the provision of green roofs and walls within the town centre. Other practical measures such as accommodating the requirements of functional flood storage, linking biodiversity, providing for Sustainable Drainage Systems (SuDS) and provision of parks and open space will all contribute to the building of sustainable green infrastructure for the town.

## 5.8 Social Infrastructure

Community groups and organisations are the most important social infrastructure in the town and Duleek is fortunate to benefit from many active groups and associations. Two recent initiatives including provision of the first community-based CCTV system in the country and the proposed Duleek & Bellewstown District all-inclusive Community Facility at the GAA grounds, demonstrates the vibrant community scene on the ground. The recently established Duleek Revival Programme, aims to visually enhance and improve the appearance of key areas of the town through volunteer and other community programmes.

Duleek has a significant number of community and sporting facilities and it is essential that these community facilities are maintained and augmented to cater for all age groups.

## 5.9 Urban Design and Public Realm

The Plan advocates a high quality, well designed, well landscaped development that is capable of providing an appropriately scaled environment, in keeping with the historic character, amenity, environment, heritage and landscape of the town.

All new development in Duleek must facilitate the provision or improvement of key infrastructure or community facilities. High quality design, the use of appropriate materials and a quality layout are considered essential in order to ensure that new development contributes positively to Duleek and helps to create an attractive and sustainable settlement.

## 6.0 Town Development Objectives

As a point of clarity, the Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### DUL POL 1

To support the sustainable growth of Duleek in a manner that allows the town to fulfil its function as a local service centre, by promoting the consolidation of business and retail services in the town centre, employment growth in Duleek Business Park, and improving connectivity between residential areas and the town centre.

### Objectives

It is an objective of the Council:

#### Settlement and Housing

#### DUL OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

## Economy and Employment

### DUL OBJ 2

To facilitate the development of local business employment and enterprises within Duleek Business Park and to ensure that the Business Park is maintained for business and employment uses as per the specific land use zoning.

### DUL OBJ 3

To promote the reuse and regeneration of vacant and derelict lands and properties in the town centre for appropriate uses that would consolidate and revitalise the town centre.

### DUL OBJ 4

To promote, encourage and facilitate the development of sustainable tourism in Duleek through the further development and enhancement of Duleek Heritage Trail and the town's historical association with the Battle of the Boyne.

## Infrastructure

### DUL OBJ 5

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of Duleek within the Plan period.

### DUL OBJ 6

To manage flood risk and development in Duleek in accordance with policies and objectives set out in section 6.10 of Volume 1 of the County Development Plan 'Surface Water and Flood Risk Management'.

## Movement

### DUL OBJ 7

To examine the feasibility and progress the provision of the R150 bypass for Duleek to the south west of the town.



**DUL OBJ 8**

To undertake the following improvements in Duleek:

- i. To upgrade the junction of the R150 and Longford Roads
- ii. To provide/upgrade or extend as appropriate footpaths along Larrix Street extending from Larrix Court to Church Lane and the R150, and along The Steeples from Longford Road to Navan Road (R150) and towards The Hawthorns.
- iii. To provide for a footpath on the R150 between the junctions with Church Lane and The Steeples.
- iv. To prepare a traffic management and improvement strategy to address traffic difficulties arising within the area known as 'Lanes District'.

**Cultural and Natural Heritage****DUL OBJ 9**

To encourage the reuse of Duleek's historic buildings where they lie vacant or underused and recognise the contribution that they can make to economic development, tourism, education and the aesthetic qualities of Duleek's landscape and town centre.

**DUL OBJ 10**

To maintain, and where possible enhance, the conservation value of the Duleek Commons pNHA, subject to satisfactory ecological assessment.

**DUL OBJ 11**

To support the development of a new pedestrian way from Ryan's Park to the Old Nanny Bridge that will connect existing and new development areas in the town.

**DUL OBJ 12**

To support the development of a linear walkway and associated amenity area along the River Nanny and Paramadda River, subject to the recommendations of any environmental assessments and resources being available.

**DUL OBJ 13**

To develop a 'green link' throughout the town, with a view to linking existing and proposed heritage and amenity trails in the town.

## Social

### DUL OBJ 14

To pursue the development of a civic amenity and ball sports area in the vicinity of Sampson's Field to the rear of the Millrace Estate and to link this into a network of walkways in the town.

### DUL OBJ 15

To investigate the feasibility of providing a public park in Duleek, subject to the availability of funding.

## Urban Design and Public Realm

### DUL OBJ 16

To ensure that any development in the town centre contributes positively to and enhances the streetscape of Duleek.

### DUL OBJ 17

To promote and investigate the provision of a post primary school for Duleek during the period of the County Development Plan.

## 1.0 Introduction

***Consequent upon the Judgments and Order of Mr Justice Humphrey in Hickwell Limited & Hickcastle Limited v Meath County Council (no.1) [2022] IEHC 418 and Hickwell Limited & Hickcastle Limited v Meath County Council (no.2) [2022] IEHC 631, the entire indicative road route through area MP2 and MP3 (also referenced as area MP23 and MP24 in the Meath County Development Plan 2021-2027), originally delineated in land use Zoning Map Sheet 13(a) (Dunboyne-Clonee-Pace Land Use Zoning Map) to the adopted Meath County Development Plan 2021-2027, has been removed and land use Zoning Map 13(a) and associated Written Statement text has been amended accordingly. The removal of the indicative road route from the Meath County Development Plan 2021-2027 shall not affect any existing development consents granted in these areas.***

In order to ensure a holistic approach is taken to future growth and development within the Dunboyne/Clonee corridor the planning strategy set out in previous Plans of preparing a Plan for the combined wider area of Dunboyne and Clonee will be continued. A detailed Local Area Plan for Dunboyne/Clonee will be prepared during the life of this Plan.

Dunboyne and Clonee function as separate settlements at either end of the settlement hierarchy, i.e Dunboyne is designated as a self-sustaining growth town scheduled to accommodate significant growth over the plan period. Clonee, however is designated a village with a focus on infill, brownfield redevelopment and consolidation.

On the basis of the foregoing, this strategy will plan for the future growth of Dunboyne and the consolidation of the village of Clonee. The built-up area of Dunboyne and Clonee will not be permitted to coalesce in the context of the geographical proximity between each settlement.

A major flood event occurred in Dunboyne and Clonee in 2002, flood alleviation measures are now in place, however flooding remains a key constraint to the future development of the area. The area has significant potential to attract major employment generating investment given its location in the Metropolitan Area.

Recent population growth in Dunboyne has been disappointing having regard to the town's location in the Metropolitan Area and the quantum of suitably zoned lands which are well located and proximate to public transport. The combination of the connectivity between Dunboyne and Dublin City Centre, Airport, and Port, in addition to capacity being available in essential infrastructure makes the settlement an outstanding location to absorb and deliver substantial employment and residential growth.

Consolidated Meath County Development Plan 2021-2027 (incl. V1, V2 & V3) Dunboyne, Clonee and Pace Variation No 3 of the County Development Plan 2013-2019 aligned the policies and objectives of the Development Plan to the tenets of the Economic Development Strategy for County Meath as they relate to statutory land use planning.

The implementation of the 8 no. specific actions contained in the Strategy was the primary response of the Local Authority to seek to improve the number of local employment opportunities available to the resident population. In particular Action 3 of the Strategy identified a number of revisions required to the County Development Plan 2013-2019 to positively provide the framework for investment and employment creation while at the same time removing non-essential potential barriers to employment generating development. The requirements arising from Action 3 of the Strategy were a key reason for the preparation of Variation no. 3, therefore a comprehensive review of the County Development Plan was undertaken.

On the 23rd May 2016 Meath County Council Members voted to adopt Variation no. 3 to the Meath County Development Plan 2013-2019 and therefore commenced the process which has instigated the economic successes within the County to date.

Additional employment lands were identified as part of this process including the designation of sites to accommodate 'big box solutions' by way of a spot objective in accordance with the requirements of the Department of Housing and Planning. The variation was the subject of a Draft Direction which was successfully defended by the Planning Authority and ultimately withdrawn.

## 2.0 Town Context/Character

Dunboyne is a strategically important settlement in Meath. Located close to the border with Fingal, it is the only entire town in the county located in the Metropolitan Area of Dublin<sup>1</sup>. The settlement benefits from a multi-modal transport system consisting of excellent road and rail links whilst the telecommunications and energy infrastructure available also make the town an attractive location for investment.

Clonee is a village to the south-east of Dunboyne situated on the boundary with Fingal. It is a well serviced centre for a settlement of its size, particularly in relation to convenience retailing.

The transition of the Dunboyne-Clonee area towards a centre of enterprise and employment has been bolstered by recent Foreign Direct Investment in ICT by Facebook and Pharmaceuticals by Takeda Pharmaceuticals. The clothing, retail and food business Avoca, has also enhanced the attractiveness of the town as a retail destination. These investments have assisted in raising the

---

<sup>1</sup> Maynooth and Kilcock Environs located in County Meath

profile of the area and provide a platform for further investment that will strengthen the employment base.

<b>Position in Settlement Hierarchy</b>	Dunboyne - Self-Sustaining Growth Town Clonee - Village
<b>2016 Population</b>	Dunboyne - 7,272  Clonee - 826
<b>2011 Population</b>	Dunboyne - 6,959  Clonee - 631
<b>Percentage Change 2011-2016</b>	Dunboyne - 4.50%  Clonee – 31%
<b>Housing stock 2016</b>	Dunboyne - 2,304  Clonee - 466
<b>Number of units completed 2016-2019</b>	Dunboyne – 48  Clonee - 83
<b>Committed units not yet built</b>	Dunboyne – 119  Clonee - 24
<b>Core Strategy Household Allocation 2020-2027<sup>2</sup></b>	Dunboyne – 2,002 units.

---

<sup>2</sup> The unbuilt extant units have been included in this allocation

<b>Population Projection 2027</b>	Dunboyne – 10,572
	Clonee – 1,026
<b>Resident Workers 2016</b>	Dunboyne – 3,294
	Clonee – N/A
<b>Total Jobs 2016</b>	Dunboyne – 1,211
	Clonee – N/A
<b>Job – Workforce Ratio 2016</b>	Dunboyne – 0.36
	Clonee – N/A
<b>Education Facilities</b>	Dunboyne Senior and Junior National Schools, St. Peter's National School, St Peter's College Secondary School, College of Further Education
<b>Community Facilities</b>	9 (Childcare options)
<b>Architectural Conservation Areas (ACAs)</b>	Dunboyne Architectural Conservation Area
<b>Protected Structures</b>	3
<b>Zone of Archaeological Potential</b>	There are a number of National Monument
	Services Zones of Archaeological Notification within the settlement area.

<p><b>Natura 2000 Sites</b></p>	<p>The nearest Natura 2000 site is the Rye Water Valley/Carton SAC which is located approximately 4.5km to the south west of Dunboyne.</p>
<p><b>Strategic Flood Risk Assessment</b></p>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>All development should be subject to an appropriately detailed FRA at development management stage to ensure FFLs and ground levels are set appropriately and that the risk of surface water flooding is correctly managed. Ensure that distributor roads have appropriate site-specific FRA and OPW Section 50 consent. G1 lands to the east must apply the sequential approach.</p>
<p><b>Water Services Infrastructure/Capacity</b></p>	<p>Water: Water is supplied from Dublin via Ballycoolin Reservoir. Capacity is available but, this is the subject of ongoing review in the context of increasing water demand within the Greater Dublin Area and capital interventions. There are localised network constraints.</p> <p>Wastewater: Wastewater is discharged to Dublin for treatment in Ringsend. Capacity is available but, this is the subject of ongoing review in the context of increasing wastewater discharges within the Greater Dublin Area and Capital interventions. There are localised network constraints.</p>

Modal Share Targets for 2026	
Modal Share for Walking	22% (Increasing from 15% in 2016)
Modal Share for Cycling	4% (Increasing from 2% in 2016)
Modal Share for Bus	11% (Increasing from 11% in 2016)
Modal Share for Rail	8% (no change from 8% in 2016)
Reduction Target for Car Use	53% (reduction from 59% in 2016)

### 3.0 Vision

For Dunboyne and Clonee to become recognised as a location of choice for investment by local, national, and international enterprises which would form the basis of the creation of compact, attractive, sustainable communities based on the principles of the ‘live work’ community model.

### 4.0 Opportunities

- The location of Dunboyne in the Dublin Metropolitan Area provides an opportunity for the area to forge greater relationships and connections with key growth areas in Dublin and the wider Metropolitan Area.
- The availability of strategically located employment and residential lands as identified in the Dublin Metropolitan Area Strategic Plan in addition to the area benefiting from the best transport links in the county presents opportunities to facilitate significant employment and residential growth.



- The recent investment in Clonee by Facebook and Takeda Pharmaceuticals in Dunboyne provides an opportunity for the settlements to be marketed as a location of choice for national and international investment which could stimulate further economic activity.
- The completion of the Dunboyne Transport Study (Transportation Study for Dunboyne and Environs) provides a platform for the implementation of an integrated Land Use and Transportation strategy in the future growth and development of the area.
- There is continuing interest in further investment in the area so additional serviced lands have been identified to address the employment needs of the area over the plan period.

## 5.0 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.

The Development Strategy for the area is to build on recent economic successes and to continue to promote the area as a location of choice for high tech, pharmaceutical, logistics, warehousing, and other employment generating uses. An integrated approach will be taken to transport and land use policy in the area. This will ensure that future investment will be concentrated on strategic employment and residential lands along the M3 Parkway Commuter rail line.

Residential growth will also be focused on centrally located lands in proximity to the rail stations in the town. There are additional strategic sites that have been identified for residential uses however they will not be available for development until after 2027. The identification of these lands provides clarity and direction with regard to the long-term growth strategy of this Metropolitan settlement.

### 5.1 Residential

The primary areas for population growth will be in Dunboyne and Dunboyne North adjacent to the M3 Parkway Park and Ride.

There are centrally located residential lands within walking distance of the town centre that have the capacity to deliver significant residential development. These lands have remained undeveloped for a significant period, however the Council understands that said lands will now be brought forward

for development. The Council will continue to promote the release of these lands through its active land management strategy.

The lands at Dunboyne North are zoned for employment, commercial, and residential uses (initial development of 500 units) that are to be developed under the 'live work' community model. The lands at Dunboyne North were the subject of a Draft Ministerial Direction in 2016<sup>3</sup>. Subsequently the Minister decided to withdraw the Draft Direction.

A Master Plan is to be prepared for these lands, which have the potential to deliver a sustainable mixed use 'live work' community adjacent to a rail station with the capacity to accommodate employment and residential growth.

The lands at Dunboyne central rail station and the M3 Parkway are considered capable of accommodating buildings of increased height.

## 5.2 Employment and Economy

The Meath Economic Strategy has identified Dunboyne as one of the key centres for economic development in the County. The area has enjoyed recent successes in Foreign Direct Investment. The strategy of this Plan is to build on these successes and continue the development of the area as a hub for economic growth and investment.

Employment lands in the area are primarily concentrated to the east of Dunboyne adjacent to the M3 at Portan. Part of these lands are occupied by the Facebook Data Centre complex with the remainder available for development. To the north of these lands at Piercetown the Takeda Pharmaceutical facility is located.

Within Dunboyne there is a Business and Enterprise Park that is performing strongly. At Dunboyne North adjacent to the M3 Parkway Park and Ride Rail Station there are employment lands available that are to be developed as part of a 'live work' community.

The expansion of the Facebook campus will encompass approximately 45% of the Master Plan 23 area. In order to ensure there are sufficient employment lands available to accommodate large scale indigenous or Foreign Direct Investment additional employment lands between this Master Plan Area and the Bracetown Business Park have been zoned. A detailed Master Plan (MP 24) will

---

<sup>3</sup> Variation No 3 Meath County Development Plan 2013-2019.

be required to be prepared for these lands, which shall set out a design concept for the lands including general layout and access and service arrangements.

With regard to retail development, Dunboyne has benefitted from significant investment in its retail offering including a new Avoca Store at Piercetown and a new SuperValu store in the town centre. This has improved the quality and range of retailing in the town. Future retail investment will be focused in the town centre area to ensure the urban core of the town is preserved.

### **5.3 Community Building**

The Development Strategy for the area will support the provision of additional community and education facilities where a need has been identified. This includes the provision of an additional primary and secondary school and a third level education facility, the requirement for which has been identified by the Department of Education.

A potential location for the Primary and Secondary School has been identified adjacent to the residential lands and rail station in the town centre, where lands have been zoned for Community Infrastructure.

The Third Level Education Campus could be accommodated on the Master Plan lands adjacent to the Rail Station in Dunboyne North where students and employees could benefit from access to a rail service which would provide a reliable and sustainable mode of transport to and from the campus.

The Castle and Tolka Rivers provide a valuable recreational amenity for local residents with regard to walking and cycling. Environmental improvements along this corridor would make this area more accessible. There is also an opportunity of developing a Regional Park on lands identified as open space to the south-east of Dunboyne Rail Station. The provision of such an amenity will be beneficial to all members of the community. The feasibility of providing this park will be examined during the life of this Plan. Please refer to Chapter 7 Community Building Strategy for further details.

### **5.4 Movement and Connectivity**

As part of the Integrated Land Use and Transportation Strategy for the Dunboyne Area, a Transport Study has been completed. This Study identifies current deficiencies in infrastructure in addition to future investment and upgrades required to ensure the sustainable growth of the town improving connectivity between the town centres and new growth areas.

This Study will determine key transport policy for the area and consequently will inform the future development strategy for the area.

## 6.0 Town Development Policies and Objectives

As a point of clarity, the Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### DCE POL 1

To support the development of Dunboyne and Clonee as an enterprise and employment hub that will be complemented by a compact, attractive, and sustainable residential community and urban environment.

### Objectives

It is an objective of the Council:

### Settlement and Housing

#### DCE OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

#### DCE OBJ 2

To continue to support the implementation of the Active Land Management Strategy in Dunboyne

#### DCE OBJ 3

To operate an Order of Priority for the release and development of residential lands with any lands identified as being 'Post 2027' not available for development until after 2027.

#### DCE OBJ 4

To prioritise the delivery of residential development on the residentially zoned lands adjacent to Dunboyne Rail Station and Dunboyne North.

#### DCE OBJ 5

To provide a single landmark building of significant architectural merit to replace the existing Herbal Medicine facilities in Dunboyne which could include the provision of integrated holistic medical care, research and educational facilities as part of the continued development of Dunboyne Herbs.

The building shall be accommodated on lands outside the designated Flood Plain, identified on the land use zoning map. Any application submitted with respect to the subject lands shall be accompanied by a suitably detailed Flood Risk Assessment and Management Plan. The associated primary residence of Dunboyne Herbs shall also be provided for as part of the relocation of the business.

## Economy and Employment

#### DCE OBJ 6

To continue to support and facilitate the development of the Dunboyne-Clonee area as a hub for employment and economic investment in County Meath and the Dublin Metropolitan Area.

## Infrastructure

#### DCE OBJ 7

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of Dunboyne and Clonee within the Plan period.

## Master Plans

#### DCE OBJ 8

To facilitate the preparation of a Master Plan at:

- MP22 Lands at Dunboyne North
- MP23 Lands at Bracetown/Gunnocks
- MP24 Lands at Pace townland between Piercetown and Bracetown, east of the M3 Motorway.

As set out in Section 7 of this written statement.

## Social Infrastructure

### DCE OBJ 9

To support and facilitate the provision of primary and post-primary school facilities as required by the Department of Education.

### DCE OBJ 10

To support and facilitate the provision of new educational facilities for Dunboyne College of Further Education preferably at lands proximate to the rail station at Dunboyne North.

### DCE OBJ 11

To support and facilitate improvements to and extensions of the east-west linear park, enhancing the environmental quality and amenity of the Castle River corridor.

### DCE OBJ 12

To explore the feasibility of developing a regional park on lands to the east/south east of Dunboyne Rail Station which would include areas of active and passive recreational amenities and would meet the need of the existing and future population in the Plan area.

## Movement

### DCE OBJ 13

To encourage and facilitate the provision of east – west connections across the railway on the lands zoned for new residential development.

### DCE OBJ 14

To facilitate the development of a pedestrian link over the M3 to support the development of employment lands to the north of Dunboyne.

### DCE OBJ 15

To support and facilitate the implementation of cycle lanes and associated cycle infrastructure upgrades as identified within the Greater Dublin Area Cycle Network Plan, within the town centre in partnership with the National Transport Authority and other relevant stakeholders.

### DCE OBJ 16

To support and facilitate in conjunction with the National Transport Authority the extension of the existing bus service to the M3 parkway and development lands to the north of Dunboyne.

### DCE OBJ 17

To support the delivery, in conjunction with all relevant stakeholders, of a link road on the lands zoned for new residential development to the east and north east of Dunboyne.

**DCE OBJ 18**

To support the delivery, in conjunction with all relevant stakeholders, of a link road within to the south of Dunboyne extending from the Station Road to Rooske Road.

**DCE OBJ 19**

To facilitate, in conjunction with the National Transport Authority and all relevant stakeholders, the provision of new pedestrian and cycle linkages and infrastructure, connecting lands at Pace to Dunboyne Town Centre.

**DCE OBJ 20**

To facilitate the implementation of a HGV ban in both Clonee and Dunboyne town centres.

**DCE OBJ 21**

To support and facilitate the delivery of the transport infrastructure and measures set out in the Dunboyne and Environs Transportation Study.

**DCE OBJ 22**

To support the delivery, in conjunction with all relevant stakeholders, of a footpath extending from the development boundary of Dunboyne on the Rooske Road northwards to link with the existing footpath on the Rooske Road.

## 7.0 Master Plans

There are 3 Master Plan areas in Dunboyne as follows:

Master Plan	Description	Status
Master Plan 22	<p>Dunboyne North – mixed use lands consisting of employment, residential and commercial lands adjacent to the M3 Parkway Park and Ride facility. No Master Plan has been agreed for these lands.</p> <p>The requirements of this Master Plan are as follows:</p> <p>To require the preparation of a Master Plan for Dunboyne North centred around the M3 Parkway public transport hub which shall provide for the creation of a ‘live work’ community at Dunboyne North. This model shall comprise a balanced mix of complimentary land uses including science park/high technology, logistics, warehousing, neighbourhood retail centre, education (including third level) and residential based on an integrated sustainable “live work” community.</p> <p>The Master Plan shall be agreed in writing with the Executive of the Planning Authority and shall address land use, transportation, connectivity, urban design, recreation, environmental impacts including flood risk, phasing and implementation issues to the</p>	Awaiting preparation



Master Plan	Description	Status
	<p>satisfaction of the Executive of the Planning Authority.</p> <p>The Master Plan shall provide the overall unifying vision and goals for the delivery of the following land uses:</p> <p>Employment, education (including third level), residential, commercial, and open space/amenity. In regard to the residential element of the Master Plan, it shall be a requirement that proposals will include the provision of residential units with a range of typologies to support the delivery of a sustainable “live work” community-based model.</p> <p>High end office-based employment which shall be at a level commensurate with its location and proximate to a multi-modal public transport interchange. Strategic employment use predominantly led by a Science Park for Innovation &amp; Research and Educational Facilities or similar high end “E1” office-based uses.</p> <p>A pedestrian and cycle route over the M3 Motorway to lands to the east subject to the agreement of Transport Infrastructure Ireland.</p> <p>A Linear Park which shall be integrated with future development of the entire corridor area and based on the precepts of the green</p>	

Master Plan	Description	Status
	<p>infrastructure guidance as contained in the RSES 2019-2031.</p> <p>The Master Plan shall address the following:</p> <p>Phasing proposals setting out how the development of the Master Plan will be progressed including the mix of uses and physical and social infrastructure to be delivered in each phase. Phase one of any development of these lands shall be required to comprise of the submission of a planning application for an agreed quantum of employment uses.</p> <p>An overall design concept for the lands.</p> <p>Guidance for high quality design throughout the development</p> <p>Building heights and densities.</p> <p>A landscape plan inclusive of the Linear Park for the development and landscape management plan (post-completion of the development).</p> <p>Flood Risk Assessment which takes account of the most up to date CFRAM data</p> <p>A Transport Assessment shall be prepared which addresses the following issues:</p> <p>Access arrangements to the Master Plan lands.</p>	

Master Plan	Description	Status
	<p>Provision of safe cycle ways and pedestrian routes throughout the Master Plan lands connecting to the town centre.</p> <p>Provision and access for service vehicles to the lands.</p> <p>The Master Plan shall be agreed in writing with the Executive of the Planning Authority in advance of any planning application relating to the development of these lands being lodged.</p> <p>The following high-level strategic principles shall apply:</p> <p>The objectives of the Economic Development Strategy for County Meath, including the development of Dunboyne as a “live work “ community and one of 5 strategic sites for the County;</p> <p>The need to provide an adequate supply of housing and other infrastructure to serve the projected growth in the Metropolitan Area;</p> <p>The proximity of the lands in question to transport infrastructure, including a railway station;</p> <p>The recommendations of the Transport Study for Dunboyne and Environs (Aecom Transport Consultants);</p>	

Master Plan	Description	Status
Master Plan 23	<p>To facilitate the development of lands between Portan Clonee and Bracetown for E2 “General Industry &amp; Employment” and E3 “Warehousing and Distribution” purposes solely for the development of major employment proposals, primarily, Foreign Direct Investment (FDI), requiring a significant site area, having regard to this strategic location within the county, as provided for in Volume I of the County Development Plan.</p> <p>A Master Plan and a detailed Roads Needs Assessment of said lands shall accompany any planning application for the development of these lands. This Master Plan shall obtain the prior written agreement of the Executive of the Planning Authority.</p> <p>The Master Plan shall accompany any application for planning permission on these lands and shall address land use, transportation, connectivity, urban design, recreation, environmental impacts including flood risk, phasing and implementation issues to the satisfaction of the Executive of the Planning Authority.</p> <p>The Master Plan shall address the following:</p>	Master plan in place for these lands, any future planning applications will be required to update same as part of an iterative process.

Master Plan	Description	Status
	<p>A Design Concept for the lands;</p> <p>Guidance for high quality design throughout the development;</p> <p>Building heights and densities;</p> <p>A landscape plan for the development and landscape management plan (post-completion of the development);</p> <p>Flood Risk Assessment which takes account of the most up to date available CFRAM data</p> <p>A Transport Assessment which addresses the following issues:</p> <ul style="list-style-type: none"> <li>• Access arrangements to the Development Site;</li> <li>• Provision of safe cycle ways and pedestrian routes throughout the Development Site;</li> <li>• Provision and access for Service Vehicles to the Site.</li> </ul> <p>The Master Plan shall be agreed in writing with the Executive of the Planning Authority in advance of the lodging of any planning application.</p>	
Master Plan 24	To facilitate the development of lands at Pace townland between Piercetown and Bracetown, east of the M3 Motorway for E2	Awaiting preparation

Master Plan	Description	Status
	<p>“General Industry &amp; Employment” and E3 “Warehousing and Distribution” purposes solely for the development of major employment proposals, primarily Foreign Direct Investment (FDI), requiring a significant site area, having regard to this strategic location within the county, as provided for in Volume I of the County Development Plan.</p> <p>A Master Plan and a detailed Roads Needs Assessment of said lands shall accompany any planning application for the development of these lands. This Master Plan shall obtain the prior written agreement of the Executive of the Planning Authority.</p> <p>The Master Plan shall accompany any application for planning permission on these lands and shall address land use, transportation, connectivity, urban design, recreation, environmental impacts including flood risk, phasing and implementation issues to the satisfaction of the Executive of the Planning Authority.</p> <p>The Master Plan shall address the following:</p> <p>A design concept for the lands</p>	

Master Plan	Description	Status
	<p>Guidance for high quality design throughout the development;</p> <p>Building heights and densities;</p> <p>A landscape plan for the development and landscape management plan (post-completion of the development);</p> <p>Flood Risk Assessment which takes account of the most up to date available CFRAM data.</p> <p>A Transport Assessment which addresses the following issues:</p> <ol style="list-style-type: none"> <li>1. Access arrangements to the Development Site;</li> <li>2. Provision of safe cycle ways and pedestrian routes throughout the Development Site;</li> <li>3. Provision and access for Service Vehicles to the Site.</li> </ol> <p>The Master Plan shall be agreed in writing with the Executive of the Planning Authority in advance of the lodging of any planning application.</p>	

## 1.0 Introduction

This written statement will provide an overview of the development strategy for Dunshaughlin. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

## 2.0 Town Context/Character

Dunshaughlin is an important growth town in south Meath. Located off the M3 between Navan and Dunboyne, the settlement benefits from access to the national motorway network. The town enjoys a balance of employment opportunities and local service provision. As part of the construction of the M3 a by-pass was constructed around the town. This has reduced the volume of traffic movements and improved environmental quality. The traditional setting of the town core around the historic spine of the main street underlines the potential of the town as a place to live and work.

<b>Position in Settlement Hierarchy</b>	Self-Sustaining Growth Town
<b>2016 Population</b>	4,035
<b>2011 Population</b>	3,903
<b>Percentage Change 2011-2016</b>	3%
<b>Housing stock 2016</b>	1,481
<b>Number of units completed 2016-2019</b>	419
<b>Committed units not yet built</b>	1,156



<b>Core Strategy Household Allocation 2020-2027<sup>1</sup></b>	1,003 units
<b>Population Projection 2027</b>	6,235
<b>Resident Workers 2016</b>	1,841
<b>Total Jobs 2016</b>	998
<b>Job – Workforce Ratio 2016</b>	0.54
<b>Education Facilities</b>	2 primary schools (including 1 Gaelscoil) and 1 post-primary school; and, childcare options
<b>Community Facilities</b>	10 facilities including a health centre, library, community centre, park and playground, and sporting facilities
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	14

<sup>1</sup> Under a Strategic Housing Development application permission was granted for 913 units. This is a 10 year permission where it is envisaged the lands will be developed across multiple Development Plans. Taking this into account 600 (two-thirds) of the 913 units have been included in the Household allocation during this Development Plan.

<b>Zone of Archaeological Potential</b>	There is a National Monument Services Zones of Archaeological Potential within the settlement area.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SPA and SAC which is located approximately 12.2km to the north west.
<b>Strategic Flood Risk Assessment</b>	Flood Zones A and B to the west of the town core, outside the settlement boundary. Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure
<b>Water Services Infrastructure/Capacity</b>	Water and Wastewater treatment capacity available, however, there are localised network constraints.
<b>Modal Share Target for 2026</b>	
<b>Modal Share for Walking</b>	18% (Unchanged from 15% in 2016)
<b>Modal Share for Cycling</b>	1% (Unchanged from 1% in 2016)
<b>Modal Share for Bus</b>	12% (Unchanged from 12% in 2016)
<b>Modal Share for Rail</b>	3% (Unchanged from 3% in 2016)
<b>Reduction Target for Car Use</b>	57% (Reducing from 64% in 2016)

### 3.0 Vision

***'For Dunshaughlin to continue to develop on a sustainable platform that recognises the capacity of the settlement to accommodate both residential and economic growth due to its location along the M3 Motorway and the corridor of Phase II of the Navan Rail project. The principles of sustainable design and movement shall be embraced in order to ensure connectivity and permeability between various land uses and to support the creation of a sustainable community'.***

### 4.0 Opportunities

- The location of Dunshaughlin along the corridor of Phase II of the Navan Rail project has the potential to provide significant economic benefit to the town as it will improve connectivity and competitiveness and therefore make the settlement more attractive for inward investment.
- The investment in the water and wastewater infrastructure in Dunshaughlin has provided a security of supply and capacity to facilitate the growth of the town.
- Recent investments in the town centre including the Lidl, Aldi and adjacent mixed-use buildings has consolidated retail development in the town centre and provides an opportunity for further economic investment through the multiplier effect that will enhance the environmental quality and retail offering in the town centre.

### 5.0 Land Use Strategy

The land use strategy for Dunshaughlin is based on the following rationale as set out below:

#### 5.1 Development Strategy

The location of Dunshaughlin along the corridor of Phase II of the Navan Rail Project in addition to recent investment in water and waste water infrastructure in the town means the settlement is well positioned to accommodate residential and economic growth during the life of this Plan. Recent population growth in the town will increase the critical mass of population in the town and will help to support the viability of a rail service extending from Dunboyne North to Navan.

As demonstrated by the recent increase in residential activity in the town, Dunshaughlin is one of the most active settlements in the County for household construction. Whilst this increase in

housing supply is welcomed in meeting the pent-up demand in the County, it is also important to carefully manage the release of housing lands to ensure the population of the town increases at a steady and manageable rate.

Taking this into account, future development in the town will primarily focus on the build out of existing developments, the most significant of which is a Strategic Housing Development at 'The Willows' to the south of the town centre adjacent to the Business Park, where a 10 year permission was granted for 913 residential units in 2019. In addition, there are small parcels of residential lands close to the town centre and adjacent to existing developments that would consolidate development within the urban core of the town.

The Core Strategy household allocation for Dunshaughlin has taken account of the fact that the SHD permission at 'The Willows' is for 10 years and is likely to be built out across multiple Development Plans. Therefore two-thirds of this permission (600 units) have been included in the Core Strategy allocation, with the remaining units to be included in subsequent Plans.<sup>2</sup> This provides a more realistic figure as to the actual number of units likely to be delivered under this permission during the life of this Plan.

A surplus of residential lands has been identified in Dunshaughlin. In recognition of the longer term objective of Dunshaughlin becoming a rail based settlement as part of the construction of Phase II of the Navan Rail Project, a reserve of residential lands that will not be available until after 2027 has been included. This will provide clarity with regard to the long term growth strategy for the town.

## 5.2 Social and Community Infrastructure

Associated with this future population growth is the need to identify any requirement for additional social, community, and recreational facilities. Such facilities are a key element in the creation of a balanced<sup>2</sup> and sustainable community. At present the town is generally well served by social and community facilities. This includes a community centre, library, health centre, and social services, and playing fields.

As part of 'The Willows' Strategic Housing Development a community facility and playground will be provided. Adjacent to this development there are lands zoned for open space uses. It will be an

<sup>2</sup> For clarification the residential zoning on the Land Use Zoning Map includes the entire site as granted by An Bord Pleanála under ABP.303433.19

objective of this Plan for playing fields and/or any other active and recreational uses to be developed on these lands.

In anticipation of the need to provide additional school places, lands have been identified for a new education campus in the southern part of the town where an additional primary and secondary school are to be developed subject to the support of the Department of Education and Skills.

### 5.3 Economy and Employment

Retail and commercial development will be concentrated in the town centre where there are opportunities to redevelop under-utilised lands. The recent development of a Lidl store and mixed use building on the site of the former mart in the town has improved the retail offering and has had a positive impact on the streetscape and vibrancy. There are further opportunities to consolidate development in the town centre that would strengthen the retail core. Such sites will be promoted through the Councils Active Land Management Strategy.

The creation of a sustainable community also requires opportunities for employment creation and economic investment. The location of Dunshaughlin on the national and regional road network provides excellent connections to Dublin and key regional towns which make the town an attractive location for potential employers. The Business Park in the southern part of the town is an important employment hub, with additional employment lands available to the south of the Dublin Road. These lands have the capacity to accommodate either locally based small-medium sized enterprises or a large stand-alone employment use.

A strategic employment site has been identified to the south west of the town centre which is envisaged will provide much needed employment for the new residential communities developing in the town. The development of these lands will facilitate the creation of a vibrant 'live work' community and the future delivery of a key transportation artery that will connect the settlement directly to the M3 Motorway. The delivery of this particular road scheme is a key tenet of this Plan.

### 5.4 Movement

It is recognised that as the population of Dunshaughlin increases, traffic movements will also increase. The provision of a distributor road around the town that ties in with the existing link road to the M3 would result in more efficient traffic movements whilst also reducing congestion in the town centre. These roads will be developer driven and will be completed on a phased basis in

tandem with the development of the identified lands. Part of the eastern section of this Distributor Road is to be developed as part of 'The Willows' residential development. This Plan supports the delivery of these Distributor Roads and recognises the benefits they would have in removing through traffic from the town centre and promoting a more pedestrian and cycle friendly environment in the urban core of the town.

Enhancing permeability and connectivity between the town centre and surrounding residential areas is another priority of this Plan. It is therefore an objective to identify any improvements to pedestrian and cycling infrastructure that would encourage walking and cycling within and between spaces in the town. This includes the provision of new links between existing and future developments including the education campus and playing fields in the southern part of the town.

As part of the strategy of promoting sustainable transport and encouraging residents to avail of the regular bus service that provides regular connections to Dublin and Navan, it will be an objective of this Plan to identify a suitable location for a park and ride facility.

## 5.5 Water Services Infrastructure

Dunshaughlin is served by the following water services infrastructure:

**Water:** The Dunshaughlin Water Supply Scheme comprising a new wellfield, water treatment plant and storage tower was completed in 2012. It has capacity to serve the development and growth provided for in this 2021-2027 CDP. However, some localised network constraints exist.

**Wastewater:** The Dunshaughlin Sewerage Scheme was completed in 2006. The treatment plant serves Dunshaughlin, Drumree, Dunsany and Kilmessan. It has capacity to serve the development and growth provided for in this 2021-2027 CDP. However, some localised network constraints exist.

## 6.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

### DNS POL 1

To support the growth of Dunshaughlin in a manner that allows the town to fulfil its function as a 'Self-Sustaining Growth Town' by facilitating sustainable residential growth and promoting the town as a centre for employment and economic development that maximises the transport links with key settlements in the County and wider Region.

### DNS POL 2

To support the provision of a train station and associated parking in Dunshaughlin, as part of Phase II Dublin to Navan Rail project proposal.

## Objectives

It is an objective of the Council:

## Settlement and Housing

### DNS OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

### DNS OBJ 2

To continue to support the implementation of the Active Land Management Strategy in Dunshaughlin.

### DNS OBJ 3

To operate an Order of Priority for the release and development of residential lands with any lands identified as being 'Post 202<sup>7</sup>' not available for development until after 2027.

## Economy and Employment

### DNS OBJ 4

To facilitate the development of local business employment and enterprises on lands zoned for employment uses.

### DNS OBJ 5

To facilitate the development of a 'strategic employment site' for high technology uses.

## Infrastructure

### DNS OBJ 6

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of Dunshaughlin within the Plan period.

## Movement

### DNS OBJ 7

To support improvements in the pedestrian and cycling infrastructure in the town that will improve connectivity and permeability and promote more sustainable modes of transport.

### DNS OBJ 8

To facilitate the completion of the Eastern Relief Road from the Dublin Road to the Lagore Road and on to the Red Bog Road to the east and south-east of the town.

### DNS OBJ 9

To support the continuation of the Western Distributor Link Road from its position west of the Dunshaughlin Interchange to the R147 south of the town.

### DNS OBJ 10

To examine the feasibility of providing Park and Ride facilities in Dunshaughlin located in employment lands in the south western part of the town.

## Social

### DNS OBJ 11

To support the development of a primary and secondary school in Dunshaughlin to meet the educational needs of the residents of the town and its catchment.



**DNS OBJ 12**

To support the development of playing fields and/or any other identified recreational uses on the land zoned as open space adjacent to 'The Willows' residential development in the southern part of the town.

**Urban Design and Public Realm****DNS OBJ 13**

To ensure that any development in the town centre contributes positively to and enhances the streetscape of Dunshaughlin.

## 1.0 Introduction

This written statement will provide an overview of the development strategy for East Meath. A detailed Local Area Plan for the area will be prepared during the life of this Plan.

The East Meath area consists of Bettystown-Laytown-Mornington East and Donacarney (East Meath). These areas were designated as a single settlement 'Laytown-Bettystown-Mornington-Donacarney' in the census. This designation automatically requires the preparation of a Local Area Plan for this census town.<sup>1</sup>

## 2.0 Town Context/Character

The East Meath area has experienced considerable population and household growth in the past 20 years. This growth has been driven by a number of factors including the attractive coastal location and expansive beach front, the location of the settlements along a commuter rail line, and the proximity of the settlements to Dublin, Drogheda, the M1, and Dublin Airport. The area has developed as a commuter settlement, with population growth taking place in the absence of any significant employment growth. Social and community infrastructure has also failed to keep pace with the rapid increase in population.

Mornington East is the most northern section of East Meath and consists of a cluster of residential developments accessed off the Coast Road and the Garra Road. This is an established residential area with limited new development in recent years.

The primary location of the most recent growth in East Meath has been in Bettystown where a number of residential developments have been recently completed or close to completion. Bettystown lies in a central location in East Meath between Mornington East and Laytown. In addition to residential land uses, Bettystown is also the principle shopping area in East Meath. The Bettystown Town Centre development has been developed over the past decade. It remains partially complete and is currently underperforming as a Town Centre. This is demonstrated by the high levels of vacancy in the development.

<sup>1</sup> As set out in section 19(1)(b) of the Planning and Development Act 2000 (as amended)

Laytown is located to the south of Bettystown and consists of a cluster of residential developments with a small number of local shops to serve these properties. An Aldi food store has been constructed in Laytown. Laytown Rail Station is located on the southern edge of the settlement. Donacarney-Mornington is a village with a limited range of services that is situated between Bettystown-Laytown-Mornington East and Drogheda. The area is residential in character.

<b>Position in Settlement Hierarchy</b>	Self-Sustaining Town
<b>2016 Population</b>	11,872
<b>2011 Population</b>	10,889
<b>Percentage Change 2011-2016</b>	8.60%
<b>Housing stock 2016</b>	4,338
<b>Number of units completed 2016-2019</b>	689
<b>Committed units not yet built</b>	518
<b>Core Strategy Household Allocation 2020-2027<sup>2</sup></b>	803 units
<b>Population Projection 2027</b>	11,033
<b>Resident Workers 2016</b>	4,712

<sup>2</sup> The unbuilt extant units have been included in this allocation

<b>Total Jobs 2016</b>	772
<b>Job – Workforce Ratio 2016</b>	0.36
<b>Education Facilities</b>	16
<b>Community Facilities</b>	14
<b>Architectural Conservation Areas (ACAs)</b>	Laytown Architectural Conservation Area. No Architectural Conservation Areas present in Bettystown or Mornington East.
<b>Protected Structures</b>	61
<b>Zone of Archaeological Potential</b>	There are several National Monument Service Zones of Archaeological Notification within the settlement.
<b>Natura 2000 Sites</b>	<p>There are a number of Natura 2000 sites within and adjacent to the respective settlement boundaries.</p> <ul style="list-style-type: none"><li>• The Boyne Estuary SPA located within the northern and eastern portion of Mornington East.</li><li>• The Boyne Coast and Estuary SAC is situated along the north of Donacarney/ Mornington and to the east of Bettystown.</li></ul>

<p><b>Strategic Flood Risk Assessment</b></p> <p><b>Water Services Infrastructure/Capacity</b></p>	<ul style="list-style-type: none"> <li>• River Boyne &amp; River Blackwater SAC located in close proximity to the west and north west of Donacarney/ Mornington.</li> <li>• The River Nanny Estuary and Shore SPA is located adjacent to the east of Laytown.</li> </ul> <p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>Water: Donacarney, Mornington, Bettystown, and Laytown are supplied by the East Meath Water Supply Scheme. Capacity is available but there are network constraints.</p> <p>Wastewater: These areas are serviced by the East Coast Sewerage Scheme with wastewater pumped to Drogheda Wastewater treatment plant. Capacity exists but, there are network constraints.</p>
<p><b>Modal Share Targets for 2026 for Laytown</b></p>	
<p><b>Modal Share for Walking</b></p>	<p>15% (Unchanged from 15% in 2016)</p>
<p><b>Modal Share for Cycling</b></p>	<p>3% (Increasing from 1% in 2016)</p>
<p><b>Modal Share for Bus</b></p>	<p>19% (Increasing from 7% in 2016)</p>

<b>Modal Share for Rail</b>	7% (Unchanged from 7% in 2016)
<b>Reduction Target for Car Use</b>	53% (Reduction from 15% in 2016)

### 3.0 Vision

The strategic vision underpins the approach to and guides the future development of East Meath in a sustainable manner, in a way that reflects the existing character and amenities of the area and improves quality of life for the existing and future population. The vision seeks:

*"To support and encourage the consolidation of the East Meath settlements and facilitate greater connectivity between the settlements and support the provision of additional social and community infrastructure and improvements to the urban environment, whilst protecting and promoting the tourism sector and reinforcing the role and function of the redefined town centre in Bettystown".*

### 4.0 Development Strategy

The priority for East Meath is to focus on improvements in services, facilities, and infrastructure that will meet the needs of the rapidly expanded population and assist in the creation of a more balanced and sustainable community. Residential growth in the entire area will focus on consolidation and the completion of ongoing developments in order to allow the associated social and community infrastructure to catch up.

It is recognised that the high levels of vacancy and the uncompleted buildings in the Town Centre development are detracting from the local landscape and urban environment, which is detrimental to the coastal setting of the settlement. The Council will therefore support the completion of this development by promoting it as the primary location for commercial and retail development in the area.

In addition to the Town Centre, there is a high level of vacancy along the Coast Road. As part of the Active Land Management Strategy this plan will support the regeneration of vacant and under utilised sites in the urban core of the town.

In recognition of the high levels of vacancy in the Town Centre and the projected additional retail floorspace requirements for the area as set out in the Retail Strategy (c.1,000-1450m<sup>2</sup> of convenience and 400-500m<sup>2</sup> of comparison floorspace), it was considered that there was an excess of lands zoned for town centre uses in the area. The lands to the south of the Town Centre have therefore been re-zoned for Mixed Uses. This zoning would facilitate the provision of commercial, employment, and residential uses in this location, which would be complementary to the Town Centre and would ensure there is an appropriate mix of residential and commercial uses in the urban core of the town.

A key element of the Development Strategy for the area is improvements to the urban streetscape and environment, which will create a greater sense of place and make the area more attractive for investment. This will be delivered through the implementation of the Public Realm Plan for Bettystown-Laytown.

The existing road network has struggled to accommodate the additional traffic movements associated with the population growth over the past decade. The construction of the north-south spine road connecting the R150 at Scoil an Spioraid Naoimh Primary School to the Eastham Road roundabout will significantly improve vehicular movements and is an infrastructure priority for this Plan.

## **4.1 Social Infrastructure and Environmental Improvements**

In recognition of the importance of the beach to both residents and visitors the Council has recently purchased buildings at the entrance to the beach that are to be developed as a beach management/service building and library. This building shall be a high-quality design that will contribute to the creation of an attractive streetscape along the seafront.

The Council will continue its support for local events on the beach such as the Laytown Races, Kite Surfing, and Beach Volleyball competitions which are important social and community events in the local area.

A Public Realm Plan for Bettystown-Laytown has been prepared. The objective of this plan is to improve urban spaces, give greater priority to walking and cycling, reduce the dominance of the car,

create a more attractive environment that would encourage more people into the town centre and create a greater sense of place.

The Public Realm Plan also seeks to integrate the partially developed Town Centre development with the historic centre of Bettystown. There are presently a number of units vacant in the Town Centre development whilst the Bettystown Court Hotel, which formed part of the development, has been closed since 2011. The lack of activity in this part of the town is detracting from the streetscape and vibrancy of the urban core. Planning permission was recently granted to the Health Service Executive (HSE) for a primary care centre on the upper floors of the existing building, which if implemented, will increase pedestrian footfall and activity in the area. This location is a priority for town centre/ mixed use commercial development or a compatible use that would maximise the central location of the lands.

To the south of Bettystown Town Centre there is a parcel of land identified as Open Space. These lands are within walking distance of the urban core of the town and would have the capacity to accommodate a local sporting club. As part of the strategy of improving facilities in the area, this Plan will support the development of these lands as a sporting facility.

## 4.2 Employment

The residential expansion of the area in the absence of any employment generating development has resulted in the settlements having a weak employment base. In 2016 the Jobs: Workforce ratio in East Meath was 0.16, which was the lowest recorded in the County. Due to the proximity of the area to Drogheda and Dublin, it would be challenging to attract a large-scale employer however there are opportunities to attract small-medium sized enterprises that could avail of the skilled workforce and the connectivity that the area provides to Dublin and Drogheda. In addition, there are opportunities to provide co-working facilities in the area that would function as an outreach for city-based employers. Such employment would be vital to improving the jobs ratio and creating a more sustainable settlement and reversing the substantial rates of outbound commuting experienced in this area.

To this end a strategic employment site has been identified on the lands adjacent to the rail station in Laytown. A park and ride facility will form part of the future development of these lands. The designation of a strategic employment site will enable a significant marketing strategy to be launched by the Council's Economic Development Team.



### 4.3 Movement and Connectivity

The population increase in East Meath over the past 20 years has placed considerable strains on the existing transport infrastructure in the area. In order to ensure a holistic approach is taken to the future growth of the area and to identify the infrastructure investment required to ensure the most efficient movement of people, vehicles, and goods into and around East Meath, it is recommended that a Transport Study for East Meath and South Drogheda is carried out. This would be carried out in consultation with the National Transport Authority and Louth County Council.

The construction of the north-south spine road connecting the R150 at Scoil an Spioraid Naoimh Primary School to the Eastham Road roundabout is a key piece of infrastructure that will significantly improve traffic flows in the area. The completion of this road will reduce congestion along the Coast Road and improve traffic movements in the town centre. It will also provide opportunities to improve pedestrian and cycling infrastructure and connectivity in the area and will provide access to centrally located lands zoned for town centre and recreational uses.

As part of the sustainable transport strategy for this Plan, the Council will support and facilitate improvements to the pedestrian and cycle network in the area to make these modes of transport a viable alternative to the car.

Whilst the area is well served by a regular bus and commuter rail service, the links between residential areas and Laytown Rail Station need to be enhanced. Lands have therefore been identified for a Park and Ride facility adjacent to Laytown Rail Station. The provision of this facility would promote the use of the rail service and reduce on street parking and improve traffic flows and circulation in the vicinity of the train station. In addition to parking facilities, this Plan recognises the pricing structure of rail fares can influence travel choice and patterns by commuters. This Plan therefore supports a review of the Short Hop Zone pricing structure and advocates the inclusion of Laytown Rail Station in any forthcoming review.<sup>3</sup>

Rail connectivity in East Meath would be significantly improved by the electrification of the suburban rail line from Malahide to Drogheda, which would increase the frequency of services and would also allow for the construction of a rail station at Bettystown as part of these upgrades. A rail station in

<sup>3</sup> See objective MOV OBJ 5 in Chapter 5 'Movement' for further information

Bettystown would be of significant benefit to the local population. Its proximity to residential areas would improve access to rail services for commuters and would therefore encourage more sustainable modes of transport. This Plan supports the provision of an additional rail station in Bettystown.

## 4.4 Water Services Infrastructure

Water: Donacarney, Mornington, Bettystown, and Laytown are supplied by the East Meath Water Supply Scheme. Capacity is available but there are network constraints. Wastewater: These areas are serviced by the East Coast Sewerage Scheme with wastewater pumped to Drogheda Wastewater treatment plant. Capacity exists but, there are network constraints.

## 5.0 Town Development Policies and Objectives

As a point of clarity the Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### BLMD POL 1

To support the growth of East Meath in a manner that allows the town to fulfil its function as a 'Self-Sustaining Town' by facilitating sustainable residential growth and promoting the town as a centre for employment and economic development that maximises the transport links with key settlements in the County and wider Region.

## Objectives

It is an objective of the Council:

### Settlement and Housing

#### BLMD OBJ 1

To carefully manage the consolidation of Bettystown-Laytown-Mornington East and Mornington-Donacarney and avoid the coalescence of the settlements.

#### BLMD OBJ 2

To support the re-use/regeneration of any vacant properties and lands through active land management.

### Economy and Employment

#### BLMD OBJ 3

To provide for the development of industrial, manufacturing, distribution, warehousing, technology, and campus style office-based employment on the western side of Laytown rail station. Enterprise and employment proposals shall be developed in tandem with park and ride facilities and enhanced pedestrian connectivity between the rail station and the residential development further north in Laytown all to facilitate the development of a sustainable 'live work' community.

#### BLMD OBJ 4

To identify a suitable location, and support the provision of a co-working facility in East Meath that functions as an outreach hub for city based employers.

### Movement

#### BLMD OBJ 5

To continue to support the delivery of the North-South Spine Road linking Bettystown and Laytown.

<sup>4</sup> Bettystown-Laytown-Mornington East-Donacarney-Mornington

**BLMD OBJ 6**

To facilitate the provision of a new car parking facility at Laytown Train Station in conjunction with the National Transport Authority and Irish Rail (see OBJ 2 on the Land Use Zoning Map).

**BLMD OBJ 7**

To facilitate the provision of a train station at Bettystown (in addition to the existing station at Laytown) as part of the DART expansion works to Drogheda through the planned electrification of the Northern rail line by Irish Rail (see OBJ 1 on the Land Use Zoning Map).

**BLMD OBJ 8**

To support the preparation, in association with Louth County Council, of a Transport Study for East Meath and South Drogheda that assesses the capacity of existing roads, walking, and public transport infrastructure in the area and identifies any future investment in this infrastructure required to ensure the sustainable growth and development of this area.

**BLMD OBJ 09**

To implement and ensure compliance with the Public Realm Plan for Bettystown and Laytown which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the town.

**BLMD OBJ 10**

To support the development of the Boyne Greenway from Mornington to Drogheda in conjunction with the NTA, Failte Ireland and all relevant stakeholders, subject to obtaining all relevant assessments and consents. The provision of the Boyne Greenway will be subject to the outcome of the Appropriate Assessment process.

**BLMD OBJ 11**

To promote more sustainable forms of transport, including the provision of new pedestrian and cycle paths, public lighting and traffic calming measures that would improve connectivity in the East Meath area.

**BLMD OBJ 12**

To seek to identify any upgrades to the local road network required as part of the development of the Strategic Employment site in Laytown. The provision of these road upgrades will be subject to the outcome of the Appropriate Assessment process.

**BLMD OBJ 13**

To promote and facilitate the delivery of the schemes identified in the Laytown and Bettystown Walking and Cycling Study Preliminary Scheme Design Report carried out by ARUP in 2014 on behalf of Meath County Council in conjunction with NTA.

Development of these schemes will be subject to the outcome of the Appropriate Assessment process.

**Infrastructure****BLMD OBJ 14**

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of Bettystown, Laytown, Mornington East and Donacarney within the Plan period.

**BLMD OBJ 15**

To manage flood risk and development in the East Meath area in accordance with policies and objectives set out in section 6.10 of Volume 1 of the County Development Plan “Surface Water and Flood Risk Management”.

**Cultural and Natural Heritage****BLMD OBJ 16**

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map and to manage these trees in line with arboricultural best practice.

**Social****BLMD OBJ 17**

To support the design and construction of a beach facilities building of high architectural quality at the entrance to Bettystown beach that will improve the provision of amenities and services available at the beach.

**BLMD OBJ 18**

To identify and secure a site for the provision of a library to meet the needs of the entire East Meath area, subject to the availability of finance.

**BLMD OBJ 19**

To identify an appropriate site and support the delivery of a community centre, subject to the availability of funding.

**BLMD OBJ 20**

To support the completion of the Bettystown Town Centre site and promote it as the primary retailing and commercial sector in the area, with more localised retail provision of an appropriate scale in Donacarney-Mornington and Laytown.

**BLMD OBJ 21**

To support the implementation of the Laytown, Bettystown, and Mornington Beach Management Plan and the objectives and recommendations therein.

**BLMD OBJ 22**

To support the delivery of residential and community uses on the A2 zoned lands to the east of Donacarney.

**BLMD OBJ 23**

To support the development of the lands zoned F1 'Open Space' to the south of Bettystown Town Centre as a sporting facility.

## 1.0 Introduction

This written statement provides a brief description and development strategy for Enfield. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

Enfield's position in the settlement hierarchy arises from its multi-modal status, proximate to the M4 knowledge corridor on the Dublin-Sligo rail line. The potential of the settlement was highlighted by the Council as part of Variation No 3 of the County Development Plan 2013-2019. This position was accepted by the Department of Housing and Planning and therefore it is considered reasonable to continue to advance the future status of the settlement.

## 2.0 Town Context/Character

Located within the 'Trim' Municipal District, Enfield is positioned on the southern boundary of the County adjacent to the M4 Motorway route that extends between Dublin and Galway. The town has developed compactly along both northern and southern sides of the Regional Road R148 (formally the N4 national route). The town benefits from a southern local bypass of the main urban area (Enfield Outer Relief Road) provided originally to relieve the town centre of strategic through-traffic prior to the motorway construction.

Enfield currently functions as a commuter town with settlement growth influenced by its proximity and accessibility to Dublin City with strategic road and rail commuter connections to the Capital and the northwest as part of the national Dublin-Sligo rail line. Given the strategic location of Enfield proximate to the M4 knowledge corridor, there is a significant opportunity for economic and commercial development growth in the town.

<b>Position in Settlement Hierarchy</b>	Self-Sustaining Town
<b>2016 Population</b>	3,239
<b>2011 Population</b>	2,929
<b>Percentage Change 2011-2016</b>	10.60%

<b>Housing stock 2016</b>	1,092
<b>Number of units completed 2016-2019</b>	45
<b>Committed units not yet built</b>	135
<b>Core Strategy Household Allocation 2020-2027</b>	474 units  This includes 135 extant units not built at the time of writing.
<b>Population Projection 2027</b>	4,239
<b>Resident Workers 2016</b>	1,423
<b>Job – Workforce Ratio 2016</b>	0.33
<b>Education Facilities</b>	5 Schools, various childcare facilities
<b>Community Facilities</b>	14
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	17



<b>Zone of Archaeological Potential</b>	There are five zones of Archaeological Potential within the village.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SPA and SAC which is located approximately 9.2km to the north west.
<b>Strategic Flood Risk Assessment</b>	Given the indicative pluvial/surface water flood risk highlighted by the PFRA, any proposed development within Enfield should consider the appropriate management of surface water.
<b>Water Services Infrastructure/Capacity</b>	<p>The water supply has limited capacity and is sourced from Enfield Water Supply Schemes (Boreholes and Water Treatment Plant).</p> <p>Enfield WWTP has limited capacity. This plant also serves Johnstown Bridge in Kildare and M4 Service Stations.</p>
<b>Modal Share Targets for 2026</b>	
<b>Modal Share for Walking</b>	22% (Increasing from 15% in 2016)
<b>Modal Share for Cycling</b>	4% (Increasing from 1% in 2016)
<b>Modal Share for Bus</b>	16% (No change from 16% in 2016)

<b>Modal Share for Rail</b>	3% (No change from 3% in 2016)
<b>Reduction Target for Car Use</b>	50% (reduction from 59% in 2016)

### 3.0 Vision

To support the sustainable consolidation of this multi-modal settlement with a balance of residential and employment development supported by its strategic location on the M4 Corridor and the availability of highly accessible lands suitable for employment and enterprise, whilst pursuing a continued pattern of development that respects the inherent characteristics of the natural and built environment.

### 4.0 Opportunities

- Existing rail connections to Dublin City and other employment centres such as Kilcock and Maynooth.
- Location on the M4 Knowledge corridor and the potential to develop synergies based on proximity to Maynooth University.
- Designation of Strategic Employment site to deliver significant employment including FDI.
- Improved town centre environment with the creation of improved amenities.
- Consolidation of new development between the town Outer Relief Road to the south, and the rail/canal corridor to the north.
- Encourage access to, and sustainable use of the Royal Canal waterway for local economic, recreational and amenity benefit.
- Commitment by Department of Education and Skills to construct a secondary school in the town to address the needs generated by a growing population.

## 5.0 Land Use Strategy

### 5.1 Settlement and Housing

The population of Enfield increased significantly during the last inter census period, from 2,929 persons in 2011 to 3,239 persons in 2016. This 10.6% increase was the largest increase to occur across the 'Small Towns' and is well above the 3.8% national average growth. Some 44% of the town's population make up the labour force, of which, 66% are in employment, a figure higher than the County average. 'Commerce and trade' and 'professional services' are the primary employment sectors accounting for 46% of those employed. 37.2% of the workforce living in Enfield (530 persons) commute to Dublin City and suburbs, with an average journey time of 55 minutes. The majority of commuting is undertaken by private car (71%), with 20% by bus and only 5% by train. This lack of usage of existing rail infrastructure is a matter which will be addressed in greater detail in the Local Area Plan.

The Core Strategy (Table 2.12) of the County Development Plan provides a housing allocation of 474 units to Enfield over the 2020-2027 period. A Strategic Housing Development has been approved for 133 units by An Bord Pleanála in August 2019. The development framework in this Plan seeks to continue a pattern of consolidation of settlement development generally within the limits of the Outer-Relief Road, and the Royal Canal. The overall residential land supply does not include residential infill or redevelopment opportunities or, the opportunity to provide for residential development ancillary to town centre uses. Therefore, in addition to the residential zoning, there are still other locational opportunities that have potential to offer additional residential supply and tenure choice. The Planning Authority is therefore satisfied that sufficient lands have been identified to accommodate the household allocation of 474 no. units. The Council shall place emphasis on the delivery of high quality connected residential neighbourhoods that demonstrate variation in dwelling design; in treatment, arrangement and functionality of the new urban and green spaces throughout developments.

### 5.2 Economy and Employment

Enfield is identified as a Level 4 retail centre in the County Retail hierarchy. Its function is to act as a retail services centre and to deliver a range of convenience and comparison retail facilities adequate to serve the everyday needs of the catchment population including its hinterland.

In terms of enterprise and employment the 'Enfield Business Park' situated on the Trim Road (Regional Road R159) has capacity for further development/use with only a quarter of the business park developed to date.

The Council has identified a large site on the eastern edge of the town, suitable for strategic employment development and use as a data centre or other use compatible with the E1/E3 zoning objective, based on the strategic position of the town, and the proximity of the site to the national fibre network optic cable and power networks. This site is designated as one of the Council's strategic employment sites, refer to Chapter 4 Economy and Employment for further information.

This plan seeks to promote Enfield as a dynamic location which can facilitate diversity in enterprise and employment development and investment opportunities. Enfield benefits from direct access to the Royal Canal and inland waterway system. The completion of the Royal Canal Greenway in 2019 will improve the tourism profile of Enfield, increasing visitor numbers to the town centre as well as providing an invaluable recreation resource for the town. Strengthening the connection from Main Street to the Royal Canal corridor including upgrading of footpaths and directional/interpretative signage would increase footfall within the town.

### **5.3 Water Services Infrastructure**

**Water:** Water supply for the town is provided by the Enfield Water Supply Scheme, comprising boreholes and a water treatment plant. Capacity of this water infrastructure is currently limited. However, the Council is working with Irish Water to endeavour to provide the additional capacity required to facilitate the development and growth provided for in this 2021-2027 CDP. There are localized network constraints.

**Wastewater:** Enfield, along with Johnstown Bridge, Co. Kildare is served by the Enfield Wastewater Treatment plant which was commissioned in 2001. Currently there is limited spare capacity at this treatment plant. However, the Council is working with Irish Water to endeavour to deliver the additional capacity required to facilitate the development and growth provided for in this 2021-2027 CDP.

## 5.4 Movement

The existence of the town's Outer Relief Road will continue to benefit physical, social and economic development of the town, despite the presence of the M4 Motorway. The main street, provides a demarcated cycle lane along both sides of the carriageway. Connectivity through existing developed areas and residential neighbourhoods is however limited, with pedestrian (and cycle) movements directed to the main local and arterial routes. New developments will be required to provide for and demonstrate, more direct pedestrian and cyclist access with new and planned development areas, and with the town centre where appropriate.

In terms of the rail service currently, three commuter rail services<sup>1</sup> link Enfield with Dublin (Connolly Station) weekdays before 9am with two return services leaving Dublin after 5.30pm. This commuter service offers stops at other urban and employment centres on route, including Maynooth and Kilcock. It is intended that this service will be upgraded to a DART service as outlined in the National Development Plan 2018-2027.

The train station is situated at the northern extremity of the Main Street (Dublin Road) with footpaths and cycle paths connecting it to the town centre. The station includes paid parking and there is an opportunity (by way of residual land adjacent to the rail line) to increase this in parallel to demand. Despite the public transport options and accessibility of the train station, the census of population indicates a continued pattern of private transport options.

The Council will therefore support efforts by Irish Rail and Bus operators to enhance commuter routes and to facilitate improved parking provision adjacent to the train station to enhance rail use.

The Bus Eireann Mullingar-Dublin route (115/115A route) provides similar morning and evening service frequency which include multiple stops in Dublin between and including Heuston and Connolly Stations, and the Quays. In addition, private operated bus services, and local bus services also connect Enfield with Dublin City Centre and with Edenderry (Co. Offaly) approximately 16km to the south west.

## 6.0 Cultural and Natural Heritage

Enfield contains a number of features of built and archaeological heritage. The section of the Royal Canal that traverses the town, forms part of a proposed Natural Heritage Area (pNHA) 'Royal Canal

pNHA' (site code 002103)<sup>1</sup> – a designation which seeks conservation of plants, animals and wildlife habitats of Irish importance. In addition to the ecological value, this section of the Royal Canal and its trails, provide local amenity value to the resident population, and contributes to Enfield's distinct sense of place.

## 7.0 Green Infrastructure

This plan seeks to identify opportunities within both the existing developed settlement, and within the new development areas, for enhanced access and movement through the town through a number of design and development interventions where the intention is to create 'green corridors'.

Development along the southern extremity of the town (along the inside of the outer relief road) will be required to deliver a section of linear amenity green route, through the site frontage from one side to the other and which facilitates connection with similar development of adjacent plots.

The Royal Canal Greenway which is identified as a project for funding under the National Development Plan 2018-2027<sup>2</sup> is underway and is planned to extend from Dublin and Galway as part of the 'Eurovelo Capitals Route' extending from Moscow in the East to Galway in the west. It presents an opportunity to provide green linkages between the town and the wider landscape.

## 8.0 Social Infrastructure

Enfield has a diverse community structure with a number of community, social, sporting, and educational orientated organisations including; a Tidy Towns Committee, a musical society, youth club, cycling, football, athletics and GAA clubs. Collectively, these organisations provide valuable facilities to a broad spectrum of the population.

In 2015, a new public playground was constructed to the rear (north) of 'Hannon's Supervalu' store (situated centrally within the town), with access from the Dublin road via the supermarket car park.

<sup>1</sup> Average of one-hour journey time

<sup>2</sup> Designated under the Natural Habitats Regulations (S.I. No. 94 of 1997).

This Plan has designated an area between the Johnstown Road and the railway line (to the rear of the Glenidan Court / Johns Town Way residential estates) for the future development of a town park. This area, includes a centrally positioned 'ringfort' that is a recorded archaeological monument.

A nursing home has been permitted on lands to the east of the town centre. There is sufficient remaining land at this location to accommodate the proposed post-primary secondary school.

The Council has secured funding from the Rural Regeneration Development Fund to purchase and redevelop a vacant building and site, currently owned by the Office of Public Works (OPW) into a new Community Centre and Park and Ride-facility. The Enfield Development Group and the Council are exploring arrangements which would facilitate a collaborative partnership to manage and run the facility.

## **9.0 Urban Design and Public Realm**

The future commercial development of the town centre (whilst cognisant of the requirements to protect and conserve buildings of conservation value) will seek to encourage and support the redevelopment of plots within the town centre and to specifically encourage greater utilisation of 'backlands' for appropriate town centre uses as part of a coherent approach with adjacent properties, or to facilitate development at a future stage.

In promoting the concept of quality neighbourhood design, this Plan shall require all new developments to place particular emphasis on creating quality and diversity in architectural design, layout and provision of open spaces in new residential areas; creation of clear hierarchy of internal estate roads and urban spaces; permeability through the scheme; and, direct and convenient connectivity with adjacent developments, the town centre and community facilities.

## **10.0 Town Development Objectives**

The objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Objectives have only been restated where they have particular relevance to the settlement. These Objectives should therefore be read in

conjunction with the Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

### ENF POL 1

To support the sustainable consolidation of this multi-modal settlement with a balance of residential and employment development supported by its strategic location on the M4 Corridor and the availability of highly accessible lands suitable for employment and enterprise.

## Objectives

It is an objective of the Council:

### ENF OBJ 1

To encourage the re-development of backland infill sites within the town that include residential uses.

### ENF OBJ 2 (Master Plan 32)

To facilitate the location of emerging employment sectors including (but not limited to) industrial, Engineering, ICT, Science, Data Analytics, Data Centre and Business and Financial Service, and other Foreign Direct Investment on the strategic employment site to the east of the town.

It is an objective of the Planning Authority to require the submission of a Master Plan for the prior written agreement of the Executive of the Planning Authority with any application for development within these lands. Access into these lands shall be agreed as part of the Master Plan.

### ENF OBJ 3

To promote, encourage and facilitate economic development and diversification of Enfield and to support the development of the Royal Canal Greenway and the potential spin off enterprises generated from this facility.



**ENF OBJ 4**

To encourage the redevelopment of town centre backlands to the rear of the Main Street in a coherent manner that facilitates expansion of town centre between adjacent sites, and accommodated enhanced retail and commercial services, with opportunity for ancillary residential uses directed to the upper floors.

**ENF OBJ 5**

To liaise with and support Irish Water in the provision of adequate water services to meet the development needs of the town within the Plan period.

**ENF OBJ 6**

To ensure that proposals for new residential and town centre developments, including specific measures to facilitate permeability and connectivity through new development layout arrangements that provide and contribute to accessibility between developments and between neighbourhoods.

**ENF OBJ 7**

To continue to support and facilitate the extension of the footpath and cycle path improvement works within the town and along the Enfield By-Pass.

**ENF OBJ 8**

To support and encourage Irish Rail, Bus operators and other relevant stakeholders to enhance commuter routes and to facilitate improved parking provision adjacent to the train station to enhance rail use.

**ENF OBJ 9**

To continue to support the development of the Royal Canal Greenway and associated infrastructure at Enfield including strengthening connectivity from the main street to the Royal Canal.

**ENF OBJ 10**

To conserve the integrity and setting and, where possible, incorporate recorded monuments of significant archaeological merit within new development areas where it can be preserved within formal or informal amenity areas.

**ENF OBJ 11**

To promote new development and/or uses for passive or active recreational uses within the town that is linked to the use of and accessibility of the Royal Canal Greenway. Development shall be designed in a sustainable manner that does not compromise or impact adversely on the ecological and/or historic value of this section of the Royal Canal, or the integrity of its terrestrial or aquatic structure for which supports its pNHA amenity designation.

**ENF OBJ 12**

Proposals for new residential development shall include detailed design measures to ensure that general layout arrangements, landscaping and open space provision is to facilitate connectivity with existing and new development areas.

**ENF OBJ 13**

To retain the character and amenity value of the mature copse of trees along the roadside edge of Johnstown Road. Any new access from the Johnstown road into the residential lands at this location shall; demonstrate a layout arrangement that provides for minimal loss and disturbance of the existing copse arrangement, and, that incorporates it as part of the overall amenity provision of the development layout. Any unavoidable loss of trees to provide for the access to this development site shall include as part of the development proposal, a replacement planting plan that provides like-for-like in terms of specie type and numbers, with mature saplings as part of an overall landscaping proposal.

**ENF OBJ 14**

To reserve lands to the rear of Johnstown Way and the rail line for the development of a Public Park.

**ENF OBJ 15**

To seek to develop a new Community Centre and Park and Ride-facility in the former OPW building on the Main street.

**ENF OBJ 16**

To reserve lands to the east of the town centre identified as G1 Community Facilities for the development of a Secondary School.

**ENF OBJ 17**

To seek improvements to the town centre public realm through the implementation of quality design and finishes and coherence in building heights in development proposals.

**ENF OBJ 18**

To seek high quality design for all new proposals for, signage, parking arrangements and street furniture.

**ENF OBJ 19**

To support the delivery of a comprehensive cycling and pedestrian strategy for Enfield.

## 1.0 Village Context/Character

Gormanston is located in the east of County Meath 1.2km from the coast and close to the M1 Dublin Belfast International Corridor. The village has developed in a linear pattern along the approach roads and around Gormanston College grounds and the Castle Demesne. The existing dwellings consist mainly of one-off detached houses and the area has remained essentially rural in character. The quiet grounds of the Demesne and the College create a peaceful environment while the approach roads are lined with mature trees and hedgerows which contribute to an attractive setting.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	375
<b>2011 Population</b>	500
<b>Percentage Change 2011-2016</b>	-25%
<b>Housing stock 2016</b>	121
<b>Number of units completed 2016-2019</b>	0
<b>Committed units not yet built</b>	2
<b>Population Projection 2027</b>	425
<b>Education Facilities</b>	Gormanston College and Gormanston Montessori
<b>Community Facilities</b>	Gormanston Wood Nursing Home

<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	7
<b>Zone of Archaeological Potential</b>	There are three National Monument Service Zones of Archaeological Potential within the village.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Nanny Estuary and Shore SPA which is located approximately 1.38km to the north east.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	East Meath water supply scheme - limited capacity.  There is no waste water treatment plant.

Gormanston Castle Demesne, which is in use as a school (Franciscan College), a hostel and playing fields, occupy a large portion of the Plan area. Little development has taken place in the area in recent years and there are relatively few services for the existing population. Gormanston Army Camp is located to the north of the village. This military camp is a local employer and consists of approximately 260 acres, and is used for air-ground and air-defence training.

Gibney's pub (The Huntsman) is located to the north of the village and Gormanston Wood nursing home to the east.

## 2.0 Vision

To preserve and conserve the existing character of Gormanston village by the consolidation and strengthening of the defined Village centre. To recognise the importance of conserving and enhancing the quality of the Village's built and natural environment and heritage, while catering for the needs of all sections of the local community.

## 3.0 Opportunities

- The main access route to Gormanston is via the R132 adjacent to Gibney's pub (The Huntsman). There is an opportunity to enhance and improve this area to make it evident that this is the main gateway to the village.
- A footpath has been recently constructed, connecting the school to the bus stop and the R132 to the north as a positive addition to public realm and could be introduced elsewhere in the village with additional pedestrian facilities.
- There is an opportunity to explore pedestrian connections to the train station and the coast to the east. Gormanston train station is isolated from the village and could be easily accessible by foot.
- Overall the area has a rural feel with the opportunity to enhance the village core. In places, grass verges could be better maintained, pedestrian crossings, traffic calming measures, public lighting and continuous footpaths could be provided. Village branding/presentation along main village spine and at village entry points would add to the sense of place and create a characteristic village feel.

## 4.0 Land Use Strategy

The aim of the land use strategy is to consolidate and strengthen the settlement. The Core Strategy of the County Development Plan seeks to provide for natural growth in a sustainable manner which is integrated within the village's existing built environment.

### 4.1 Settlement and Housing

There is one site zoned for new residential use. This site is approximately 2.1 ha in size and is located at the centre of the village. The site has no planning history and is currently in use for agricultural purposes.

## 4.2 Economy and Employment (including retail)

Gormanston is identified as a Level 5 retail centre in the County Retail Hierarchy. At present, the only commercial facilities in the village consist of a public house Gibney's pub (The Huntsman). A second public house located on the opposite side of the R132 (The Cock Tavern) is presently closed. There is no convenience shop in the village and the post office closed in the recent past, however Stamullen has a number of services which the Gormanston residents can avail of. The Gormanston Wood Nursing Home is located to the east of the Plan envelop and adjoins the R132 Regional Road.

There have been previous proposals for the development of a world class deepwater port, logistics centre and business park at Gormanston, County Meath. This port project is at the pre-feasibility stage and environmental / habitat assessment has been carried out. However, there have been no further developments with regard to this project.

Gormanston Army Camp is located to the north of the village. This military camp consists of approximately 260 acres, and is used for air-ground and air-defence training.

## 4.3 Water Services Infrastructure

Gormanston is served by the following water services infrastructure:

Water: Gormanston is served by the East Meath Water Supply Scheme. It is at the periphery of that scheme and hence due to network constraints spare capacity is limited.

Wastewater: There is no public (Irish Water) sewer network or wastewater treatment plant serving Gormanston and there are no Irish Water proposals to provide a wastewater scheme for Gormanston within the Plan period.

## 4.4 Movement

Gormanston consists of a linear development along the Village Road. It is connected to Stamullen via the Gormanston Road which traverses the M1 Motorway close to Junction 7 which serves both settlements. The Village Road joins the R132 Regional Road at Gibney's pub (The Huntsman) and a public bus stop is located on either side of the R132 at this location.

The village is connected to the Gormanston Army Camp via Camp Lane and is also connected to the R132 via Martins Road and the Devlin Road to the south. The Delvin Road is part of a staggered junction arrangement with the R132 with the other arm of this junction "Station Road" serving the train station.

The R132 which travels adjacent to the Gormanston Development Framework envelop and links Balbriggan with Drogheda, carries significant levels of traffic and poses a risk for pedestrians accessing the bus stop on the R132 and train station to the east of the village.

Gormanston is currently served by the 101 bus service by Bus Éireann. This service operates from Dublin city centre to the Bus Station in Drogheda, via Swords, Balbriggan and Julianstown. The 100 and 100X service which includes access to Dublin Airport from Drogheda also serve Gormanston. A Mathew's Coach the 910 also services the area. The village is also served by the Gormanston Train Station to the east of the village. The station is served by the Dublin – Belfast commuter service.

#### **4.5 Cultural and Natural Heritage**

There are a number of structures in Gormanston included on the Record of Protected Structures attached to the Plan and it is an objective to preserve the character and setting of these buildings.

Gormanston Castle was built in 1786, on the site of a castle erected in 1372. The castle has been in educational use since the 1950s as Gormanston College.

A group of passage graves are located on either side of the mouth of River Delvin. The Gormanston area is rich in Neolithic artefacts including passage graves and indeed those of all later periods.

Cromwell's Avenue which extends from the main gates to Gormanston College in an easterly direction appears to have been the approach route to the original castle. It is an objective of this Plan to protect and maintain the view from Gormanston Castle along this route. Any development within this area will have to have regard to the location and setting of Cromwell's Avenue within its design.

#### **4.6 Green Infrastructure**

The provision of open spaces within Gormanston as part of any new development will be encouraged. The development of a linear park along the Delvin River would provide a valuable amenity resource for residents.

#### **4.7 Social Infrastructure**

Current community facilities in Gormanston consist of the church, community hall, GAA grounds, Gormanston Park (hostel) and secondary school. The Council will support the expansion of these facilities as necessary to serve the existing and additional population in the area.

## 4.8 Urban Design and Public Realm

A high standard of building design will be required for all types of development in Gormanston. The design approach should be representative of Gormanston as a rural village with cues for building form taken from the traditional and vernacular built heritage in the area. New building should respond to the individual site context and take due cognisance of adjoining development. Within residential areas, standard suburban house designs should be avoided and an individual approach should be taken to house design.

## 5.0 Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### GOR POL 1

To consolidate and preserve the village core of Gormanston, and encourage organic growth that will contribute to the character and structure of the village core, and enhance the quality of the village's attractive built and natural environment.

### Objectives

It is an objective of the Council:

### Settlement and Housing

#### GOR OBJ 1

To support and encourage residential development on under-utilised land and /or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.



## Movement

### GOR OBJ 2

To promote more sustainable form of transport, including the provision of new pedestrian paths, public lighting, and traffic calming measures to connect the amenities of the village, in conjunction with relevant stakeholders.

### GOR OBJ 3

To seek to improve linkages between Gormanston village and railway station by providing new paths/footpaths and crossings at key locations on R132, in conjunction with relevant stakeholders.

### GOR OBJ 4

To introduce efficient traffic calming measures along the main village road and at the main gateways improve pedestrian safety, subject to available resources.

### GOR OBJ 5

To seek to provide bus shelters in conjunction with the relevant stakeholders.

## Social

### GOR OBJ 6

To seek to enhance community and recreational uses for the benefit of the community, as appropriate.

### GOR OBJ 7

To develop a River Linear Park/Walk along the Delvin River which would benefit local residents and college students, subject to appropriate environmental assessments, in conjunction with relevant stakeholders.

## Cultural and Natural Heritage

### GOR OBJ 8

To promote the preservation of individual trees or groups of trees or woodlands as identified on the Heritage Map (Sheet No. 16b) and to manage these trees in line with arboricultural best practice.

1. Trees in the grounds of Gormanston College.
2. Trees along the area known as Cromwell's Avenue.
3. Trees and woodland area to the north of the Delvin River.

**GOR OBJ 9**

Views to be preserved:

1. Views from Cromwell's Avenue west towards Gormanston Castle.
2. Views from Gormanston Castle east along Cromwell's Avenue towards the sea.

**GOR OBJ 10**

To ensure high standard of building design which should be representative of Gormanston as a rural village with cues for building form taken from the traditional and vernacular built heritage in the area. New buildings should respond to the individual site context and take due cognisance of adjoining development.

**GOR OBJ 11**

To seek to improve the main village gateway in the vicinity of Gibney's pub (The Huntsman) including: landscaping, public art, community gathering area, information signage etc. which would help to define the village arrival/core, in conjunction with relevant stakeholders.

**GOR OBJ 12**

To seek to improve the village presentation along the main spine and at the entry points in the form of high-quality signage, public art and village type lighting standards.

**GOR OBJ 13**

To seek to improve existing footpaths, grass verges and preserve existing trees and hedgerows in order to maintain a consistent appearance throughout the village.

## 1.0 Village Context/Character

Julianstown is located in the east of County Meath approximately 6 km south of Drogheda and 3.2 km from the coast along the R132 (formally N1). The village originally developed at a crossing point on the River Nanny and has since developed in a more dispersed manner. Residential development has taken place in two areas north and south of the original village core. Large volumes of traffic travel through the village as a result of M1 toll avoidance. A bypass for the village is an objective of this Plan. Ballygarth Castle and Demesne is located to the east of the R132 and is identified as an area of high amenity.

The centre of the village is designated as an Architectural Conservation Area (ACA) which comprises estate cottages in the village centre. The River Nanny Estuary and Shore is designated as a Special Protection Area (Site Code: 004158).

Julianstown has an active community sector including association and was the National pilot village for the Village Design Statement (VDS) programme in 2009. The Julianstown Village Design Statement was formally launched in October 2010. An Action Plan was agreed as part of the VDS and the Plan stipulates the prioritisation of projects, based on the beneficial impact they are likely to have on the village.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	681
<b>2011 Population</b>	616
<b>Percentage Change 2011-2016</b>	10.50%
<b>Housing stock 2016</b>	234
<b>Number of units completed 2016-2019</b>	0

<b>Committed units not yet built</b>	21
<b>Population Projection 2027</b>	756
<b>Education Facilities</b>	Whitecross Primary School
<b>Community Facilities</b>	6
<b>Architectural Conservation Areas (ACAs)</b>	Julianstown Architectural Conservation Area
<b>Protected Structures</b>	18
<b>Zone of Archaeological Potential</b>	There are a number of National Monument Services Zones of Archaeological Notification within the settlement area.
<b>Natura 2000 Sites</b>	Yes, the River Nanny Estuary and Shore SPA is located at the eastern settlement boundary.
<b>Strategic Flood Risk Assessment</b>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>A site specific FRA will be required for any redevelopment of the Old Mill Hotel site (B1 zoning).</p>

**Water Services Infrastructure/Capacity**

East Meath Water Supply Scheme - limited capacity.

## 2.0 Vision

To consolidate and strengthen the village, through the provision of a well-defined village centre area, and to support a range of land-uses to support the residential population. Also, to enhance the quality of the Village's built and natural environment while catering for the needs of the local community and to ensure that the village develops in a sustainable manner, as an attractive village in which to live, work, recreate and visit.

## 3.0 Opportunities

- Julianstown is located in an attractive setting. An excellent opportunity exists to enhance the pedestrian environment and consolidate a vibrant village centre.
- Redevelopment of vacant sites in the village centre would improve the appearance of the village, would add vitality and vibrancy to the heart of the village and consolidate the village centre.
- The provision of enhanced landscaping in the vicinity of the school and the Lime Kiln Gastropub presents an opportunity to complement other measures proposed.
- The large area of land to the east is associated with Ballygarth House and Demesne and is zoned for high amenity use, however it is not currently accessible to the public.
- The main access road through the village is characterised by a large volume of traffic, much of which includes HGVs. Traffic calming measures, public lighting and continuous footpaths could make a significant contribution to improving the pedestrian environment.
- Village branding/presentation along the main village spine and at village entry points would add to the sense of place, create a village feel and unique identity.

## 4.0 Land Use Strategy

The principal land uses in Julianstown comprise of residential development served by a limited range of local and community facilities. Residential development has largely taken the form of low-density

residential estates, with houses being set in single plots with front and back gardens. This has caused the village to sprawl outwards from its core.

New residential development has not been accompanied by the provision of the necessary employment, retail and community facilities required to serve a growing community. Lands have been identified within the core of the village for B1 “Village Centre” land use zoning objective and will seek to address the lack of service and employment provision within the village.

The land use strategy for Julianstown aims to maintain and appropriately add to a built environment that is both attractive and distinctive to create a unique sense of place for those who live and visit the village. This will be achieved through the sensitive treatment of infill development and the conservation of important or key buildings particularly within the Architectural Conservation Area in the village core. The provision of a compact and vibrant village centre is essential if Julianstown is to cater for its current and future population needs in a sustainable manner.

#### **4.1 Settlement and Housing**

There is infill and redevelopment opportunities on sites such as the Old Mill Hotel where mixed use development inclusive of a residential component is encouraged however, site specific Flood Risk Assessment will be required for any redevelopment of the Old Mill Hotel site.

#### **4.2 Economy and Employment (including retail)**

Julianstown is identified as a Level 5 retail centre in the County Retail Hierarchy. Having regard to the level of existing residential development in Julianstown, it is apparent that there is a lack of commercial and retail uses within the village to cater for the current and future population of the area. Commercial facilities in the village are limited to the existing gastropub, the Lime Kiln. The village is served by convenience stores located on the R132 included as part of petrol filling stations.

It is considered that there are adequate lands identified for B1 “Village Centre” land use zoning objective, within and adjacent to the core of the village to cater for the existing and future needs of the community. The development of these key sites is also essential for the improvement of the visual amenity of the village core.

#### **4.3 Water Services Infrastructure**

Julianstown is served by the East Meath Water Supply Scheme. The village is on the periphery of this scheme and hence due to network constraints spare capacity is limited.

Wastewater: Julianstown is served by the East Meath Coastal Sewerage Scheme which pumps wastewater to Drogheda Treatment Plant. There is adequate spare capacity to facilitate the development and growth provided for in this County Development Plan.

#### 4.4 Movement

Julianstown is situated at the cross roads of the R150 and the R132 (former N1 until the M1 Motorway opened in 2003) which are heavily trafficked commuter routes. The M1 Motorway is accessed via Junction 7 to the south of Julianstown. Traffic volume and speed is a continuing issue within Julianstown given its strategic positioning in the County in particular the quantity of HGVs travelling through the village. A bypass of the village of Julianstown is an objective of this plan together with traffic calming and other pedestrian safety measures in the village.

Julianstown is currently served by the 101 bus service by Bus Éireann. This service operates from Talbot Street in Dublin city centre to the Bus Station Drogheda, via Swords and Balbriggan. The 100 and 100X service which include access to Dublin Airport from Drogheda also serve Julianstown. A Mathew's Coach, the 910, also services the area.

#### 4.5 Cultural and Natural Heritage

Julianstown nestles in the valley of the River Nanny as the watercourse makes its way to the Irish Sea at Laytown. Much of the village's character stems from this pronounced topography, with nearby fields and the river floodplain clearly visible as the main road dips either side to meet the bridge. The character of the village is therefore intrinsically linked to its landscape setting, sense of place and cultural heritage.

Julianstown Community Biodiversity Action Plan 2016-2020 highlights the ecological value of the area and the high local biodiversity. This Plan seeks to ensure that a green edge is established surrounding the built-up area of Julianstown and that the visual impact of new development is ameliorated by landscaping proposals to repair and enhance the landscape structure of the village. These proposals shall include objectives for existing and new boundary treatments.

Julianstown contains several mature and attractive trees which define the landscape setting of the village and in particular the river flood plain. These trees are to be protected within the land use zoning objectives map of this Plan.

## 4.6 Green Infrastructure

There are no Special Areas of Conservation (SAC) within the village. The River Nanny Special Protection Area (Site Code: 004158) commences at Laytown coast and continues into the wetlands area of the floodplain to the eastern periphery of the village development boundary. The floodplain of this river is also a proposed Natural Heritage Area which is reflected in the zoning objective for the area. Its vegetated river banks are home to many species of bird, such as Kingfisher and Grey Wagtail.

## 4.7 Social Infrastructure

Current community facilities in Julianstown include the Churches, Whitecross National School, community centre, Julianstown Golf / Pitch & Putt facility community garden, childcare facility.

The two churches in Julianstown are both called St. Mary's, with St. Mary's R.C church situated south east of the village and St. Mary's Church of Ireland and associated parish rooms situated on the R150- Laytown Road.

## 4.8 Urban Design and Public Realm

The historic core of Julianstown has a local character and distinctiveness worthy of preservation and enhancement. The redevelopment of the Old Mill Hotel site at the junction with the Duleek and Drogheda Road has the potential to make a significant contribution to the visual amenity and vitality of the village core. A substantial amount of the village centre is located within an Architectural Conservation Area (ACA,) and this recognises the special significance of the built heritage which characterises Julianstown. Care must be taken with regard to any future proposals in this area.

## 5.0 Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.



## Policy

It is the policy of the Council:

### JUL POL 1

To consolidate and strengthen the commercial and residential village centre of Julianstown, and promote the future development of the village as a compact settlement with a pedestrian friendly environment. Encourage development which will contribute to the character and structure of the village core and to preserve and enhance the quality of the village's attractive built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work, recreate and visit.

## Objectives

It is an objective of the Council:

## Settlement and Housing

### JUL OBJ 1

To support and encourage residential development on under-utilised land and /or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

### JUL OBJ 2

To encourage the redevelopment of vacant, underused lands including the Old Mill site for mixed use development including residential development subject to site specific Flood Risk Assessment.

## Economy and Employment

### JUL OBJ 3

To encourage the development of an Integrated Tourism/Leisure development at Ballygarth Castle in the context of conservation and protection of the special character and setting of Ballygarth Castle, associated buildings and attendant ground. Any redevelopment shall include the provision of public access to the lands in the form of amenity walkways etc linking to the village.

## Cultural and Natural Heritage

### JUL OBJ 4

To preserve all views, trees, woodlands and hedgerows identified in this Plan.

### JUL OBJ 5

To require that all development proposals within or contiguous to the Architectural Conservation Area be sympathetic to the character of the area, that the design is appropriate in terms of height, scale, plot density, layout, materials and finishes and is appropriately sited and designed in accordance with advice given in Julianstown Architectural Conservation Area Character Statement.

### JUL OBJ 6

To support the community and all key stakeholders in the implementation of the Julianstown Community Biodiversity Plan 2016-2022 or any revisions thereof.

## Green Infrastructure

### JUL OBJ 7

To facilitate the provision of a riverside walk from the village centre to the grounds of Ballygarth Castle, and a footpath to the community centre, in conjunction with all relevant stakeholders and subject to all relevant environmental assessments.

## Movement

### JUL OBJ 8

To seek to introduce traffic management and traffic calming through Julianstown in order to provide an enhanced and safer environment for the village.

### JUL OBJ 9

To provide/upgrade pedestrian crossing facilities such as a raised junction treatment at key locations.

### JUL OBJ 10

To improve linkages along the R150 between Julianstown and Laytown including the improvement of cyclist and pedestrian connectivity and facilities between both centres.

### JUL OBJ 11

To examine the feasibility and progress the design and delivery of a preferred option for the Julianstown Bypass in conjunction with relevant stakeholders.

## Infrastructure

### JUL OBJ 12

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

### JUL OBJ 13

To manage flood risk and development in line with the Strategic Flood Risk Assessment. (see Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

## Urban Design & Public Realm

### JUL OBJ 14

To introduce village branding/presentation at the village entry points and along the main street in the form of high-quality signage, public art and village type lighting standards which would create a strong sense of identity for Julianstown and will also connect all parts of the village.

### JUL OBJ 15

To seek to provide landscape screening at the south and north gateways and around the carpark adjacent to the Limekiln pub.

### JUL OBJ 16

To seek to provide upgrade footpaths within the development boundary.

### JUL OBJ 17

To work in partnership with local community and all relevant stakeholders to implement the Julianstown Village Design Statement.

### JUL OBJ 18

To protect and enhance the distinctive character of Julianstown's buildings, structures and landscape.

### JUL OBJ 19

To ensure that all new development respects the scale, form and character of the village.

## 1.0 Introduction

This written statement will provide an overview of the development strategy for Kells. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

## 2.0 Town Context/Character

Kells is a town of historic importance with significant heritage which makes it a unique settlement in the County. This history and heritage makes it an important tourist destination in 'Ireland's Ancient East' and the Boyne Valley.

Located adjacent to the M3 Motorway and to the south-east of the border with County Cavan, the town is also a busy local service centre with a strong and diverse economy that makes it a key employment centre in the north of the County.

The recent designation of the Kells Municipal District as a Regional Economic Development Zone (REDZ) has raised the economic profile of Kells and made the town a more attractive location for investment.

<b>Position in Settlement Hierarchy</b>	Self-Sustaining Growth Town
<b>2016 Population</b>	6,135
<b>2011 Population</b>	5,888
<b>Percentage Change 2011-2016</b>	4%
<b>Housing stock 2016</b>	2,522
<b>Number of units completed 2016-2019</b>	48

<b>Committed units not yet built</b>	391
<b>Core Strategy Household Allocation 2020-2027<sup>1</sup></b>	452 units
<b>Population Projection 20</b>	7,135
<b>Resident Workers 2016</b>	2,306
<b>Total Jobs 2016</b>	1,543
<b>Job – Workforce Ratio 2016</b>	0.66
<b>Education Facilities;</b>	4 primary schools and 2 post primary schools
<b>Community Facilities</b>	10 including a health centre, park and playground, sports clubs, swimming pool, tennis club, golf club and pitch and putt, Garda station, people's resource centre, and childcare options
<b>Architectural Conservation Areas (ACAs)</b>	Kells Historic Core; Headfort Place; and, Headfort Demesne
<b>Protected Structures</b>	102

<b>Zone of Archaeological Potential</b>	There are a number of National Monument Services Zones of Archaeological Notification within the settlement area.
<b>Natura 2000 Sites</b>	Yes, the River Boyne and River Blackwater SPA and SAC is located in close proximity to the northern extent of the settlement area.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	Sufficient capacity in the water supply.  Wastewater capacity limited.
<b>Modal Share Targets for 2026</b>	
<b>Modal Share for Walking</b>	24% (Increasing from 19% in 2016)
<b>Modal Share for Cycling</b>	4% (Increasing from 1% in 2016)
<b>Modal Share for Bus</b>	13% (Unchanged from 13% in 2016)
<b>Reduction Target for Car Use</b>	54% (reduction from 62% in 2016)

## 3.0 Vision

*“For Kells to be recognised as a strategic economic centre for north Meath with a vibrant mix of employment, businesses, retail, services and tourism opportunities, intrinsically linked to its rich historical and cultural heritage and character.”*

## 4.0 Opportunities

- To continue to work closely with local businesses in improving the town centre by participating in projects such as the ‘Kickstart’ Scheme, which was a national pilot project funded by the Irish Walled Town Network that supported local businesses in painting buildings and carrying out minor conservation repairs.
- Encourage and support proactive development on vacant sites which would improve vibrancy in the town and bring under-utilised lands back into use.
- Create a more compact settlement by supporting the redevelopment of the ‘Frontlands’ and ‘Backlands’. The central location of these lands provides an opportunity for the creation of a sustainable neighbourhood within walking distance of the town centre.
- There is a vibrant arts and cultural sector in Kells that has helped to support a number of high-profile international film and literary festivals. Tapping in to this resource will provide an opportunity for Kells to develop as a cultural hub that would generate employment opportunities and strengthen community identity in the town.
- There are opportunities to continue to develop and promote Kells as a tourist destination in the Boyne Valley Tourism Region by supporting enhancements to the public realm and investment in tourist related activities.

## 5.0 Land Use Strategy

The development strategy for Kells is to strengthen the function of the town as a service centre in the north of the county by supporting economic development and consolidating population growth in the urban core whilst also managing development so that it complements the unique heritage of the town.

### 5.1 Settlement and Housing

Kells is an attractive historic town characterised by a medieval street pattern with buildings of significant heritage quality strategically positioned in various locations along the primary streets of

the town. Outside of the town centre there is a network of residential developments with a broad mix of house types.

Population and residential growth in the town has been modest in recent years. As the economy has recovered, construction activity in the residential sector in the town has slowly increased, with a residential development consisting of 74 no. units on the Moynalty Road having commenced in 2019. A Meath County Council Housing Scheme consisting of 40 no. units also commenced in the first quarter of 2019.

The future development of Kells will focus on consolidation of the existing urban footprint and the provision of a balanced and well-connected environment that has an appropriate mix of housing and uses that will ensure the town can meet the needs of its residents and wider community.

The existing residentially zoned lands together with the mixed-use lands in the Frontlands and Backlands sites have the capacity to ensure the required number of residential units can be delivered during the life of this Plan.

## 5.2 Kells 'Backlands' and 'Frontlands'

To the east and west of Bective Street there are two large parcels of land with potential to accommodate a significant quantum of development in proximity to the urban core of the town. Lands to the east of Bective Street are known as the 'Backlands' and lands to the west are known as the 'Frontlands'.

These lands are a critical element of the long-term growth strategy for the town due to their potential to deliver a range of uses including, commercial, residential, community, and recreational uses in proximity to the town centre.

### 5.2.1 Future Retail Requirement in Kells

In 2010 a 10-year permission was granted for a mixed-use development consisting of commercial and residential uses on the 'Backlands'. Over 15,000m<sup>2</sup> of commercial and retail floorspace was granted under this permission. The changing economic circumstances and associated changes to consumer behaviour over the past decade would indicate that it is unlikely that this development will be implemented in its current format.

The County Retail Strategy for this Plan identified a requirement for an additional 800-1,250m<sup>2</sup> convenience floorspace and 1,000-1,500m<sup>2</sup> comparison floorspace in the town up to 2027.



The quantum of floorspace granted in the Kells Backlands is significantly in excess of that required to meet the retail needs of the town.

Taking into account the recommended additional floorspace requirements for Kells as identified in the Retail Strategy, the land use zoning and Master Plan objectives for Backlands and Frontlands will be updated and the criteria for the Master Plans on these lands amended to reflect the current and future needs of the town.

### 5.2.2 Land Use Strategy for the 'Backlands'

The 'Backlands' have been identified for residential, tourism, open space, and commercial uses. Any commercial development shall be complementary to the town centre and shall ensure permeability and connectivity with the key shopping streets in the town.

Residential development shall meet the changing needs of the residents of Kells and shall ensure there is an appropriate choice in accommodation. This accommodation shall be designed and orientated to maximise proximity to the open space lands, which will ensure there is surveillance of this open space whilst also promoting an active lifestyle in a town centre location.

As Kells continues to develop as a tourist destination there is an opportunity to provide lands for tourism related uses in proximity to the town centre. The provision of such facilities would assist in the economic development of the town.

### 5.2.3 Land Use Strategy for the 'Frontlands'

Within the Kells Frontlands there is an opportunity to provide a mix of residential, community, and open spaces within walking distance of the town centre. The residential lands should be developed around an urban park/amenity area that would be accessible for all residents of the town. St. Columba's Well and the Newrath Stream could be a focal point for this park. Community facilities could include independent living units for older people, where such a facility would benefit from its connectivity with the town centre. The development of the 'Frontlands' area would require the construction of a road linking Bective Street and the Cavan Road which was granted permission by An Bord Pleanála in 2020. The Master Plan for the 'Frontlands' area while not designated with a specific prescribed zoning for the totality of the Master Plan lands, retains the option of delivering land uses more appropriate to the needs of Kells as set out in the subject Master Plan objective.

### 5.3 Economy and Employment

Kells is an economic focal point for north Meath. Its influence reaches beyond its immediate hinterland to neighbouring Westmeath, Cavan and Louth. In recognition of the potential for Kells to provide additional employment and taking account of the increased interest/take up of businesses choosing to locate in Kells following the REDZ designation additional employment lands were provided in the town in 2017 as part of Variation no.1 of the Kells Development Plan 2013-19.

Approximately 33 hectares of land to the south of the Navan Road was zoned for a strategic employment use, including high end technology and major campus style office-based development as well as to facilitate logistics, warehousing, distribution, and supply chain management. A Master Plan (MP 28) will be required to be prepared as part of the development of these lands.

Additional employment lands were zoned adjacent to the Kells Business Park, whilst lands to the rear of the Aldi food store off the Cavan Road, were zoned for a retail warehousing use.

These additional zonings will ensure there are adequate lands available to meet the employment needs of Kells during the lifetime of this Plan.

### 5.4 Water Services Infrastructure

Water: Water supply for Kells is sourced from the Kells/Oldcastle Supply. There is capacity in this water supply to accommodate growth during the lifetime of the Plan. However, there are localised network constraints.

Wastewater: Wastewater is discharged to a Treatment Plant on the Headfort Road. Spare capacity at this Treatment Plant is currently limited. Irish Water plans to upgrade this treatment plant from its present capacity of 8,000 p.e. to 13,500 p.e. It is anticipated that this will upgrade will be completed during the lifetime of this Plan.

### 5.5 Flooding

The Strategic Flood Risk Assessment identified a number of areas in the town that are at risk of flooding. This includes developed and undeveloped lands. The lands at risk of flooding are identified in the associated land use zoning map. A risk-based approach to flood management in accordance with the provisions set out in “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (2009) will be implemented in order to prevent or minimise future flood risk.

## 5.6 Movement

Kells has an attractive and compact core, which promotes high levels of walking. There is a regular bus service to Dublin and surrounding towns. This bus service, in addition to the location of the town along the national and regional road network (via the M3/N3 and the N52) ensures the town is well connected to the Greater Dublin Area, Midlands, and Border Counties.

## 5.7 Cultural, Natural and Built Heritage

Kells originated as a Monastic settlement, dedicated to St. Columba, and is one of the most culturally significant historic towns in the country. This is recognised by the inclusion of Kells on Ireland's Tentative World Heritage List as part of the Early Medieval Monastic Sites. In addition, Kells is part of the Heritage Towns of Ireland network, which consists of a select group of 'Heritage Towns'.

There are two Architectural Conservation Areas (ACAs) in the town; the Historic Core ACA and Headfort Place ACA.

The religious influence of the Historic Core ACA is evident by the position of the Church and Monastery at the top of the town. The built form of this ACA dates back to the late 18th and early 19th century with Georgian architecture and buildings prevalent in the streetscape.

The linear form of Headfort Place ACA, which consists of an enclosure of the space between the principle buildings in the town (former court house, town hall, church, convent, and large townhouses) contrasts with the narrower medieval streets of the historic core.

In addition to the Architectural Conservation Areas, there are 102 no. structures listed in the Record of Protected Structures for Kells.

The Council has recently completed a streetscape conservation study for the town core. This focused on repair and restoration works required to vernacular buildings and the associated building techniques required to implement these works.

This Plan recognises the importance of the archaeological and built heritage of Kells and will seek to protect the character and integrity of Architectural Conservation Areas and Protected Structures in the town in order to preserve the heritage character of the settlement.

## 5.8 Green Infrastructure and Open Space

Green Infrastructure is the network of green spaces, habitats, and ecosystems that intersperse towns and villages. It includes open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage, and the open countryside. The purpose of identifying green infrastructure is to ensure a co-ordinated approach is taken to the management of this infrastructure that would be mutually beneficial to people and local ecosystems and habitats.

‘The Peoples Park’, which is a public park surrounding the Tower of Lloyd is an important piece of green infrastructure and open space in the town.

The River Blackwater, which flows towards Navan along the northern boundary of the town is rich in heritage and ecosystems however its public amenity potential is limited. There is an opportunity to explore the feasibility of developing a publicly accessible linear park with provision for walking and cycling between Mabels Bridge and Maudlin Bridge and to the Headfort Road.

Lands within Headfort Golf course are rich in green infrastructure. These lands are privately owned.

The main areas of public open space in Kells are ‘The Peoples Park’ and the public park along Carrick Street/Circular Road. There are also communal areas of open space in existing residential developments.

The development of the ‘Frontlands’ and ‘Backlands’ sites in the centre of the town provide opportunities to include an urban/linear park as part of the future development of these lands.

## 5.9 Social Infrastructure

Kells is generally well served with community infrastructure including sporting clubs, a public swimming pool, public health care facilities, childcare facilities, and four primary schools and two post-primary schools. Eureka Secondary School has relocated to a new school campus on the Cavan Road which will have the capacity to accommodate 800 students. This school opened in September 2019.

This Plan will continue to support the provision of facilities and services to meet the needs of the entire community in appropriate locations in the town.

## 5.10 Urban Design and Public Realm

Kells benefits from its historic built form along with its wide streets and footpaths. Recent investment in the public realm includes the enhancement of pedestrian spaces by installing high quality paving, tree planting, and the creation of flower beds at Farrell Street and Headfort Place.

While Headfort Place is not within the retail core, it plays a central role in accommodating visitors to the town. Farrell Street is one of the more vibrant retail destinations in the town centre. Investment in the public realm is important to improve the experience of visitors to Kells and support local economic development.

Any development of the 'Frontlands' or Backlands' sites must have regard to the character and context of Kells and the relationship of these lands with the historic streetscape and Georgian character of the town.

## 6.0 Master Plans

There are 4 Master Plan areas identified in Kells. The purpose of a Master Plan is to ensure an integrated approach is taken to the phasing, management, and development of lands within the Master Plan Area. A planning application will not be considered in the absence of the Master Plan being agreed in writing with the Executive of the Planning Authority.

Master Plan	Description	Status
<b>MP 25</b>	<p>The lands in this 'Backlands' Master Plan area are located to the south of the town centre and are zoned for residential, recreational, commercial, and community uses.</p> <p>The distribution of the land uses within the Master Plan area shall be agreed with the Planning Authority as part of the preparation of the Master Plan and shall be in accordance with the following requirements:</p>	Awaiting preparation

Master Plan	Description	Status
	<ul style="list-style-type: none"> <li>i. No more than 35% of the Master Plan area shall be identified for 'New Residential' development</li> <li>ii. At least 20% of the Master Plan Area shall be identified as an Area of Active Open Space</li> <li>iii. No more than 45% of the Master Plan Area shall be identified for commercial and tourism uses. Whilst a residential use may be acceptable on the commercial/town centre lands, this use must be ancillary to any retail/commercial or office type use such as 'above ground' or 'Living Over the Shop' accommodation.</li> </ul> <p>The design, layout, and scale of any development on these lands shall be complimentary to the historic town centre and shall ensure that the traditional town centre remains the Core Retail Area of the town. Residential development shall include an appropriate mix of house types that will cater for all residents of the town and shall be designed and orientated to maximise its proximity to the recreational area/urban park to be provided in the Master Plan Area.</p> <p>Any recreational area shall include a landscaped park and associated paths.</p> <p>The development of the lands shall be on a phased basis to be agreed as part of the preparation of the Master Plan. The landscaped park and recreational area shall be developed in the early phases of any development, with no more than 40% of the commercial or residential</p>	

Master Plan	Description	Status
MP 26	<p>properties being occupied prior to the completion of this park and recreational area.</p> <p>This Master Plan for the 'Frontlands' area consists of lands to the west of Bective Street/Bective Square/Suffolk Street and is referred to as the Kells 'Frontlands'. The Master Plan has a total area of c.15 hectares and incorporates lands zoned for residential, commercial, White Land and open space/recreational uses.</p> <p>The Master Plan for the 'Frontlands' area retains the option of delivering land uses more appropriate to the needs of Kells as set out in the subject Master Plan objectives included below.</p> <p>The distribution of the land uses within the Master Plan area shall be agreed with the Planning Authority as part of the preparation of the Master Plan and shall be in accordance with the following requirements:</p> <ul style="list-style-type: none"> <li>i. No more than 25% of the Master Plan area shall be identified for 'New Residential' development</li> <li>ii. At least 25% of the Master Plan Area shall be identified for Community Infrastructure</li> <li>iii. At least 30% of the Master Plan Area shall be identified as an Area of Active Open Space</li> <li>iv. No more than 20% of the Master Plan Area shall be identified for Commercial/Town Centre uses. Whilst a residential use may be acceptable on</li> </ul>	Awaiting preparation

Master Plan	Description	Status
	<p>the commercial/town centre lands, this use must be ancillary to any retail/commercial or office type use such as 'above ground' or 'Living Over the Shop' accommodation.</p> <p>The development of these lands should include an appropriate balance of residential, community, and open space/recreational uses that will support the creation of a compact settlement and meet the needs of the local community.</p> <p>Community uses on these lands could include independent living for older people.</p> <p>The creation of an urban/linear park that would be available to the entire community is a central element of the development of these lands. St. Columba's Well and the Newrath Stream could be a focal point for this park.</p> <p>Any development of these lands would require the construction of a road linking Bective Street and the Cavan Road.</p> <p>The development of the lands shall be on a phased basis to be agreed as part of the preparation of the Master Plan. The Urban/Linear Park shall be developed in the early phases of any development, with no more than 40% of the commercial or residential properties being occupied prior to the completion of this park and recreational area.</p>	



Master Plan	Description	Status
<b>MP 27</b>	This Master Plan relates to undeveloped lands with an area of c.33ha in Kells Business Park on the eastern side of the R147 that are zoned for Enterprise and Employment uses. The development of these strategic lands shall facilitate the provision of industrial, manufacturing, distribution, warehousing, and other general employment/enterprise uses in a high quality and pleasant environment.	Awaiting preparation
<b>MP 28</b>	This Master Plan has an area of c.33.5ha and relates to lands on the southern side of the Navan Road and is to facilitate the provision of high-end technology/manufacturing and major campus style office-based employment and/or to facilitate logistics, warehousing, distribution, and supply chain management.	Awaiting preparation

## 7.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

### KEL POL 1

To continue to support the sustainable growth of Kells by encouraging high quality development in appropriate locations that enhances the built environment, meets the needs of all sections of the community, respects the heritage status of the town, and allows the town to fulfil its designation as an important employment and service centre in the north of the County.

## Objectives

It is an objective of the Council:

## Settlement and Housing

### KEL OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

### KEL OBJ 2

To support and facilitate town centre living, including the concept of 'living over the shop'.

### KEL OBJ 3

To facilitate the development of the following lands subject to the preparation of a Master Plan:

- i) Lands to the east of Farrell Street/Bective Street/Kenlis Place, known locally as the 'Backlands'. ii) Lands to the west of Bective Street/Bective Square/Suffolk Street known locally as the 'Frontlands'.
- ii)
- iii) iii) Lands to the south of the Cavan Road zoned for Retail Warehouse uses.
- iv) iv) The undeveloped lands in Kells Business Park.
- v) v) The Strategic Employment Zone on lands to the south of the Navan Road.

## Economy and Employment

### KEL OBJ 4

To support the promotion of the town as a visitor and tourism destination and facilitate the delivery of new and innovative visitor experiences and festivals.

### KEL OBJ 5

To develop and promote cultural facilities and support the establishment of a Kells Creative Hub and Kells Paintworks.

### KEL OBJ 6

To support the implementation of the recommendations of the Boyne Valley Tourism Strategy as it relates to Kells.

### KEL OBJ 7

To encourage and support the appropriate development of the town centre retail core including adaptive reuse of historic buildings as the primary focus for all retail development.

### KEL OBJ 8

To facilitate the Identification and development of an appropriate type and scaled tourism offer/experience to the west of the town on the open space and tourism zoned lands, that respects and complements the heritage of the town.

### KEL OBJ 9

To support and facilitate complementary uses such as retail and leisure to locate adjacent to tourist attractions.

### KEL OBJ 10

To require high quality design along the frontage of enterprise and employment lands where they interface with the main road from Navan entering into Kells via Headfort Place.

## Infrastructure

### KEL OBJ 11

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of Kells within the Plan period.

**KEL OBJ 12**

To manage flood risk and development in Kells in accordance with policies and objectives set out in section 6.10 of Volume 1 of the County Development Plan 'Surface Water and Flood Risk Management'.

**KEL OBJ 13**

To support and facilitate the implementation of pedestrian enhancements to the following town centre junctions: R164 Oliver Plunkett Road and the R147 Carrick Street; R941 Maudlin Road and the R147 Carrick Street; R164 Farrell Street and the R163 Market Street and Kenlis Place.

**KEL OBJ 14**

To support and facilitate the implementation of pedestrian enhancements to the N52 on a phased basis in conjunction with relevant stakeholders.

**KEL OBJ 15**

To examine, in conjunction with relevant stakeholders' the potential for the provision of a new access to the site located to the south east of Kells' Town Centre and zoned B1 ('Backland' site), via the R163 on Headfort Place.

**KEL OBJ 16**

To support and facilitate the implementation of a new street to serve lands zoned C1 ('Frontlands' site), located to the south west of the town centre.

**KEL OBJ 17**

To support and facilitate the implementation of cycle lanes and associated cycle infrastructure upgrades as identified within the Greater Dublin Area Cycle Network Plan, within the town centre in partnership with the National Transport Authority and other relevant stakeholders.

**KEL OBJ 18**

To promote and facilitate the delivering of a link road between the R163 and R147 at the Town parks, Zoned D1 Tourism, north of the Navan Road, in conjunction with a tourism related development. The specific location of the link road will be determined as part of any future planning application.

**KEL OBJ 19**

Meath County Council, together with the promoter of the project, will undertake a detailed evidence-based assessment for a retail outlet in Kells, on a zoned site within or immediately adjacent the town centre that can generate commercial synergies with the established town centre, having regard to the provisions of the Retail Planning Guidelines 2012 and all relevant national and regional guidance and policy documents. The outcome of the assessments will be incorporated in the Draft Kells LAP, or a variation of the County Development Plan, as may be appropriate.

## Cultural, Natural and Heritage

**KEL OBJ 20**

To preserve the character of Architectural Conservation Areas in Kells.

**KEL OBJ 21**

To require that new development proposals have regard to the history, heritage and architectural importance of the town in order to protect and enhance these qualities.

**KEL OBJ 22**

To facilitate engagement with property owners through heritage-led regeneration initiatives (e.g. 'Kickstart') to support investment, renewal and improvement of the towns architecture, historic built-form and urban fabric.

**KEL OBJ 23**

To support and encourage the nomination of Kells as part of the Early Medieval Monastic Sites for inscription as a UNESCO World Heritage Site.

**KEL OBJ 24**

To support the community and all key stakeholders to implement the Kells Community Biodiversity Plan 2016-2020 *and any revisions thereof*.

**KELOBJ 25**

To require large scale developments to consider and maximise opportunities to develop and enhance existing green infrastructure, create new habitats and improve connectivity with the wider countryside.

**KELOBJ 26**

To explore the feasibility of developing a publicly accessible linear park with provision for walking and cycling between Mabes Bridge and Maudlin Bridge and to the Headfort Road.

## Social Infrastructure

### KEL OBJ 27

To ensure that appropriate provision is made for additional education, health and recreation facilities in advance of residential population growth.

### KEL OBJ 28

To support and facilitate the provision of recreation facilities in the town centre.

### KEL OBJ 29

To identify the feasibility of expanding the existing recreation facilities on lands close to Kells Swimming Pool with direct pedestrian access to the town centre from Headfort Place or Kenlis Place.

## Urban Design and Public Realm

### KEL OBJ 30

To prepare a public realm plan for Kells during the lifetime of this Plan.

### KEL OBJ 31

To support and facilitate the improvements to the public realm including pedestrian crossings at key locations particularly to support tourism attractions.

## 1.0 Village Context/Character

Kentstown is located circa 12km south of Slane, 11km east of Navan and 18km north of Ashbourne at the intersection of the R150 and the R153, which cross each other diagonally. Development has taken place in a linear fashion along its approach roads. The village is characterised by picturesque views of the surrounding rolling landscape, the core of the village is well presented within a pleasant and pedestrian friendly environment.

Recent development in Kentstown has been primarily residential in nature with limited corresponding services for the nearby population with the exception of a public house and a small convenience shop.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	1,179
<b>2011 Population</b>	1,099
<b>Percentage Change 2011-2016</b>	7.30%
<b>Housing stock 2016</b>	370
<b>Number of units completed 2016-2019</b>	1
<b>Committed units not yet built</b>	39
<b>Population Projection 2027</b>	1,279
<b>Education Facilities</b>	Kentstown Primary School (to north east of settlement)

<b>Community Facilities</b>	6
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	St Mary's Roman Catholic Church;  Detached House; and,  St Mary's Church of Ireland Church
<b>Zone of Archaeological Potential</b>	Yes, National Monument Services Zone of Archaeological Notification located to the east of the village at St Mary's Church of Ireland Church.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SPA and SAC which is located approximately 7.5km to the north.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	Water: limited capacity  Waste Water: limited capacity



## 2.0 Vision

To consolidate and strengthen the commercial and residential village centre of Kentstown, and encourage development which will contribute and strengthen the character and structure of the village core. Also, to enhance the quality of the Village's built and natural environment while catering for the needs of the local community and to ensure that the village develops in a sustainable manner, as an attractive village in which to live, work, recreate and visit.

## 3.0 Opportunities

- Overall the village has developed in a linear and dispersed manner. The development of infill/brownfield sites within the village centre presents an opportunity to reinforce a more compact development pattern and provide the facilities for the continued growth and expansion of the town.
- Village presentation with high-quality signage, public art and consistent lighting standards within the village core and on village approaches would contribute to the sense of place and create a village feel and unique identity.
- Balrath Woods located approximately 2.2km to the southeast of the village is an important recreational amenity for the village.

## 4.0 Land Use Strategy

The land use strategy for Kentstown aims to maintain and consolidate the built environment of the village that is attractive and distinctive, to create a unique sense of place for those who both live and work within the village as well as those whose visit, Kentstown. This will be achieved through appropriate development to provide a compact village centre to cater for its current and future population needs in a manner that is sustainable.

### 4.1 Settlement and Housing

The settlement has developed in a linear fashion along the approach roads which converge at the crossroads junction rather than in a concentrated manner, around a defined village core. The majority of recent developments have also been along the approach roads leading to the village centre and consist of one-off houses exacerbating ribbon style development or suburban style residential developments. Permission for 38 units has been recently granted

planning permission on residentially zoned lands to the north of the village under AA170888, but to date development has not commenced at time of writing (November 2019). This would assist in the consolidation of development around the village core.

The capacity to accommodate multi house residential development is low because of its limited service capacity, however appropriate residential development forms could readily integrate with the existing built form and natural environment through use of appropriate dwelling typologies that are informed by the vernacular, and appropriate siting and landscaping.

## **4.2 Economy and Employment**

Kentstown is identified as a level 5 retail centre in the County Retail Hierarchy. Kentstown has a limited range of retail and business services, primarily one local convenience ground floor shop with beauty salon and physical therapist clinic at first floor level and one public house. The proximity of Kentstown to Navan and other larger centres has resulted in the availability of small-scale facilities in the village. Kentstown has potential for the development of additional commercial development to further expand upon the potential that the village offers. A number of sites have been identified adjacent to the village crossroads which could accommodate village centre facilities and uses. Development of these areas would assist in consolidating the heart of the village.

## **4.3 Infrastructure**

Kentstown is served by the following water services infrastructure:

Water: Kentstown is served by the East Meath Water Supply Scheme. It is on the periphery of this scheme and hence due to network constraints, spare capacity is limited.

Wastewater: Kentstown Wastewater Treatment Plant has limited spare capacity and is a constraint to further significant development. Currently there are no Irish Water proposals to provide additional capacity.

## **4.4 Movement**

Kentstown has developed around a busy road junction with significant traffic volumes travelling to and from the N2 National Primary Route to the east on a daily basis. The junction of the R150 and R153 has been upgraded to provide for a more pedestrian friendly arrangement. The environmental improvements completed in the village including the construction of traffic calming measures, pedestrian crossings, augmenting village

footpaths, improved markings for pedestrian and motorised traffic have all resulted in the creation of an improved and safer pleasant village environment. It will be an objective of this plan to provide additional traffic calming measures in the village as deemed appropriate. Kentstown is currently served by a public transport service consisting of the 188 route which links the village to Navan and Drogheda and the 107 route which links Kingscourt to UCD, Belfield via Navan and Ashbourne. While bus stops are situated in the village, the residents would benefit from a bus shelter.

#### **4.5 Cultural and Natural Heritage**

Kentstown contains several natural and built features worthy of protection. These features include those contained on the Record of Protected Structures (and set out above) and those identified in the Meath County Landscape Character Assessment. A number of sites of archaeological interest within the village core have been identified on the Record of Monuments and Places.

There may also be undiscovered archaeology within the village which will need to be provided for in the course of development.

#### **4.6 Green Infrastructure**

The River Nanny runs along the village's southern development boundary where the topography of the landscape undulates such that the river is not instantly visible or accessible from the village. The development which has occurred in Kentstown has not encroached on the river corridor thus ensuring the protection and enhancement of the River Nanny corridor and the natural habitats contained therein. The development of a linear amenity walkway along the Nanny could function as an excellent amenity for the village. It will be an objective of this plan to investigate the potential for a linear walk having regard to the topography of the land at this location.

In Kentstown there are a number of attractive mature trees, both broadleaved copses and rows of pines that contribute much to the natural heritage and character of the area. These are primarily located within the church grounds of both St. Mary's Roman Catholic Church (or Church of Assumption) in the village centre and in the grounds of St. Mary's Church of Ireland on the Sommerville Road. Retaining and protecting these trees is important and will be provided for in this plan.

## 4.7 Social Infrastructure

There is one primary school located adjacent to the village development boundary along the R150 to the north east of the village. There is capacity at the existing site to accommodate any future expansion of the primary school.

There is an extant planning permission for the development of community sports facilities on a 10-acre site to the rear of St Mary's Catholic Church. The development will provide for a full-sized grass playing pitch, an all-weather flood lit playing pitch, tennis courts, bicycle, coach and car parking facilities, a playground and changing room facilities. At the time of writing, this community facility was under construction.

## 4.8 Urban Design and Public Realm

This Plan aims to promote the development of a high-quality, well designed, well landscaped and appropriately scaled environment that is in keeping with the character, amenity, environment, heritage and landscape of the village. The design of new development should be responsive to its contextual surroundings and interact appropriately between settlement and landscape always aiming to enrich the existing qualities of the village. High-quality design and layout, and appropriate use of materials will be essential to ensure that new development contributes positively to Kentstown and help to create an attractive and sustainable settlement.

The Village core retains a rural / low density village character although the peripheries of the village are of a more suburban character. It would be desirable to see the public realm and streetscape improved to enhance the village core character, and improve the village aesthetics. The Council will encourage and promote well designed and highly considered architectural solutions to any appropriate development proposals within the village centre in order to enhance both the aesthetics and appearance of the village and enhance the character of the area.

## 5.0 Town/Village Development Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the Plan. To avoid repetition, Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards set out within Volume One of the Plan.

## Policy

It is the policy of the Council:

### KEN POL 1

To consolidate and strengthen the commercial and residential village centre of Kentstown, and encourage development which will enhance the quality of the public realm, the character and structure of the village core and existing streetscape, to engage and connect with the open spaces and the wider landscape, while catering for the needs of all within the local community and to provide for development that will allow the village to develop in a sustainable manner, as an attractive place to live, work, recreate and visit.

## Objectives

It is an objective of the Council:

## Settlement and Housing

### KEN OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved which respects the scale, massing and character of the historic village.

### KEN OBJ 2

To encourage the refurbishment of existing derelict dwellings in the village core, and reuse of derelict structures along the Navan Road.

## Economy and Employment

### KEN OBJ 3

To support the creation of an identity for Kentstown that reflects its rich cultural heritage and to connect with a potential tourist trail that could link Kentstown to other towns and villages in the area.

**KEN OBJ 4**

To protect and enhance village core and promote consolidation of the commercial core around the village centre, and reuse of vacant sites and derelict underused buildings for residential, commercial or community uses.

**Infrastructure****KEN OBJ 5**

To liaise, work with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

**KEN OBJ 6**

To manage flood risk and development in line with the Strategic Flood Risk Assessment. (Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

**Movement****KEN OBJ 7**

To seek to provide bus shelters in conjunction with the relevant stakeholders. Cultural and Natural Heritage

**KEN OBJ 8**

To seek to provide bus shelters in conjunction with the relevant stakeholders.

**KEN OBJ 9**

To protect and maintain the trees identified for preservation on the Land Use Zoning Map and located in the grounds of St. Mary's R.C. Church (also known as the Church of the Assumption) and St. Mary's Church of Ireland.

**KEN OBJ 10**

To protect the special character and setting of St. Mary's Church of Ireland, Protected Structure, associated buildings and attendant grounds.

## Social

### KEN OBJ 11

To enhance community and recreational uses including support for the development of a children's play area within the village. To support the development of interconnected amenity walkways within and adjoining the village to facilitate an appreciation of the built and natural heritage within the village for residents and visitors.

### KEN OBJ 12

To investigate the feasibility of the development of a linear walkway and amenity area along the banks of the River Nanny in Kentstown to increase the accessibility and amenity value of the river and its amenity corridor, in conjunction with relevant stakeholders. Urban Design and Public Realm

### KEN OBJ 13

To seek to provide good public lighting standards on all routes and extension of footpaths and public lighting to the village development boundaries on public roads, as required.

### KEN OBJ 14

To seek to enhance the existing character of the village, through the provision of additional and improved delineation of pedestrian and parking areas, public lighting and landscaping, to create an identifiable, and high-quality finished spaces within the village for residents, and visitors to interact.

### KEN OBJ 15

To maintain and enhance the integrity and visual amenity of entrance gateways to the village, the village setting and the views and prospects within the village incorporating branding for the village.

### KEN OBJ 16

To seek to enhance the existing nodes and spaces within the village, through the provision of additional and improved delineation of pedestrian and parking areas, public lighting and landscaping, to create an identifiable, and high-quality finished spaces within the village for residents, and visitors to interact.

## 1.0 Village Context/Character

Kilbride is located approximately 8km south west of Ashbourne and 7km south east of Ratoath on the border with Dublin. Kilbride is under significant pressure as a result of its location in terms of traffic volumes passing through the village at peak times. Kilbride is located in an attractive rural setting with mature hedgerows and tree lined approach roads and fields in the vicinity. The village will remain a small-scale village settlement in the settlement hierarchy of the Plan. Development in key locations will contribute to creating a more compact and vibrant community with a discernible core.

Development in Kilbride is dispersed and the village core is poorly defined. The building form is predominantly rural in nature and building heights do not exceed two storeys. The River Ward flows to the south of the settlement. The Church of St. Brigid and the Sacred Heart occupies a prominent and elevated site to the north of the village. The approach roads to Kilbride are marked by the presence of mature trees and hedgerows which contribute to the visual qualities of the area.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	87 (estimate no census data available)
<b>Housing stock 2016</b>	27
<b>Number of units completed 2016-2019</b>	19
<b>Committed units not yet built</b>	0
<b>Population Projection 2027</b>	162
<b>Education Facilities</b>	Kilbride Primary School
<b>Community Facilities</b>	Kilbride GAA and St. Brigid's Church



<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	Kilbride RC Church
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the Malahide Estuary SPA and SAC which is located approximately 12.5km to the east.
<b>Strategic Flood Risk Assessment</b>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>The application of a sequential approach and associated detailed FRA is required for any new development within Flood Zone A/B or adjacent to a field drain.</p>
<b>Water Services Infrastructure/Capacity</b>	<p>Water: limited capacity</p> <p>Waste Water: limited capacity</p>

## 2.0 Vision

To consolidate and strengthen the commercial and residential village centre of Kilbride, and encourage development which will contribute and strengthen the character and structure of the village core. Also, to enhance the quality of the Village's built and natural environment while catering for the needs of the local community and to ensure that the village develops in a sustainable manner, as an attractive village in which to live, work, recreate and visit.

### 3.0 Opportunities

- There is an excellent opportunity to develop the core of the village through the provision of improved pedestrian facilities and traffic calming to the north of the village adjacent to the church. This will assist in creating a more pleasant and safer environment within the village centre.
- The provision of a village green/pocket park in tandem with the existing mixed-use zoning at the crossroads will add to the vitality and vibrancy of the village and, in turn, will help to create a more compact pattern of development.
- To the south, an opportunity exists to improve the area at the school through further traffic calming, improved presentation and tree planting. This will also require improved/additional public lighting, completion/extension of footpaths to and from the crossroads, the school and surrounding residential areas.
- Improved village presentation with high quality signage, public art and consistent lighting standards in the village core and on approaches to the village would contribute to the sense of place and help to reinforce a village feel and unique identity.

### 4.0 Land Use Strategy

The land use strategy for Kilbride aims to maintain and promote an attractive built environment within the village. This will be achieved through the sensitive treatment of infill development to promote a compact and vibrant village core to ensure that Kilbride can cater for its current and future population needs and support employment generation in a sustainable manner.

#### 4.1 Settlement and Housing

The settlement has developed in a linear fashion along the roads which converge at the crossroads junction rather than in a consolidated manner, around a defined village core. Residential development is mainly in the form of detached dwellings on individual sites, although a number of residential clusters exist at Cherry Tree Drive and Glenard to the north west and east of the church. Pedestrian connectivity in the village centre is poor at present and requires significant strengthening.

The capacity to accommodate multi house residential development is low because of its limited service capacity, however appropriate small-scale residential development could readily integrate

with the existing built form and natural environment through use of appropriate dwelling typologies, which are informed by vernacular architecture, appropriate siting and landscaping, subject to available infrastructure capacity.

The areas identified to accommodate new residential development are to the east and south of the GAA pitch. Development will be required to integrate with the existing village context and create a more permeable urban environment. A residential development containing 19 no. dwellings is under construction (at the time of writing) to the south of the GAA grounds.

As part of the development of the area to the east of the GAA pitch a village green open space/pocket park should be developed.

## **4.2 Economy and Employment (including retail)**

Kilbride is identified as a Level 5 retail centre in the County Retail Hierarchy. Commercial facilities in the village consist of a petrol station and associated convenience shop, a public house, and Rennicks sign manufacturers located south of the village. Development in the village has occurred in a dispersed fashion rather than in a compact village form. Due to the size of Kilbride and the close proximity of larger urban settlements, the facilities available are considered to be adequate at present.

## **4.3 Water Services Infrastructure**

Kilbride is served by the following water services infrastructure:

**Water:** Kilbride is served by the East Meath Water Supply Scheme. It is on the periphery of this scheme and hence network constraints limit spare capacity.

**Wastewater:** The village of Kilbride is served by the Ashbourne/Ratoath/Kilbride Sewerage Scheme. The pumping station in Kilbride has a primary function of pumping wastewater from both Ashbourne and Ratoath to Mulhuddart. As such this pumping station has very limited capacity to serve Kilbride directly.

## **4.4 Movement**

Kilbride is situated at the junction of the county roads L-1007-30 (Ratoath Road), L-1009-11 (Ashbourne Road) and L-1007-40 (Hollystown Road). The village is proximate to the N2, M3 and

R147 (former N3) national routes and motorways and is approximately 5km from the M3 Park and Ride train station. Connectivity of the village to the M3 park and ride train station should be explored. The roads in the village are frequently used by commuters from outside of this area travelling to Dublin. The village therefore experiences significant volumes of through traffic which has implications for the quality of the environment and safety for pedestrians and cyclists.

It is important to improve the movement of pedestrians through the area and to manage vehicular traffic passing through the Village. Traffic calming measures, pedestrian crossing(s), augmenting/extending village footpaths, the use of textured surfacing, tactile paving and improved markings for pedestrians and motorised traffic would result in the creation of an improved and safer pleasant village environment.

#### **4.5 Cultural and Natural Heritage**

The Church of St. Brigid is an attractive building and occupies a dominant setting in the village. It is an objective to preserve the character and setting of this building which is a Protected Structure.

#### **4.6 Green Infrastructure**

The Ward River passes through the southern section of Kilbride. This feature has the potential to act as an amenity space for the village. It is identified in the land use zoning objectives as a walkway and in the future, any development of adjoining lands should incorporate proposals for the walkway.

In Kilbride there are a number of attractive mature trees, both broadleaved copses and rows of pines that contribute much to the natural heritage and character of the area. These are primarily located within the church grounds of St. Brigid Church in the village centre. Retaining and protecting these trees is important and will be provided for in this plan.

#### **4.7 Social Infrastructure**

Current community facilities in Kilbride consist of the Church, community hall, GAA grounds and Scoil Bhríde primary school. The Council will support and facilitate the expansion of these facilities as necessary to serve the existing and additional population in the area.

It would be beneficial to improve the social infrastructure of the village, including the provision of a purposeful village green/pocket park in tandem with improving pedestrian linkages. Sufficient lands

are available to cater for expanded social/community infrastructure to accommodate both existing and future populations during the lifetime of the Plan.

## 4.8 Urban Design and Public Realm

A high standard of building design will be required for all types of future development in Kilbride. The design approach should be representative of Kilbride as a rural village with cues for building form demonstrably taken from the traditional and vernacular built heritage in the area. New building should respond to the individual site context and take due cognisance of adjoining development.

The Village core retains a rural / low density village character although the peripheries of the Village are of a more suburban character. It would be desirable to see the public realm and streetscape improved to enhance the Village core character, and improve the village aesthetics. The Council will encourage and promote well designed and highly considered architectural solutions to any appropriate development proposals within the Village Centre in order to enhance both the aesthetics and appearance of the village and enhance the character of the area.

## 5.0 Town/Village Development Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the Plan. To avoid repetition, Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards set out within Volume One of the Plan.

### Policy

It is the policy of the Council:

#### KIL POL 1

To consolidate and strengthen the commercial and residential village centre of Kilbride, and encourage development which will enhance the quality of the public realm, the character and structure of the village core and existing streetscape, to engage and connect with the river and riverbank open space and the wider landscape, while catering for the needs of all within the local community and to provide for development that will allow the village to develop in a sustainable manner, as an attractive place to live, work recreate and visit.

## Objectives

It is an objective of the Council:

### Settlement and Housing

#### KILB OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved. New development should respect the scale, massing and character of the village.

#### KILB OBJ 2

To promote the development of new residential areas to the south and east of the GAA pitch. New development should be developed in accordance with the objectives outlined in the Urban Design Objectives.

#### KILB OBJ 3

To promote the provision of a village green/pocket park, to serve the needs of the village.

### Economy and Employment

#### KILB OBJ 4

To facilitate the development of lands zoned for mixed-use opposite Sweeney's pub and main village junction in order to enhance the village core and create a focal point for the village.

#### KILB OBJ 5

To protect and enhance village core and promote consolidation of the commercial core around the centre of the village, and reuse of vacant sites and derelict underused buildings for residential, commercial or community uses.

### Infrastructure

#### KILB OBJ 6

To liaise, work with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

**KILB OBJ 7**

To manage flood risk and development in line with the Strategic Flood Risk Assessment. (see Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

**Movement****KILB OBJ 8**

To seek to provide improved and extended footpaths and public lighting within the village.

**KILB OBJ 9**

To seek to provide new pedestrian crossing(s) in key locations and upgrade the existing main village crossroads, improve pedestrian safety within the village, in conjunction with the relevant stakeholders.

**KILB OBJ 10**

To seek to facilitate the development a linear walkway and amenity area along the banks of the River Ward to increase the accessibility and amenity value of the river and its amenity corridor, in conjunction with relevant stakeholders and subject to environmental assessments.

**Cultural and Natural Heritage****KILB OBJ 11**

To preserve existing hedgerows, trees and views in the village.

**KILB OBJ 12**

To enhance the landscape setting of Kilbride through the planting of native trees and hedgerows within and surrounding the village.

**KILB OBJ 13**

To enhance and protect the special character and setting of the church of St Brigid and the Sacred Heart, Protected Structure, associated buildings and attendant grounds, and to integrate public realm improvements as part of the village enhancement programme.

## Green Infrastructure

### KILB OBJ 14

To enhance community and recreational uses including support for the development of a village green/pocket park within the village.

## Urban Design and Public Realm

### KILB OBJ 15

To promote improved presentation along the main village spine and at the village entry points in the form of high-quality signage, public art and village style lighting standards.

### KILB OBJ 16

To ensure that new development areas complement and integrate with the proposed amenity walks and village green/pocket park, where possible.



## 1.0 Town Context/Character

The Kilcock Environs to the north-east of Kilcock Town Centre provides an expansion area for this Metropolitan settlement. The Rye Water River separates the Environs lands with the town centre, with current access from the town via Meath Bridge and by Balfeaghan Bridge to the west of the R158 (Summerhill Road).

The development of the town of Kilcock in County Kildare has been facilitated by excellent multi- modal transport infrastructure, notably the M4 motorway and the Sligo-Dublin rail line.

This facilitates the town to operate as a commuter settlement for key employers in the vicinity and the wider Metropolitan Area. The historic core of the town, the attractive environment afforded around the Ryewater River, aligned with the convenience of linkages and infrastructure make the town environs an attractive location for investment and development.

<b>Position in Settlement Hierarchy</b>	Self-Sustaining Town
<b>2016 Population (within the Meath Administrative area)</b>	6,093
<b>2011 Population</b>	5,533
<b>Percentage Change 2011-2016</b>	10%
<b>Number of units completed 2016-2019</b>	100
<b>Committed units not yet built</b>	180

<p><b>Core Strategy Household Allocation 2020-2027</b></p> <p><b>Recommended density of future developments</b></p>	<p>180 units</p> <p>This includes 180 extant units not built at the time of writing</p> <p>25-35 units/ha</p>
<p><b>Education Facilities</b></p> <p><b>Community Facilities</b></p> <p><b>Architectural Conservation Areas (ACAs)</b></p> <p><b>Protected Structures</b></p> <p><b>Zone of Archaeological Potential</b></p> <p><b>Natura 2000 Sites</b></p> <p><b>Strategic Flood Risk Assessment</b></p>	<p>3 primary schools and 1 secondary school in the administrative area of County Kildare</p> <p>7 in the administrative area of County Kildare</p> <p>None</p> <p>2</p> <p>0</p> <p>The nearest Natura 2000 site is the Rye Water Valley/Carton SAC which is located approximately 5.5 km to the east.</p> <p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>A detailed FRA is required for any new A2-type development in this settlement demonstrating that</p>

<b>Water Services Infrastructure/Capacity</b>	<p>FFLs and ground levels are maintained above the 100yr flood level plus climate change and freeboard. The Local Distributor Road must undergo FRA at development management stage. CFRAM recommended a review of the FRAM scheme.</p> <p>Water supply from Co. Kildare; and, Wastewater discharged to Co. Kildare</p>
<b>Modal Share Targets for 2026</b>	
<b>Modal Share for Walking</b>	<p>7% (Unchanged from 7% in 2016)</p>
<b>Modal Share for Cycling</b>	<p>0% (Unchanged from 0% in 2016)</p>
<b>Modal Share for Bus</b>	<p>7% (Unchanged from 7% in 2016)</p>
<b>Modal Share for Rail</b>	<p>8% (Unchanged from 8% in 2016)</p>
<b>Reduction Target for Car Use</b>	<p>74% (Unchanged from 74% in 2016)</p>

## 2.0 Vision

For Kilcock Environs to build upon the strategic multi-modal location, which supports the development of a sustainable neighbourhood that integrates with and complements the existing Kilcock Town Centre, opening up opportunities for amenity walkways and public open spaces in an attractive environment.

### 3.0 Land Use Strategy

The development strategy for Kilcock Environs during this Plan will be one of consolidation that will concentrate on the completion of the two extant permissions. The Meath Environs of Kilcock functions primarily as a commuter settlement for the Metropolitan area with limited local employment in the town.

#### 3.1 Settlement and Housing

The growth of the Environs will area during the life of this Plan be based around principles of compact, sustainable neighbourhoods that include a suitable mix of housing that meets the needs of people of all ages in locations within walking distance as far as practicable, of services and facilities.

The Environs area presents a considerable residential land bank on the edge of the existing settlement centre into which the built environment can expand from the existing town centre outwards. Taking account of the multi-modal location of Kilcock in the Dublin Metropolitan Area and the major infrastructural improvements delivered to date in addition to the numbers of units already provided, it is considered appropriate to re-instate the Phase 2 lands as 'Post 2027' in order to provide clarity for the long-term viable growth strategy of the area.

#### 3.2 Water Services Infrastructure

Water: Water supply in Kilcock is sourced from the Leixlip Water Treatment Plant via Kildare.

Wastewater: Kilcock forms part of the Lower Liffey Valley Sewerage Scheme which also includes Leixlip, Celbridge, Straffan, and Maynooth.

It is considered that adequate capacity exists to serve the development and growth provided for in this 2021-2027 CDP, however, in the context of significant growth in the wider catchment, Future residential development in the area will require consultation with Irish Water to confirm that capacity is available in water and waste water supply and associated networks.

### 3.3 Flooding

The Strategic Flood Risk Assessment prepared for the County Development Plan identified lands at risk of flooding. A risk based approach to flood management in accordance with the provisions set out in “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (2009) will be implemented in order to prevent or minimise future flood risk.<sup>2</sup>

As part of the Millerstown residential development significant investment has been made in flood alleviation measures in the Kilcock Environs.

Furthermore, under Plan Reg. Ref. DA/110346 planning permission was granted for infrastructural works as part of a comprehensive overall co-ordinated design for the delivery of a distributor road, services and flood mitigation works which were included as objectives in the Kilcock Environs Local Area Plan 2009-2015. The development provides flood mitigation works including re-profiling the existing Rye Water River Floodplain and construction of a flood flow control structure with embankments as part of flood protection measures and provision of flood water storage.

### 3.4 Movement

Kilcock is a compact settlement benefiting from good public transport connectivity, with access to the Dublin-Sligo Rail Line and frequent bus services to Dublin and neighbouring towns.

It is also located along the M4 transport corridor. Additional infrastructure to accommodate the needs of pedestrians, cyclists and vehicles are required in order to connect residential areas to the town centre.

### 3.5 Cultural, Natural and Built Heritage

The character of Kilcock is that of a rural market town. The Environs contains some historic built and cultural remnants including an impressive 2 storey farmhouse and the Little Chapel of the Assumption, both protected structures and fronting the R125 at Newtownmoyaghy close to the county boundary.

The natural heritage of Kilcock Environs is defined by the Rye Water which passes to the south of the Environs area and connects to the Rye Water Valley/Carton Special Area of Conservation outside Maynooth. The main importance of the site lies in the presence of several rare and threatened plant and animal species, and of a rare habitat; thermal mineral petrifying spring.

### 3.6 Green Infrastructure

Given the location of the Kilcock Environs along the banks of the Ryewater River, it will be a policy of the Council to support and facilitate in conjunction with Kildare County Council the creation of walkways and natural habitat corridors in this area. These developments will enhance the environmental quality and amenity of the settlement. Existing Flood zones restrict development in this area and thus provide an opportunity for wildlife habitats to flourish.

The Royal Canal Greenway runs to the south of the Kilcock Environs.

## 4.0 Town Development Objectives

As a point of clarity, the Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### KIL SP 1

To co-operate with Kildare County Council in the sustainable development of the Kilcock Environs in a comprehensive supporting manner which will integrate with the existing built up area of Kilcock town in County Kildare.

## Objectives

It is an objective of the Council:

### Settlement and Housing

#### KIL OBJ 1

To support and facilitate the residential development of Kilcock Environs having regard to its proximity to the town centre and available amenities.

#### KIL OBJ 2

To support the development of a primary school in Kilcock Environs to meet the primary educational needs of the settlement.

### Infrastructure

#### KIL OBJ 3

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of Kilcock within the Plan period.

#### KIL OBJ 4

To examine the feasibility of a new road which will connect the lands at Newtownmoyaghy with the L6219/L2211.

### Flooding

#### KIL OBJ 5

To manage flood risk and development in Kilcock in accordance with the policies and objectives set down in Volume 1 of the County Development Plan in relation to 'Flood Risk Management'.

## Movement

### KIL OBJ 6

To reserve the corridor for the permitted Local Distributor Road within Kilcock Environs area extending from the R148 (Maynooth Road) to the roundabout along the R158 (Summerhill Road). Details of suitable links and tie-ins to the adjoining road network in County Kildare shall be designed in conjunction with Kildare County Council.

### KIL OBJ 7

To facilitate in conjunction with Kildare County Council the provision, in tandem with development, of the section of the Local Distributor Road extending from the R148 (Maynooth Road) to the existing R125 (Dunshaughlin Road).

### KIL OBJ 8

To carry out general road improvements in the Kilcock Environs, including junction tie-in works and upgrades to facilitate the provision of a new spine road.

### KIL OBJ 9

To examine the feasibility of a one-way traffic management system at Meath Bridge and traffic management plans for the Kilcock area in conjunction with Kildare County Council. All traffic management proposals in this area shall include suitable provisions for pedestrians and cyclists.

### KIL OBJ 10

To facilitate the provision of new and enhanced cycling and walking connections to Kilcock Town Centre.

## Green Infrastructure

### KIL OBJ 11

To develop a riverside walk and linear amenity area adjacent to the Rye Water River in accordance with a landscaping and amenity development programme that maintains a facility for vehicular access to the river for periodic cleaning purposes and provides connections for walking routes.



## Urban Design and Public Realm

### KIL OBJ 12

To facilitate the creation of an urban environment of quality in a visual sense with good urban design with appropriate attention to orientation and landscaping.

## 1.0 Village Context/Character

Kildalkey is approximately 7km west of Trim, 5km south of Athboy and 7km north east of Ballivor.

The village is located at the confluence of three county roads leading to the aforementioned settlements and a minor county road known locally as the “Boreen”. The village has a distinctive rural character with some notable heritage buildings, including the former convent and the present parish church. Kildalkey essentially provides local services for a generally rural hinterland. At present the main village services and social infrastructure are centrally located near where the three county roads converge.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	708
<b>2011 Population</b>	663
<b>Percentage Change 2011-2016</b>	6.70%
<b>Housing stock 2016</b>	254
<b>Number of units completed 2016-2019</b>	1
<b>Committed units not yet built</b>	0
<b>Population Projection 2027</b>	758
<b>Education Facilities</b>	1
<b>Community Facilities</b>	6

<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	6
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SPA and SAC which is located approximately 1.6km to the east.
<b>Strategic Flood Risk Assessment</b>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>The application of a sequential approach and associated detailed FRA is required for any new development within Flood Zone A/B.</p>
<b>Water Services Infrastructure/Capacity</b>	<p>Kildalkey is supplied by Athboy Water Supply Scheme – limited capacity available.</p> <p>Kildalkey Wastewater Treatment Plant- Limited capacity available.</p>

## 2.0 Vision

The vision for the development of Kildalkey over the lifetime of the Development Plan is to promote a compact village settlement with a defined village core and to conserve and enhance the established natural and historical amenities of the village and its intrinsic character. Only natural/organic residential growth is to be encouraged over the lifetime of the Development Plan in line with the Development Plan Core Strategy. A central tenet of this Plan will be the creation of a positive relationship with the rural hinterland.

## 3.0 Opportunities

Kildalkey provides local services for its rural hinterland. The village is reasonably compact at present but there remain several potential development sites near to the village core. These sites could readily provide for the development needs of the village over this Plan period. The new school site to the north of the village presents opportunities to improve walking/cycling infrastructure in the village, in addition to potentially releasing village centre lands (i.e. former school site) for re-development.

## 4.0 Land Use Strategy

This strategy endeavours to maintain and enhance a built environment that is both attractive and distinctive, and which creates a unique sense of place for those who both live and work within, as well as those who visit, the village. The land use strategy aims to make more efficient use of land within the built-up area and near to the village core. The provision of a compact, vibrant and effective village centre is essential if Kildalkey is to cater for its current and future population needs in a sustainable manner.

### 4.1 Settlement and Housing

Kildalkey has been the subject of substantial residential development in the past. Between 1996 and 2011 there was an increase in population from 149 to 663 persons. The village experienced more modest growth (45 persons) between 2011-2016. Only natural/incremental residential growth is to be facilitated over the period of this Development Plan. It is considered that there is adequate land zoned for residential development to cater for the needs of the village over the Development Plan period.

### 4.2 Economy and Employment

Commensurate with its level 4 status in the County retail hierarchy, Kildalkey provides for a limited range of retail / commercial uses. These uses include two pubs, a take-away, and a small

convenience shop. The village core area has been retained primarily in residential use. To promote a level of commercial activity onto the main street, the level of residential versus commercial use should be monitored where 'living over the shop' schemes should be promoted to ensure a non-residential ground floor use. Further retail/commercial development would benefit the vitality and viability of the village.

This Plan ensures that there is sufficient and appropriately located land identified for village uses to cater for the commercial needs of Kildalkey over the lifetime of the Development Plan.

### **4.3 Water Services Infrastructure**

Kildalkey is served by the following water services infrastructure: ,

Water: Kildalkey is supplied from the Athboy Water Supply Scheme. It is on the periphery of the scheme and hence network constraints limit spare capacity.

Wastewater: The village is served by the Kildalkey Wastewater Treatment Plant. Spare capacity at this plant is limited.

### **4.4 Movement**

The village core is at the confluence of three roads and this dictates the radial movement patterns in the village. There is significant scope to improve footpath connections throughout the village and in particular footpath / cycle connections from the new school site to the village core. Public transport service provision is poor. In particular, it is essential to develop a more regular shuttle bus service to Trim and Athboy which would improve the range of services available to the resident population.

### **4.5 Cultural and Natural Heritage**

There are a number of Protected Structures of historical significance within Kildalkey which have significant 'place defining' potential. These include the Community Centre (former Alms House), Kildalkey Parochial House, and Saint Dymphna's Roman Catholic Church (MH035-111).

There are no Natura sites within the village although a tributary of the Tremblestone River flows through the village and drains to the River Boyne, approx. 2km away to the east, which is designated as the River Boyne and River Blackwater Special Area of Conservation (Site Code: 002299) and the River Boyne and River Blackwater Special Protection Area (Site Code: 004232) There are a number of noteworthy tree stands in the village in particular trees within the grounds of the Parochial house and trees within the grounds of St. Dymphna's Church which are worthy of protection.

## **4.6 Green Infrastructure**

Whilst there are several open space areas within housing developments, the village does not benefit from structural/landscape open space within its boundary. Any potential redevelopment of the 'old' school site may present an opportunity to achieve an area of public landscaped open space for recreational use.

## **4.7 Social Infrastructure**

The village's social infrastructure primarily consists of the National School, the GAA grounds and community hall. A new school is being built on a site to the north of the village to accommodate the existing St. Dymphna's National School. It would be beneficial to improve the social infrastructure of the village, including the provision of a purposeful open space area/playground in tandem with improving cycling/walking connections. There may be an opportunity to redevelop the existing school site and this could include elements of community / recreational uses. The Council is satisfied that sufficient lands have been reserved for social/community infrastructure to accommodate both existing and future populations over the lifetime of the Development Plan.

## **4.8 Urban Design and Public Realm**

The village core, north of the Trim Road, would benefit from a stronger village character with more active frontage and enclosure to the street. The open space area to Moyrath View presents as a pleasant village green type feature which could assist in enhancing the definition of the village core. It would be desirable to give the village a more pedestrian friendly environment as roads largely dominate the public realm. High quality architecture and urban design should be demonstrated in any future redevelopment of the village centre and new development schemes.

## **5.0 Town/Village Development Policies and Objectives**

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan

## Policy

It is the policy of the Council:

### Settlement and Housing

#### KILD POL 1

To make a positive contribution to the development of Kildalkey by consolidating and strengthening the defined and attractive Village Centre, recognising the importance of conserving and enhancing the village's built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work, recreate and visit.

## Objectives

It is an objective of the Council:

### Settlement and Housing

#### KILD OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

## Economy and Employment

#### KILD OBJ 2

To consolidate the central area of the village for commercial uses.

## Infrastructure

#### KILD OBJ 3

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the village over the Plan period.

**KILD OBJ 4**

To manage flood risk and development in line with the Strategic Flood Risk Assessment (Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

**Movement****KILD OBJ 5**

To improve footpath connections to the village centre from surrounding residential areas and in particular the provision of improved pedestrian / cycle connections between the new school and the village core.

**KILD OBJ 6**

To seek to facilitate the provision of a pedestrian crossing within the village and a dedicated bus pull-in area in conjunction with relevant stakeholders.

**KILD OBJ 7**

To seek to facilitate the provision of a pedestrian / cycle path west of the 'old' school site to link the new school site with lands south of the village.

**KILD OBJ 8**

To co-operate with relevant transport bodies and authorities to seek the development of a more regular shuttle bus service to Trim and Athboy which would improve the range of public transport services available to the resident population.

**Cultural and Natural Heritage****KILD OBJ 9**

To protect the attractive quality of the built heritage of Kildalkey.

**KILD OBJ 10**

To promote the conservation or reuse of old stone walling within the village.

**KILD OBJ 11**

To promote the preservation of individual trees or groups of trees and hedgerows as identified on the land use zoning map including those in the vicinity of the Parochial House and Saint Dymphna's Church and to manage these trees in line with arboricultural best practice.



## Social

### KILD OBJ 12

To promote the development of a community playground within the village.

### KILD OBJ 13

To promote community initiatives to redevelop the 'old' school site as an amenity for community and recreational use.

## Urban Design and Public Realm

### KILD OBJ 14

To consolidate and give better definition to the village core, and reduce the dominance of roads and vehicular speeds.

### KILD OBJ 15

To preserve the character of the village and its setting by requiring that the height, scale, and design of any proposed development within the village and in the surrounding area should complement the character of the village and not diminish its distinctiveness of place.

## 1.0 Village Context and Character

Kilmainhamwood is located in the northern part of County Meath, 16km northeast of Kells, 7km south of Kingscourt and 6km northwest of Nobber. The village is built on the Kilmainham River, north of Whitewood Lake, and is surrounded by productive agricultural land. Kilmainhamwood is a picturesque village. The built heritage comprises nineteenth century dwellings including vernacular two storey structures, formal dwellings, contemporary detached and semidetached suburban dwelling typology, as well as a retirement village and convalescence and care home all of which contribute to the character of the village.

Historically the village benefitted from mills, church and school along the river, and a constabulary police station, dispensary, and fair green in the village core. There was an annual fair held here in May of each year. The village green retains its character and scale, well defined by 19th century structures and characterised with mature trees within the space. The village developed in the 20th century south wards and to the east, between the road and the river, including residential and community uses.

The Drogheda - Navan - Kingscourt railway line, which was opened in sections by four railway companies between 1850 and 1875 lies to the east of the village. The Navan – Kingscourt section handled gypsum trains until 2001. The Kilmainhamwood Station is no longer in operation, but the former station building remains. It is proposed to develop the rail line as the Boyne Valley - Lakelands Greenway. The railway line and former railway station are located outside the development boundary.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	316
<b>2011 Population</b>	312
<b>Percentage Change 2011-2016</b>	1.20%
<b>Housing stock 2016</b>	148

<b>Number of units completed 2016-2019</b>	4
<b>Committed units not yet built</b>	0
<b>Population Projection 2027</b>	356
<b>Education Facilities</b>	Kilmainhamwood National School and KC Childcare Centre
<b>Community Facilities</b>	6
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	8
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the Killyconny Bog (Cloghbally) SAC which is located approximately 11.4km to the south west.
<b>Strategic Flood Risk Assessment</b>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>A sequential approach within existing zoned development lands with potential flood risk will be applied.</p>

<b>Water Services Infrastructure/Capacity</b>	<p>Kilmainhamwood Wastewater Treatment Plant-Capacity Available.</p> <p>Kilmainhamwood Water Treatment Plant-Limited spare capacity.</p>
---	--

## 2.0 Vision

To define, consolidate and strengthen the commercial and historic village centre, and encourage development which will improve the character and structure of the village centre, and define the school and retirement home public spaces, and to preserve and enhance the quality of the village's built and natural environment, while catering for the needs of the entire local community to ensure the sustainable development of the village as an attractive place to live, work recreate and visit. Only natural/organic residential growth will be encouraged over the lifetime of the Development Plan in line with the Development Plan Core Strategy.

## 3.0 Opportunities

- The historic village core is characterised by the historic fair green that is defined by early 19th century structures. The river bank contributes positively to the village character. There are two river walks one which connects the village core to the church grounds to the west, and the second walk that connects from the south east of the fair green east and then southwards along the river connecting the residential and community uses to the south of the village. Improved interconnection between both walks would improve continuity and the river walk amenity. A further extension of the walk to the lake to the south would significantly enhance the amenity of the village.
- The public realm is reasonably well defined with a continuous footpath connecting the core southwards along the road, and the river walk. However, delineation of pedestrian and vehicular areas within the core would improve the public realm, and improvements in continuity in pedestrian walks, and road crossings, and connection to the GAA grounds would enhance pedestrian amenity in the village.

- There is potential to consolidate the identity of the fair green, gateways, etc, to enhance the physical environment with public realm improvements and to maximize the physical and social assets of the village, to encourage the development of a civic space for the benefit of the residents and visitors.

## 4.0 Land Use Strategy

In order to facilitate the delivery of the vision for Kilmainhamwood, a village strategy is proposed, which is complemented with the Land Use Zoning objectives for the village. There are a number of key elements to the Strategy; consolidation of the historic village centre; character of the streetscape; redefinition of the fair green as the commercial core and potential civic / community space; the integration of the natural and physical assets, including enhancement of the public realm development of pedestrian routes within and around the village including the river amenity; connecting the newly defined public spaces, and the provision of community and recreational uses within the village.

### 4.1 Settlement and Housing

The village benefits from a variety of dwelling types from the 19th and early 20th century. New residential areas are located to the eastern side of the approach road from the south, including the Kilmainhamwood retirement village and convalescent and care home, Edenwood housing development located opposite, Senator Farrelly Avenue residential development, and a small housing estate opposite the church, along the Chapel Road in the village core.

The contemporary retirement village, care and convalescent home provides a new centre of focus within the village and has the potential to positively contribute to the physical character of the village through public realm improvements and improved integration. The new residential areas are formally aligned between the road and the river. The mature trees along the road and views to the countryside allow them to integrate with their rural setting.

Kilmainhamwood has experienced limited development in recent years. There is capacity to absorb new residential development in a potential infill site to the west of the road opposite the Senator Farrelly residential development. This would allow for the consolidation of the linear nature of the village and would reinforce existing and future commercial and community uses.

## 4.2 Economy and Employment

Kilmainhamwood is identified as a level 5 retail centre in the County Retail Hierarchy. It has a small range of retail and business services including the nursing home, grocery store, and town public houses in the village core. The village would benefit from a greater range and variety of such facilities. The proximity of the village to Kingscourt is a deterrent to attract facilities other than to serve the immediate needs of the village and rural catchment.

However, the village benefits from a large population and visitors associated with the retirement village. Also, the village has potential to attract tourists; the historic built and natural heritage to the north of the town is an asset and should be maximized to a greater degree, including the river walks, church grounds and historic graveyard outside the boundary of the village; the potential development of the railway Greenway (to the east) has potential to increase the demand for tourist facilities; the development of the Community Centre also has the potential to provide a tourist destination together with the proposed community use.

The Council will support the creation tourist trail that could link Kilmainhamwood to other towns and villages in the area, and to support the provision of tourism facilities and complimentary commercial facilities. New commercial uses are promoted in a central location that would contribute to the achievement of a more sustainable mix of use within the village core.

## 4.3 Water Services Infrastructure

The village is served by the following water services infrastructure:

**Water:** Kilmainhamwood is supplied by the local groundwater boreholes and treatment plant. There is limited spare capacity.

**Wastewater:** The village is served by the Wastewater treatment Plant commissioned in 2010. It has adequate spare capacity to facilitate the development and growth provided for in this County Development Plan.

## 4.4 Movement

Kilmainhamwood has a simple road layout, comprising a single primary street with a junction at the river crossing to the north, and at the junction with the retirement home to the south, and river crossing to the east. It is well serviced with public paths along the eastern side of the main road, and an amenity walk along the river. However, paths are discontinuous. Also, there is no differentiation between pedestrian and vehicular surfaces in the village core.

Bus Eireann has a scheduled service twice daily which passes through the village and provides an important infrastructural link to Dublin, Navan, Nobber and Kingscourt.

This plan will promote sustainable modes of transport such as walking and cycling, through the development of permeable and connected streets and spaces, and the enhancement of pedestrian facilities. Additional footpaths are proposed to connect the node of community uses, including at the convalescent centre and retirement village, the school and the village core.

This plan will also promote liaison with NTA to provide a dedicated bus stop, and potential shelter to encourage more people to avail of public transport.

## 4.5 Cultural and Natural Heritage

Kilmainhamwood benefits from a rich cultural heritage and has the potential to enhance this heritage through public realm improvements and reuse, adaptation and infill of the existing built form, including the reuse and adaptation of the McMahon dwelling and garden for community use.

## 4.6 Green Infrastructure

The village is located at the edge of a narrow, steep sided river corridor covered in woodland, and is surrounded by productive agricultural land. The Kilmainham River passes through the village and development has mainly taken place to the south and west of the river. The land rises steeply to the north and west of the village, while to the south, stretching to Whitewood Lake, the terrain is mostly flat. There are views to the open countryside from the village, which contributes significantly to its character and setting. Mature trees along the river leading to the lake from the south of the village, also surrounding the church, and at the former village green, and along the roadway to the village, together with neat hedgerows all contribute to the character of the village core.

There are several mature and attractive trees as indicated in the Land Use Zoning map that should be protected as integral to the protection of the character of the village. This plan also promotes the

development of interconnected linear walks along the river and main street, which connects through existing developed areas.

Although the village and the surrounding environs hold environmental assets, none are designated at National or International or level; the village does not contain, nor is it adjacent to any Natura 2000 sites. However, the Kilmainham River which flows along the north and east of the village drains to Whitewood Lough and onto the River Dee which is in the Neagh Bann International River Basin District. The diversity of natural and semi-natural habitats in the Kilmainhamwood environs include; Hedgerow, grassland, river and woodland habitats are notable. This plan promotes a sustainable approach to future development to protect and conserve these amenities.

#### **4.7 Social Infrastructure**

Kilmainhamwood contains a National School, pre-school, retirement village, church, cemetery and GAA club and grounds. The village also benefits from an amenity path which follows the line of the river through the village and provides a valuable recreational route.

The Kilmainhamwood Community Plan was prepared under the Renaissance Breathing Life into Rural Villages by Meath Partnership in January 2013. The land use and village strategy put forward is complementary to a number of key projects identified in the Community Plan.

The Council will continue to work in partnership with the local community to maintain and enhance these existing amenities. In addition, this plan seeks to identify new opportunities to improve facilities and provide new amenities in the village, such as the implementation of the permitted development (i.e. community centre, open space etc.) at McMahons house in the village centre, and the enhancement of community walks. The land use zoning retains community uses that will facilitate the expansion of these uses.

#### **4.8 Urban Design and Public Realm**

This strategy promotes the enhancement of the entrance gateways to the village in the form of public realm improvements incorporating signage / branding for the village.

The village core is defined by the linear space in the village centre. Public realm improvements are proposed to enhance the environmental quality of this space, to include the provision of additional and improved pedestrian paths, public lighting and landscaping, incorporating cycleways as



appropriate. It is also proposed to enhance the public realm at the existing schools, adjoining the GAA grounds, and at the entrance to the convalescent centre and retirement village. This is to consolidate the identity of these areas, and to enhance pedestrian accessible to these uses, making the pedestrian friendly spaces and which would allow residents and visitors to engage more with the facilities available within the town.

## 5.0 Village Development Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### KILM POL 1

To define, consolidate and strengthen the commercial and historic village centre of Kilmainhamwood, and encourage development which will improve the character and structure of the village centre, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work recreate and visit.

### Objectives

It is an objective of the Council:

### Settlement and Housing

#### KILM OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

## Economy and Employment

### KILM OBJ 2

To support the enhancement of the tourist identity of the village to link Kilmainhamwood with other towns and villages and support the development of facilities to in response to the potential demand.

## Infrastructure

### KILM OBJ 3

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

## Movement

### KILM OBJ 4

To promote more sustainable form of transport, including the provision of new pedestrian paths including; retail, enterprise, and residential public lighting, and traffic calming measures.

### KILM OBJ 5

To liaise with NTA and other relevant organisations to seek the provision of a dedicated bus stop and shelter at a suitable location to encourage more people to avail of public transport.

## Cultural and Natural Heritage

### KILM OBJ 6

To promote the development of the Boyne Valley – Lakelands Greenway and to explore pedestrian and cycle connections from the former rail station to the village centre (refer to Obj 1 on land use zoning map).

### KILM OBJ 7

To continue to work with the community (refer to Obj 1 on land use zoning map) to enhance the biodiversity of river linear walks, and integration with proposed new walks through the village.

### KILM OBJ 8

To promote the preservation of individual trees or groups of trees or woodlands as identified on the Heritage Map (Sheet No. 16b) and to manage these trees in line with arboricultural best practice.

## Social

### KILM OBJ 9

To support the development of community and recreational uses including support for the development of a children's play area within the village as permitted, the enhancement of the river walk, and the potential development of community allotments adjoining the river walk.

### KILM OBJ 10

To support the completion of the works to the McMahon house and garden to provide additional community facilities.

### KILM OBJ 11

To facilitate and support the implementation of the Kilmainhamwood Renaissance Community Plan and other community led projects to generally enhance the village while ensuring that the projects which emanate from same are consistent with the development objectives contained in this Written Statement for the village.

## Urban Design and Public Realm

### KILM OBJ 12

To enhance the entrance gateways to the village, from Moynalty, Kingscourt, and Nobber in the form of public realm improvements incorporating branding for the village.

### KILM OBJ 13

To support the enhancement of the fair green, to include improved delineation of pedestrian and parking areas, public lighting and landscaping to create a high-quality village square and focus for the village to create a space for residents and visitor to interact.

### KILM OBJ 14

To support the enhancement of public realm improvements, roadside boundaries adjoining the existing community uses, school and pre-school facilities and entrance to the GAA grounds.

### KILM OBJ 15

To support the enhancement of the public realm of the retirement village to include landscaping and creating of a public space at the entrance to the village, to create a sense of arrival, place and identity for residents and visitors.

### KILM OBJ 16

To ensure that all new development respects the scale, form and character of the village.

## 1.0 Village Context/Character

Kilmessan is a picturesque village located circa 11km from Navan and circa 8.5 km from Trim and has developed in an orderly fashion along a main street primarily between the former Navan-Dublin railway line to the west and the River Skane to the east. Historically the village developed as a result of the presence of a station on the former Navan-Dublin railway line, this station has been converted to a hotel. Existing development has taken place in a relatively compact manner. Its location, which is removed from the main arterial routes through the county, has resulted in limited traffic in the village. This, in combination with the village-scale streets, has led to a quieter and more pleasant pedestrian environment. The southern part of Kilmessan has been designated as an Architectural Conservation Area (ACA). Large mature trees play a very significant role in defining space and views within the ACA. Furthermore, the attractive stone walls and mature trees within the ACA form a pleasant backdrop to the village. The village contains a number of buildings which add significantly to its character.

It remains an objective of the Council to seek to have the Navan Dublin Rail line re-opened. The route of the existing line to the west of the village centre has been reserved as has a portion of land as white land to accommodate a future potential rail station and associated uses.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	654
<b>2011 Population</b>	586
<b>Percentage Change 2011-2016</b>	11.60%
<b>Housing stock 2016</b>	265
<b>Number of units completed 2016-2019</b>	0

<b>Committed units not yet built</b>	97
<b>Population Projection 2027</b>	904
<b>Education Facilities</b>	Kilmessan Primary School
<b>Community Facilities</b>	9
<b>Architectural Conservation Areas (ACAs)</b>	Kilmessan Architectural Conservation Area
<b>Protected Structures</b>	12
<b>Zone of Archaeological Potential</b>	There is a National Monument Service Zone of Archaeological Notification in close proximity to the north of the village.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SPA and SAC which is located approximately 2.67km to the north west.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	<p>Kilmessan Water Treatment Plant serves the village – capacity available.</p> <p>Wastewater discharged to Castletown Tara Treatment Plant – capacity available.</p>

## 2.0 Vision

To consolidate and strengthen the defined and attractive Village Centre, recognising the importance of conserving and enhancing the quality of the Village's built heritage and natural environment, while catering for the needs of all sections of the local community. To develop existing opportunity and backland sites which will ensure that the village develops in a compact manner and will add to the vitality and vibrancy of the village.

## 3.0 Opportunities

- To enhance village presentation with high quality signage, public art and consistent lighting standards along the main street and at village entry and exit points.
- The provision of further open space and recreational areas including the improved landscaping of the existing public spaces (such as the car park adjacent to the school).
- A River Linear Park/Walk would contribute to the vitality and vibrancy of the village. There is an opportunity for a permanent playground at the lands north of St. Mary's Church, which would benefit the area.
- To enhance the community infrastructure of the village through support for the delivery of a key community asset in the former Temperance Hall.

## 4.0 Land Use Strategy

The land use strategy for Kilmessan aims to maintain and add to a built environment that is both attractive and distinctive to create a unique sense of place for those who both live and work, as well as those whose visit, the village. This will be achieved through the sensitive treatment of infill development and the conservation of important or key buildings particularly within the Architectural Conservation Area to the south of the village core. The provision of a compact and vibrant village centre is essential if Kilmessan is to cater for its current and future population needs in a sustainable manner.

### 4.1 Settlement and Housing

There is an extant permission for 32 No. units and for a nursing home in the village. There are a number of centrally located sites which had planning permission but have now expired.

In addition, there is a backland site to the rear of the Centra which presents a good opportunity to reinforce the existing village by providing a residential or mixed-use development.

## 4.2 Economy and Employment

Kilmessan is identified as a fourth-tier retail centre in the County Retail Hierarchy. It has a small range of retail services, primarily a local convenience shop, a pharmacy, hair-dresser, restaurant, butchers, post office, café and two public houses. The village would benefit from a greater range and variety of such facilities. The Station House Hotel provides a focal point to the north of the village centre and is a provider of local employment.

## 4.3 Water Service Infrastructure

Kilmessan is served by the following water services infrastructure:

Water: Kilmessan is supplied by a new water treatment plant commissioned in 2019. It is considered to have sufficient spare capacity to facilitate the development and growth provided for in this 2021-2027 CDP.

Wastewater: Kilmessan is served by the Skane Valley Sewerage Scheme including the Castletown Tara Treatment Plant. It is considered to have sufficient spare capacity to facilitate the development and growth provided for in this County Development Plan.

## 4.4 Movement

Bus Éireann Route 109B runs a service from Trim to Dublin via Kilmessan—and Dunshaughlin which services the village twice daily. The village would benefit from dedicated bus stops and associated shelters.

## 4.5 Cultural and Natural Heritage

The south of the village is designated as an Architectural Conservation Area (ACA) and there are a number of protected structures located nearby. The focal point of this ACA is at the junction of roads at the southern end of the village and is occupied by the Market House, which forms an important visual feature for the village. Other buildings, which add significantly to the character of the village, include the former Church- St. Mary's, the Old Rectory and associated grounds. The attractive stone walls and mature trees are a pleasant backdrop to the village.

Although the village and the surrounding environs hold environmental assets, none are designated at National or International level; the village does not contain nor is it adjacent to any Natura 2000 sites. However, the River Skane is a tributary of the River Boyne which is designated as the River Boyne and River Blackwater Special Area of Conservation (Site Code: 002299). Large mature trees play a very significant role in defining space and views within the ACA setting. Furthermore, there are a number of trees and hedgerows around the village which contribute to its rural character. The protection of the natural environment of Kilmessan is fundamental, as it provides the village with its own unique identity and amenity background. Therefore, it is vital to achieve the correct balance between protection of the natural environment and the future development of the village.

## 4.6 Green Infrastructure

There is a considerable amount of land zoned F1 “Open Space” within the development envelopment which could be utilised for active and passive recreational amenities. To the south, the lands zoned “High Amenity” and the grounds of the church provide an attractive backdrop to the town.

## 4.7 Social Infrastructure

St Joseph’s Primary School is located centrally within the village. Immediately adjacent to the school is the Roman Catholic Church, the Church of the Nativity of Mary. The former school which is a detached five-bay two storey building built c. 1927 stands to the south of the R.C Church. Kilmessan Parish Church (C of I) is located further to the south of the village and was first built in 1731. The Credit Union and former Garda station are located to the north of the Church of Ireland.

Whilst Kilmessan has a strong sporting tradition, there are a lack of sporting facilities within the village itself. The well-known hurling and camogie club is located 1km from the village on the Ringlestown Road while Kilmessan Parish joins with Dunsany for Gaelic football utilising the pitch in Dunsany. The badminton club uses the GAA pavilion on the Ringlestown road. Kilmessan ladies and men’s soccer teams currently train at the Astro turf pitch at the GAA grounds and are seeking a suitable location for a pitch.



## 4.8 Urban Design and Public Realm

Kilmessan has developed in a compact manner resulting in the creation of a rural village ambience. The buildings reflect this and are mostly 2 or three storeys in height. Overall Kilmessan has good pedestrian facilities including footpaths and crossing areas. The grass verges and low stone walls create a pleasant environment for pedestrians.

## 5.0 Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### KLM POL 1

To consolidate and strengthen the commercial and residential village centre of Kilmessan, and encourage development which will contribute to the character and structure of the village core and to preserve and enhance the quality of the village's attractive built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work, recreate and visit.

### Objectives

It is an objective of the Council:

### Settlement and Housing

#### KLM OBJ 1

To seek to provide open space and recreational areas for the local population.

**KLM OBJ 2**

To support and encourage residential development on under-utilised land and /or vacant lands including 'infill', 'brownfield', and 'backland' sites, subject to a high standard of design and layout being achieved.

**Economy and Employment****KLM OBJ 3**

To maintain and improve the vitality and viability of Kilmessan Village Centre as the focus of all commercial and retail activity, in order to ensure both a mixture and variety of local shopping to serve the needs of the local community.

**Cultural and Natural Heritage****KLM OBJ 4**

To protect the natural landscape setting of the village.

**KLM OBJ 5**

To require the use of traditional details and materials in order to match the existing buildings and streetscape.

**KLM OBJ 6**

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map including those located in the grounds of St. Mary's Church and to manage these trees in line with arboricultural best practice.

**KLM OBJ 7**

To require that all development proposals within or contiguous to the Architectural Conservation Area be sympathetic to the character of the area, that the design is appropriate in terms of height, scale, plot density, layout, materials and finishes and is appropriately sited and designed in accordance with advice given in Kilmessan Architectural Conservation Area Character Statement

## Movement

### KLM OBJ 8

To seek to provide new pedestrian crossings at key locations and to complete network of footpaths, in particular to the south of the village.

### KLM OBJ 9

To seek to introduce traffic calming measures, particularly at essential services with dedicated street parking as necessary, to strengthen the village core.

### KLM OBJ 10

To seek to provide bus stops and shelters in conjunction with the relevant stakeholders.

### KLM OBJ 11

To facilitate the development of a railway station, park and ride facility and associated infrastructure as part of the delivery of Phase II of the Navan Rail Line, in conjunction with Irish Rail and other relevant stakeholders.

## Infrastructure

### KLM OBJ 12

To manage flood risk and development in line with the Strategic Flood Risk Assessment. (see Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

## Social

### KLM OBJ 13

To seek to enhance community and recreational facilities within the village, including the provision of a permanent playground, subject to available resources.

### KLM OBJ 14

To seek to provide, in conjunction with relevant stakeholders, a River Linear Park/Walk along Skane River to the east and through the hotel lands, subject to appropriate environmental assessments.

## Urban Design Public Realm

### KLM OBJ 15

To preserve the character of the village and its setting by requiring that the height, scale, and design of any proposed development within the village and in the surrounding area should complement the character of the village and not diminish its distinctiveness of place.

### KLM OBJ 16

To seek to provide good and consistent village type lighting standards on all routes and extension of footpaths and public lighting to the development boundaries on public roads, as appropriate.

### KLM OBJ 17

To ensure that all new development respects the scale, form and character of the village.

## 1.0 Town Context/Character

Longwood is a small town located in south east County Meath. The River Boyne flows approximately 2km west of Longwood and the Enfield/Kildare River Blackwater flows to the east of the development boundary. The amenity and heritage qualities of Longwood are largely derived from the quality of the central area of the Town. Longwood evolved as a market town and serves a broadly rural hinterland. The historic main street is orientated roughly east-west with a large triangular shaped village green to the western end and a graveyard to the eastern end. Whilst the town provides for a moderate level of facilities and services, there are a substantial number of vacant units and run-down buildings which detract from the environment of the town.

<b>Position in Settlement Hierarchy</b>	Small Town
<b>2016 Population</b>	1,581
<b>2011 Population</b>	1,378
<b>Percentage Change 2011-2016</b>	14.70%
<b>Housing stock 2016</b>	530
<b>Number of units completed 2016-2019</b>	16
<b>Committed units not yet built</b>	68
<b>Core Strategy Household Allocation 2020-2027<sup>1</sup></b>	104 units
<b>Population Projection 2027</b>	1,781

<sup>1</sup> The unbuilt extant units have been included in this allocation

<b>Education Facilities</b>	St. Nicholas Primary School; Colaiste Clavin; and a Montessori.
<b>Community Facilities</b>	10
<b>Architectural Conservation Areas (ACAs)</b>	Longwood Architectural Conservation Area
<b>Protected Structures</b>	9
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SPA and SAC which is located approximately 1.36km to the west.
<b>Strategic Flood Risk Assessment</b>	Flood Zones A and /or B encroach on lands to the south of the settlement on existing developed lands. Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	Longwood Water Treatment Plant-Capacity Available. Longwood Wastewater Treatment Plant-Limited Capacity Available.

## 2.0 Vision

The vision for the development of Longwood over the lifetime of the Development Plan is to consolidate and strengthen the town core through public realm improvement works, increase connectivity within the town, and prioritise infill and backland development and the re-use of underutilised buildings. The conservation and enhancement of the town's built and natural environment is also recognised as being of significant importance to the future sustainable development of the town.

## 3.0 Opportunities

Longwood has notable amenity and heritage qualities, and the central town core has urban design qualities with potential to be further enhanced through public realm improvement works. The town has a range of services but sustainable connections between these (e.g. walking and cycling) and residential areas could be improved. Wastewater treatment requires investment to facilitate residential development. Longwood is well provided for in terms of community facilities and services which are predominantly to the eastern side of the town and there remains scope to improve connections between these and residential areas surrounding the town.

Longwood is 2km east of the Boyne Aqueduct at the junction with the Royal Canal. At its closest, the Royal Canal is approximately 720 metres from the development boundary of the town. There is potential to enhance recreational and tourism links between the two.

## 4.0 Land Use Strategy

The land use strategy for Longwood aims to maintain and add to a built environment that is both attractive and distinctive, to create a unique sense of place for those who both live and work within, as well as those who visit the town. This will be achieved through the sensitive treatment of infill development and the conservation of important or key buildings particularly within the Architectural Conservation Area at the town core. The provision of a compact and vibrant town centre is essential if Longwood is to cater for its current and future population needs in a manner that is sustainable.

## 4.1 Settlement and Housing

Longwood experienced a seven-fold population increase between 1996-2011 (from 186 to 1,378 persons) and this placed significant pressure on physical and social infrastructure. Incremental and natural growth is to be facilitated over the period of this Development Plan. Having regard to the housing allocation for the town in the **Core Strategy and the availability** of infill and backland sites there is adequate land zoned in Longwood to cater for the future housing needs of the town over the lifetime of the Development Plan.

## 4.2 Economy and Employment

The town provides for an adequate range of retail / commercial services broadly commensurate with its level 4 position in the County retail hierarchy. These include a pharmacy (just outside the town), funeral directors, a take-away, two hair salons, post office, convenience shop, bookmakers, two pubs, credit union, antiques shop, and a hardware store. There is notable vacancy in the town with many buildings in a run-down / under-utilised condition. There remains scope for further retail/commercial growth should need /demand arises and underutilised units and backland sites in the town core provide an opportunity to realise this. The proposed land use strategy also seeks to retain and extend the commercial core of the town with an area identified for expansion on the Enfield Road opposite the former secondary school site. There is therefore sufficient land designated for town centre uses.

## 4.3 Water Services Infrastructure

The town is currently served by the following water services infrastructure:

**Water:** The town is served by the Longwood Water Treatment Plant. There is considered to be sufficient spare capacity to facilitate the development and growth provided for in this County Development Plan.

**Wastewater:** The Longwood Wastewater Treatment Plant has limited spare capacity. All development proposals shall be considered in the context of the available capacity.



## 4.4 Movement

Whilst several roads converge in the town core, permeability away from these roads requires improvement. There is significant potential to develop cycling/walking routes off the main roads to improve linkages between the community/educational uses and open spaces.

In terms of public transport, the development of public transport bus links is critical to ensure a better modal split in favour of public transport away from the private motor vehicle. It is noted that the 115/115A Dublin to Mullingar Bus Eireann route stops at Longwood. The provision of a scheduled bus service from Longwood to the railway station in Enfield approximately 9km to the south east would be beneficial. Furthermore, it is essential that a town the size of Longwood maintains good transportation links to surrounding urban areas, such as Trim, in order to attract future population and potential business opportunities.

## 4.5 Cultural and Natural Heritage

The continued protection of the built heritage of Longwood is important to the success and viability of the town itself. The central core of the town is designated as an Architectural Conservation Area. There are also a number of buildings in the town included in the Record of Protected Structures (RPS) with the former Garda station and Roman Catholic Church most notable.

Longwood does not contain any Natura 2000 sites. The nearest sites are the River Boyne and River Blackwater Special Area of Conservation (Site Code: 002299) and the River Boyne and River Blackwater Special Protection Area (Site Code: 004232) which are approximately 2km away to the north-west.

A Community Biodiversity Action Plan was prepared for Longwood by the Council in collaboration with the local community. The aim of the Plan is to raise awareness of biodiversity and to empower the local community to undertake actions for the conservation and enhancement of biodiversity in their local area.

There are also tree stands in the town which are considered worthy of protection.

## 4.6 Green Infrastructure

Longwood benefits from several structural/landscaped open space areas of high quality: The Fair Green, the large green space laid out in front of the graveyard, the open space and trees within Pine Grove, and the linear open space running south of Brackinrainey Manor adjacent to the stream. The existing open spaces have the potential to provide a framework for the development of a green movement network in the town.

## 4.7 Social Infrastructure

Longwood benefits from two new school campuses; St. Nicholas Primary School and Colaiste Clavin Secondary School. Within the town there is a post office and a community centre. There is a soccer pitch and GAA grounds located to the west of the town represents a substantial area of recreational open space. The development of a playground would be beneficial to improve the social infrastructure of the town, in tandem with improving cycling/walking connections.

The former school site could potentially cater for additional social infrastructure needs should demand arise. The Council is satisfied that sufficient lands have been reserved for social/community infrastructure to accommodate both existing and future populations over the lifetime of the Development Plan.

The Longwood Renaissance Community Plan is also acknowledged as setting out the community's aspirations for the town.

## 4.8 Urban Design and Public Realm

Longwood has a wide main street and this acts as a natural focal point, with the Fair Green located just beyond this. The town core is well defined and retains a rural character. The town Architectural Conservation Area reflect this. Many buildings display traditional design features and materials. It would be desirable to see the public realm and streetscape improved to enhance the rural character, reduce the actual/perceived dominance of roads and vehicles and improved town aesthetics.

## 5.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

### Settlement and Housing

#### LON POL 1

To promote the future sustainable development of Longwood as a compact settlement with a pedestrian friendly environment and variety of land uses and amenities while protecting its built and natural heritage and catering for the needs of all sections of the local community to ensure that the town develops in a sustainable manner, as an attractive place to live, work, recreate and visit.

### Objectives

It is an objective of the Council:

### Settlement and Housing

#### LON OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

## Economy and Employment

### LON OBJ 2

To promote enterprise creation opportunities and encourage job/creation initiatives in line with the sustainable growth of Longwood and on appropriately zoned and serviced land.

### LON OBJ 3

To prioritise infill and backland development to meet the commercial needs of the town over the lifetime of the Development Plan.

### LON OBJ 4

To consolidate the central area of the town for commercial uses.

### LON OBJ 5

To facilitate the provision of an Enterprise Centre or similar facility in Longwood.

## Infrastructure

### LON OBJ 6

To liaise with and support Irish Water to endeavor to provide adequate water services to meet the development needs of the town within the Plan period.

### LON OBJ 7

To manage flood risk and development in line with the Strategic Flood Risk Assessment. (see Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

## Movement

### LON OBJ 8

To seek to facilitate the provision of a pedestrian crossing outside St. Mary's RC Church.

### LON OBJ 9

To seek to facilitate the provision of a sheltered bus stop within the town in conjunction with relevant stakeholders.

### LON OBJ 10

To seek to improve the junction in the main road through Longwood.

**LON OBJ 11**

To seek to facilitate a pedestrian/cycle path along the stream running to the south of Brackinrainey Manor, and along Ribbontail lane linking the town and the Royal Canal.

**LON OBJ 12**

To implement appropriate traffic management and environmental improvement measures throughout the town.

## Cultural and Natural Heritage

**LON OBJ 13**

To require that all development proposals within or contiguous to the Architectural Conservation Area be sympathetic to the character of the area, that the design is appropriate in terms of height, scale, plot density, layout, materials and finishes and is appropriately sited and designed in accordance with advice given in Longwood Architectural Conservation Area Character Statement.

**LON OBJ 14**

To protect existing wildlife corridors including watercourses, wetlands, trees and hedgerows and promote new corridors alongside new pedestrian / cycle paths.

**LON OBJ 15**

To facilitate and support the implementation of the Longwood Community Biodiversity Action Plan 2016-2020 and any revisions thereof.

**LON OBJ 16**

To promote connections, through signage and road improvement works, from the town along Ribbontail Way to the Royal Canal.

**LON OBJ 17**

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map including those to the north of Fair Green and those within Pine Grove and to manage these trees in line with arboricultural best practice

**LON OBJ 18**

To facilitate works complimentary to Fair Green such as picnic benches, vehicle parking bays, bicycle stands, and pathways through / alongside the Green.

## Social

### LON OBJ 19

To protect existing community facilities/infrastructure where appropriate and support their further development and expansion if required.

### LON OBJ 20

To support the provision of a community park/playground.

### LON OBJ 21

To promote the redevelopment of the former St. Fintina's school site and adjoining lands with particular emphasis on connectivity and reinforcing the town centre.

### LON OBJ 22

To facilitate and support the implementation of Longwood Renaissance Community Plan and other community led projects to generally enhance the town whilst ensuring that the projects which emanate from same are consistent with the development objectives contained in this Written Statement for the town.

## Urban Design and Public Realm

### LON OBJ 23

To consolidate the town core and increase the intensity of development within it, particularly on backland sites, subject to development management requirements.

### LON OBJ 24

To facilitate public realm improvement works to the town core focusing on traffic-calming to achieve better balance between the needs of the pedestrian / cyclist / public transport and those of the private car. Measures may include "greening" of the town with native trees, build-out of footpaths, introducing angled parking, pedestrian crossing(s) to define the street, improved public lighting, and use of textured surfacing.

### LON OBJ 25

To enhance landmark/focal points in Longwood by redeveloping neglected sites and obsolete areas.

### LON OBJ 26

To encourage the maintenance of original shop fronts and pub fronts, or the reinstatement of traditional shop fronts where poor replacements have been installed.

## 1.0 Introduction

This written statement will provide a brief description and development strategy for Maynooth Environs in County Meath. A joint Local Area Plan will be prepared, in conjunction with Kildare County Council, for the town during the life of this Plan.

RPO 4.35 of the RSES states as follows:

*‘A cross boundary Joint Local Area Plan (LAP) shall be prepared by Kildare County Council and Meath County Council to provide a co-ordinated planning framework for the Maynooth area. The Joint LAP shall identify a boundary for the plan area, strategic housing and employment development areas and infrastructure investment requirements and promote greater co-ordination and sequential delivery of serviced lands for development.’*

## 2.0 Town Context and Character

Maynooth is located within the Dublin Metropolitan Area. It is identified in the RSES as a key town with the assets and capacity to grow in a sustainable manner while minimising impacts on the receiving environment.

Maynooth Environs in County Meath is located on the northern periphery of the dynamic university town of Maynooth. The lands within Maynooth Environs are largely undeveloped at present and comprise approximately 139 hectares of land approximately 1.5km to the north east of the town centre. It is bisected by the R157 road which links Maynooth to Dunboyne. For the purposes of this plan the Moygaddy lands are taken to contain all lands within the boundary of the Environs Plan excluding the lands in Co. Meath which are part of the Carton Estate.

The regional policy objectives set down specifically for Maynooth in the RSES include the following:

- Support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including pedestrian and cycle linkages within the town and to the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Orbital Route in a manner which supports future development and population growth and builds on synergies with Maynooth University promoting a knowledge-based economy (RPO 4.33).

- Support Maynooth as a key town to act as an economic driver for north Kildare and provide for strategic employment at key locations to improve the economic base of the town and provide for an increased number of local jobs (RPO 4.34).

It is recognised in the RSES that Key Towns should act as economic drivers and provide for strategic employment locations to improve their economic base by increasing the ratio of jobs to workers. While the number of people at work within the town is relatively high, a significant number of residents commute to Dublin. The development of the Maynooth Environs is envisaged by the Council as a natural extension to the town of Maynooth and as a location for employment generation and the establishment of a self-sustaining 'live work' community. The lands are composed of two distinct elements; Moygaddy stud, on lands to the west of the R157, and the Carton Demesne lands located to the east of the R157. The lands to the west of the R157, of some 98 hectares, are currently in use as a stud farm. The existing buildings on these lands reflect this use and consist of a purpose built stud dating from the 1830's. The lands to the east of the R157 amount to approximately 41 hectares and consist of a mixture of pasture, scrub, and woodland associated with Carton Demesne.

<b>Position in Settlement Hierarchy</b>	Key Town
<b>2016 Population (within the Meath Administrative area)</b>	0
<b>2011 Population (within the Meath Administrative area)</b>	0
<b>Percentage Change 2011-2016</b>	17%
<b>Number of units completed 2016-2019</b>	0



<b>Committed units not yet built</b>	0
<b>Core Strategy Household Allocation 2020-2027<sup>2</sup></b>	500 units
<b>Population Projection 2027</b>	1,000
<b>Education Facilities</b>	8 (Including 1 National University) located within the administrative area of County Kildare
<b>Community Facilities</b>	7 including a number located within the surrounding area administrative area of County Kildare
<b>Architectural Conservation Areas (ACAs)</b>	No ACA within the Maynooth Environs area
<b>Protected Structures</b>	2
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The Rye Water Valley/Carton SAC is located within the Maynooth Environs area.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.

	Ensure that the distributor road has appropriate site specific FRA and OPW section 50 consent.
<b>Water Services Infrastructure/Capacity</b>	Water supply from Co. Kildare; and,  Wastewater discharged to Co. Kildare
<b>Modal Share Targets for 2026</b>	
<b>Modal Share for Walking</b>	2% (Unchanged from 2% in 2016)
<b>Modal Share for Cycling</b>	3% (Unchanged from 3% in 2016)
<b>Modal Share for Bus</b>	6% (Unchanged from 6% in 2016)
<b>Modal Share for Rail</b>	12% (Unchanged from 2016)
<b>Reduction Target for Car Use</b>	73% (Unchanged from 73% in 2016)

### 3.0 Vision

*‘Maynooth Environs shall develop in partnership with the existing town in County Kildare as a dynamic developing area, which will integrate with the town’s existing urban area. It is envisaged that the Environs will be a focal point for science and technology employment, with high quality knowledge based jobs utilising the synergy with NUI Maynooth as a centre of excellence for research and innovation. The intention is to create a unique employment hub centred on a high tech/bio tech campus within the lands, supported by a ‘live work’ community with a mixture of residential, employment, community and tourism zoning’.*

## 4.0 Opportunities

- To establish a unique enterprise and employment zone with complementary mixed use services and neighbourhoods that become a hub for a new sustainable economy in south Meath. This will help Maynooth fulfil its role as a Key Town within the Metropolitan Area.
- To facilitate the delivery of the Maynooth Outer Orbital Route (MOOR) as significant part of the orbital route for the town
- To provide a 'live work' community on a sustainable platform.
- To support Maynooth University with the potential for synergies between the science and technology hub and the University.
- To incorporate an appropriate mix of land uses which may include a medical hub, tourist facilities and related uses at a suitable location on the lands.
- To support the provision of amenity parkland along the Rye water as part of a campus arrangement.

## 5.0 Settlement and Housing

In the absence of any build out of existing zoned land it is difficult to anticipate the projected population by 2027 for Maynooth Environs. However, owing to its location within the Metropolitan Area and the need to frame a cohesive long term plan with all the enabling infrastructure to release serviced lands, it is considered prudent to ensure there is sufficient land identified to cater for a projected population of 1000 persons over the life of the County Development Plan. This allocation is dependent on a future additional Metropolitan Area Spatial Plan (MASP) allocation for the Key Town of Maynooth to be shared between Kildare and Meath Local Authorities.

The lands zoned for Community Infrastructure (G1) are intended to facilitate the delivery of a major hospital and associated medical facilities development during the period of this Plan.

The Council will ensure that proposed developments will deliver high quality living environments. New schemes will be required to ensure the adequate provision of open space and services commensurate with the needs of the existing and proposed communities. The proposed layouts shall retain a good level of pedestrian and cycle permeability and support the provision of strategic linkages/connections within the lands.

## 6.0 Student Accommodation

The proximity of the lands to Maynooth University and the clear deficit of 3rd level accommodation presents an opportunity to provide for same in the Maynooth Environs area in County Meath.

In considering planning applications for student accommodation, the Council will have regard to the Department of Education and Science Guidelines on Residential Development for 3rd Level Students (1999) and the supplementary review document of July 2005.

The following issues should be addressed for all student accommodation proposals (please also refer to Chapter 11 Development Management Standards):

- The proximity of the site to existing or planned public transport corridors and cycle routes;
- The potential impact on local residential amenities;
- The standard of accommodation (bedrooms, bathrooms, communal rooms, open space) as set out in the above Guidelines;
- The level and quality of on-site facilities, including storage facilities, waste management, cycle storage, leisure facilities, car parking and amenity;
- The architectural quality of the design and external layout, with respect to materials, scale, height and relation to adjacent structures;
- The provision of documentary evidence of a 'qualifying lease' as defined in the Guidelines on Residential Development for 3rd Level Students to prove that the accommodation is for let to students within the academic year;
- Whether internal layouts are flexible in terms of future possible changes of uses; and
- Any alternative uses for the proposed development outside of the academic year.

## 7.0 Employment and Tourism

Employment uses for the Maynooth Environs are based on the Economic Strategy objectives which focus on the development of Life Sciences, High Tech, Bio Tech, ICT, Research & Development and seeks to benefit from synergies with third level institutions including Maynooth University (MU) and major employers already established in the sub region (Intel, Hewlett Packard). The Economic Strategy contained within Volume I of this Plan seeks to brand this area as a centre of excellence in

the knowledge based economy, particularly having regard to its location viz a viz the M4 Knowledge corridor. The objective is to foster a 'dynamic partnership' between multi-national companies, indigenous Small and Medium-sized Enterprises (SME's), and third level institutions which may include NUI Maynooth University (MU), in a campus style environment of exceptional high quality design. The additional sites selected reference those areas with the highest incidence of outbound commuting<sup>3</sup> combined with high quality skill set profile.

The employment lands in the Maynooth Environs have been designated as a strategic employment site. This measure will facilitate successful the marketing of the lands in line with the recommendations of the Economic Development Strategy for County Meath (Refer to Chapter 4 Economy and Employment Strategy for further details).

In the case of Maynooth Environs, the opportunities presented to develop synergies with Maynooth University accord with the RSES policy direction to focus on technology and innovation roles located at universities when identifying sites for enterprise.

The intention is to create a unique employment hub within a legible framework consisting of a series of signature and innovative architectural designs which will respect and complement the historical and ecological qualities of both Carton Demesne and Moygaddy Castle and House.

The development of the lands within the Moygaddy Stud (including proposed medical facilities) and Carton Demesne shall be subject to the preparation of Master Plans.

## 8.0 Cultural and Natural Heritage

The Rye Water Valley/Carton Special Area of Conservation (SAC site code 001398) is located between Leixlip and Maynooth extending along the River Rye Water, a tributary of the River Liffey. A portion of this SAC site is located in the south eastern portion of the lands in Carton Demesne situated to the east of the R157 at Kildare Bridge extending approximately 600m to the eastern side of Carton Bridge. This area is also a proposed Natural Heritage Area (pNHA). This area has been identified as H1 High Amenity in the land use zoning objectives map where it is an objective, 'To protect and improve areas of high amenity'.

Carton House (a Protected Structure) and its demesne landscape constitute one of the most important elements of Ireland's architectural, cultural and historic heritage. The siting of appropriately scaled and designed development within the area of Carton Demesne in County Meath shall ensure that the character and integrity of this sensitive designed landscape and setting

of Carton House within this landscape is respected and not adversely impacted upon. The nature, scale and location of new development shall be such that it is intertwined and integrated with its existing woodland setting. A specific objective has been included in this regard for the submission of a Masterplan for these lands.

There are two protected structures and one National Monument located within the plan area as follows:

- Carton Demesne Wall: Length of rubble stone demesne wall, built c. 1760 including piers and gates.
- Moygaddy House: Three-bay two storey over basement house, built c. 1850, hipped roof with and pilastered porch, ranges of outbuildings forming narrow rectangular courtyard. Gates, piers and boundary walls.
- Moygaddy Castle and tower house.

## 9.0 Social Infrastructure

There are lands identified for community building to support the future 'live work' community in the Environs. These lands could provide for a hospital, educational facilities or other community uses compatible with the zoning objective.

## 10.0 Urban Design and Public Realm

It is a requirement that the architectural and urban design of the employment buildings, residential area and associated facilities should be of the highest quality. Commercial buildings represent an opportunity for innovative design in a campus setting. In Moygaddy, within the Science and Technology zone, there should be a coherent landscaping edge to the proposed local distributor road and to the R157 Regional Road. Commercial buildings must ensure that facades facing the road represent the public face of the development. Any storage/warehouse elements of structures should be located to the rear of the respective plots. Standalone warehouse or distribution operations will not be permitted within these lands, as such architecture would detract from the concept for the lands, and can be facilitated more readily in other less sensitive locations.

Layouts shall retain a good level of permeability and create safe, attractive and overlooked pedestrian linkages. Layouts will be required to facilitate the retention of the maximum number of

significant trees, which must be adequately protected before and during development works. Where it is necessary to remove trees to facilitate development, the Council may require the planting of semi-mature trees, saplings or tree seedlings or other plants as a condition of the permission.

## 11.0 Master Plans

There are 2 Master Plan areas identified in Maynooth. The purpose of a Master Plan is to ensure an integrated approach is taken to the phasing, management, and development of lands within the Master Plan Area. A planning application will not be considered in the absence of the Master Plan being agreed in writing with the Planning Authority unless it can be demonstrated that the application will not undermine the objectives of the Master Plan being achieved.

Master Plan	Description	Status
<b>Master Plan 16</b>	Master Plan 16 relates to lands incorporating a range of employment, residential and community support opportunities in both the Moygaddy lands and other designated lands within the boundary of this Master Plan excluding the MP17 lands below.	Awaiting preparation
<b>Master Plan 17</b>	Master Plan 2 relates to employment lands adjacent to Carton Demesne, located in Co. Meath.	Awaiting preparation

## 12.0 Town Development Policies and Objectives

As a point of clarity the Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

### MAY POL 1

To prepare, as a priority, in conjunction with Kildare County Council a joint Local Area Plan for Maynooth, over the period of the Plan.

### MAY POL 2

To ensure that the development of the Maynooth Environs is accommodated in an environmentally sensitive manner that will:

- 1.Create a centre of excellence for innovation and employment;
- 2.Protect the existing natural environment and built heritage and utilise it to frame new development
- 3.Build a distinctive and attractive mixed-use place to work and live.

### MAY POL 3

To provide for high technology / bio technology industries/medical uses inclusive of associated advanced manufacturing, office, research and development uses in a high quality campus style environment on the strategic employment lands.

## Objectives

It is an objective of the Council:

### MAY OBJ 1 (Master Plan 16 )

It is an objective of the Planning Authority to require the submission with any application for development of lands at Moygaddy of a Master Plan for the prior written agreement of the Executive of the Planning Authority which shall address the following:

1. A Design Statement outlining the evolution of the design process for the proposed development. An emphasis on exemplar sustainable design and aesthetic quality shall be required



2. Proposals for the accessing of lands which shall adhere to the permitted Part VIII realignment of the junction of the R157 Regional Road and Moygaddy Road.
3. Proposals providing for the delivery of the Maynooth Outer Relief Road which shall be developer driven in tandem with the overall development;
4. Proposals for piped water services to be agreed with Irish Water compliant with any existing consents in place;
5. Mobility Management Plan for the development<sup>4</sup>. This Plan shall be to the fore in establishing the agreed quantum of employees which can be accommodated within individual locations predicated on maximising public transport opportunities and the use of innovation in reducing associated carbon footprint.
6. Urban design and landscape design statement.

Any development within the subject lands shall be subject to compliance with the requirements of the Habitats Directive and shall be phased with the delivery of the MOOR in Phase 1 of the development.

#### **MAY OBJ 2 (Master Plan 17)**

It is an objective of the Planning Authority to require the submission of a Master Plan for the prior written agreement of the Executive of the Planning Authority with any application for development within Carton Demesne which shall address the following:

1. An assessment prepared by a suitably qualified conservation architect which demonstrates and concludes that the proposed development is sited and scaled such that it ensures that the character and integrity of this sensitive designed landscape and setting of Carton House within this landscape is respected and not adversely impacted upon. The assessment shall include reference to the significance of the designed landscape within the Development Framework lands to the overall evolution of the demesne.
2. Proposals for piped water services to be agreed with Irish Water and compliant with any existing consents in place;

3. Proposals for the accessing of lands identified which shall adhere to the permitted Part VIII realignment of the junction of the R157 Regional Road and Moygaddy Road; inclusive of works to the Moygaddy Gate entrance to the demesne.
4. A Design Statement outlining the evolution of the design process for the proposed development. An emphasis on exemplar sustainable design and aesthetic quality shall be required.
5. Mobility Management Plan for the development. This Plan shall be to the fore in establishing the agreed quantum of employees which can be accommodated within individual locations predicated on maximising public transport opportunities and the use of innovation in reducing associated carbon footprint.
6. Urban design and landscape design statement.

Any development within the subject lands shall be subject to compliance with the requirements of the Habitats Directive.

#### **MAY OBJ 3**

To facilitate the development of appropriately designed student accommodation to allow Maynooth University to continue to develop as a national and international centre for education and research.

#### **MAY OBJ 4**

To support and facilitate in conjunction with Kildare County Council and private developers and landowners, the construction of the Maynooth Outer Orbital Route.

#### **MAY OBJ 5**

To require that the Maynooth Outer Orbital Route connects with the MOOR being delivered in the administrative area of Kildare County Council. Said route shall incorporate the construction of a sewer and ring main linking the sewer and trunk main in the Dublin Road to the residential development in the Mariavilla area.

#### **MAY OBJ 6**

To ensure the provision of improved cycle and walking connections to Maynooth Town Centre.

#### **MAY OBJ 7**

To upgrade the R157 between Kildare Bridge and Offaly Bridge.

**MAY OBJ 8**

To require the implementation of cycle lanes and associated cycle infrastructure upgrades as identified within the Greater Dublin Area Cycle Network Plan, in the area in partnership with the National Transport Authority and other relevant stakeholders.

**MAY OBJ 9**

To ensure that all development proposals provide for a permeable network that promotes direct linkage and encourages the use of alternative modes of transport and contributes to enhanced linkages to the train station.

**MAY OBJ 10**

To require that any development in the Maynooth Environs respects the built and natural heritage of the area, its landscape quality, protected structures, historic demesne, archaeological heritage, natural heritage and general landscape character.

**MAY OBJ 11**

To ensure all development in the area has no negative impact on the Rye Water Valley/Carton SAC site or on the environmental characteristics of the area including woodland, rivers and tributaries.

**MAY OBJ 12**

To encourage the sympathetic re-use or rehabilitation of Moygaddy House and outbuildings and encourage their sensitive conversion to residential or tourist accommodation or other appropriate use in accordance with the land use objective applicable to the said lands.

**MAY OBJ 13**

To facilitate the provision of community facilities including a hospital and/or associated educational/research and residential facilities.

**MAY OBJ 14**

To promote a high standard of architectural design, and quality of materials utilised throughout the Development Framework area, that is appropriate in scale, and form to its location.

**1** - Exclusive of student accommodation

**2** - Half of this population allocation (500 persons) is taken from the MASP allocation. This is provided for in section 5.7 of the Dublin MASP 'Housing Delivery'. This is a preliminary figure, with the final figure to be agreed with the MASP Implementation Group.

**3** - Census 2016 POWSCAR Data

**4** - Refer to Chapter 11 for requirements regarding Mobility Management Plans

## 1.0 Village Context and Character

Moynalty is located to the north west of County Meath close to the border with County Cavan, on the regional road R164 that connects Kells to Kingscourt. It is 8km north of Kells, and the village of Mullagh is located to the west, and Carlanstown to the east. The Moynalty River passes along the south-western edge of the village.

There is historical evidence of a settlement in Moynalty since medieval times, with a later castle, ruined church, ruined mills and a fishing weir from the 1600's. However, the remodelling of the village in the 1820's by an improving landlord, John Farrell, defines the character of the village today, comprising a long main street, bookended by the Catholic and Church of Ireland Churches, with the estate house and wall, lodges, and former school and constabulary barracks along the northern side of the street, many of which are protected structures today. The village has been consolidated with new infill structures and enhances public amenity with access to the river and threshing field, which accommodates the annual Moynalty Stream Threshing festival, to the south west of the village.

Moynalty is a picturesque location and the village was the overall winner of the national 'Tidy Towns' competition in 2013.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	96
<b>2011 Population</b>	116 (estimate no census data available)
<b>Percentage Change 2011-2016</b>	- 15.5%
<b>Housing stock 2016</b>	32
<b>Number of units completed 2016-2019</b>	0

<b>Committed units not yet built</b>	1
<b>Population Projection 2027</b>	146
<b>Education Facilities</b>	Scoil Naomh Mhuire (outside settlement boundary)
<b>Community Facilities</b>	10
<b>Architectural Conservation Areas (ACAs)</b>	Moynalty Architectural Conservation Area
<b>Protected Structures</b>	29
<b>Zone of Archaeological Potential</b>	There are three zones of Archaeological Potential within the village.
<b>Natura 2000 Sites</b>	<p>The nearest Natura 2000 site is the Killyconny Bog (Cloghbally) SAC which is located approximately 4.2km to the west.</p> <p>The Moynalty River is a tributary which flows into the River Boyne &amp; River Blackwater SPA and SAC.</p>
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure. A sequential approach within existing zoned development lands with potential flood risk will be applied.

**Water Services Infrastructure/Capacity**

Moynalty Wastewater Treatment Plant-Capacity Available. Moynalty Water Treatment Plant-Capacity Available

## 2.0 Vision

To consolidate and strengthen the commercial and residential village centre, and encourage development which will contribute to the character and structure of the village core and to preserve and enhance the quality of the village's attractive built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work recreate and visit. Only natural/organic residential growth will be encouraged over the lifetime of the Development Plan in line with the Development Plan Core Strategy.

## 3.0 Opportunities

- The main street widens to the south eastern end, where it terminates in a triangular shaped open space. The street narrows to the west, towards the Catholic church, with Moynalty Lodge to the north and the river at its closest to Main Street to the south. Moynalty Lodge is bounded by a high stone wall and dense planting. The road width in this part of the Main street is confined and narrow, increasing the sense of arrival to the village main street when approached from the north west. The public realm is well defined but would benefit from improvement and delineation of vehicular and pedestrian areas at the south eastern end of the village.
- The village benefits from the river amenity, which provide recreational amenity adjoining and connected to the village, and also adjoins the steam threshing field and museum. There is potential to maximise on these environmental and tourism assets, and to extend the potential tourism related economy of the village.

## 4.0 Land Use Strategy

In order to facilitate the delivery of the vision for Moynalty, a village strategy is proposed, which is complemented with the Land Use Zoning objectives for the village. There are a number of key complementary elements to the Strategy; promote an increase in the resident population within the

village core appropriate to the scale of the village and its place within the settlement hierarchy, the provision of services to meet the demand generated by existing and new uses together with the protection and enhancement of the public realm and to promote the tourism potential of the village while protecting the intrinsic character of the village.

## 4.1 Settlement and Housing

The village benefits from a variety of dwelling types from the 19th and early 20th century, including large detached dwellings, Moynalty Lodge, the Parochial House to the north west, and a number of farm dwellings to the south east. A number of semi-detached former gate lodges, and estate dwellings are situated along the main street that provide a mix of residential, and a small element of commercial. There is infill housing to the south west of the main street. Clusters of new residential areas are located to the east, St. Mays Villas. Further clustered housing is located adjoining the GAA fields on the Carlanstown Road, however these are outwith the settlement boundary of Moynalty.

There is potential for Moynalty to absorb modest residential development within the village boundary on infill lands. Any new residential development should be bespoke and designed to seamlessly integrate with the existing village context, though careful siting, layout and design as well as appropriate boundary treatment, landscaping and building form.

## 4.2 Economy and Employment

Moynalty is identified as a level 5 retail centre in the County Retail Hierarchy. It has a small range of retail and business services, including a grocery store, petrol station and store, butcher, hairdresser, coffee shop and two public houses, as well as community uses including the post office, and health centre. The village provides for the everyday life of the local community and rural hinterland. There is sufficient village centre zoned land to allow for expansion of local commercial uses if required.

The annual Steam Threshing Festival is a very successful and well-established event and is an important event in the tourism calendar. The Moynalty Museum is also a significant tourism attraction. The steam threshing, museum, and heritage value of the village has the potential to attract year-round tourism, that may sustain a greater level of business in the village. This strategy promotes the enhancement of the tourist potential of the village.

Any additional commercial and enterprise uses are encouraged to develop in a central location that would contribute to the achievement of a more sustainable variety of use within the village, that provides for residents to live, work, recreate and visit.

## 4.3 Water Services Infrastructure

The village is served by the following water services infrastructure:

Water: Moynalty Water Treatment Plant has limited spare capacity.

Wastewater: The village is served by Moynalty waste water treatment plant located adjacent to the development boundary south of the village. This plant was commissioned in 2010 and has sufficient spare capacity to facilitate the development and growth provided for in this County Development Plan.

## 4.4 Movement

Moynalty has a simple road layout, comprising a single primary street with a junction at the river crossing to the west, to the north west to Kingscourt and Mullagh, and south east to Carlanstown. It is well served with public paths along both sides of the main street and an amenity walk along the river. However, car parking is poorly delineated, and the Main Street and the triangular space at the Church of Ireland is dominated with cars.

Bus Eireann has a scheduled service which passes through the village and provides an important infrastructural link to Dublin, Navan, and Kells.

This Plan will promote sustainable modes of transport such as walking and cycling, through the development of permeable and connected streets and spaces, and the enhancement of pedestrian facilities including improved paving and street lighting as appropriate. An extension of a pedestrian route to the GAA grounds is a long term objective, that may develop incrementally. An extension of the river walk is also proposed to connect the amenities of the village. This will require stakeholder agreement to implement. This plan will promote liaison with NTA to provide a dedicated bus stop, and potential shelter appropriate to the conservation status of the village to encourage more people to avail of public transport.



## 4.5 Cultural and Natural Heritage

The village is designated an Architectural Conservation Area (ACA) which reflects the special significance of the built heritage that defines the character of Moynalty. The elements that contribute to the special character of the village include the landscape setting, the groups of mature trees, the relationship of the village with the countryside, the river, the main street and sense of enclosure, the spatial location of the churches, and large houses, the materials, the architectural expression of structures and use materials. Care should be taken to ensure that any future proposals in this area to respect the special character of Moynalty.

## 4.6 Green Infrastructure

The village derives it much of its characteristics and beauty from its landscape setting, comprising a mixture of pasture and arable fields, with historic stone walls, neat hedgerows and mature trees that lead into the village, creating distinctive approaches to the village. The village sits along the banks of the Moynalty River and is positioned at a higher point above and parallel to the river, affording very attractive views of the village's historic core from the southern approach from Kells and from Moynalty Bridge crossing the river. The natural environment provides the setting to the village, and the protection of this setting is essential to safeguard the character of Moynalty. These views towards and within the village are protected in order to retain the intrinsic landscape and village character (see MOY OBJ 12 of this Plan).

## 4.7 Social Infrastructure

Moynalty contains a national school and cemetery, both located outside of the development boundary, a health centre, church, a post office, credit union, Garda station, Muintir na Tire Hall, showground hall and museum and tennis courts. There is also riverside amenities, which provides for recreational walking close to the village centre. The GAA grounds are located to the south east of the village along the Carlanstown Road. The village would benefit from a dedicated children's play area to balance the provision of recreational facilities for all populations. There are sufficient lands available for the expansion of community uses, in particular adjoin the Catholic Church including the former national school, and the associated grounds.

## 4.8 Urban Design and Public Realm

This strategy promotes the enhancement of the entrance gateways to the village in the form of public realm improvements incorporating signage / branding for the village.

The village core is defined by the linear space in the village centre. Public realm improvements are proposed to enhance the environmental quality of this space, to include the provision of additional and improved pedestrian paths, public lighting and landscaping, incorporating cycleways as appropriate. The objective is to create a more pedestrian friendly village, that would encourage safer pedestrian movement from the north eastern side of the street, to the south western side of the main street, and amenity area.

## 5.0 Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### MOY POL 1

To consolidate and strengthen the commercial and residential village centre of Moynalty, and encourage development which will contribute to the character and structure of the village core and to preserve and enhance the quality of the village's attractive built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work recreate and visit.

## Objectives

It is an objective of the Council:

### Settlement and Housing

#### MOY OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

### Economy and Employment

#### MOY OBJ 2

Support the enhancement of the tourist identity of the village to link Moynalty with other towns and villages and support the development of facilities to in response to the potential demand, including retail, enterprise, and visitor accommodation in suitable locations.

### Infrastructure

#### MOY OBJ 3

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

### Movement

#### MOY OBJ 4

To promote more sustainable forms of transport, including the provision of new pedestrian paths, public lighting, and traffic calming measures to connect the amenities of the village.

#### MOY OBJ 5

To promote the enhancement of the pedestrian connections from the Main Street to the Moynalty museum and integration with the river amenity walk and threshing field.

**MOY OBJ 6**

To explore the feasibility of the provision of a pedestrian walkway from Moynalty Village to Moynalty GAA pitches and St. Mary's Villas.

**MOY OBJ 7**

To liaise with NTA and other relevant organisations to seek the provision of a dedicated bus stop and shelter appropriate to the conservation status of the village to encourage more people to avail of public transport.

## Cultural and Natural Heritage

**MOY OBJ 8**

To promote the appropriate reuse of disused structures, including the former National School.

**MOY OBJ 9**

To require that all development proposals within or contiguous to the Architectural Conservation Area be sympathetic to the character of the area, that the design is appropriate in terms of height, scale, plot density, layout, materials and finishes and is appropriately sited and designed in accordance with advice given in Moynalty Architectural Conservation Area Character Statement

**MOY OBJ 10**

To continue to work with the community to enhance the biodiversity of the river linear walks, and integration with proposed new walks through the village.

**MOY OBJ 11**

To protect the following views:

1. View of Moynalty Bridge and St. Mary's church and their settings, seen from the south as you enter the village from Kells.
2. View from the elevated height of the threshing field of the River and Main Street beyond.
3. View of the River.
4. View along the Kells Road of stone wall and trees as you enter the village.
5. View looking northwest along the Mullagh Road of stone wall and trees as you exit the village.
6. View of St. Mary's Church and its setting.
7. View looking northwest of stone wall and entrance to village from Carlanstown.

**MOY OBJ 12**

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map including those to the north of Fair Green and those within Pine Grove and to manage these trees in line with arboricultural best practice

**Social****MOY OBJ 13**

Support the development and provision of a children's play area on a suitable site within the village.

**Urban Design and Public Realm****MOY OBJ 14**

Maintain the integrity and visual amenity of the entrance gateways to the village, the village setting and the views and prospects within the village.

**MOY OBJ 15**

Support the development of a village square / community space at the entrance to the former Church of Ireland, to include improved delineation of pedestrian and parking areas, public lighting and landscaping to create a high-quality village square and focus for the village and a space for residents and visitor to interact and linger.

**MOY OBJ 16**

To ensure that all new development respects the scale, form and heritage character of the village.

## 1.0 Introduction

This written statement provides a brief description and development strategy for Navan. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

## 2.0 Town Context/Character

Navan is the county town and administrative centre of Meath. With a population in excess of 30,000 it is the largest town and the principle employment and service centre in the County. The RSES has designated Navan as a Key Town.

It is an attractive town that retains many of its historic streetscapes and features in the town centre. The River Blackwater and Boyne also contribute to its character and setting.

The town benefits from a modern shopping centre on Kennedy Road and a compact town centre focused on Trimgate Street, Market Square, Watergate Street, and Ludlow Street.

The more recent pattern of development in the town has consisted of residential development in the environs complemented by commercial development in the form of neighbourhood centres and retail parks.

In addition to the town centre there are employment zones in the northern, south-eastern, and south-western parts of the town where the industrial and business parks are performing well. This includes the IDA Business Park to the south east of the town centre where Meath County Council headquarters is located.

Service provision in Navan includes an acute hospital service for the north east region at Our Lady’s Hospital, a court service, education facilities, and public administration.

With regard to connectivity, Navan is in a strategic location off the M3 motorway and is connected to Dublin and surrounding regional centres via the national and regional road network. There is a local and regional bus service that includes a frequent express service to Dublin.

<b>Position in Settlement Hierarchy</b>	Key Town
---	----------

<b>2016 Population</b>	30,173
<b>2011 Population</b>	28,559
<b>Percentage Change 2011-2016</b>	6%
<b>Housing stock 2016</b>	10,949
<b>Number of units completed 2016-2019</b>	781
<b>Committed units not yet built</b>	924
<b>Core Strategy Household Allocation 2020-2027<sup>1</sup></b>	3,204 units
<b>Population Projection 2027</b>	36,073
<b>Resident Workers 2016</b>	12,190
<b>Total Jobs 2016</b>	8,970

<sup>1</sup> The unbuilt extant units have been included in this allocation

<b>Job – Workforce Ratio 2016</b>	0.73
<b>Education Facilities</b>	16 and an Education and Training Board and numerous childcare options.
<b>Community Facilities</b>	13 including a community centre, athletics club and grounds, swimming pool, sports clubs, Solstice Arts Centre, and Our Lady's Hospital
<b>Architectural Conservation Areas (ACAs)</b>	Navan Architectural Conservation Area
<b>Protected Structures</b>	189
<b>Zone of Archaeological Potential</b>	Yes
<b>Natura 2000 Sites</b>	Yes - the River Boyne & River Blackwater SPA and SAC is located within the settlement area.
<b>Strategic Flood Risk Assessment</b>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>Undeveloped zoned land applies the sequential approach and preferentially avoids risk. Some existing land is at risk but a potential flood relief scheme has not been guaranteed by</p>



<p><b>Water Services Infrastructure/Capacity</b></p>	<p>OPW after the formal promotion of 118 schemes from the CFRAM process. Any potential link roads crossing Flood Zone A/B should be subject to FRA and Section 50 consent.</p> <p>Navan is supplied by the Navan &amp; Mid Meath Water Supply Scheme – capacity available.</p> <p>The Navan Wastewater Treatment Plant has limited spare capacity.</p>
<p><b>Modal Share Targets for 2026</b></p>	
<p><b>Modal Share for Walking</b></p>	<p>23% (Increasing from 15% in 2016)</p>
<p><b>Modal Share for Cycling</b></p>	<p>5% (Increasing from 2% in 2016)</p>
<p><b>Modal Share for Bus</b></p>	<p>14% (Increasing from 11% in 2016)</p>
<p><b>Reduction Target for Car Use</b></p>	<p>55% (Reducing from 66% in 2016)</p>

## 3.0 Vision

*“For Navan to continue to function and develop as a multi-modal<sup>2</sup> Key town in Meath; an important employment centre for administrative, retail, health, and education services, where development in the town centre is balanced by investment in the business and industrial parks, which will enhance its attractiveness as a place to live, work, and invest and thereby support the creation of a sustainable community.”*

## 4.0 Opportunities

- Navan’s designation in the RSES as a Key Town presents a unique opportunity for the town to grow on a sustainable platform of regeneration assisted by multi-modal access.
- As part of the strategy of securing more compact growth there is an opportunity to promote the development of vacant and under-utilised lands in the urban core. The progression of the Flowerhill Regeneration Project and Land Activation Scheme, both of which were funded under the Urban Regeneration and Development Fund, will support the delivery of more consolidated growth in parts of the town that have experienced under-investment and decline.
- The implementation of the Public Realm Strategy ‘Navan 2030’ will provide greater connectivity between streets and urban spaces, improve the pedestrian network in the town thus creating a stronger pedestrian environment, which will improve social interaction and make the town centre a more attractive place to visit.
- The success by the Council in obtaining LIHAF funding for the construction of a Distributor Road at Farganstown provides an opportunity to deliver residential development and release strategically important employment and enterprise lands in this part of the town.
- Navan will continue to develop its employment base and further consolidate its position as the primary employment centre in the County by ensuring adequate lands are available for employment uses and supporting the delivery of key infrastructure projects, residential

<sup>2</sup> RPO 8.8: ‘The RSES supports delivery of the rail projects set out in Table 8.2, subject to the outcome of appropriate environmental assessment and the planning process.’ These projects include: Implementing the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy;

development and public realm projects in order to ensure the town is an attractive place to live and do business.

- The additional employment lands identified on the Trim Road provide an opportunity for significant economic investment in the town.
- The identification of Navan as the optimum location for the development of a regional hospital for the north-east region in the Health Partnership Report provides an opportunity for Navan to become a hub for health care in the north-east region.
- The relocation of Meath County Council Headquarters to Buvinda House in the IDA Business Park provides an opportunity for the redevelopment of the former County Council Offices on Railway Street as a key town centre site. As part of the funding received under the Urban Regeneration and Development Fund a Framework Plan is to be prepared for the County Hall Regeneration Project. This will also include the restoration St. Patrick's Classical School, which is to be developed as a County Archive, genealogy research centre and performance and study space.
- The redevelopment of Pairc Tailteann will provide a modern sporting facility in the town with the capacity to host local and regional sporting events.<sup>3</sup>

## 5.0 Land Use Strategy

The development strategy for Navan is to support population and economic growth consistent with its designation as a 'Key Town' in the RSES. There will be a focus on broadening the employment base to facilitate job creation in order to improve the job: workforce ratio and reduce the volume of commuting. This will be achieved by supporting business and enterprise development and identifying the infrastructural improvements required to make Navan a more attractive location to invest.

Delivering compact growth through the redevelopment of infill and brownfield sites in addition to the development of greenfield sites in proximity to the town centre will assist in creating a more sustainable settlement where there are opportunities for people to use more sustainable modes of transport.

<sup>3</sup> The RSES acknowledges the redevelopment of Pairc Tailteann will be an important economic, sporting, and cultural asset for Meath and the wider Region

Residential growth will focus on the delivery of high-quality developments rather than the 'household target' as specified in the Core Strategy. It is acknowledged that there is a surplus of residentially zoned lands in the town, primarily due to an excess of residential zoning in previous plans. As advocated in section 4.3 of the RSES 'Taking Account of Existing Plans', this Plan proposes to prioritise residential lands by designating a 'reserve' of surplus lands that will not be available for development in the plan period. This approach will ensure there are sufficient residential lands available within the plan period whilst also providing clarity regarding the long-term growth strategy for the town.

Whilst sustainable transport and Smarter Travel will be at the core of the development strategy for Navan, there are a number of strategic roads that are critical in the long-term growth of the town. The construction of these distributor roads would improve connectivity and accessibility within the town and would allow for significant volumes of through traffic to be removed from the town centre thereby providing opportunities to improve pedestrian and cyclist infrastructure in the town centre.

It is a key objective of the Council to support the extension of the passenger rail link from Dunboyne to Navan to Dublin in order to generate greater connectivity and strengthen the economic potential of the town.

## **5.1 Settlement and Housing**

Residential development has steadily increased since 2016, with the main focus of development taking place in the Johnstown area, where there are two large developments (Cois Glaisin and Dunville) recently completed. The focus for this plan period in the Johnstown area will be primarily on the 'catch-up' of the acknowledged deficiency of community facilities in this area.

In the northern part of the town at Clonmagaddan and the Commons Road in the south-west a steady supply of housing is also being delivered.

In addition to the large developments housing has also been provided on small infill sites throughout the town. An exemplar small scale housing scheme on the Proudstown Road provided by Meath County Council has made a valuable contribution to regeneration of brownfield land in this area.

As existing developments are completed, it is important to ensure there is a sufficient quantum of residential lands available in the town to facilitate the projected population growth during the plan period.

There is a parcel of residential lands on Academy Street within walking distance of the town centre that would consolidate the urban core of the town and could deliver a suitable mix of house types, including apartments, that would cater for a range of housing needs. The development of these lands would assist in creating a more compact pattern of development in the town.

The development of the remaining residential lands in the town is closely linked to the delivery of distributor roads. As part of the growth strategy for the town some of these lands have been phased based on a residential evaluation and prioritisation of lands. This includes the following lands at:

- i. Farganstown – LIHAF funding has been approved for a section of the Distributor Road (LDR 6) would link the Boyne Road with the Kentstown Road. The construction of this section of road would facilitate the delivery of c.1,600 residential units. Taking account of the lead in time associated with the delivery of this Distributor Road it is unlikely that all of these units would be delivered during the life of this Plan. It is therefore proposed to phase the release of these lands.
- ii. Commons Road – c.33 hectares of residential lands are dependent on the delivery of a link road between the Commons Road and the Trim Road. (LDR 2(a)). Approximately 17.4 hectares of these lands have been made available during this Plan, with the remaining 15.6 hectares being unavailable for development until after 2027. Nevinstown – c.19 hectares of residential lands adjacent to the rail reservation for the Navan Rail line are dependent on the construction of a link road between the Rathaldron Road and the Kells Road. Whilst it is an objective of this Plan to support the delivery of this link road, it will take a number of years to progress its delivery. It is therefore proposed to phase the development of these lands until after 2027. As part of the preparation of the Local Area Plan for Navan this will be examined in greater detail.
- iii. Clonmagadden SDZ – c.38 hectares of residential lands with the potential to deliver up to 1,400 residential units. The anticipated time line for the build out of these SDZ lands is likely to span several Development Plan cycles, particularly if the existing scheme is to be amended. This SDZ therefore provides a long-term reserve of residential land in the northern part of the town. The Council is supportive of the development of the Clonmagadden Valley SDZ lands and any associated infrastructure associated therewith.

The build out of the lands outlined above will require co-ordination between the developers of the lands and the Local Authority with regard to the phasing and design of this roads infrastructure. Whilst it is acknowledged that all of the distributor roads are unlikely to be delivered within the lifetime of this Plan it is nonetheless important to include these roads and associated lands to provide a strategic overview as to how it is anticipated that Navan will develop over the coming decades. This provides clarity to both the development agencies and potential investors with regard to the future direction of growth in the town.

### **5.1.1 Clonmagaddan Valley SDZ**

The Clonmagaddan Strategic Development Zone covers an area of approximately 38 hectares in the north of Navan between the Kingscourt Road and the Slane Road. The land is zoned for residential development and has the potential to deliver up to 1,400 residential units.

The SDZ Planning Scheme was approved by An Bord Pleanála in 2004.

No planning permission has been granted for any development under this scheme.<sup>4</sup> Any planning application on these lands would be required to include proposals for upgrades in the local road infrastructure including the construction of the Distributor Road between the Ratholdron Road and the Kells Road (LDR 4). A planning application for this road was lodged to An Bord Pleanála in 2020.

### **5.1.2 Urban Regeneration and Active Land Management**

Through the implementation of the Active Land Management Strategy and the progression of projects funded by the Urban Regeneration and Development Fund the Council is taking a proactive approach to urban regeneration. Part of this Active Land Management Strategy is to regularly monitor vacant sites and support the regeneration of areas in the town that have experienced decline and a lack of investment.

An example of this is Flowerhill, where there is a high level of vacancy which resulted in an increase in anti-social activity. The Council received funding to tackle these issues under the Urban Regeneration and Development Fund. This funding was used to prepare a Public Realm Plan for the

<sup>4</sup> An application was received on the SDZ lands in 2009 (NT900117). This application was refused on the basis that it failed to comply with the Approved Planning Scheme for the SDZ

area, which will set out the improvements required to create a more attractive and safe environment.

Master Plan 1 is located in the Flowerhill area and whilst there are challenges in developing these lands due to the sloping topography and proximity to the River Boyne, these lands are centrally located and provide an opportunity for a mixed-use development and public amenity along the River Boyne that would contribute to the regeneration of the Flowerhill area.

In addition to the Flowerhill Regeneration Project, funding was also received for a Land Activation Scheme in the town. This will involve the acquisition and remediation of derelict sites in the town. Once the abnormal costs associated with the development of these sites are eliminated they will be made available to private parties using either long term leases or license arrangements.

Another key brownfield site in the town are the lands at Balmoral Estate on the Kells Road. Permission has been granted for a 6-storey mixed use building to be developed for office and retail uses. This will be a more intense use than the warehouses and showrooms on the lands at present and will add vibrancy to the area and will accommodate a range of uses in the core area of the town.

This Plan will positively support the appropriate redevelopment of vacant and under-utilised land and properties in the town.

### **5.1.3 Residential Design/Scale**

The design and scale of any new residential development shall support the creation of high-quality living environments with higher densities concentrated along public transport corridors and in proximity to the town centre.

As part of the strategy of delivering more compact growth, any development in town centre or strategic locations in the town will be required to deliver high density development of up to 45 units/ha. This includes town centre and mixed-use lands and the residential lands to the west of Academy Street and residential lands adjacent to future rail stations in the town. These lands would be the most appropriate locations for apartment developments and should be considered as part of the household mix in these locations.

The remaining lands in the town should be developed at a density of up to 35 units/ha.

There is a requirement under the 'Urban Development and Building Height Guidelines' (2018) for Planning Authorities to identify areas where increased building height will be actively pursued for both redevelopment, regeneration, and infill development to secure the objectives of the NPF and RSES.<sup>5</sup>

The traditional building height in Navan is characterised by low-rise buildings 2-4 storeys in height. More recent developments are up to 5 storeys. It will be an objective of this Plan to preserve the general character of the existing streetscape in the town, with any new development on greenfield or infill lands designed and appropriately scaled to take account of existing building heights in the area. Within the Master Plan areas, support will be given to the development of landmark buildings. This does not always mean the construction of a tall building, but rather can also include the construction of a building of notable design.

Higher buildings on prominent/key sites in the town will be considered on a case by case basis. The underlying assessment criteria for a building of height will be the contribution it makes to the built form in the area. A design statement would be required to be submitted with any planning application that addresses the design principles, scale and massing of the building(s) in addition to the impacts the development would have on the local streetscape and residential amenities of the area. Any potential impacts of the building on the micro-climate around the building would also be required to be assessed.

A more detailed analysis of recommended building heights in the town will be set out in the Local Area Plan for Navan.

## 5.2 Economy and Employment

Navan is an important employment and service centre in Meath. In 2016, 21.5% of the total jobs in the County were located in Navan, making it the principle employment centre in the County. The Job: Workforce Ratio is 0.73, which is the second highest in the County.

Prominent employment sectors in the town include retail, IT and professional services, public administration, education, and manufacturing.

<sup>5</sup> Specific Planning Policy Requirement 1 of the Urban Development and Building Height Guidelines



With the appropriate infrastructural investments and improvements to connectivity there are opportunities to broaden the economic base of the town and attract additional employment.

Providing investors with a choice of location for economic and employment related development is central to the Council's Economic Strategy. This Plan will support the economic development of Navan and its continued development as a key employment centre in the region and a driver of economic growth in the County.

As part of the Economic Strategy local businesses and enterprise agencies are working closely to develop Navan as an employment hub. An example of this collaborative approach is the Boyne Valley Food Hub, which supports the growth and development of food businesses in the Region. This project is being funded by Enterprise Ireland through the Regional Enterprise Development Fund.

There are seven key business enterprise zones in Navan including the IDA Business Park in Athlumney, Mullaghboy Industrial Estate, Beechmount Home Park, and Liscarton Industrial Estate. Employment in these Business and Industrial Parks is varied and includes manufacturing, logistics, medical devices, services, and communications.

Two Strategic Employment Sites have been identified in Navan- IDA Business Park and Trim Road. These sites have the capacity to deliver significant economic investment. An additional parcel of employment land with an area of c.29 hectares has been identified on the Trim Road. These lands are strategically located on the southern side of the town where there is permission for a Distributor Road (LDR 1(b)) which will link the Dublin Road with the Trim Road.

There is also an employment zone in Farganstown where there are lands zoned for enterprise and employment uses adjacent to residential lands. These lands have the potential to provide a range of employment uses and would support the creation of a sustainable 'live work' community in this part of the town. The development of these lands is dependent on the construction of a distributor road, part of which was funded under the LIHAF Fund.

Tara Mines, located on the north western fringe of the town, is the largest zinc mine in Europe and is a major employer in the town.

### 5.2.1 Retail

Navan is the primary retail centre in Meath and is designated as a Level 2 'County Town' Centre in the retail hierarchy. It is a busy and vibrant centre, however as identified in the Retail Strategy there are areas for improvement with regard to the range of activities and uses in the town in addition to environmental enhancements.

Nine Opportunity Sites for redevelopment are identified in the Retail Strategy. The development of these sites would improve the retail offering and vibrancy of the core retail area in the town.

A town centre expansion area (Master Plan 6) has been identified on the Trim Road. These lands have also been identified as the location for the future Central Rail Station in the town.

Any new proposals for these lands would require the preparation of a new Master Plan. The focal point of any future development on these lands will be the Rail Station and the public amenity area/civic space. Whilst these lands are zoned for town centre uses any commercial development shall be complementary to the core retail area of the town. The provision of residential accommodation on these lands would assist in creating a vibrant urban core where people are within walking distance of jobs and services.

Opposite the proposed town centre expansion area to the east of the Trim Road there is a parcel of land zoned for mixed use development. These lands (Master Plan 8) have the potential to deliver significant development within walking distance of the town centre and adjacent to a future rail link (long term).. Given the strategic location of these lands within walking distance of a future rail station such a use would assist in the development of a sustainable live work community in this location. The development of these lands are dependent on the delivery of distributor road LDR1(b) linking the Trim Road and the Dublin Road.

The implementation of the Public Realm Strategy will encourage investment in the town centre and improve the urban environment for shoppers and businesses.

### 5.2.2 Water Services Infrastructure

The provision of a full range of infrastructural services is critical to support the continuing development of Navan.

Water: The towns water supply is abstracted from the River Boyne and Blackwater. There is presently limited spare capacity in the system however a capital scheme is proposed for the town

that would increase capacity and improve security of supply. This project is at planning stage and it is anticipated that it will be completed during the life of this Plan.

Wastewater: Wastewater is discharged to the Farganstown Wastewater Treatment Plant for treatment. Spare capacity at this plant is limited, however, the Council in conjunction with Irish Water are developing proposals for a capital expansion. It is envisaged this will be realised during the life of this Plan. There are also some network constraints.

### 5.2.3 Flooding

The Strategic Flood Risk Assessment prepared for the County identified lands at risk of flooding in Navan. A risk-based approach to flood management in accordance with the provisions set out in *“The Planning System and Flood Risk Management Guidelines for Planning Authorities”* (2009) will be implemented in order to prevent or minimise future flood risk.

## 5.3 Movement

The successful integration of land use and transport is essential for the sustainable growth of the town. As part of the strategy of supporting the integration of land use and transport planning the RSES requires the preparation of a Local Transport Plan for Navan. This Plan will be prepared in conjunction with the National Transport Authority and will assist in the identification of measures to reduce the need to travel, improve the efficiency of public transport, promote walking and cycling, and reduce dependence on the private car as the primary mode of transport.

As the town continues to grow in accordance with its designation in the settlement hierarchy it is essential that a more sustainable model is applied to movement within the town, therefore a focus on the local bus service, walking and cycling networks will be a key grounding objective of this plan. An example of this are the recent works at the Solstice roundabout, which is now pedestrian and cycle friendly. The works carried out have made the junction safer and more convenient for vulnerable road users. These works have been recognised as an exemplar of good practice by the NTA.

Whilst the town is presently well served by a regional bus service, there are deficiencies in local bus service. In consultation with the Council, the NTA are planning improvements to this service. To assist this local service, the Council are in the process of providing new set down/pick up and turn

around for buses. In addition, the Integrated Public Realm and Movement Plan 'Navan 2030' has identified opportunities to improve connectivity between the local and regional services. This Strategy has also identified a requirement to provide Park and Ride facilities in order to make public transport more accessible and reduce dependence on the car. A number of preferred locations have been identified.

Greater priority is to be given to the pedestrian environment in the town centre. For example, the Flowerhill Regeneration Project will attempt to reduce the dominance of the car in this part of the town and improve the links to the town centre.

In addition to the public realm improvements, the completion of the Local Distributor Road Network is a priority. These Distributor Roads would create a sustainable transport network in the town as it would link all the radial routes in Navan and would allow vehicles to access motorway interchanges without having to pass through the town centre thereby reducing congestion and creating more space for pedestrians and cyclists.

The priority distributor roads for the overall network are the LDR 1b linking the Trim Road and the Dublin Road<sup>6</sup> and LDR 4 linking the Ratholdron Road to the Kells Road<sup>7</sup>. The feasibility of the requirement for a bridge crossing and distributor road link connecting the Slane Road with the Boyne Road will also be investigated.

In the northern part of the town at Clonmaggadan there are lands identified for General Enterprise and Employment Use. Existing uses include a Kilsaran Concrete depot, AES Bord na Móna waste transfer station, and a tyre depot. The access road to these lands, which is known locally as 'Clonmaggadan Lane' is in private ownership and is in a substandard condition. Prior to any further development taking place along this lane, the lane would be required to be upgraded to the junction with the R162.

The delivery of Phase 2 of the Navan Rail Project remains a key objective of this Plan in that it will strengthen connectivity between Navan and Dublin which will make the town a more attractive location for investment. Table 8.2 of the RSES includes the reappraisal of this Project in its list of Rail Projects for the Region. This Plan will therefore retain the specific zoning objective R1 Rail Corridor which seeks 'to provide for a strategic rail corridor and associated physical infrastructure' to ensure

<sup>6</sup> Part VIII in place for same

<sup>7</sup> Planning application was lodged with ABP in 2020.

that the design route of Phase II of the Navan Rail Line (as confirmed by the NTA) will be reserved free from development.

## 5.4 Cultural, Natural and Built Heritage

Navan's location in the rich landscape of the Boyne Valley provides a unique setting and natural heritage for the town. An important feature of natural heritage is the River Boyne and River Blackwater candidate Special Area of Conservation and Special Protection Area.

The town also benefits from a historic building fabric that is a reminder of its industrial and manufacturing heritage.

'Navan Historic Core' Architectural Conservation Area (ACA) covers the historic town core of Trimgate Street, Market Square, Watergate Street, Ludlow Street, Bridge Street, Church Hill, the Fair Green and Railway Street between Trimgate Street and Circular Road. Navan's town core is a distinctive area, which in terms of street pattern, composition of streetscapes, buildings of different periods, style and detail, merits its designation as an ACA.

There are 189 Protected Structures identified in the Record of Protected Structures in Navan.

The conservation of the town's heritage is a complex challenge that requires a balance being achieved between conservation and the facilitation of necessary development to meet the present and future needs of the people.

Funding has been received for the restoration of the former St. Patrick's Classical School under the Urban Regeneration and Development Fund. The structure has been described as one of the most unusual pieces of historic architecture in the Country. The building is a detached seven-bay two-storey former school, c. 1840 with elliptical plan, inclined buttresses, classical niches, eaves course of paired timber brackets and tripartite sash windows which was converted to a furniture factory c. 1975. The building has been disused for some time and its regeneration and reuse as the home of the County Archive will make a significant contribution to the Cultural Quarter.

It is an objective of this Plan to protect the River Boyne and River Blackwater SAC and SPA, to preserve the character of the Historic Core Architectural Conservation Area, and to protect and enhance character and setting of Protected Structures in accordance with County Development Plan policies and objectives.

A Zone of Archaeological Potential has been identified in Navan (ME-025-044). There are a number of archaeological sites and monuments in this area. This Plan seeks to ensure the effective protection, conservation, and enhancement of archaeological sites, monuments, and their settings.

## 5.5 Green Infrastructure

Green Infrastructure is the network of green spaces that intersperse the town. It includes open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage, and the open countryside.

Examples of Green Infrastructure in Navan include the area of the Ramparts along the River Boyne, which is a high amenity walk. Blackwater Park is also a major asset. There are other riverside areas in the town that have the potential to be valuable amenities and resources.

There is a significant opportunity to create a network of green spaces in the town which would provide a means of linking communities with amenity facilities, it is an objective of this plan to prepare a green strategy for Navan.

It is also an objective of this Plan to support the management and enhancement of green infrastructure assets and corridors.

## 5.6 Social Infrastructure

The quality and availability of social and community infrastructure in a settlement is an important benchmark in the creation of a sustainable community. Navan is generally well served by social and community facilities including schools, healthcare, childcare, community facilities, parks, playgrounds, and sporting clubs and organisations. It is essential that new development provides sufficient community facilities to cater for the needs of new residents. Chapter 7 Community Building Strategy sets out the requirements for Social Infrastructure Audits of all residential developments in excess of 50 units. Such audits may be required for developments under this threshold.

The completion of Phase 1 of Blackwater Park in 2015 that included the construction of a children's playground, playing pitches, and a walking track is a beneficial resource to local residents and an important leisure and recreational amenity for the town.

The redevelopment of Pairc Tailteann, which has recently been granted planning permission, will provide a modern sports facility which will have the capacity to host local and regional sporting events.

As the population of Navan continues to grow this Plan will continue to support the provision of community infrastructure. In Johnstown, a requirement has been identified for a bespoke community facility to serve local residents. The Community Section of the Council has carried out detailed surveys with local residents in the relevant areas. This Plan will support the provision of a community facility in Johnstown.

A requirement for additional community facilities and active open space has been identified in north Navan. The demand for such facilities in this part of the town will increase further if the SDZ lands are developed. Taking this into account an additional c.5 hectares of land have been zoned for community uses adjacent to Simonstown Gaels GFC.

This Plan will also support the Health Service Executive and Department of Health in the provision of a new Regional Hospital in the town and the identification of lands for a new primary and post primary school. It will also facilitate the delivery of critical community infrastructure and buildings required to ensure the sustainable growth of Navan.

## **5.7 Urban Design and Public Realm**

‘Navan 2030’, which is an integrated public realm and movement plan for the town seeks to make a positive improvement to the public realm of the town. One of the objectives of the strategy is to improve the connections between the historic and more modern streets and create an environment where people can enjoy the urban core.

In addition to supporting improvements to the public realm a strong emphasis is also being placed on creating an attractive urban environment where there is a strong sense of place. New buildings and spaces should make a positive contribution to the character and identity of Navan.

## **6.0 Master Plans**

There are 13 Master Plan areas identified in Navan. The purpose of a Master Plan is to ensure an integrated approach is taken to the phasing, management, and development of lands within the

Master Plan Area. A planning application will not be considered in the absence of the Master Plan being agreed in writing with the Executive of the Planning Authority.

The Council reserves the right to revisit completed Master Plans in the event of a change in circumstances which would merit such a reappraisal. Same is a matter for the Executive as all Master Plans are non-statutory plans.

Master Plan	Status
Master Plan 1	Awaiting preparation
Master Plan 2	Agreed 2017
Master Plan 3	Awaiting preparation
Master Plan 4	Agreed 2018
Master Plan 5	Agreed 2016
Master Plan 6	Awaiting preparation
Master Plan 7	Awaiting preparation
Master Plan 8	Awaiting preparation
Master Plan 9	Agreed 2018
Master Plan 10	Awaiting preparation



Master Plan	Status
Master Plan 11	Awaiting preparation
Master Plan 12	Agreed 2020
Master Plan 13	Awaiting preparation
Master Plan	Description
Master Plan 1	<p>Master Plan 1 relates to lands with an area of 3.7 hectares of undeveloped land zoned for mixed use development and c. 2.6 hectares zoned as open space. The River Boyne bisects the lands and divides the area into two distinct areas north and south of the river, with part of the lands also falling within the River Boyne and Blackwater SAC and SPA. The lands to the north of the River occupy a prominent location at the junction of the Ratholdron Road and the Inner Relief Road. There is an opportunity for a landmark building that would be a gateway/feature building for the area to be designed and constructed in this location. Due to the difference in levels, which fall steeply towards the river, there will be challenges in generating connectivity between the recreational/open space areas and the mixed-use lands however such connectivity will be a critical element to the future development of the lands.</p>
Master Plan 2	<p>Master Plan 2 relates to lands with an area of c.11.5ha to the west of Master Plan 1 lands and north of the Inner Relief Road. These lands are zoned for mixed use development and open space uses. A Master Plan for these lands was agreed in 2017. Planning permission was granted for a mixed-use development including retail, medical, and office uses on part of the lands in 2018.</p>

Master Plan	Status
Master Plan 3	<p>Master Plan 3 relates to lands with an area of c.26 hectares identified for residential uses between the Town Park and the Navan-Kingscourt Rail Line. There is also an area of high amenity in the southern section of the Master Plan area adjacent to the River Blackwater. Given the location of these lands adjacent to a future rail station apartments should be included in the range of households on these lands. The design and delivery of local distributor road LDR 4 is a fundamental part of this Master Plan and will be a determining factor in the layout of the residential lands.</p>
Master Plan 4	<p>Master Plan 4 relates to lands between Clonmagadden Road and Kilsaran Lane with an area of c.27.5 hectares zoned for residential, community, open space, and mixed uses. This Master Plan was agreed in 2018. There is a residential development 'Cluain Adáin' presently under construction in the Master Plan area.</p>
Master Plan 5	<p>Master Plan 5 relates to an area surrounding Blackcastle House and its former demesne. This area shall be zoned for residential uses. A Master Plan was agreed as part of a planning application on these lands in 2016.</p>
Master Plan 6	<p>Master Plan 6 relates to lands zoned for town centre uses to the south of the retail core of the town. There is a long-term proposal that the Navan Rail Station will be located on these lands. This rail station and the associated rail reservation will influence the future design and layout of any development on these lands.</p> <p>The Rail Station and a civic plaza shall be a focal point in any development with any commercial uses being complementary and ancillary to the Core Retail Area of the town. An appropriate balance of commercial and residential uses that includes a mix of house types and</p>

Master Plan	Status
	apartments will assist in the creation of a sustainable residential community in an accessible environment in proximity to the town centre where there are strong public transport and walking and cycling links.
Master Plan 7	Master Plan 7 relates to lands to the south of the Athboy Road to the south of the Motorway Interchange at Knocknumber. The area is intended primarily for enterprise and employment uses and will accommodate the expansion of Mullaghboy Industrial Estate.
Master Plan 8	Master Plan 8 relates to a triangle of land formed by the Trim Road, the former Navan-Dublin Rail Alignment and lands adjoining the Swan River. This area has been identified for mixed uses, new residential and an open space/amenity area. The design and delivery of local distributor road LDR 1(a) will be a fundamental part of any Master Plan. The Master Plan shall include details of the proposed phasing for the development of the lands which shall include the delivery of the Distributor Road.
Master Plan 9	Master Plan 9 relates to Pairc Tailteann GAA Stadium and the ancillary grounds fronting Brews Hill and Commons Road. This area is intended to provide for a modern sports hub consisting of an upgraded Pairc Tailteann and complimentary uses. This Master Plan was agreed as part of the planning permission granted for the upgrade of Pairc Tailteann in 2018.
Master Plan 10	Master Plan 10 relates a rectangular block of land formed by the Trim Road, the form Navan-Dublin Rail Alignment and lands adjoining the Borallion Road. Development of these strategic employment lands which are strongly supported by the RSES shall only proceed on the basis of an agreed overall Master Plan, the availability of water and waste water

Master Plan	Status
	<p>services associated infrastructure including the phased provision of these services and the provision of suitable access arrangements. Local Distributor Road LDR 1 (b), a road traversing this parcel of land connecting Navan South to the Trim Road shall be integrated into the overall Master Plan for the lands and delivered in its entirety in conjunction with the development of said lands, on a phased basis as agreed with the Planning Authority.</p> <p>The area is intended to provide an option for the Regional Hospital and ancillary healthcare uses and accommodate an employment hub in line with its zoning of E1/E2.</p>
Master Plan 11	<p>Master Plan 11 relates to lands off the Ratholdron Road at Nevinstown and are zoned for community uses and 'Whitelands'. Part of the rail reservation for the Navan Rail line is located on these lands. In addition, there are high amenity lands along the southern boundary adjacent to the River Blackwater. Potential community uses on these lands include the Regional Hospital. As part of the preparation of any Master Plan on these lands the location of the access to these lands, which shall be off the R147 (Kells Road), shall be agreed with the Executive of the Planning Authority.</p>
Master Plan 12	<p>Master Plan 12 relates to lands zoned for residential, mixed use, employment, community, and open space/recreational uses in the Athlumney/Farganstown area. A Master Plan shall be prepared for these lands that will ensure the delivery of a high quality, appropriately phased development including a suitable mix of house type, community, and employment uses.</p>

Master Plan	Status
Master Plan 13	<p>To ensure there is appropriate service provision in this part of the town, the development of these lands shall also include the provision of local services and facilities including a neighbourhood centre.</p> <p>The development of these lands shall provide for phased and integrated development including the delivery of the distributor road and local services and community facilities in tandem with residential development. The phasing of the development of the lands shall be agreed in writing with the Executive of the Planning Authority as part of the preparation of the Master Plan.</p> <p>Master Plan 13 relates to land situated between the Trim Road and the Commons Road. These lands are to be developed primarily for residential uses. The Master Plan has an area of c.39.6 hectares. To ensure there is appropriate service provision in this part of the town, the development of these lands shall include the provision of local services and facilities including a neighbourhood centre, which may also include small scale enterprises compatible with a residential location community facilities, and the reservation of a site for a primary school, the size and location of which shall be agreed with the Department of Education.</p> <p>An integral part of the development of these lands will be the delivery of Local Distributor Road LDR 2(a). The design and delivery of this Distributor Road shall be integrated into any Master Plan for these lands. This Distributor Road shall be delivered in its entirety in conjunction with the development of this Master Plan. Any phasing proposals regarding the development of these lands and the construction of the Distributor Road shall be agreed in writing with the Planning Authority as part of the preparation of the Master Plan.</p>

## 7.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### NAV POL 1

To consolidate and strengthen Navan's position as a Key Town and the principle economic and service centre in Meath by continuing to support economic and population growth based on the principles of a sustainable community and a high quality and attractive urban environment.

### Objectives

It is an objective of the Council:

### Settlement and Housing

#### NAV OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

#### NAV OBJ 2

To continue to support the implementation of the Active Land Management Strategy in Navan.

#### NAV OBJ 3

To support the progression and delivery of projects funded by the Urban Regeneration and Development Fund, including:

- i. The Flowerhill Regeneration Project

- ii. The Land Activation Scheme
- iii. The County Hall Regeneration Project including the restoration of St. Patrick's Classical School.

**NAV OBJ 4**

To support the prioritisation of residential development in locations that adjoin, or provide easy access to the town centre.

**NAV OBJ 5**

To operate an Order of Priority for the release and development of residential lands with any lands identified as being 'Post 2027' not available for development until after 2027.

## Economy and Employment

**NAV OBJ 6**

To promote Navan as the primary centre for enterprise and employment in the County.

**NAV OBJ 7**

To promote the further development of the Navan IDA Business & Technology Park as one of the key strategic sites for employment in Meath as identified in the Economic Development Strategy 2014-2022 for County Meath.

**NAV OBJ 8**

To support the development of the employment lands on the Trim Road (MP10) as a strategic location for employment in the town.

**NAV OBJ 9**

To support the delivery of a 'live work' community at Farganstown and Nevinstown as recommended in the Meath Economic Development Strategy 2014-22.

**NAV OBJ 10**

To support the appropriate redevelopment of Pairc Tailteann as a modern sports hub comprising of an upgraded Pairc Tailteann and complementary uses.

**NAV OBJ 11**

To promote the redevelopment of the former County Council offices on Railway Street as a key town centre opportunity site.

**NAV OBJ 12**

To support the delivery of the Boyne Valley Food Innovation District at a suitable location.

**NAV OBJ 13**

To support the implementation of the recommendations of the Boyne Valley Tourism Strategy.

**NAV OBJ 14**

To continue to develop Navan as a Level II Town Centre and primary retail location within the County. A variety of comparison shopping will be encouraged within the town in order to stem the comparison retail leakage to the wider region.

**Infrastructure****NAV OBJ 15**

To liaise with and support Irish Water in the provision of adequate water services to meet the development needs of Navan within the Plan period.

**NAV OBJ 16**

To manage flood risk and development in Navan in accordance with policies and objectives set out in section 6.10 of Volume 1 of the County Development Plan “Surface Water and Flood Risk Management’.

**Movement****NAV OBJ 17**

To prepare a Local Transport Plan for Navan in consultation with the National Transport Authority and in accordance with the Transport Strategy for the Greater Dublin Area.

**NAV OBJ 18**

To identify suitable locations for a bus-based Park and Ride facility in Navan

**NAV OBJ 19**

To support the delivery of the following key road projects:

Distributor Road LDR1a) Trim Road to Dublin Road

- Distributor Road LDR 1b) Kilcarn Link Road
- Distributor Road LDR 2a) Commons Road to Trim Road
- Distributor Road LDR 2b) Commons Road and Athboy Road
- Distributor Road LDR 4 Ratholdron Road to Kells Road
- Distributor Road LDR 6 Kentstown Road to Boyne Road



Development of these road projects will be subject to the outcome of the Appropriate Assessment process. Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Sites, either alone or in-combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless an alternative solution can be implemented which avoids/ reduces the impact to a level that the integrity of the European Site(s) is(are) unaffected

**NAV OBJ 20**

To support improvements to the local road network and in particular between Metges Road and Casey's Cross.

**NAV OBJ 21**

To support improvements to the bus network, including accessibility, facilities, and services and junction upgrades, in partnership with the National Transport Authority.

**NAV OBJ 22**

To support the progression of Phase II of the Navan railway line project and rail services in cooperation with other relevant agencies.

**NAV OBJ 23**

To examine the feasibility of the requirement and case for a bridge crossing and distributor road link connecting the Slane Road to the Boyne Road.

**NAV OBJ 24**

To support the upgrade of Clonmaggadan Lane by the relevant stakeholders.

**NAV OBJ 25**

To support improvements to the junction between Academy Street and the Dublin Road.

**NAV OBJ 26**

To safeguard lands zoned R1 'Rail Corridor' from inappropriate development and reserve the lands for the delivery of the Navan strategic rail corridor linking Navan to Dunboyne.

**NAV OBJ 27**

To support and facilitate the implementation of cycle lanes and associated cycle infrastructure upgrades as identified within the Greater Dublin Area Cycle Network Plan, within the town centre in partnership with the National Transport Authority and other relevant stakeholders.

## Cultural, Natural and Built Heritage

### NAV OBJ 28

To promote Navan's heritage value and streetscape character to continually improve the visitor and resident's experience of the town centre.

### NAV OBJ 29

To support and facilitate the wide range of improvements to the accessibility, environmental quality and amenity of Navan Town Centre under the 'Navan 2030' initiative.

## Green Infrastructure

### NAV OBJ 30

To support and facilitate the delivery of the Boyne Greenway within the town area and integration with associated amenities and connections to the urban form.

### NAV OBJ 31

To support the provision of access and facilities for active recreation and water sports on the River Boyne. The delivery of such proposals will be subject to the outcome of the Appropriate Assessment process. If adverse effects on European Site integrity are identified, alternative locations, procedures and/or designs will be developed to ensure that proposals will not adversely affect the integrity of European Sites, either alone or in-combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Sites, the project will not be progressed unless an alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is(are) unaffected. The proposals must also assess the impact of increased visitor numbers and activity on European sites as well as the potential for introduction of invasive species via active recreation/water sports. It is reasonable to assume that at the detailed design stage any potential for a project element to impact on European Sites could, and will, be resolved through the exploration of alternative locations or designs whilst still fulfilling their function/role.

### NAV OBJ 32

To support the preparation of a 'Green Space Strategy' in Navan during the lifetime of the Plan.

### NAV OBJ 33

To promote the preservation of individual trees or groups of trees or woodlands identified on the Heritage Map for Navan (Map no.28b) and to manage these trees in line with arboricultural best practice.

## Social Infrastructure

### NAV OBJ 34

To support the appropriate provision is made for additional education, health and recreation facilities in advance of residential population growth.

### NAV OBJ 35

To ensure the provision of appropriately located schools as required Department of Education.

## Urban Design and Public Realm

### NAV OBJ 36

To support and facilitate the improvements to the Kennedy Road Civic Square to reinforce its civic function.

### NAV OBJ 37

To implement the 'Navan 2030' Public Realm Strategy and support the progression and delivery of projects funded by the Urban Regeneration and Development Fund, including:

- i. The Flowerhill Regeneration Project
- ii. The Land Activation Scheme
- iii. The County Hall Regeneration Project including the restoration of St. Patrick's Classical School.

## 1.0 Village Context and Character

Nobber is located in the north of County Meath along the R162 Regional route (Navan – Kingscourt Road). The village is approximately 8km to the north of Navan and 9.5km to the south of Kingscourt.

There is evidence of early bronze age settlements to the west of the village at Moynagh Lough, and the village dates from medieval times, as evidenced by high cross fragments and cross slabs in the grounds of St. John The Baptist Church and Graveyard. Nobber continued to be place of importance in the 14th and 15th with its landmark Motte and Bailey to the north of the village. The development of attractive Georgian buildings occurred in the eighteenth century, including well executed townhouses, a Coach Inn, a Schoolhouse, a Police Station, a Post Office and a Church of Ireland Chapel. During the Victorian Period, existing buildings were later complemented by a Roman Catholic Church, a village hall and a railway platform, station and warehouse. The village is set in a drumlin landscape to the west and rolling fields to the east towards Brittas Demesne. Development is contained to the west by the railway line. The resulting assembly of buildings and landscape setting creates an attractive environment, and legible village core, with a strong sense of place and identity.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	344
<b>2011 Population</b>	357
<b>Percentage Change 2011-2016</b>	3.60%
<b>Housing stock 2016</b>	152
<b>Number of units completed 2016-2019</b>	0
<b>Committed units not yet built</b>	0

<b>Population Projection 2027</b>	394
<b>Education Facilities</b>	Nobber National School and O'Carolan College Secondary School
<b>Community Facilities</b>	8
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	18
<b>Zone of Archaeological Potential</b>	There is a National Monument Service Zone of Archaeological Notification located in the central area of the settlement.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SPA and SAC which is located approximately 12.3km to the south.
<b>Strategic Flood Risk Assessment</b>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>The E2 zoned lands must promote open space/water compatible use within Flood Zone A/B</p>
<b>Water Services Infrastructure/Capacity</b>	Nobber Wastewater Treatment Plant- Limited spare capacity.

Nobber Water Treatment Plant-Limited spare capacity.

## 2.0 Vision

To define, consolidate and strengthen the commercial and residential village centre, and encourage development which will improve the historic character and urban structure of the village core, preserve, protect and enhance the quality of the village's built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work recreate and visit. Only natural/organic residential growth will be encouraged over the lifetime of the Development Plan in line with the Development Plan Core Strategy.

## 3.0 Opportunities

- Nobber benefits from sensitive medium density infill and backland development. There is potential for further consolidation and enhancement of the village core, through infill development, public realm improvements and enhanced permeability from new residential areas to the village core. This would enhance service demand within the village, to create a more sustainable settlement.
- There is also an opportunity to develop the significant tourist potential of the village, in the context of the historic sites within the village, and its location along the former Navan - Kingscourt Railway Line, a proposed Greenway.

## 4.0 Land Use Strategy

In order to facilitate the delivery of the vision for Nobber, a village strategy is proposed, which builds on the opportunities within the village. There are a number of key elements to the Strategy which seek to: reinforce the gateways to the village through public realm improvements and signage; to enhance the public realm of the village core; rationalizing pedestrian and parking areas; and, to create high quality finished space along the main street for residents and visitors to utilise. In addition, other elements of the Strategy include: consolidation of the historic core; integration of existing residential development with the new residential areas to the village centre; consolidation of the commercial core around the main street through the appropriate reuse of underutilised

sites for commercial uses; and, to promote the tourism potential of the village including its environmental assets, its archaeological heritage, and its location along the proposed Greenway. The Strategy will ensure that the heritage of the village is protected through the sensitive protection of the setting of the Motte and Bailey at the entrance to the village from the Kingscourt Road, and to reflect the current recreational use of land in the proposed land use zoning.

## **4.1 Settlement and Housing**

The village benefits from a variety of dwelling types with older terraced and semi-detached houses that have been integrated with the village centre. There are two housing developments accessed off the Main Street, Bridge Park, to the western side and O'Carolan Park on the eastern side adjacent to the R.C. Church. Cluain Beag is accessed off the Cregg Road, with pedestrian access to the village core, and Muff Crescent located off the Kingscourt Road, which is furthest from the village centre, but is connected by footpath. There has not been a substantial level of residential development with the exception of single dwellings in the villages existing development boundary in the past decade.

There is one new residential site zoned to the north east of the village to the rear of the R.C. Church and National School.

## **4.2 Economy and Employment**

Nobber is identified as a level 4 retail centre in the County Retail Hierarchy. It has a range of retail services, including but not limited to a convenience store, butchers, pharmacy, hairdresser, bookmakers, restaurant, café, car dealership, beauty salon, auction house, veterinary surgery, agricultural supply depot and two public houses.

There are currently a number of vacant properties and opportunities for consolidation of a retail function within the main street, through the reuse and adaptation of existing structures. This strategy also retains town centre uses along the main street, within the village main street to facilitate new commercial or mixed-use development. A site has been identified on the Navan road to accommodate employment uses, any development will require a design approach which is sensitive to the site constraints and heritage character of the village.

### 4.3 Water Services Infrastructure

Nobber is served by the following water services infrastructure:

Water: The village is supplied by the Nobber Water Treatment Plant. This plant has limited spare capacity, however, it is considered that there is sufficient capacity to facilitate the development and growth provided for in this County Development Plan.

Wastewater: Nobber Wastewater Treatment Plant was upgraded in 2017. It is considered to have sufficient spare capacity to facilitate the development and growth provided for in County Development Plan.

### 4.4 Movement

The regional route passing through the village of Nobber facilitates traffic, and specifically heavy good vehicles through the village. The expanse of the roadway, and lack of traffic calming, has resulted in a poor pedestrian and cyclist environment, dominated by cars and heavy goods vehicles. This strategy proposes environmental improvements to improve pedestrian and cyclist movement within the village core, and rationalisation of car parking areas adjoining commercial premises along with coherent public lighting within the village and along the approach roads connecting the community facilities to the village centre.

There are also good connections to the backlands between the Main Street and the railway, these laneways are a particularly successful feature in Nobber, and they should be enhanced to improve the environmental quality, and to promote their use by pedestrian and cyclists. This typology should inform potential future backland development to the west of the village core.

This plan promotes the development of the Greenway along the former railway line, as an amenity for the community and to integrate with a wider network. It is recommended that the greenway should interconnect with existing facilities within the village to enable the benefits of increased tourist activity to be enjoyed by the village as has been the case with the development of greenway infrastructure elsewhere.

In order to promote more sustainable travel, this plan will encourage the provision of improved bus service, and improved commuter facilities, including a designated bus stop and consideration of an appropriate shelter.



## 4.5 Cultural and Natural Heritage

Nobber benefits from a rich cultural heritage and has the potential to enhance this heritage through public realm improvements and reuse, adaptation and infill of the existing built form, including vernacular town houses, and also to maximize the tourist potential of its cultural and natural heritage. This strategy supports the creation of an identity for Nobber that reflects its rich cultural heritage, medieval past, and to connect with a potential tourist trail that could link Nobber to other towns and villages in the area.

## 4.6 Green Infrastructure

The landscape surrounding Nobber is characterised by elevated drumlins to the east and rolling landscape to the west towards Brittas Demesne. Although the village and the surrounding environs hold environmental assets, none are designated at National or International level. The village does not contain, nor is it adjacent to any Natura 2000 sites. However, the River Dee which is in the International Neagh Bann River Basin District and drains to Dundalk Bay flows through the village. The River Dee is the most significant natural environmental feature in the village. Furthermore, there is a diversity of natural and semi-natural habitats in the Nobber environs including hedgerow, grassland, river and woodland habitats. There are also significant trees, stands of trees and hedgerows / stone walls which should be retained and incorporated, where possible into any development proposals. There are views worthy of protection across the landscape to the west of the village, and also towards the Motte and Baily, which setting should be protected.

## 4.7 Social Infrastructure

Nobber is well served by a range of established community facilities including a National School, a Secondary School, O'Carolan College, and a Montessori school. Nobber GFC is located adjacent to the secondary school, and a fire station, post office parochial hall and Garda station are all located in the village core, while a library and Health Centre are located to the north of the village off the Kingscourt Road. St John's Church of Ireland provides a cultural and community facility in the village core. Open space is provided in the form of the GAA grounds, and a commemorative park adjoining the Fire Station. The village would benefit from additional youth facilities and usable public open space. Community, Social and Recreational land uses have been retained in the land use strategy to facilitate potential additional facilities, adjoining the R.C Church, O'Carolan College, including the former secondary school, a protected structure.

## **4.8 Urban Design and Public Realm**

This strategy promotes the enhancement of the entrance gateways to the village in the form of public realm improvements incorporating signage / branding for the village.

The village core is defined by the linear space in the village centre. Public realm improvements are proposed to enhance the environmental quality of this space, to include the provision of additional and improved pedestrian paths, public lighting and landscaping, incorporating cycleways as appropriate. Also, to rationalise pedestrian and parking areas and to create a high-quality finished space along the main street linear space to make it a pedestrian friendly space for residents, and visitors to utilise.

This strategy promotes the creation of connections between existing communities and amenities, as part of consolidating exiting successful backland development, and to promote new backland sites that provide similar successful linkages.

The strategy also promotes the development of the former Railway line as a greenway, and potential connection between the various facilities within the village centre. A coordinated approach is encouraged, to incorporate a passively supervised pedestrian linkage between the north and south of the village.

## **5.0 Village Development Policies and Objectives**

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan

## Policy

It is a policy of the Council:

### Settlement and Housing

#### NOB POL 1

To define, consolidate and strengthen the commercial and residential village centre of Nobber and encourage development which will improve the historic character and urban structure of the village core, preserve, protect and enhance the quality of the village's built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work recreate and visit.

## Objectives

It is an objective of the Council:

### Settlement and Housing

#### NOB OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

#### NOB OBJ 2

To encourage new residential development within the village centre, to complement and integrate with village centre, and where possible to connect to adjoining development, to create permeable backland development areas.

## Economy and Employment

#### NOB OBJ 3

To promote the development of the former Railway line as a potential greenway tourism initiative, and to link Nobber with other towns and villages within that network.

## Infrastructure

### NOB OBJ 4

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

### NOB OBJ 5

To manage flood risk and development in line with the Strategic Flood Risk Assessment. (Volume 4 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment).

## Movement

### NOB OBJ 6

To encourage the development of interconnecting streets and lanes through new development areas, and new amenity walks within the village.

### NOB OBJ 7

To enhance pedestrian and cyclist facilities through the rationalisation of parking areas, pedestrian zones and provision of cycle routes where appropriate.

### NOB OBJ 8

To liaise with NTA and other relevant organisations to seek the provision of a dedicated bus stop and shelter at a suitable location to encourage more people to avail of public transport.

## Cultural and Natural Heritage

### NOB OBJ 9

To protect the setting of the Motte and Bailey at the entrance to the village, and the setting of the ecclesiastical complex of the former St. John's Church of Ireland site, and the areas of land surrounding Nobber Bridge free from inappropriate development.

### NOB OBJ 10

To support the conservation works to St. John's Church of Ireland site and graveyard.

### NOB OBJ 11

To support access, if appropriate, to the various sites of archaeological importance in Nobber, with the prior cooperation of the individual landowners and to integrate, where possible and if

appropriate, sites of archaeological interest into walking trails in Nobber and/or into an interpretive display at the George Eogan Cultural Centre (former St. John's Church of Ireland)

**NOB OBJ 12**

To promote the development of the Navan Kingscourt Greenway and connections from the former rail station to the village centre.

**NOB OBJ 13**

To support the development of linear walks interconnecting the amenities of the village.

**NOB OBJ 14**

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map and to manage these trees in line with arboricultural best practice.

**NOB OBJ 15**

To protect views identified on the zoning map to the west of the village, and also towards the Motte and Baily, which setting should be protected.

## Social

**NOB OBJ 16**

To support the development of community facilities and the adaptive reuse of existing structures for community use (where appropriate) for the residents of the village and surrounding areas.

## Urban Design and Public Realm

**NOB OBJ 17**

To promote the enhancement of the entrance gateways to the village in the form of public realm improvement incorporating branding / signage for the village.

**NOB OBJ 18**

To promote public realm improvements to enhance the environmental quality of the linear village space, to include the provision of additional and improved pedestrian paths, public lighting and landscaping, incorporating cycleways as appropriate.

**NOB OBJ 19**

To ensure that all new development respects the scale, form and heritage character of the village.

## 1.0 Introduction

This written statement provides a brief description and development strategy for Oldcastle. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

## 2.0 Context and Character

Located within the Municipal District of Kells and close to the Cavan border, Oldcastle is a historic market town functioning as an important service centre to an established urban area and rural catchment. The town has developed around the traditional 'Town Square' defined by the intersection of two locally important roads which forms the commercial town-centre.

Oldcastle has developed on a more sustainable basis than most other towns and villages in the County, predicated on a robust traditional manufacturing basis (furniture and engineering) but also with a strong service employment sector. Commercial activity in the town has developed around, and remains focused on, the Square and the entrance roads approaching same. Distinct uses organised on a geographical basis have developed in Oldcastle including an industry cluster to the north and primarily residential areas to the south.

<b>Position in Settlement Hierarchy</b>	Small Town
<b>2016 Population</b>	1,383
<b>2011 Population</b>	1,383
<b>Percentage Change 2011-2016</b>	0%
<b>Housing stock 2016</b>	596
<b>Number of units completed 2016-2019</b>	16
<b>Committed units not yet built</b>	0

<b>Core Strategy Household Allocation 2020-2027</b>	166 units
<b>Population Projection 2027</b>	1,733
<b>Resident Workers 2016</b>	490
<b>Job – Workforce Ratio 2016</b>	1.32
<b>Education Facilities</b>	St Oliver’s Post Primary School; Oldcastle Mixed National School, 1no. registered crèche; and, a Montessori facility.
<b>Community Facilities</b>	11
<b>Architectural Conservation Areas (ACAs)</b>	Oldcastle Architectural Conservation Area
<b>Protected Structures</b>	61
<b>Zone of Archaeological Potential</b>	There are two zones of Archaeological Potential within the settlement boundary.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SPA and SAC which is located approximately 6.98km to the east.

<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	There is available capacity in the current water supply sourced from Kells / Oldcastle supply. There is also available capacity in the waste water treatment plant located in Oldcastle. However, some network constraints exist.

### 3.0 Vision

To maintain and support the function and success of Oldcastle as an established employment and service centre for North Meath and the surrounding rural hinterland, whilst facilitating indigenous enterprise, and encouraging improved quality of life and urban environment.

### 4.0 Opportunities

- Focus on the visual amenity provided by an intact compact historic Town Centre with high quality built form providing opportunities for regeneration.
- Develop a unique Public Realm in line with the Public Realm Plan.
- Strong well established economic sector which can support enhanced economic development and job creation.
- Enhance connectivity within the town centre and in particular between Gilson Park and adjoining recreational and open space development and between the town centre and the Fair Green car park.
- Oldcastle has potential to attract visitors and tourists to the town given the proximity of Sliabh na gCailliagh.
- A vibrant community sector in the town provides opportunities to maintain and deliver additional recreational and community facilities.



## 5.0 Land Use Strategy

The aim of the land use strategy for Oldcastle is to consolidate and strengthen the town centre and promote the sensitive redevelopment of strategically located lands surrounding the historic core. The County Development Plan seeks to provide for future growth in a sustainable manner integrated with the town's built environment which enables a vibrant settlement that can cater for its current and future population needs.

### 5.1 Settlement and Housing

The population of Oldcastle remained relatively static in the last inter census period, 1,384 persons were recorded in 2011 and 1,383 persons in 2016. Of the population aged 15 years and over, 48% are in employment. Unemployment is higher than the County and National average at 15%. The manufacturing industry represents the largest employment sector in Oldcastle (36% of those employed) which is higher than the County average of 12%.

The strong presence of manufacturing industry in the town clearly influences travel to work times, with 55% of the population with journey times to work / education of within 15 minutes. The total housing stock for Oldcastle as recorded in the 2016 Census is 596 dwellings. The Council is currently constructing 16 units<sup>1</sup> to add to the provision of social housing at a central location just east of the town centre. 71% of the households within the settlement boundary have internet access which is 10% below the County average.

This Plan identifies four sites for new residential development which are sufficient to meet the projected housing requirements during the Plan period. These sites have been selected based on their geographical spread across the town, their ability to consolidate the existing urban form whilst utilizing the availability of existing infrastructure and, which are 'connected' to existing residential areas. The Planning Authority is satisfied that sufficient lands have been identified to accommodate the household allocation.

### 5.2 Economy and Employment

Defined as a 'Level 4' retail centre in the County Retail hierarchy, Oldcastle functions as a 'service centre' to the town and its surrounding rural hinterland. With no significant out-of-town shopping

<sup>1</sup> Part 8 reference number: P8 18004

development, the town has managed to sustain the business of a traditional group of retail shops and services, expected to be found in any small town. Most of the buildings are owned by the proprietors operating their businesses from the ground floor, all who collectively contribute to the character of this vibrant urban centre.

Oldcastle has a strong manufacturing base providing local employment with a number of indigenous manufacturers and engineering firms clustered primarily within the northern area of the town – a short distance from the town centre with lands adjacent available for expansion if required. An additional land bank for employment use is proposed on the Kells road adjacent to the development boundary south of existing employment lands. These lands have been selected as appropriate given their location adjoining the Kells road.

### 5.3 Water Services Infrastructure

Oldcastle is served by the following water services infrastructure:

Water: Water supply to the town is provided from the 'Kells/Oldcastle' water supply scheme, with water sourced and treated at Lough Bane. This treatment plant was upgraded in 2017 and has sufficient capacity to facilitate the development and growth provided for in this County Development Plan.

Wastewater: The Oldcastle Wastewater Treatment Plant was commissioned in 2014. It has sufficient spare capacity to facilitate the development and growth provided for in this County Development Plan.

### 5.4 Movement

The Council has prepared a Public Realm Plan for Oldcastle which will provide a basis for town centre enhancement addressing all publicly accessible spaces between buildings thus including car parking, pedestrian and cycleways, street lighting, road surfaces, etc. As part of the implementing of the Public Realm Plan the movement of people around the town square will be examined and enhanced.

Improving the pedestrian links between the Town Square and the car parks, particularly the Fair Green car park, would help to encourage usage of this car park and is a priority of this plan.

Oldcastle is serviced by the National Bus Network (Bus Eireann) and private operator (Meath Accessible Transport) offering local connections to other settlements

## 5.5 Cultural and Natural Heritage

Oldcastle is rich in built and archaeological heritage with many Recorded Monuments and Protected Structures. The richness of the built heritage is acknowledged by designation of the Architectural Conservation Area (ACA) that spans from the central market square at the crossroads, out along five roads which radiate from 'The Square' which could be more correctly described as a triangle. The ACA incorporates primarily the eighteenth and nineteenth century building fabric of the town and terminates generally where post-war twentieth century developments begins.

Although the market function of 'The Square' in the town has declined, there is a healthy and varied mix of uses within the town core ACA including residential, commercial and ecclesiastical uses. A number of traditional retail shops and services remain which contribute to the character of the town centre. The general scale and pattern of street front development and plot sizes remain generally unchanged.

Loughcrew is located circa 7km outside of the town centre and while Oldcastle has a supporting role in terms of visitor facilities serving this site, it is recognised that there is a need for improved and new tourist facilities at Loughcrew. It is an objective of this Plan to support the development of appropriate tourist facilities at this location and within the surrounding area.

## 5.6 Green Infrastructure

Natural and managed open spaces within Oldcastle including the pitch and park, groups of trees and landscaped areas, are features of 'Green Infrastructure' which collectively, contribute towards enhanced urban quality and provision of amenities for residents. This Green Infrastructure should be enhanced to provide connectivity between features resulting in 'greenways' and 'green routes' which can then be used to enhance the amenity of the town and to provide appropriate habitats to support flora and fauna contributing toward ecological biodiversity throughout the urban area. The existing Cow plot on the outskirts of the town has potential to provide a community amenity for the town and it will be an objective of this Plan to explore potential uses of this land.

## 5.7 Social Infrastructure

Oldcastle has a well-established social and community infrastructure. Whilst the town benefits from a large central amenity park (Gilson Park) comprising pitches and adjacent playground and private operated 'pitch and putt' course, the town is deficient in the provision of passive recreational open space.

One of the greatest aspects of Oldcastle's social infrastructure provision is the established community, sports and interest groups in the town and their proven ability to work together for the collective benefit of Oldcastle. In 2013, under the working umbrella of the 'Oldcastle Renaissance Working Group', a broad section of the community was represented for the purpose of formulating a Community Plan. This Plan sought to identify and advance specific projects that would be of economic, physical, social and environmental benefit to Oldcastle.

It is an objective of this Plan to identify suitable locations for improved provision of passive recreational space within Oldcastle consistent with best practice standards.

## 5.8 Urban Design and Public Realm

The quality of the physical fabric and townscape of Oldcastle is mixed. The approach to new development will be to consolidate the existing settlement form through effective use of serviced developable land and to provide for enhanced permeability through and between existing and new development areas.

The Public Realm Plan will provide a robust strategy for the urban landscape of Oldcastle into the future.

## 6.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

### OLD POL 1

To maintain and support the function and success of Oldcastle as an established employment and service centre for North Meath and the surrounding rural hinterland, whilst facilitating indigenous enterprise, and encouraging improved quality of life and urban environment

## Objectives

It is an objective of the Council:

## Settlement and Housing

### OLD OBJ 1

To encourage the re-development of backland infill sites within the town that includes residential uses

## Economy and Employment

### OLD OBJ 2

To facilitate growth in the established manufacturing base, whilst encouraging continued diversity in enterprise and employment activities on enterprise zoned land, north of the town.

### OLD OBJ 3

To facilitate the provision of new convenience retail offer within the defined town centre in accordance with the Retail Strategy.

### OLD OBJ 4

To encourage the use of upper floors within the town centre for a diversity of living and working uses where such uses would contribute to the function and vibrancy of the town centre.

## Movement

### OLD OBJ 5

To require new residential development to provide safe and convenient vehicular, pedestrian and cycling provision, circulation and accessibility through new developments, and with the town centre.

### OLD OBJ 6

To explore opportunities with relevant landowners to provide pedestrian/cycle route between Ardfrail Close and the Square via lands adjacent and to the rear of St. Bride's Church of Ireland.

### OLD OBJ 7

To provide for new/enhanced pedestrian connectivity and footpaths on Coughlan Road, Copplers Road and Parkview in order to enhance the accessibility between Gilson Park (area), the town centre, and other neighbourhoods.

### OLD OBJ 8

To provide for new/enhanced pedestrian connectivity and footpaths between playground, the town centre, and other neighbourhoods.

### OLD OBJ 9

To work with the National Transport Authority, Bus Éireann and other relevant organisations to improve the public transport connectivity from Oldcastle to the County Town and onto Regional and City Centres.

## Cultural and Natural Heritage

### OLD OBJ 10

To encourage the provision of multi-functional and interconnected green spaces, routes, and corridors within the existing urban area, and as part of new development proposals, for the management and enhancement of urban and rural resources and for the benefit of residents.

### OLD OBJ 11

To protect and maintain; the trees identified for preservation on the Heritage Designations Map, and areas of functional and passive open-space.

## Social

### OLD OBJ 12

To explore the feasibility of using the 'Market House' for community uses.

**OLD OBJ 13**

To support the Oldcastle 'Renaissance Working Group' and other groups/interests to implement the community projects identified in the Oldcastle Community Plan (2013)' where they would contribute to the wider objectives of this Plan, and subject to availability of resources.

**Urban Design and Public Realm****OLD OBJ 14**

To preserve the character of 'The Square' inclusive of the group of structures and its townscape setting, which are considered of special interest and value, by way of Architectural Conservation Area (ACA) designation.

**OLD OBJ 15**

To encourage reuse and adaptation of historical buildings within the ACA including contemporary design interventions, where such uses respect and reflect the historical grain of development, established townscape character, existing plot size, building heights and proportions.

**OLD OBJ 16**

To implement and ensure compliance with the Public Realm Plan for Oldcastle which provides for a themed strategy for the provision of street furniture, planting, traffic movement and parking, lighting, building colours, signage (local and tourist) and surface materials etc. within the town.

**OLD OBJ 17**

To encourage more intensive use of Gilson Park and the adjacent lands identified on the land use zoning objectives map for sport, recreational, amenity and community uses for the benefit of the town.

**OLD OBJ 18**

To explore potential for the existing "Cow Plot" on the outskirts of the town to provide a community amenity for the town.

## 1.0 Village Context and Character

Rathcain is located in the centre of County Meath. It is one of two Gaeltacht areas in the county, with the other being Baile Ghib (Gibbstown). It is located along a narrow local road network, between the R154 Athboy / Trim Regional road, and the N51 Athboy / Navan Road approximately 3.5km east of Athboy. Rathcain has two distinctive character areas, the village core centred around the shop, church, town hall and GAA grounds and the enterprise and employment zone at the entrance to the village to the north. Interspersed between the two character areas are historic Land Commission dwellings and more modern dwellings. The Primary School is located at the entrance to the village from the south, and the Secondary School, Coláiste Pobail is located between the village centre and the enterprise zone.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	156 (estimate no census data available)
<b>2011 Population</b>	133 (estimate no census data available)
<b>Percentage Change 2011-2016</b>	37.00%
<b>Housing stock 2016</b>	52
<b>Number of units completed 2016-2019</b>	2
<b>Committed units not yet built</b>	0
<b>Population Projection 2027</b>	226



<b>Education Facilities</b>	Post Primary School: Coláiste Pobail Rath Cairn, Primary School: Bunscoil Ráth Coláiste Na bhFhiann
<b>Community Facilities</b>	10
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	None
<b>Zone of Archaeological Potential</b>	None
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SPA and SAC which is located approximately 2.28km to the south west.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	Rathcairn is supplied by the Athboy Water Supply Scheme – limited capacity available.  Wastewater is discharged to Athboy for treatment – capacity is limited.

## 2.0 Vision

To promote the linguistic and cultural heritage of Rathcairn Gaeltacht and build on the distinctive character and sense of place of the village by strengthening its identity in a manner that enhances its linguistic and cultural distinctiveness, while also providing for development which will allow Rathcairn to develop in a sustainable manner, as an attractive place to live, work, recreate and visit, while reflecting its Gaeltacht distinctiveness. Only natural/organic residential growth will be encouraged over the lifetime of the Development Plan in line with the Development Plan Core Strategy.

## 3.0 Opportunities

- There is an opportunity to develop the significant tourist potential of the village as a distinctive Gaeltacht, to contribute to the sustainable development of the village, and also as a place to promote the development of the Irish Language and culture generally.
- There is potential to enhance the entrances to the village which will improve the attractiveness of Rathcairn for potential new enterprise and employment uses, also through consolidation of the village centre.
- Gaeltacht na Mí Economic Development Forum promotes the special economic status of Rathcairn and aims to support measures aimed at driving economic growth in the village.

## 4.0 Land Use Strategy

In order to facilitate the delivery of the Vision for Rathcairn, a village strategy is proposed which builds on the opportunities within the village. There are a number of key elements to the Strategy; to define the gate ways to the village from north and south in the form of public realm improvements to boundaries and the use of branding and signage for the Gaeltacht area; also public realm improvement at the entrance to the enterprise zone, and within the village core, including rationalisation of parking; and provision of pedestrian paths that connect with new pedestrian routes within and around the village.

### 4.1 Settlement and Housing

Rathcairn has developed as a low-density settlement comprising detached dwellings within individual garden plots. New residential development in the village has followed this model, and it is

this particular form of development that is encouraged, which is cognisant of the traditional building form and styles in the area.

The area identified to accommodate new residential development is at the village centre adjacent to the village cross roads, together with village centre uses to consolidate the commercial village core, and also to the rear of the shop adjoining the GAA grounds.

Low density residential development clustered adjoining the village core is considered most appropriate to provide a sustainable alternative to one off housing and to retain the overall rural character of the area.

Dwelling design that is appropriate to the area which takes cognizance of the traditional built forms associated with the Gaeltacht will be required. An appropriate dwelling form may comprise gable and parallel configuration of simple building form. It is proposed that future development should integrate new paths connecting the new residential areas to the village core.

## 4.2 Economy and Employment

Rathcairn is identified as a Level 5 retail centre in the County Retail Hierarchy. It has a small range of retail services, primarily a local convenience shop. The village would benefit from having a greater range and variety of facilities to serve the immediate needs of the village and rural catchment. However, the close proximity of the village to Navan and Athboy provide a broader range of services. This strategy promotes the consolidation of the village centre to the south east and north east of the crossroads for potential mixed-use development to integrate with potential new residential areas.

The enterprise zoned lands at the entrance to the village to the north has continued to support the operation of a number of industrial uses. The area identified for potential expansion is currently in agricultural use. The public realm is poor within and at the entrance to the estate, and in particular the cottage and out buildings are in poor condition, which would benefit from upgrading. This strategy promotes the enhancement of the public realm, including road and footpath finishes and boundary treatments, upgrading of the existing cottage, in order to enhance the overall visual appearance and presentation of the estate. Further expansion of the enterprise zone is promoted in this strategy. As previously noted, Gaeltacht na Mí Economic Development Forum promotes the

special economic status of Rathcairn and will continue to support measures aimed at driving economic growth in the village.

### 4.3 Water Service Infrastructure

Rathcairn is served by the following water service infrastructure:

Water: Rathcairn is supplied by the Athboy Water Supply Scheme. It is on the periphery of this scheme and hence, network constraints limit spare capacity.

Wastewater: Wastewater from Rathcairn is pumped to Athboy Treatment Plant. There is limited spare capacity at this plant. All development proposals will be considered in the context of available capacity.

### 4.4 Movement

The village of Rathcairn is located close to the national and regional road systems (N51 and R154). The village however is defined by local roads and cul-de-sacs. The built-up area of Rathcairn is largely contained within a 400m walk band from the village centre, that includes community, educational and residential uses. The industrial estate is within an 800m walk band. There is poor pedestrian connectivity between the village centre and the industrial area.

The plan promotes sustainable modes of transport such as walking and cycling, through the development of new paths connecting the village centre, to the village park, **and to** the industrial area. Also, the enhancement of pedestrian facilities is permitted in the village centre, through rationalisation of car parking, and extension of pedestrian zones to create a village square or space at the cross roads of the village centre.

The Plan also promotes the provision of public / private bus services to connect with the adjoining towns and villages.

### 4.5 Cultural and Natural Heritage

Rathcairn was designated a Gaeltacht in the 1930's when migrants predominantly from Connemara, Co. Galway settled in the area. This migration to Rathcairn took place as a result of the Land Commission's work in providing migrants with a better quality of life than the lands on the western Atlantic coast and to halt the decline in the native Irish language. Sufficient agricultural land was not available and convenient to their homesteads in the west of Ireland while suitable estates were more readily available in the east of Ireland for sub-division. In 1935, in the order of forty families

were relocated to what is now Rathcairn village. The identity of this Gaeltacht has largely been preserved, benefiting from its rural location, the size of the community and the development of employment and community initiatives that protect and enhance the Irish language and culture of the area. The recent development of the village park reinforces this identity.

The built heritage creates a particular sense of place that is unique to Rathcairn and future development should retain and enhance this heritage in future development forms, while protecting the distinction between the urban and rural areas. A contemporary interpretation of the local building style using modern material and technology is encouraged. Details of appropriate house types and materials will form part of the future Rural Design Guide. This will assist in maintaining the particular identity of Rathcairn that is derived from local traditions.

#### **4.6 Green Infrastructure**

The landscape surrounding Rathcairn is generally flat rising to the south. This strategy promotes the creation of distinctive entrances to the village, to demarcate the urban and rural development areas, and to promote the protection of a green edge separating the urban area from the rural area in order to protect the overall rural setting of the village.

#### **4.7 Social Infrastructure**

Community uses in Rathcairn are centrally located and include the community centre and clubhouse (An Bradán Feasea), the library, church and GAA football field. The primary school, (Scoil Uí Ghramhnaigh) is located at the entrance to the village from the south / Trim Road, and the secondary school (Coláiste Phobail Rath Cairn) is located between the village centre and the recently development village park. There are two public amenity areas in the village centre adjoining the church and the village park to the north of the village.

As Rathcairn develops existing community and recreational facilities should be enhanced to meet the needs of the existing and future population. Lands are provided to facilitate further expansion of the community uses within the village adjoining the existing community facilities.

#### **4.8 Urban Design and Public Realm**

Rathcairn has evolved from one off dispersed Land Commission dwellings, centered on the local shop, church and community. While the village has a dispersed built form, it retains a rural character, with centres of development at the existing industrial area to the north, the village core

and the primary school to the south. This strategy promotes the development of improved boundary treatment generally throughout in order to enhance the overall visual appearance of the village, and to give it overall coherence. Also, this strategy promotes the definition of the entrances to the village, and the creation of two public spaces; in the village centre, potentially alongside the consolidation of the village centre, with new mixed use and residential development, and secondly at the entrance to the industrial estate, as a measure to enhance its visual appearance, and improve its identity and place for potential future business. New pedestrian paths are proposed to connect the facilities within the village, and together with coordinated lighting, this has the potential to give coherence in the appearance and identity of the village.

## 5.0 Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### **RATHC POL 1**

To promote the linguistic and cultural heritage of Rathcairn Gaeltacht and build on the distinctive character and sense of place of the village in a manner that enhances its linguistic and cultural distinctiveness, while also providing for development which will allow Rathcairn to develop in a sustainable manner, as an attractive place to live, work, recreate and visit, while reflecting its Gaeltacht distinctiveness.

## Objectives

It is an objective of the Council:

### Settlement and Housing

#### RATHC OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

#### RATHC OBJ 2

To encourage the consolidation of existing residential areas within the village, in the form of clustered housing the design and layout of which is consistent with the character of the village.

#### RATHC OBJ 3

To require that a 'Language Impact Study' be carried out before any application for housing (single and multiple housing developments) is considered in the area. Such a study, by reference to its linguistic background of intended users or occupants, or identification of its relationship with linguistic or cultural development objectives of groups associated or charged with the development of Gaeltacht areas will need to provide that a given proposal will have a positive impact upon the promotion and use of Irish as the language of the community.

### Economy and Employment

#### RATHC OBJ 4

To support Údarás na Gaeltachta, Gaeltacht na Mí Economic Development Forum and other relevant bodies and agencies in developing sustainable and Irish language based economic uses in the Gaeltacht area.

#### RATHC OBJ 5

To create a sense of place at the entrance to Rathcairn, and the enterprise and employment zone, in order to attract new business to the existing industrial area.

**RATHC OBJ 6**

To examine the feasibility of an Irish language and cultural experience product across local Gaeltachts in partnership with the relevant stakeholders.

**Infrastructure****RATHC OBJ 7**

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the Village within the Plan period.

**Movement****RATHC OBJ 8**

To promote the use of more sustainable forms of transport, and encourage pedestrian and cycle use, through the provision of pedestrian and cycle routes within the village connecting the village facilities.

**RATHC OBJ 9**

To facilitate the development of public / private bus connections to nearby towns, and to develop safe pick up and drop off points for buses in the village core.

**RATHC OBJ 10**

To rationalize car parking and pedestrian zones in the village centre.

**Cultural and Natural Heritage****RATHC OBJ 11**

To promote the linguistic and cultural heritage of the Gaeltacht.

**RATHC OBJ 12**

To maintain an open character within the village, retaining views to the countryside, while ensuring that the urban and rural boundaries between the village and the adjoining farmland are distinct.



## Social

### RATHC OBJ 13

To promote the development of a village space at the village core to include environmental improvements in association with the Urban Design and Public Realm objectives.

## Urban Design and Public Realm

### RATHC OBJ 14

To support the development of a village square / community space in the village centre to include improved delineation of pedestrian and parking areas, public lighting and landscaping to create a high-quality village square and focus for the village and a space for residents and visitor to interact and linger.

### RATHC OBJ 15

To support the development of an entrance space to the enterprise and employment zone to include improved delineation of pedestrian entrance to the estate, public lighting and landscaping to create a high-quality entrance to the employment zone.

### RATHC OBJ 16

To ensure that all new development respects the scale, form and cultural identity of the village.

## 1.0 Village Context/Character

Rathmolyon is located in the south of the County approximately 8km south of Trim. The village developed at the junction of the R156 Dunboyne to Mullingar regional road and the R159 Trim to Enfield regional road. The village has a distinct rural and verdant character and is characterised by several notable traditional buildings.

The village has grown outward from the central crossroads and includes the Church View estate on the R159, and the Cherry Valley estate along the R156. There is significant undeveloped and under-utilised land between these developments and the traditional village core.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	334
<b>2011 Population</b>	298
<b>Percentage Change 2011-2016</b>	12%
<b>Housing stock 2016</b>	129
<b>Number of units completed 2016-2019</b>	17
<b>Committed units not yet built</b>	80
<b>Population Projection 2027</b>	559
<b>Education Facilities</b>	St. Michael's Primary School (outside settlement boundary)
<b>Community Facilities</b>	Church; GAA grounds; and Childcare Facility

<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	6
<b>Zone of Archaeological Potential</b>	There is a National Monument Service Zone of Archaeological Notification located in the central area of the settlement.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SAC which is located approximately 2.5km to the west.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	<p>Rathmolyon is supplied with water from Trim Water Supply Scheme – Capacity is limited.</p> <p>Rathmolyon Waste Water Treatment Plant - Capacity Available.</p>

## 2.0 Vision

The vision for the development of the Rathmolyon over the lifetime of the Development Plan is to consolidate and strengthen the defined and attractive Village Centre, recognising the importance of conserving and enhancing the quality of the Village's built and natural environment, while catering for the needs of the community. A central tenet of this Plan will be the creation of a positive relationship with the rural hinterland.

### 3.0 Opportunities

Rathmolyon experienced notable population growth between the years 2011-2016. The village has an attractive main street and public realm improvement works could significantly enhance the village environment further. There are several infill and village centre sites which have the potential to cater for the future development needs of Rathmolyon.

### 4.0 Land Use Strategy

The land use strategy aims to consolidate the compact nature of the village and direct future development to land in and adjacent to the village core. Incremental/natural growth of the village will be facilitated over the period of the Plan.

#### 4.1 Settlement and Housing

Rathmolyon has experienced significant population growth between 1996 – 2016 (almost doubling of population) and village infrastructure/services have not necessarily kept pace with this development. Modest residential growth is to be facilitated over the Plan period to allow the village grow in a sustainable manner. There is a residential development containing 21 no. units currently under construction to the west of the cross roads in the village centre. Having regard to the household allocation in the Core Strategy there is adequate land zoned for residential use to cater for the future housing needs of the village over the period of the Development Plan.

#### 4.2 Economy and Employment

The village provides for a small range of services commensurate with its level 4 position in the County retail hierarchy. These include a crèche and playschool, a post office, two pubs, a small convenience shop and a hair salon. Rathmolyon would benefit from having a greater range and variety of such facilities. There are adequate lands designated in the centre of the village for B1 'Village Centre Use' to cater for additional retail/commercial uses over the lifetime of the Development Plan if required.

#### 4.3 Infrastructure

Rathmolyon is currently served by the Trim Water Treatment Plant and the Rathmolyon Waste Water Treatment Plant. There is currently capacity available in terms of water services.

## 4.4 Movement

The main pattern of development in the village is an east-west linear form and movement is concentrated along this axis. Road crossing facilities and/or public realm improvements would likely encourage more walking/cycling within the village. Better definition of the road carriageway through the village would help rebalance the needs of private vehicles and those of the pedestrian/cyclist.

Rathmolyon is within easy reach of Trim and Summerhill in particular. It is important that the village maintains good public transport links to these surrounding urban areas in order to attract future population and potential business opportunities. Bus Éireann provides a commuter link from Rathmolyon to Dublin via Summerhill and Maynooth as well as a daily service from/to Dublin via Dunboyne and to/from Mullingar.

## 4.5 Cultural and Natural Heritage

There are several buildings designated as protected structures within the village and these contribute significantly to a sense of place. These include Saint Michael's Roman Catholic Church, Rathmolyon Villa, Harnan's Pub, Rathmolyon House, and Saint Michael and All Angels Church.

The village does not contain any Natura 2000 sites, however there are a number of streams which flow near the village which are tributaries of the River Boyne and River Blackwater Special Area of Conservation (Site Code: 002299) and the River Boyne and River Blackwater Special Protection Area (Site Code: 004232) which is approximately 3km to the north west.

## 4.6 Green Infrastructure

Whilst there are several open space areas within housing developments, Rathmolyon does not have any structural/landscaped public open space within the Village boundary. Nonetheless, the village has a verdant character and this is largely derived from the manner in which the surrounding rural/agricultural environment permeates into the village. It is important that any development proposals respect views and glimpses to the surrounding countryside and incorporate a high degree of native landscaping.

## 4.7 Social Infrastructure

The social infrastructure in Rathmolyon comprises the GAA grounds, St. Michael's RC church, St. Michael's and All Angels Church of Ireland and a crèche/playschool. It would be beneficial to improve the social infrastructure of the village, including the provision of a purposeful open space area in tandem with improving cycling/walking connections. This Plan ensures that there are sufficient, appropriately located lands available for social/community use to accommodate both existing and future populations during the lifetime of the Development Plan.

## 4.8 Urban Design and Public Realm

Rathmolyon includes some impressive buildings including a number of Protected Structures. However, the main approaches to the village, whilst pleasant, are somewhat lacking in urban design qualities (e.g. legible entrance/exit, traffic calming features). The village core itself has intrinsic urban qualities with potential to be capitalised upon to create a unique village setting. An opportunity site to the south west of the village crossroads offer significant potential to enhance the village core and reinforce a sense of place. It would be desirable to see the public realm and streetscape improved to enhance the overall village character.

## 5.0 Town/Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

### Settlement and Housing

#### RATH POL 1

To promote the future development of Rathmolyon as a compact settlement centre with a pedestrian friendly environment, a variety of land uses and amenities while protecting the built and natural heritage and catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner and as an attractive place to live, work, recreate and visit.

## Objectives

It is an objective of the Council:

### Settlement and Housing

#### RATH OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

## Economy and Employment

#### RATH OBJ 2

To consolidate the central area of the Rathmolyon village for commercial uses.

#### RATH OBJ 3

To promote a high quality mixed residential / commercial use development providing for continuation of the established building line on the main street and an extension of the footpath to the west side of the Enfield road.

## Infrastructure

### RATH OBJ 4

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the village within the Plan period.

## Movement

### RATH OBJ 5

To seek to install a pedestrian crossing within the village centre area.

### RATH OBJ 6

To facilitate the provision of a pedestrian crossing near the Cherryvalley Estate.

## Cultural and Natural Heritage

### RATH OBJ 7

To promote the conservation or reuse of stone walling within the development boundary.

### RATH OBJ 8

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map and to manage these trees in line with arboricultural best practice.

## Social

### RATH OBJ 9

To facilitate the provision of a playground within the village.

### RATH OBJ 10

To protect existing community facilities/infrastructure, where appropriate, and support their further development and expansion if required.

### RATH OBJ 11

To support the provision of a range of social infrastructure facilities to meet the needs of Rathmolyon in co-operation with other statutory, voluntary, and community groups.



## Urban Design and Public Realm

### RATH OBJ 12

To require all new development proposals to consider and reflect the physical, social and environmental context of the village.

### RATH OBJ 13

To enhance and improve the aesthetics of the village crossroads.

### RATH OBJ 14

To facilitate enhanced definition and enclosure along the approach roads to the village, particularly on approach from the west in the vicinity of the church car-park.

### RATH OBJ 15

To seek to facilitate public realm improvement works focusing on traffic-calming to achieve better balance between the needs of the pedestrian / cyclist / public transport and those of the private car. Measures may include enhanced legibility, connectivity, enclosure and better defined entrances/exits.

### RATH OBJ 16

To protect the established building line within the village, particularly along the Main Street.

### RATH OBJ 17

To preserve the character of the village and its setting by requiring that the height, scale, and design of any proposed development within the village and in the surrounding area should complement the character of the village and not diminish its distinctiveness of place.

## 1.0 Introduction

This written statement provides a brief description and development strategy for Ratoath. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

The Regional Spatial and Economic Strategy recognises that a number of settlements within the Metropolitan and Hinterland areas have undergone rapid commuter-focused residential expansion over the recent decade, without equivalent increases in jobs and services. Ratoath has experienced a high level of population growth with a weak employment base which is reliant on other areas for employment/and or services and requires targeted 'catch up' investment to become more self-sustaining.

## 2.0 Context and Character

Ratoath is currently the fourth largest town in County Meath. The key planning challenge for Ratoath is to facilitate a plan led transition from an unsustainable commuter settlement to a sustainable settlement based on the 'live work' community model championed by the Economic Strategy for County Meath 2014-2022.

The town has experienced substantial growth in recent years with little corresponding growth in employment generating uses other than small scale retail provision. The Regional Economic and Spatial Strategy identifies Ratoath as a town where over half of all trips to work or education are to Dublin's urban core. Thus, the priority of this plan is to encourage and support a more balanced approach to development of the town with the promotion of significant expansion of the existing limited employment base.

The International equestrian facilities in the town are a key attractor and employment generator and will be targeted as a future key growth sector for Ratoath. The bloodstock industry is one of the prime economic assets in County Meath. The existence of these facilities at a strategic location relative to the town centre means that the future development of the town is well placed to benefit from their expansion and diversification including an expanded employment base.

The lands between the existing built up area of Ratoath and Fairyhouse/Tattersalls Equestrian complex, identified for the creation of an equestrian based employment hub, have been designated as strategic employment site to facilitate an approach to the marketing of the sites which was adopted with the original five strategic employment sites designated in the Economic

Development Strategy for County Meath. This focus is required to stimulate development on these lands.

<b>Position in Settlement Hierarchy</b>	Self-Sustaining Town
<b>2016 Population</b>	9,533
<b>2011 Population</b>	9,043
<b>Percentage Change 2011-2016</b>	5.40%
<b>Housing stock 2016</b>	2,960
<b>Number of units completed 2016-2019</b>	175
<b>Committed units not yet built</b>	72
<b>Core Strategy Household Allocation 2020-2027</b>	803 units This includes 72 extant units not built at the time of writing
<b>Population Projection 2026</b>	11,033
<b>Resident Workers 2016</b>	4,260

<b>Total Jobs 2016</b>	922
<b>Job – Workforce Ratio 2016</b>	0.21
<b>Education Facilities</b>	13
<b>Community Facilities</b>	10
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	12
<b>Zone of Archaeological Potential</b>	Yes
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the Rye Water Valley/Carton SAC which is located approximately 14km to the south
<b>Strategic Flood Risk Assessment</b>	<p>Ratoath is exposed to fluvial flooding from the Broadmeadow River. Flood Zone A mainly affects agricultural lands and a small number of residential properties on the eastern side of the settlement.</p> <p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure. At development management stage, any FRAs</p>

<b>Water Services Infrastructure/Capacity</b>	<p>should include consideration of culvert blockage. Pedestrian walkways may require FRA during planning application stage but the Justification Test is not required.</p> <p>Ratoath is supplied by the East Meath Water Supply Scheme – capacity available.</p> <p>Wastewater is pumped to Dublin for treatment – capacity available.</p>
<b>Modal Share Targets for 2026</b>	
<b>Modal Share for Walking</b>	24% (Increasing from 19% in 2016)
<b>Modal Share for Cycling</b>	4% (Increasing from 1% in 2016)
<b>Modal Share for Bus</b>	11% (Unchanged from 11% in 2016)
<b>Reduction Target for Car Use</b>	57% (Reducing from 65% in 2016)

### 3.0 Vision

To promote the sustainable consolidation of Ratoath, accommodating, significant expansion of employment opportunities, whilst consolidating growth of the town and reinforcing the town centre. In this context, the plan will promote and support employment growth and expansion of the international equestrian hub in support of the town centre; and will promote sustainable movement through the completion of the Ratoath Outer Relief Road.

## 4.0 Opportunities

- The availability of a highly skilled and educated work force currently resident within the town.
- Proximity of Fairyhouse and Tattersalls, which can develop an internationally significant Equine Hub.
- Implementation of the Ratoath Pedestrian and Cycle Scheme will improve permeability throughout the town.
- Completion of the Outer Relief Road will reduce congestion.
- High quality town centre development/redevelopment that will contribute towards the enhanced provision of local services, an improved town centre environment, and the creation of improved amenities

## 5.0 Land Use Strategy

### 5.1 Settlement and Housing

With regard to residential development, the focus will primarily be on the build out of existing residential lands and the zoning of a modest quantum of additional lands which are necessary for the timely completion of the remainder of the outer relief road, LIHAF scheme has funded the initial part this route.

The town centre of Ratoath mainly comprises properties fronting onto the Main Street with little backland development. As a result, there is little sense of a town core. In addition to rationalising and consolidating town centre uses, it is also recognised that the town centre must grow in line with existing and projected population growth. In order to allow for town centre expansion, the town centre zoning has been extended to the rear of properties facing onto the R155. This provides a natural extension of the existing town centre and given its central location presents an opportunity to expand town centre services in conjunction with residential development in a highly accessible location close to the existing Main Street. An F1 zoning will be retained on lands within Flood Zones and to allow for a potential recreational walkway along the river.

Given that the growth of the existing town centre is significantly restricted, lands to the east of the town centre have been identified for primary residential and neighbourhood centre uses. Some of

this land is located within Flood Zone A & B and this area has been identified as open space, which shall be integrated into the overall development.

Meath County Council obtained funding, through the Local Infrastructure Housing Activation Fund (LIHAF), to deliver a portion of the Ratoath Outer Relief Road which will facilitate the development of lands to the east of the town. Any further phases of development shall include the construction of the adjoining section of the Ratoath Outer Relief Road. A walkway shall be provided along the river and within the open space to link in with the proposed walkway on lands to the west. Development on this land shall include reservation of a 0.4 hectare site for an enterprise centre (of appropriate design) to be developed by Meath Local Enterprise Office. Notwithstanding the zoning matrix an enterprise centre shall be permitted in principle, subject to compliance with relevant planning criteria, on the subject lands. Provision shall also be made for dedicated recreational facilities within the site to include provision of a playground or other similar recreational facilities with associated car parking. Any planning application made for development on these lands shall be accompanied by a Master Plan, detailing development proposals for the full extent of the lands. This shall include details of the overall site and building layout for the lands, building height and design principles, mix of uses open space and recreational provision, traffic impact assessment and management proposals and service arrangements. Given the location of the site adjoining Flood Zone A & B, a comprehensive flood risk assessment should be undertaken on any development proposal in accordance with “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (November 2009).

There are two key drivers influencing the approach to residential development in the town including:

- **Core Strategy** - The Core Strategy (Table 2.12) of the County Development Plan provides a housing allocation of 803 units to Ratoath over the 2021 – 2027 period. A review of planning history within the town has determined that there are already 72 no. units committed.
- **Outer Relief Road** - Ratoath has received LIHAF funding to assist in the delivery of a section of the Outer Relief Road. This will facilitate the construction of residential units in the south-eastern part of the town. There is an opportunity to secure the completion of this road in this Plan by zoning additional residential lands to the south west. This would complete the link between the R125 and the R155 and would ensure the maximum return on the investment in this piece of infrastructure.

Additional lands identified to deliver the completion of the R125 and R155 link road amount to approximately 3.8 hectares and shall include the provision of a public landscaped park of circa 0.7 hectares with appropriate recreational facilities to be agreed with the planning authority. This facility shall be delivered as part of the overall development proposal. The public park can be provided as part of the overall open space requirement on site. The first phase of development shall include the construction of the adjoining section of the Ratoath Outer Relief Road. Any planning application made for development on these lands shall be accompanied by a Master Plan (MP 37), detailing development proposals for the full extent of the lands. This shall include details of the overall site and building layout for the lands, building height and design principles, mix of uses, open space and recreational provision, traffic impact assessment and management proposals and service.

## 5.2 Employment and Economy

It is acknowledged that Ratoath is largely a commuter town with little supporting employment opportunities. However, it is also acknowledged that the town is positioned mid-point between Dunshaughlin and Ashbourne, which have been earmarked to accommodate greater population growth. Presently, 12 hectares of undeveloped E2 zoned land is provided for at the south western extremity of the town boundary. An existing housing development on A1 zoned lands sit immediately to the south of these lands. The E2 zoning has been extended to provide for additional employment opportunities proximate to the current D1 zoned lands with a view to addressing the current high outbound commuting levels from the settlement. The extension of these lands will also provide opportunities to create greater synergies between these employment lands in Ratoath and the existing international equine facility at Tattersalls.

The previous plan provided for visitor and tourist facilities at locations on the Fairyhouse Road, south of the town outside the existing settlement boundary. The proposed zoning of 'White Lands' on the eastern side of the R155 recognises the unique opportunity to create a connection between the operations at Fairyhouse Racecourse and the Tattersalls complex and the existing urban settlement of Ratoath. The Plan thereby recognises the additional future employment and economic contribution that the bloodstock and sport horse industries can make to both the town and wider county in line with grounding policies set out in Chapter 4 of this Plan.

The challenge for this Plan is thus to successfully integrate these internationally important equine facilities with the settlement of Ratoath in a plan-led and integrated fashion. In recognition of this, the Plan makes suitable lands available which will connect the town centre with these equine



facilities. It is intended that these lands will provide for a suitably designed visitor and supporting economic and social related facilities and thereby support and complement existing employment-generating activities at Tattersalls and Fairyhouse Racecourse in accordance with a 'live-work' community model.

### **5.3 Water Services Infrastructure**

**Water:** Ratoath is part of the East Meath Water Supply Scheme. It is supplied by the Staleen Water Treatment Plant, via Windmill Hill reservoir. There is capacity available.

The Council, in conjunction with Irish Water is progressing a Capital project to replace the trunk main serving Ratoath and to increase storage capacity at Windmill Hill Reservoir. It is anticipated that these Capital improvements will be realised during the period of this plan.

**Wastewater:** The completion of the Ashbourne/Ratoath/Kilbride Sewerage Scheme Stage 2 in 2010 has provided a modern and efficient wastewater and collection system for these settlements that has significant capacity. Wastewater from Ratoath is discharged to the Greater Dublin Drainage network where it flows to the Regional Wastewater Treatment Plant at Ringsend.

It is considered that adequate Wastewater capacity exists to facilitate the development and growth provided for Ratoath in this County Development Plan.

## **6.0 Cultural and Natural Heritage**

The built heritage of Ratoath adds strongly to the character of the streetscape, therefore it is very important that it is protected. Ratoath is not currently designated as an Architectural Conservation Area, however, there are 12 structures in Ratoath which are registered as protected structures in the Meath County Development Plan 2021-2027 and these act as focal points for the town. The origins of Ratoath date from early Christian times. The establishment of a Norman settlement is indicated by the striking presence of the Moat and Bailey in the centre of the town. The enclosures associated with these settlements have given the centre of Ratoath its unique curved road pattern with an intricate network of laneways, many overgrown or derelict, connecting the original enclosures with areas to the north on the Curragha Road and to the south on the Fairyhouse Road. Any development within the vicinity of this monument shall have regard to its unique setting and shall not impact adversely upon it.

## 7.0 Social Infrastructure

Ratoath has a significant number of community, social, sporting, and educational orientated organisations including; a Tidy Towns Committee, a musical society, youth club, cycling, football, and GAA clubs. Collectively, these organisations provide valuable community support to a broad spectrum of the population. Lands currently in use by the BMX club were previously identified for the provision of a swimming pool. It is intended to retain this objective within the Plan should funding become available for such a facility in the town.

There is one secondary school and 3 primary schools at present in Ratoath. The Department of Education and Skills has outlined that there is a need for an additional primary school and secondary school in the town. Sufficient G1 zoned lands have been identified to accommodate this within the Plan.

## 8.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### RA POL 1

To ensure Ratoath develops in a consolidated and sustainable manner which facilitates and supports employment opportunities, accommodates local services and reinforces the existing town centre.

### Objectives

It is an objective of the Council:

**RA OBJ 1 (Master Plan 33 )**

To support the provision of appropriate and sustainable employment, visitor and tourist facilities on lands zoned as Tourism and White Land in accordance with an approved Master Plan which shall be agreed with the Executive of the Planning Authority and shall accompany any planning application on the lands subject to the provision of necessary physical infrastructure. Any planning application made for development on these lands shall be accompanied by a Master Plan detailing development proposal for the full extent of the lands. This shall include details of the overall site and building layout for the lands, building height and design principles, landscaping, mix of uses for the site, traffic impact assessment and management proposals and service arrangements.

**RA OBJ 2 (Master Plan 34)**

To promote the development of employment uses on E2 zoned lands located to the west of the R155 in accordance with an approved Master Plan which shall be agreed with the Executive of the Planning Authority and shall accompany any planning application on the lands subject to the provision of necessary physical infrastructure. The development of these lands shall also provide for reservation of a 4 acre site for the provision of a swimming pool site and include the realignment of the Fairyhouse Road, the extension of the Ratoath Outer Relief Road and provision of footpaths, cycleway and public lighting along the road frontage of the site. Any planning application made for development on these lands shall be accompanied by a Master Plan detailing development proposals for the full extent of the lands. This shall include details of the overall site and building layout for the lands, building height and design principles, landscaping, mix of uses for the site, traffic impact assessment and management proposals and service arrangements. The development of these lands shall be on a phased basis with the reservation of the swimming pool site forming part of the first phase.

**RA OBJ 3 (Master Plan 35)**

To identify lands for commercial purposes to the south east of the R125 Ashbourne Road. This area shall provide for a mix of commercial and local retail services and include the reservation of a 1 acre site for an enterprise centre (of appropriate design) to be developed by Meath Local Enterprise Office. Any planning application made for development on these lands shall be accompanied by a Master Plan detailing development proposals for the full extent of the lands. This shall include details of the overall site and building layout for the lands, building height and design principles, mix of uses for the site, traffic impact assessment and management proposals and service arrangements. The first phase of development with the exception of the residentially zoned lands shall include the construction of the adjoining section of the Ratoath Outer Relief Road. Notwithstanding the zoning

matrix an enterprise centre and car sales/repair uses shall be permitted in principle, subject to compliance with relevant planning criteria, on the subject lands.

#### **RA OBJ 4 (Master Plan 36)**

To provide for small and medium sized industries to develop on the northern side of the R125 Ashbourne Road in accordance with an approved Masterplan and subject to the provision of necessary physical infrastructure. This area should have a particular focus on providing incubator units and facilities for start-up industries. It is intended that the area will also include the provision of a civic amenity site. Meath County Council will require that a Masterplan accompanies any planning application made for development on these lands detailing the overall site and building layout, building height and design principles, landscaping, phasing, mix of uses for the site, traffic impact assessment and management proposals and service arrangements. Public lighting, footpaths and cycleways shall be provided on all roadways provided as part of the development of the lands.

#### **RA OBJ 5**

To encourage the development of lands at Raystown for appropriate general enterprise and industrial purposes to provide for small and medium sized industries to develop subject to the provision of necessary physical infrastructure ('General Enterprise & Employment' land use zoning objective applies). Building layout for the lands, building height and design principles shall be appropriate to the zoning objective of the site and minimise any potential impacts on neighbouring residential properties and the surrounding area.

#### **RA OBJ 6**

To facilitate the development of the Ratoath Outer Relief route in tandem with development.

#### **RA OBJ 7**

To further advance public footpath and cycle path upgrades in the town in accordance with the Ratoath Pedestrian and Cycle Scheme.

#### **RA OBJ 8**

To develop a system of linear parks and waterfront amenity areas with walkways and cycleways, subject to the availability of resources, along the banks of the River Broadmeadow.

#### **RA OBJ 9**

To reserve lands off the Fairyhouse Road for the provision of a swimming pool.

#### **RA OBJ 10**

To promote a high standard of architectural design, and quality of materials utilised throughout the Development Framework area, that is appropriate in scale, and form to its location.

**RA OBJ 11**

To require that development proposals are prepared in accordance with a Masterplan which includes an, urban design and landscape design statement.

**RA OBJ 12**

To prepare a public realm plan for Ratoath over the life of the Plan

**RA OBJ 13**

To work with the NTA to identify a suitable location for bus-based Park and Ride facility serving Ratoath.

## 1.0 Village Context/Character

Slane is a village renowned for its rich and varied cultural and built heritage. It is located adjacent to the River Boyne, an area of outstanding natural beauty which is a designated Special Area of Conservation and Special Protection Area, and is the gateway to the World Heritage Site, Bru na Bóinne. Much of Slane's charm derives from its geographical setting, its iconic formal set piece of the octagon and the use of stone in its architecture. The village, Slane Castle Demesne and Slane Mill are designated Architectural Conservation Areas (ACAs). The approaches to the village, are largely defined by rubble stone walls framed by mature trees, a classic feature of eighteenth-century Irish villages. It must be emphasised that these features are just as important as the building fabric within the village. The built fabric of Slane's streets and enclosed private grounds is typically austere and well defined by an eclectic mix of uniform terraces, houses with varied plot widths and detached landmark buildings in both residential and ecclesiastical use.

The prominent position of the village on a hill provides numerous attractive views of the surrounding countryside; and, of the town itself from the N2 to the south and Slane Hill to the north. The village has primarily grown northwards and out from the crossroads. The village has a broad offering of hotels, shops, restaurants and pubs. Residential development has taken place on the outskirts of the village boundary along the approach roads.

Slane Castle with its attractive setting and historic surrounds provides a unique tourist offering, attracting many visitors to the area. The castle grounds are a world renowned venue for many concerts with its unique setting on the banks of the Boyne creating a natural amphitheatre. Slane Castle open for tours, is used as a wedding venue and provides restaurant and bar facilities. In addition, the Slane Distillery has recently opened in the grounds of Slane Castle adding further to Slane's tourist attraction. The village is also the birthplace of Francis Ledwidge, one of Ireland's war poets. A civic space has been constructed in his honour with a dedicated museum located outside the town.

Slane is therefore developing as an employment centre for the area with a diverse offering of tourist related uses, artisan foods, craft shops and community uses.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	1,369
<b>2011 Population</b>	1,349
<b>Percentage Change 2011-2016</b>	+ 1.50%
<b>Housing stock 2016</b>	542
<b>Number of units completed 2016-2019</b>	4
<b>Committed units not yet built</b>	37
<b>Population Projection 2027</b>	1,469
<b>Education Facilities</b>	St Patrick's Primary School
<b>Community Facilities</b>	6
<b>Architectural Conservation Areas (ACAs)</b>	Slane Historic Core ACA; Slane Castle & Demesne ACA and, Slane Mill ACA.
<b>Protected Structures</b>	70
<b>Zone of Archaeological Potential</b>	There are a number of National Monument Service Zones of Archaeological Notification located in the central area of the settlement.

<b>Natura 2000 Sites</b>	The River Boyne & River Blackwater SPA and SAC is located within the settlement area.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	Slane Water Supply Scheme has available capacity. Slane Wastewater treatment plant - limited available capacity.

## 2.0 Vision

To enhance and protect the historic character of Slane village while providing for the needs of the local community, businesses and visitors; and, to support the village's role as a gateway to the Boyne Valley, cultural tourism and artisan food hub in Meath. A central tenet of this Plan is to support and further develop tourism and craft industry in Slane and its wider hinterland thus maximising Slane's proximity to the Bru na Boinne UNESCO World Heritage Site.

## 3.0 Opportunities

- There is a significant opportunity to further develop Slane as a tourist destination and as hub for visitors to the Boyne Valley.
- Village branding/presentation along main roads and at village entry points would add to the sense of place, and strengthen Slane's unique identity.
- The main access roads through the village are characterised by a large volume of traffic much of which includes HGVs. It is an objective of the Council to bypass Slane village.
- Consistent public lighting and a quality footpath network throughout the village would make a significant contribution to improving the pedestrian environment.



- There are comparatively few opportunity sites that do not have extant permissions. Residentially zoned lands in the centre of the village present good opportunities to reinforce the existing compact development.

## 4.0 Land Use Strategy

The land use strategy for Slane aims to maintain and add to a built environment of the village that is both attractive and distinctive to create a unique sense of place for those who both live and work, as well as those whose visit, Slane. This will be achieved through the sensitive treatment of infill development and the conservation of important key buildings particularly within the 3 no. Architectural Conservation Areas. The provision of a compact and vibrant village centre is essential if Slane is to cater for its current and future population needs in a manner that is sustainable.

### 4.1 Settlement and Housing

In terms of recent development, there is an extant permission for a mixed-use development of 13 apartments, 4 houses, 4 retail units and a medical centre at the centre of the village. A further permission for 23 no. two storey dwellings to the north east of the village was approved by the Council.

There are 2 no. sites that have no recent planning history. The first site is adjacent to the existing Castlehill residential estate and is 2.6 ha. in size. The site is located to the rear of an existing housing estate on a contoured south facing slope. Access may be achievable through the existing residential area. The second is located north east of the village crossroads. Again the site is located to the rear of the existing built up area adjacent to Ledwidge Hall residential area and is 0.9 ha in size. The site is also proximate to the Fennor High Cross and occupies a prominent site overlooking the village.

### 4.2 Economy and Employment (including retail)

Slane is identified as a Level 4 retail centre in the County Retail Hierarchy. Commercial and retail units line the roads intersecting the village centre. The retail core includes businesses such as small convenience shops, veterinary surgery, Credit Union, restaurants, launderette & dry cleaners, butchers, bookmakers, pharmacists, hairdressers, Artisan patisserie and bakery, hotel and public bars. There is also an arts studio, a craft shop and delicatessen associated with Slane's 'Artistic Quarter'. There is a high occupancy rate among the retail and commercial units in the village.

Aside from small scale retailing and typical of a village of this size there are few significant employers within Slane and its immediate hinterland. The local industrial development in Slane is located at the northern edge of the village in the form of a large fertiliser plant (Grassland Fertilizers Ltd.) and at a site to the north of Slane Mill (Slane Industrial Estate). Slane Industrial Estate or Newmill Industrial Estate contains a number of industrial units and piping manufacturers. Slane Castle and Slane Distillery has an important employment role in the village.

As indicated above, future economic development in Slane, given the notable heritage assets in the village, where opportunities exist in the area of tourism development, artisan foods and crafts etc.

### **4.3 Water Services Infrastructure**

Slane is served by the following water services infrastructure:

Water: Slane is supplied with water from the Slane Water Supply Scheme which has available capacity.

Wastewater: Slane Wastewater Treatment Plant has limited spare capacity. There are no current plans for a Capital expansion. All proposals for development shall be considered in the context of available capacity.

### **4.4 Movement**

Slane has good road accessibility with the N2 and N51 national routes intersecting at the village centre. Correspondingly with this road network, Slane has suffered traffic related problems, owing to the volume of traffic using the N2 and N51 traffic routes which both intersect and pass through the village. The level and type of traffic passing through the village has impacted negatively on the current village environment.

A bypass for Slane has been a long-standing objective of the Council and has the support of the majority of the local residents.

The primary mode of public transport available in Slane is the regional Bus Éireann services. The number 177, 188 and the 190 buses are the main routes which have a scheduled stop in the village. The most frequent direct service to Dublin is from the private bus operator 'Collins Coaches' (No. 980).

## 4.5 Cultural and Natural Heritage

The character of modern day Slane reflects the fact that it was laid out as an early 18th century estate village associated with Slane Castle and the Conyngham family. At the centre of the village, at the intersection of the two main streets, stand four almost identical Georgian houses known as the 'Four Sisters Houses'. The four houses and four streets form an octagon. This feature is known locally as 'The Square'. The two main streets in the village feature 18th century gray limestone buildings with slate roofs, oriel windows and stone steps and archways.

To the north of the village rises the Hill of Slane. It contains a number of historic sites including the site of a Christian abbey.

## 4.6 Green Infrastructure

Slane is surrounded by a picturesque and attractive landscape. The Boyne Valley has a diverse range of attractive and important habitats associated with the River Boyne, including a well-wooded river corridor south of the village centre. The River Boyne is a designated Natura 2000 site and is part of the River Boyne and River Blackwater Special Area of Conservation (Site Code: 002299) and the River Boyne and River Blackwater Special Protection Area (Site Code: 004232)

In addition to this, Slane has a strong network of hedgerows and a number of tree stands and individual trees are designated in this Plan for preservation under the provisions of the Meath County Development Plan.

The Boyne Valley Landscape Character Area, in which Slane is located, is characterised by a steep river valley with areas of rolling lowland adjacent to the River Boyne. It contains the Brú na Bóinne World Heritage Site which is one of the largest and most important prehistoric megalithic sites in Europe. Lands encompassing Brú na Bóinne are located outside the development boundary of Slane, 2km to the east of the village.

Slane Community Biodiversity Action Plan 2016-2020 highlights the ecological value of the area and the high local biodiversity. The Biodiversity Action Plan proposes a number of ambitious projects and actions to be carried out by the community of Slane.

## 4.7 Social Infrastructure

There are a number of existing community groups and associated facilities in the village. Within Slane village centre, there are two churches and ancillary buildings, a health centre, and an attractive public square. To the north of the village is St Patrick's National School and to the west of the village are a day care centre, Garda station, library and Wheatfield Park which is home to Slane Wanderers Football Club. A children's playground has been developed on the Collon Road. Slane contains a network of local community groups who are very active in the management and future growth of the village. Slane GAA is located outside the village at Monknewtown and the club obtained planning permission in 2016 to extend and redevelop the clubhouse and associated pitches. This project is currently at an advanced stage.

## 4.8 Urban Design and Public Realm

Slane is set in a unique environmental landscape, against the backdrop of the Hill of Slane, mature woodlands and the Boyne Valley. The surrounding landscape of Slane is largely unspoilt and is an integral part of the identity of the village. Slane's historic core still marks the centre of social life in the village containing a number of existing business premises and residential premises. The village is focused around the central 'square' an octagon configuration with four streets leading on to it.

The town is synonymous with its distinctive historic structure and instantly recognisable Slane crossroads, centred on four large three-storey detached houses. The local vernacular style dates from the 18th Century, with simple square cut stone buildings, with less brick detailing than is common elsewhere in the County. Residential development in the town centre is limited apart from some 1950's – 70's housing on the western approach. The overall form and structure of the village retains its 18<sup>th</sup> and 19<sup>th</sup> Century origins. Essentially, the strong morphology of Slane grew from the village crossroads, with later 20<sup>th</sup> century development largely forming beyond the boundaries of the traditional village area.

## 5.0 Village Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

## Policy

It is the policy of the Council:

### SLN POL 1

To consolidate and strengthen the commercial and residential village centre of Slane, and encourage development which will contribute to the character and structure of the village core and to preserve and enhance the quality of the village's attractive built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner, as an attractive place to live, work, recreate and visit.

## Objectives

It is an objective of the Council:

## Settlement and Housing

### SLN OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

## Economy and Employment

### SLN OBJ 2

To encourage the return of vacant buildings in the village core back into uses which complements the existing scale and character of the village.

### SLN OBJ 3

To seek the development of infill opportunity sites to reinforce compact development in the village and utilise centrally located site.

### SLN OBJ 4

To promote Slane Castle as a multi experience tourism destination and attraction in the County, subject to the normal development management standards. The Council will support and encourage further appropriate development of the integrated tourism product at Slane Castle subject to the

provision or upgrade of the requisite physical infrastructure and the protection of the integrity of the Protected Structure and its surrounds including the River Boyne and River Blackwater SAC & SPA.

**SLN OBJ 5**

To seek to support and develop Slane as a tourist hub.

**Infrastructure****SLN OBJ 6**

To support and facilitate the delivery of an N2 Bypass for Slane to the east of the Village, which is considered to comprise important infrastructural development and to construct same subject to obtaining the relevant development consents required and to reserve and protect route option corridors from development which would interfere with the provision of the project. Development of the project will be subject to the outcome of the Appropriate Assessment process.

**SLN OBJ 7**

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of Slane within the Plan period.

**SLN OBJ 8**

To protect the sites of existing community and sporting facilities in Slane and support their further development and expansion.

**Movement****SLN OBJ 9**

To seek to introduce efficient traffic calming measures along the main village roads and at the key locations to reduce traffic speeds and improve pedestrian safety.

**Cultural and Natural Heritage****SLN OBJ 10**

To protect the landscape setting of the village.

**SLN OBJ 11**

To require the preservation and reinstatement of traditional details and materials on existing buildings and the streetscape where improvements or maintenance works are being carried out.

**SLN OBJ 12**

To support the community and all key stakeholders in the implementation of the Slane Community Biodiversity Plan 2016-2020 and any revisions thereof.

**SLN OBJ 13**

To require that all development proposals within or contiguous to the Architectural Conservation Area be sympathetic to the character of the area, that the design is appropriate in terms of height, scale, plot density, layout, materials and finishes and is appropriately sited and designed in accordance with advice given in Slane Architectural Conservation Area Character Statement.

**SLN OBJ 14**

To seek to preserve views identified on the land use zoning map from development which would adversely impact on the character and visual amenity of the landscape.

**SLN OBJ 15**

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map and to manage these trees in line with arboricultural best practice.

## Urban Design & Public Realm

**SLN OBJ 16**

To preserve the character of the village and its setting by requiring that the height, scale, design and materials of any proposed development within the village and in the surrounding area should complement the character of the village and not diminish its distinctiveness of place. New buildings should respond to the individual site context and take due cognisance of adjoining development.

**SLN OBJ 17**

To introduce consistent village branding/presentation at the village entry points and along main streets in form of high-quality signage, tourism information, public art and consistent village type lighting standards which would strengthen Slane's identity.

**SLN OBJ 18**

To encourage the removal of visually intrusive elements such as overhead cables and inappropriate signage.

**SLN OBJ 19**

Explore the potential of widening footpaths around St. Patricks Primary School and provide screen planting to school carpark, in conjunction with relevant stakeholders.

**SLN OBJ 20**

To implement and ensure compliance with the Public Realm Plan for Slane which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the town.



## 1.0 Introduction

***Consequent upon the Order of the High Court made on the 3rd May 2023 in proceedings [2021 No. 958 JR](#) the following changes have been made to the Meath County Development Plan 2021-2027:***

- (a) Removal of Sheet 35(a) Southern Environs of Drogheda, Sheet 35(a) Southern Environs of Drogheda-Combined, and Sheet 35(b) Heritage, but only insofar as relates to the A2 Residential Zoned lands in the Southern Environs of Drogheda (not including any lands that were Zoned A2 Phase I in the previous Meath County Development Plan). The order provides that these lands will be rezoned WL (White Lands).***
- (b) Removal of the last three paragraphs of section 2.8.1.1 of Chapter 2 - Core Strategy; and***
- (c) Removal of the figure "178.70" in the table to section 2.10.4, Column I, Row 1; of Chapter 2 - Core Strategy.***

***The aforementioned Land Use Zoning Maps and Chapter 2 Core Strategy of the Meath County Development Plan 2021-2027 have been amended to reflect this judgement. The rezoning of these lands and removal of this text from the Meath County Development Plan 2021-2027 shall not affect any existing development consents granted in these areas.***

This written statement will provide a brief description and development strategy for South Drogheda Environs. As required by Regional Policy Objective 4.11 in the RSES<sup>1</sup>, a Joint Urban Area Plan (UAP) is to be prepared by Meath County Council and Louth County Council during the life of this Plan. Pending the completion of this Urban Area Plan, a written statement and land use zoning objectives map to establish a framework for inter alia the future UAP, to support economic development and to provide a basis for continued operation of the development management process pending the completion of the UAP has been included.

## 2.0 Town Context/Character

Drogheda is the largest town in Ireland, with a population of almost 41,000 in 2016. The town is strategically located along the Dublin-Belfast Economic Corridor. Its importance as a centre for population and economic growth is recognised in the designation of the settlement as a Regional Growth Centre in the National Planning Framework.

The Southern Environs of the town lies within the jurisdiction of Meath County Council, where there are strategically located employment and residential lands.

In order to ensure a coherent strategy is in place that would maximise the potential of Drogheda and promote co-ordination between the Local Authorities and key stakeholders a Joint Urban Area Plan

is to be prepared for Drogheda by Meath and Louth County Council, in collaboration with the Eastern and Midland Regional Assembly. This Plan will support the development of the town as a driver for economic growth along the Dublin-Belfast Economic Corridor.

<sup>1</sup> Regional Policy Objective 4.11 of the RSES sets out the requirement to prepare a Joint Urban Area Plan and is as follows: 'A cross boundary statutory Joint Urban Area Plan (UAP) for the Regional Growth Centre of Drogheda shall be jointly prepared by Louth and Meath County Councils in collaboration with EMRA. The UAP will support, the development of Drogheda as an attractive, vibrant and highly accessible Regional Centre and economic driver. The Joint UAP will identify a functional urban area and plan boundary for the plan area and strategic housing and employment development areas and infrastructure investment requirements to promote greater coordination and sequential delivery of serviced lands for development.'

<b>Position in Settlement Hierarchy</b>	Regional Growth Centre
<b>2016 Population (Within the Meath Administrative Area)</b>	6,527
<b>2011 Population (Within the Meath Administrative Area)</b>	5,983
<b>Percentage Change 2011-2016</b>	12,9%
<b>Housing stock 2016</b>	2,293
<b>Number of units completed 2016-2019</b>	113
<b>Committed units not yet built</b>	572
<b>Core Strategy Household Allocation 2020-2027<sup>2</sup></b>	1,631 units
<b>Population Projection 2026</b>	9,827

<sup>2</sup> The unbuilt extant units have been included in this allocation

<b>Resident Workers 2016</b>	3,700
<b>Total Jobs 2016</b>	1,216
<b>Job – Workforce Ratio 2016</b>	0.33
<b>Education Facilities</b>	<p>Le Chéile Educate Together, Mornington;</p> <p>Gaelscoil an Bhradáin Feasa, Mill Road, Mornington; and,</p> <p>Drogheda Grammar School, Mornington Road</p>
<b>Community Facilities</b>	There are a range of community facilities in the Drogheda area including Our Lady of Lourdes Hospital, sports clubs, and community buildings
<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	<p>Drogheda Grammar School</p> <p>Outbuildings to Stameen House</p> <p>'Eagle Lodge' detached 3 storey house</p>
<b>Zone of Archaeological Potential</b>	There are a number of National Monument Service Zones of Archaeological Notification located across the Southern Environs of Drogheda.

<b>Natura 2000 Sites</b>	<p>The River Boyne &amp; River Blackwater SAC is adjacent to the northern boundary of the Plan area where it abuts the River Boyne.</p>
<b>Strategic Flood Risk Assessment</b>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>Development should be subject to an appropriately detailed FRA at development management stage.</p> <p>Review of land use zonings is required under the Joint Urban Plan.</p>
<b>Water Services Infrastructure/Capacity</b>	<p>Water supply in South Drogheda is served by the East Meath Water Supply Scheme. The main water source is abstraction from the River Boyne at Roughgrange where it is pumped to the Staleen Water Treatment Works and distributed to Drogheda and the East Meath Area following treatment. There is capacity available, however, there are network constraints.</p> <p>Wastewater in the area is discharged to the Drogheda WWTP. Capacity is available but, there are network constraints.</p>
<b>Modal Share Targets for 2026</b>	
<b>Modal Share Target for Walking</b>	22% (Increasing from 9% in 2016)
<b>Modal Share for Cycling</b>	4% (Increasing from 1% in 2016)

<b>Modal Share for Bus</b>	13% (No change from 13% in 2016)
<b>Modal Share for Rail</b>	5% (No change from 5% in 2016)
<b>Reduction Target for Car Use</b>	53% (reduction from 69% in 2016)

### 3.0 Development Strategy

The Development Strategy for the area will focus on the creation of a sustainable settlement with improved links and connections to the town centre and where there is a balance between population growth and economic development.

Pending the preparation of the Joint Urban Area Plan, it is not proposed to make any amendments or alterations to the land use zoning map for the Southern Environs. The current zoning map and Development Strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised.

South Drogheda has been identified as a strategic employment centre in the Meath Economic Development Strategy due to the strategic location of the area along the Dublin-Belfast Economic Corridor and its connectivity between Dublin City Centre and Airport via road and rail links. The development of the town as a Regional Growth Centre is dependent on economic investment and job creation therefore this Plan will continue to support the economic development of the town and in particular the concentration of development in the IDA Business Park and the employment lands on the Duleek Road.

There has been an increase in residential activity in the area with permission granted for residential developments on the Rathmullan Road and Duleek Road. A Strategic Housing Development of 250 residential units has also been granted permission in Bryanstown. This Plan will support the creation of sustainable communities in South Drogheda, with the development of residential lands being dependent on the provision of any necessary social and physical infrastructure.

## 4.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### STH DRO POL 1

To support the continued development of Drogheda as an attractive, vibrant, and accessible Regional Growth Centre that functions as a focal point for economic investment and population growth along the Dublin-Belfast Economic Corridor.

### Objectives

It is an objective of the Council:

#### STH DRO OBJ 1

To prepare, as a priority, a Joint Vision and Urban Area Plan for Drogheda in partnership with Louth County Council within the lifetime of this Plan in accordance with the requirements of Regional Policy Objective 4.11 of the RSES for the Eastern and Midland Region and the recommendations set out in the Report of the Drogheda Boundary Review Committee published in February 2017.

#### STH DRO OBJ 2

To support the sustainable development of existing zoned lands in the Southern Environs of Drogheda with a particular emphasis on the promotion of the IDA Business Park as a location for strategic economic investment and the creation of compact, residential communities in key locations in proximity to established residential areas and transport hubs.

#### STH DRO OBJ 3

To support the preparation of a Local Transport Plan for Drogheda, in conjunction with Louth County Council and in consultation with the National Transport Authority and other relevant stakeholders.

## 1.0 Introduction

This written statement will provide a brief description and development strategy for Stamullen. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

## 2.0 Town Context/Character

Located within the Ashbourne Municipal District, Stamullen is a small town situated in the east of the County, in close proximity to the border with County Dublin. The town has developed as a commuter settlement primarily due to its proximity to Dublin and associated road and rail links via the M1 Dublin-Belfast Motorway and Gormanston Rail Station. It is also well connected to the designated growth centre of Drogheda to the north, whilst Balbriggan is a large town to the south-east.

The town functions as a local service centre however due to the proximity of the settlement to towns such as Balbriggan and Drogheda, the range of services available are limited.

The development of Stamullen has been influenced by the Delvin River to the south and the motorway to the east, which has resulted in the town development being concentrated on the northern side of the Gormanston Road.

The City North Business Park is an important location for employment in the area however connectivity between the town and the Business Park is an issue due to the absence of a direct road link.

There is a cluster of community facilities on the Cockhill Road consisting of St. Patrick's National School and St. Patrick's GAA Club. This provides a strong community focus in this part of the town.

Residential development in the town is concentrated in established residential estates to the west of the Cockhill Road.

<b>Position in Settlement Hierarchy</b>	Self-Sustaining Town
<b>2016 Population</b>	3,361



<b>2011 Population</b>	3,130
<b>Percentage Change 2011-2016</b>	7.30%
<b>Housing stock 2016</b>	1,078
<b>Number of units completed 2016-2019</b>	1
<b>Committed units not yet built</b>	215
<b>Core Strategy Household Allocation 2020-2027<sup>1</sup></b>	290 units
<b>Population Projection 2027</b>	3,861
<b>Resident Workers 2016</b>	1,497
<b>Total Jobs 2016</b>	425
<b>Job – Workforce Ratio 2016</b>	0.28
<b>Education Facilities</b>	St Patrick's National School and 4 no. registered Childcare & Montessori facilities. No Secondary Schools.
<b>Community Facilities</b>	St. Patricks GAA Club Grounds; Community Centre; Church; and Post Office

<b>Architectural Conservation Areas (ACAs)</b>	None
<b>Protected Structures</b>	5
<b>Zone of Archaeological Potential</b>	There is a National Monument Service Zone of Archaeological Notification in the centre of the town.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Nanny Estuary and Shore SPA which is located approximately 2.65km to the north east.
<b>Strategic Flood Risk Assessment</b>	<p>Flood Risk Zones A &amp; B have been identified within the town with areas subject to risk of flooding from the Delvin River.</p> <p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure. At development management stage, any FRAs should include consideration of culvert blockage.</p>
<b>Water Services Infrastructure/Capacity</b>	<p>Limited capacity in Stamullen Wastewater Treatment Plant.</p> <p>Limited capacity in the water supply to Stamullen sourced from East Meath Water supply scheme/Staleen Water Treatment Plant.</p>
<b>Modal Share Targets for 2026</b>	
<b>Modal Share for Walking</b>	22% (Increasing from 15% in 2016)

<b>Modal Share for Cycling</b>	4% (Increasing from 1% in 2016)
<b>Modal Share for Bus</b>	10% (Unchanged from 10% in 2016)
<b>Reduction Target for Car Use</b>	54% (Reducing from 65% in 2016)

### 3.0 Vision

*"To promote the sustainable growth of Stamullen and facilitate its development as a Self-Sustaining Town by supporting local business and economic development and identifying opportunities that will deliver enhanced facilities and amenities."*

### 4.0 Opportunities

- Potential for economic development given the strategic location of the town on the Dublin-Belfast Economic corridor which will address out bound commuting levels.
- The further development and enhancement of City North Business Park will assist with job creation.
- Enhance the attractiveness of the town centre to encourage the retention and further development of local business.
- Enhanced connectivity - Increase permeability and connectivity within the town for pedestrians, cyclists and vehicles, in particular between Silverstream and Cockhill Roads, and City North Business Park and the town of Stamullen.
- Potential for Green Infrastructure network – Facilitate the development of a green link within the established residential area to the north west of the town and facilitate an amenity pathway along the northern bank of the Delvin River, making provision for a community playground at a suitable location, whilst ensuring adequate linkages to the town centre.

## 5.0 Land Use Strategy

The development strategy for Stamullen will focus on the development of the settlement as a local service and employment centre.

The City North Business Campus is strategically located off the M1 at Junction 7 however the absence of a direct road link to the campus from Stamullen has inhibited the creation of a synergy between the town and this employment zone. This Plan will continue to support the provision of a road link which would improve connectivity and permeability in the town and create a more sustainable settlement.

A fundamental element of the growth strategy for the town is investment in infrastructure services. The existing wastewater treatment plant is operating at capacity and is restricting growth in the settlement. The Council will continue to work closely with Irish Water in the identification of a long term solution to the treatment of waste water in the town that would provide the required capacity to facilitate growth.

Residential growth in the town will involve the build out of the residential lands between the M1 and the Cockhill Road where there are two parcels of land available for residential development.

In addition there are opportunities for small infill developments in the town centre and established residential areas.

### 5.1 Settlement and Housing

The historic development pattern of Stamullen consists of a linear pattern of individual properties to the north and south of the Gormanston Road, while the more recent pattern of development consists of residential developments with a mix of house types including detached, semi-detached, and terraced properties.

Future residential development in the town will focus on consolidation and the completion of extant permissions. This growth will be concentrated in two residential areas to the south of the City North Business Campus. There is an extant permission for over 200 units on the lands adjacent to St. Patrick's GAA Club that was granted in 2018. At the time of writing while works have commenced, the permission is the subject of a revised planning application for the redesign and increase in the number of units on the site.

There are also under-utilised infill and brownfield lands in the town which have the potential to be developed for residential uses.

Any development should include an appropriate mix of housing that meets the needs of the entire community.

## 5.2 Economy and Employment

Stamullen is identified as a Level 4 retail centre in the County Retail hierarchy which seeks to deliver local / neighbourhood retail services, serving the immediate population only. Given the position of Stamullen in the retail hierarchy and its proximity to the large service centre of Balbriggan, the extent of retail services provided in the town centre will be limited. The emphasis will therefore be on consolidation of the town centre rather than expansion.

Recent commercial development has occurred in a consolidated manner within the town core in the form of two and three storey buildings, with a number of the units in these new buildings remaining vacant. The existing town centre zoning extends for a considerable distance along the Main Street, incorporating a number of town centre opportunity and infill sites, providing opportunities for commercial and residential uses in the centre of the town.

Stamullen is a local employment centre that serves the wider East Meath area. There is an emphasis on providing serviced industrial sites and incubator units to meet the needs of the local population and surrounding area. These sites can be accommodated on the existing employment lands in the City North Business Park, where there is capacity for further expansion. The location of this Business Park, which includes a hotel with conference facilities, along the M1 Dublin to Belfast Economic Corridor makes it an attractive location for investment due to its transport links with regional and national growth centres.

## 5.3 Water Services Infrastructure

Water: Stamullen is supplied with water from the East Meath Water Supply Scheme, which serves a large catchment area. The principal source of water is the Staleen Water Treatment Plant near Donore. The pipeline serving Stamullen is a constraint and limits spare capacity. In addition, regard must be had to the significant extant planning permissions for multiple residential units permitted in Drogheda Environs, Ashbourne, Ratoath, Laytown / Bettystown and Duleek in particular.

Wastewater: The town is currently served by Stamullen waste water treatment plant. There is very limited spare capacity at this plant. The Council in conjunction with Irish Water is progressing proposals for a major Capital project to provide the additional Wastewater capacity required to facilitate the development and growth of the town. It is envisaged that this capital project will be realised within period of this plan.

## 5.4 Movement

Although served by Junction 7 of the M1 Motorway, there is no direct connection into the town from the motorway. Instead residents must travel a circuitous route via the former N1 (R132), some 5.5 km in distance. Whilst the town has no direct connection to the motorway, the City North Business Campus does. However, the Campus remains disconnected from the town, save for a heritage walkway which was developed by the owners of the hotel. It is an objective of the plan to advance the possible upgrading of M1 Junction 7 to improve its capacity inclusive of the facilitation of vehicular access to / from Stamullen via the City North Business Campus to the M1 Interchange.

Stamullen is currently served by the train station at Gormanston some 4.5 km distant however there is no public bus transport. A private bus operator does serve the City North Business Park and the town with a route via Gormanston and Balbriggan to Dublin city, four times a day. Footpaths and cycle paths have been provided linking Stamullen with Gormanston and the Council will seek to improve the cycling environment linking Stamullen to the train station and bus stops at Gormanston.

The transport vision for Stamullen is to enhance connectivity within the town and between the town and City North Business Campus and Junction 7. The priority must also be on improving pedestrian and cycle facilities within the town and between the Business Park and Gormanston. Providing pedestrian and cycle connectivity between the residential development to the north of the town and existing community facilities on Cockhill Road remains a priority.

## 5.5 Cultural and Natural Heritage

There are 3 no. archaeological monuments in the town including an Ecclesiastical Enclosure (SMRS Ref: ME02305), Hut Site (SMRS Ref: ME02304) and a church in the centre of the village (SMRS Ref: ME01584). It is an objective to preserve and protect these features.

The Record of Protected Structures (RPS), identifies a total of 5 no. structures in Stamullen, including Stadalt House and the Catholic Church.

In terms of natural heritage, there are no designated sites, including Candidate Special Areas of Conservation (c.SAC), Special Protection Areas (SPA) or proposed Natural Heritage Areas (pNHA) within the development boundary of Stamullen. The town does contain several mature and attractive trees which define the landscape setting and are identified to be protected.

The natural and built heritage strategy seeks to ensure that the natural and built heritage of the town is respected. In this regard a green edge is to be established surrounding the built-up area of Stamullen with an emphasis on advancing landscaping proposals in respect of new development concentrating on proposals to repair and enhance the landscape structure of the town.

## **5.6 Green Infrastructure**

There are a number of green infrastructure features in the settlement which can be categorised into different green infrastructure themes, including biodiversity; parks, open space and recreation; sustainable water management; archaeological and architectural heritage; and landscape. A number of the features have been identified in previous sections of the plan, including the Delvin River, the newly constructed GAA grounds, protected structures and recorded monuments. Other features which are important in maintaining biodiversity in the town includes Watery Lane at the rear of the church ruin and graveyard. The Green Infrastructure Strategy for Stamullen seeks to ensure the protection and enhancement of the natural and built heritage of the town. It aims to protect and conserve biodiversity within the plan area and on adjoining lands, landscape character areas and flora and fauna and to provide for the passive and active recreational needs of users.

## **5.7 Social Infrastructure**

Community groups and organisations are the most important social infrastructure in the town and Stamullen is fortunate to benefit from many active groups and associations, including Stamullen Tidy Towns Committee, Graveyard Committee and the GAA Club providing active sporting facilities. The Council will continue to work with these groups and associations to deliver vital social and community facilities in the town.

Although the town of Stamullen does benefit from passive and active open space, including the GAA grounds, there is no public park or playground within the town. The identified areas of open space are largely undeveloped, including 7 hectares of land on the northern bank of the Delvin River. The provision of a walkway along the Delvin River and the development of these lands to provide for both active and passive open space is a key priority of the plan, in order to provide much needed amenity provision in the town, including a public playground. Spot objective OBJ 1: - *“To support the provision of a link to the Delvin River and the provision of a playground and associated facilities as part of any development of the B1 Town Centre zoned lands, or on the adjoining F1 Open Space or G1 Community Infrastructure zoned lands”* on the Land Use Zoning Map identifies the location of these lands.

It is important that any development fronting the Main Street maintains links to the Delvin River, thereby ensuring adequate connectivity and permeability, to the future public park. Lands located to the west of the town east of Stadalt House have been identified for the future potential development of a public playground. Development in this area should allow for access to the Riverside walk at design stage.

The existing burial ground located within the town core, is contained and adjoins a Recorded Monument (church). As a result, it cannot be easily extended. It will be an objective of this Plan to identify appropriate lands to accommodate a new graveyard subject to all relevant tests being carried out.

## 5.8 Urban Design and Public Realm

The new housing stock in Stamullen is generally of a good quality. However, the layout of these developments has resulted in a weak urban structure with poor linkages and a lack of permeability contributing to the segregation of housing, community facilities, schools and commercial developments. In addition, the new developments, in many instances, fail to provide a sense of place and identity, due to the lack of facilities provided.

All new development in Stamullen must facilitate the provision or improvement of key infrastructure or community facilities, in particular pedestrian linkages and connectivity to adjoining developments and facilities.



## 6.0 Town Development Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council:

#### STA POL 1

To promote the sustainable growth of Stamullen and consolidate its role as a Self-Sustaining Town and a local service centre.

### Objectives

It is an objective of the Council:

### Housing Strategy

#### STA OBJ 1

To encourage the re-development of backland infill sites within the town that include residential uses.

### Employment and Economy

#### STA OBJ 2

To maintain and enhance the compact mixed-use town centre as the primary location for retail and commercial services.

#### STA OBJ 3

To adopt a sequential approach to development infill town centre sites shall be prioritised for retail and commercial development in advance of other sites within the town, except in exceptional circumstances.

**STA OBJ 4**

To facilitate development of employment lands at the City North Business Park in tandem with the development of the necessary link road from these lands to the Gormanston Road.

**Infrastructure****STA OBJ 5**

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the town within the Plan period which will ensure Stamullen can fulfil its role as a 'Self-Sustaining Town'.

**STA OBJ 6**

To manage flood risk and development in Stamullen in accordance with policies and objectives set out in section 6.7.2 of Volume 1 of the County Development Plan 'Surface Water and Flood Risk Management'.

**Movement****STA OBJ 7**

To provide for an integrated network of cycle ways throughout the town where considered appropriate in order to promote more sustainable modes of transportation and enhance connectivity between the town and Gormanston.

**STA OBJ 8**

To facilitate vehicular access to/from the town to commercial and employment uses on lands identified with an E2 "General Enterprise & Employment" and E3 "Warehousing & Distribution" land use zoning objective which would serve, inter alia, Stamullen town and access to the M1 Motorway interchange.

**STA OBJ 9**

To improve junction layouts within the town.

**STA OBJ 10**

To facilitate the provision of pedestrian linkages from Silverstream Road to Cockhill Road through established residential areas.

## Cultural and Natural Heritage

### STA OBJ 11

To protect the setting and curtilage of the graveyard and church within the retail core of Stamullen town centre.

### STA OBJ 12

To promote the preservation of individual trees or groups of trees as identified on the land use zoning map and to manage these trees in line with arboricultural best practice.

### STA OBJ 13

To facilitate the provision of a riverside walk adjacent to the Delvin River.

### STA OBJ 14

To develop a 'green link' throughout the town, with a view to linking existing and proposed open space areas within existing and proposed developments.

## Social

### STA OBJ 15

To facilitate the delivery of a town playground on land identified east of Stadalt House or alternatively on land zoned as open space along the Delvin River.

### STA OBJ 16

To identify suitable lands for a new graveyard when necessary subject to the completion of all required testing.

### STA OBJ 17

To provide for the expansion of existing community facilities on lands surrounding Stadalt House subject to the availability of services.

## Urban Design

### STA OBJ 18

To facilitate infill and other developments within the town centre in the context of their contribution towards the enhancement of the existing streetscape and the visual amenities of the central part of Stamullen.

<sup>1</sup> - The unbuilt extant units have been included in this allocation

## 1.0 Village Context/Character

Summerhill is located near the south central part of County Meath some 38km west of Dublin city centre. It lies 10km south of Trim and 12km north of Kilcock. The considerable amenity and heritage qualities of Summerhill are largely derived from the quality of the central area of the village. The narrow central green area framed by buildings with diverse styles together with its alignment to the entrance of the former Summerhill Demesne, creates an attractive and imposing environment. The character of Summerhill is also enhanced by the presence of significant stands of deciduous trees.

Summerhill serves a broadly rural hinterland. It differs from other villages in the county of similar scale in that it contains a sizeable employment/industrial estate within the village confines. Summerhill provides a broad range of retail and commercial services.

<b>Position in Settlement Hierarchy</b>	Village
<b>2016 Population</b>	878
<b>2011 Population</b>	832
<b>Percentage Change 2011-2016</b>	5.50%
<b>Housing stock 2016</b>	327
<b>Number of units completed 2016-2019</b>	28
<b>Committed units not yet built</b>	6
<b>Population Projection 2027</b>	978
<b>Education Facilities</b>	Dangan Primary School (approximately 620m outside development boundary).

<b>Community Facilities</b>	9
<b>Architectural Conservation Areas (ACAs)</b>	Summerhill Architectural Conservation Area.
<b>Protected Structures</b>	9 (House, Shaws Public House, Water Pump; Summerhill House Gates; and terraced houses.)
<b>Zone of Archaeological Potential</b>	There is a National Monument Services Zone of Archaeological Potential within the village.
<b>Natura 2000 Sites</b>	The nearest Natura 2000 site is the River Boyne & River Blackwater SAC which is located approximately 7.5km to the west.
<b>Strategic Flood Risk Assessment</b>	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.
<b>Water Services Infrastructure/Capacity</b>	<p>Summerhill Wastewater Treatment Plant - Capacity Available.</p> <p>Summerhill is supplied by Trim Water Supply Scheme – limited capacity available.</p>

## 2.0 Vision

The vision for the development of Summerhill over this Development Plan Period is to consolidate and strengthen the defined and attractive Village Centre, recognising the importance of conserving

and enhancing the quality of the Village's built and natural environment, while catering for the needs of all sections of the local community. A central tenet of this Plan will be the creation of a positive relationship with the rural hinterland.

### **3.0 Opportunities**

Summerhill provides for a variety of land uses at present and is well positioned to accommodate further measured growth. There are backland development opportunities particularly to properties east and west of the Village Green. The village has a unique setting with a village green and vistas towards Summerhill Demesne. Summerhill has a weaker public realm structure to the north of the core and improvements to this area would significantly enhance the overall village setting.

### **4.0 Land Use Strategy**

The provision of a compact and vibrant village centre is essential if Summerhill is to cater for its current and future population needs in a sustainable manner. The village settlement contains the main land uses required to maintain a largely self-sustaining community. The land use strategy seeks to promote the development of infill/undeveloped sites close to the core and maintain the vibrant mixture of land uses whilst facilitating natural residential growth in order to sustain and complement the land uses.

#### **4.1 Settlement and Housing**

Summerhill experienced modest growth between 2011-2016 however, in the preceding 15 years the village's population grew by 66% with much of this growth taking place at or near to the outskirts of the village. It is considered that appropriate lands for residential uses has been identified for the life of the Development Plan and beyond.

#### **4.2 Economy and Employment**

Summerhill is identified as a level 4 retail centre in the County Retail Hierarchy and this is reflected in the moderate range of retail / commercial services provided in the village. Commercial provision includes: two grocery/convenience shops, bookmakers, two bar/restaurants, two take-aways, pharmacy, two hair/beauty salons, barbers, butchers, two motor sales/repair premises, a hardware store, credit union, service station, post office and a chocolate factory. There remains scope for

further retail/commercial growth should demand arise and there is sufficient land identified for village centre use. In differing from many villages of similar size in the county, there is an enterprise centre to the west of the village and these lands are designated for employment use. (i.e.E2). It is vital that these lands are retained for employment use to realise their potential for creating local employment and 'down-stream' economic benefits for the village as a whole.

### **4.3 Water Services Infrastructure**

Summerhill is currently served by the following water services infrastructure:

Water: Summerhill is supplied by Trim Water Supply Scheme. In the context of extant and future demand increases in Trim, spare capacity is limited.

Wastewater: Summerhill Wastewater Treatment Plant was commissioned in 2010. It has spare capacity available.

### **4.4 Movement**

Summerhill is somewhat dominated by roads and vehicular traffic movement particularly to the north. Permeability away from the main streets is lacking although the radial layout of the village means most services/facilities are still within comfortable walking distance (400 metres – 5 minutes). The village would benefit by the provision of additional pedestrian and cycle movement infrastructure.

The development of public transport bus links is critical to ensure a better modal split in favour of public transport away from the private motor vehicle. A rail service is available from Kilcock and Enfield. It would be beneficial to have a scheduled bus service to the railway station in Kilcock which is approximately 11km from the village. Furthermore, it is essential that a village the size of Summerhill maintains good transportation links to surrounding urban areas, such as Trim, in order to attract future population and potential business opportunities.

### **4.5 Cultural and Natural Heritage**

The Village Green framed by townhouses creates a high-quality village core. There are a number of protected structures nearby including Shaws Public House, Summerhill House Gates, and Terraced Houses east of the village green. The central core of Summerhill forms part of an Architectural Conservation Area. The ACA includes the estate village and its central green, the entrance to Summerhill House to the south of the green and the narrowing into the Trim Road to the north of the village. Care must be taken with regard to any future proposals in this area.

The village does not contain any Natura 2000 sites with the nearest such site being approximately 8km away. There are many distinctive tree stands worthy of protection particularly around the Village Green and Summerhill Demesne.

#### **4.6 Green Infrastructure**

The Village Green has place defining strengths and leads towards Summerhill Demesne which provides an open verdant backdrop to the village. Continued improvements to the Village Green and views toward the Demesne would further enhance the village setting.

#### **4.7 Social Infrastructure**

The existing level of civic and community facilities should be monitored to cater for the village's needs having regard to the existing and future population. The Summerhill Community Centre is a focus for social interaction in the village but the site may be constrained in terms of future growth/development. This Development Plan has ensured that sufficient land for community use has been identified within the village core to cater for future growth in this regard if needed. The provision of cycle path connection to Dangan National School (outside the settlement boundary) to the north would improve access and permeability to the School.

#### **4.8 Urban Design and Public Realm**

The village of Summerhill is based on a classical layout associated with the development of the former Summerhill House and Demesne to the south of the village. To the north of the village green the urban fabric weakens and it would be desirable to see the public realm and streetscape improved to complement the Village Green area. Sensitive treatment of infill/back land development and the conservation of key traditional style buildings are important to safeguarding the character of Summerhill.

### **5.0 Town/Village Development Policies and Objectives**

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.



## Policy

It is the policy of the Council:

### SUM POL 1

To promote the future development of the village as a compact settlement with a pedestrian friendly environment, and a variety of land uses and amenities and encourage development which enhances the quality of the village's distinct built and natural environment, while catering for the needs of all sections of the local community to ensure that the village develops in a sustainable manner.

## Objectives

It is an objective of the Council:

## Settlement and Housing

### SUM OBJ 1

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

### SUM OBJ 2

To promote "living over the shop" opportunities.

## Economy and Employment

### SUM OBJ 3

To consolidate commercial/retail development within the village core and promote infill/ back land development to meet the commercial needs of the village over the lifetime of the Development Plan.

### SUM OBJ 4

To support the development of the lands identified for E2 land use zoning objective for employment creation purposes.

**SUM OBJ 5**

To maintain and improve the vitality and viability of the core area of the Village as the focus of all commercial and retail activity, in order to ensure both a mixture and variety of local shopping to serve the shopping needs of the local community.

**Infrastructure****SUM OBJ 6**

To liaise with and support Irish Water to endeavour to provide adequate water services to meet the development needs of the village within the Plan period.

**Movement****SUM OBJ 7**

To facilitate the provision of a pedestrian crossing from the Community Centre to the village core.

**SUM OBJ 8**

To investigate junction improvements works at the R156 (opposite Shaw's Pub) to enhance movement for pedestrians in this area.

**SUM OBJ 9**

To facilitate the completion of a cycle path to Dangan National School in conjunction with relevant stakeholders.

**Cultural and Natural Heritage****SUM OBJ 10**

To require that all development proposals within or contiguous to the Architectural Conservation Area be sympathetic to the character of the area, that the design is appropriate in terms of height, scale, plot density, layout, materials and finishes and is appropriately sited and designed in accordance with advice given in Summerhill Architectural Conservation Area Character.

**SUM OBJ 11**

To protect tree stands identified on the land use zoning map including those in the vicinity of the Village Green, the entrance to Summerhill Demesne and along the R156.

## Social

### SUM OBJ 12

To facilitate and support the implementation of the Summerhill Community Plan and other community led projects to generally enhance the Village whilst ensuring that the projects which emanate from same are consistent with the development objectives contained in this Written Statement for the Village.

## Urban Design and Public Realm

### SUM OBJ 13

To seek to facilitate public realm improvement works in the Village focusing on traffic-calming to achieve better balance between the needs of the pedestrian / cyclist / public transport and those of the private car. Other measures may include improved street definition, raised tables connecting the Village Green with footpaths on either side; footpath improvements throughout the village, planting & 'softening' at the northern end of the village core as well as improved public lighting.

### SUM OBJ 14

To ensure that all new development respects the scale, form and character of the village.

## 1.0 Introduction

This written statement will provide a brief description and development strategy for Trim. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

## 2.0 Town Context/Character

The medieval walled town of Trim has immense heritage significance and is located circa 14km from Navan and 20km from Dunshaughlin. The town enjoys the benefits of being located in an attractive setting along the banks of the River Boyne. The town and Trim Castle attract over 100,000 visitors a year and is well known internationally.

Trim is identified for inclusion in the Urban Regeneration and Development Fund due to the high level of employment in the town. A range of enterprises are present in a compact attractive town centre, supporting employment opportunities. There are also enterprise zones at Oaktree Business Park, Scurlockstown Business Park and employment lands to the south of the Navan Road.

Although it lacks direct access to a motorway or rail line, the town is proximate to the national road network, and closely linked to Navan and Dunshaughlin on the M3 corridor and to the M4 corridor in County Kildare to the south.

The resident population grew by 11% during the years between the 2011 and 2016 censuses.

<b>Position in Settlement Hierarchy</b>	Self-Sustaining growth town
<b>2016 Population</b>	9,194
<b>2011 Population</b>	8,268
<b>Percentage Change 2011-2016</b>	11%
<b>Housing stock 2016</b>	3,335

<b>Number of units completed 2016-2019</b>	31
<b>Committed units not yet built</b>	437
<b>Core Strategy Household Allocation 2020-2027</b>	1,333 units This includes 437 extant units not built at the time of writing
<b>Population Projection 2027</b>	11,444
<b>Resident Workers 2016</b>	3,733
<b>Total Jobs 2016</b>	2,500
<b>Job – Workforce Ratio 2016</b>	0.67
<b>Education Facilities</b>	7 and childcare options
<b>Community Facilities</b>	9
<b>Architectural Conservation Areas (ACAs)</b>	There are two Architectural Conservation Areas in the settlement: Trim Historic Core ACA. This ACA includes the majority of the existing town centre.

	Trim Porchfield ACA extends from the east of the town, includes many historic structures and currently serves as public open/recreational space.
<b>Protected Structures</b>	104
<b>Zone of Archaeological Potential</b>	Yes
<b>Natura 2000 Sites</b>	Yes - the River Boyne & River Blackwater SPA and SAC is located within the settlement area.
<b>Strategic Flood Risk Assessment</b>	<p>Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure.</p> <p>Proposals for undeveloped B1 lands must consider the sequential approach and allocate water compatible development within Flood Zones A and some/all of Zone B where possible. Whilst re-profiling of land within this area may be acceptable, land filling without provision of compensatory storage would not be permissible.</p> <p>Planning applications within this area and for any redevelopment/extensions/change of use within the town centre lands within Flood Zone A/B must be accompanied by an appropriately detailed FRA.</p>
<b>Water Services Infrastructure/Capacity</b>	Trim is supplied by Trim Water Treatment Plant. This plant also serves Summerhill and Rathmolyon. Spare capacity is limited. There are some network constraints.

	Trim Wastewater Treatment Plant – limited capacity available
<b>Modal Share Targets for 2026</b>	
<b>Modal Share for Walking</b>	22% (Increasing from 14% in 2016)
<b>Modal Share for Cycling</b>	4% (Increasing from 1% in 2016)
<b>Modal Share for Bus</b>	11% (Unchanged from 11% in 2016)
<b>Reduction Target for Car Use</b>	58% (Reducing from 69% in 2016)

### 3.0 Vision

***‘For Trim to be an attractive heritage town with a diverse modern economy and a vibrant centre complementing its nationally significant cultural heritage and picturesque setting adjacent to the historically significant Trim Castle and the River Boyne’.***

### 4.0 Opportunities

- High quality urban centre which enjoys excellent environmental quality and amenities centred around a large public park at the Porchfields.
- Key location in Ireland’s Ancient East, therefore potential to increase tourist footfall with the provision of improved visitor facilities and experiences. The visitor’s centre proposal for the castle is a key element of this strategy.

- A Part VIII planning scheme is in place for the alteration and extension of the existing library in Trim to create a multifunctional auditorium facility with the adjoining former St. Patrick's Chapel to form a studio/exhibition space.
- Excellent employment base with capacity in existing business parks, thus the potential exists to address high outbound commuter levels from the town and provide for a more sustainable settlement.
- Creation of a 'live work' community on lands at the Navan road which deliver the Navan-Dublin road link, a key piece of infrastructure for the town.

## 5.0 Land Use Strategy

The land use strategy focuses on a compact, urban development form which respects the heritage qualities and characteristics of Trim. The land use strategy supports the development of the tourism product including the following:

- Visitors Centre proposal at Market House;
- Cultural Centre at the library;
- Blackfriary Community Archaeology project;
- Púca Festival.

## 6.0 Settlement and Housing

Trim's population grew significantly between 2011 and 2016 with over 9,000 residents recorded in 2016. Residential lands to the south and east and consolidation of the employment lands to the north will accommodate moderate growth projections for the town. In addition, the town centre and edge of centre affords opportunities for higher density urban living with design and layout appropriate to the town's heritage status.

The household allocation for Trim up to 2027 is 1,333. Extant permissions equate to 437 units and are located across a number of different sites. Residential land located to the southwest of Trim (Master Plan 30 refers) retains its residential land use zoning in order to meet the household allocation. Additional residential lands have been identified to the east of the town centre (Master Plan 29 refers) which is a key mechanism for the delivery of critical infrastructure linking the Navan



and Dublin Roads. These lands are also considered to be a suitable location to develop a sustainable 'live work' community centred on a range of uses including enterprise and employment, recreational and residential development. Residential development at this location will address the current deficiency in Executive Style housing in Trim. Development at this location is intended to provide a balance of employment and residential land use zonings within the settlement to optimise the advantage of the strategic location of these lands. Any development on these lands will be subject to the preparation of a Master Plan which will require the written agreement of the Executive of the Planning Authority and the development of employment uses will be required in tandem with residential development.

Limited access to national transport infrastructure including rail and motorway will constrain overall residential growth, promoting consolidation of Trim's compact, high amenity urban form. The growth of the settlement will be based around principles of compact, sustainable neighbourhoods that include a suitable mix of housing to meet the needs of people of all ages in locations within walking distance of services and facilities.

## 7.0 Economy and Employment

The Economic Strategy for County Meath 2014-2022 employs a targeted approach towards economic development in the County. In line with this strategy a more tailored approach to the provision of employment lands in Trim is recommended which will support the town's role in implementing the Strategy and will facilitate investment choice.

Trim has a significant level of existing enterprise and employment generating uses of varying types (Jobs/Workforce ratio 2016: 0.67). These uses are predominately located in the existing Oaktree Industrial park, Scurroughstown Business Park and at employment zoned lands to the south of the Navan Road. Additional land has been identified to the east of the town centre for the development of both employment and residential in order to develop a sustainable 'live work' community and deliver critical infrastructure linking the Navan and Dublin Roads.

## 8.0 Retail

Trim is listed as a Level 3 Sub County Town in the Retail Hierarchy of the Greater Dublin Area (GDA) which incorporates a range of convenience and comparison retail facilities adequate to serve the everyday needs of the catchment population. The emphasis should therefore be on consolidation of

the town centre and development of further retail in line with population growth and demand levels from both the town and the surrounding hinterland. Recently constructed convenience floorspace in the town is considered to adequately cater for current demand in Trim and future additional floorspace requirements should therefore be at a lower scale in line with population growth as set out in the Retail Strategy for this Plan.

## 9.0 Water Services Infrastructure

**Water:** The Trim Water Treatment Plant treats water abstracted from the Boyne. It also serves Summerhill and Rathmolyon. There is currently spare capacity but this is limited. The Council in conjunction with Irish Water is currently progressing proposals for a Capital upgrade. It is anticipated that this will be realised within the period of this plan. There are also some network constraints.

**Wastewater:** The Trim Wastewater Treatment Plant currently has spare capacity available but this is limited. Preliminary proposals for a Capital expansion have been prepared and can be progressed when additional capacity is required.

## 10.0 Flooding

The River Boyne flows through the centre of the town, contributing significantly to the character of the town. Trim's strategic location on the River Boyne was one of the principal reasons Hugh de Lacy chose Trim as his headquarter in 1172.

The Strategic Flood Risk Assessment prepared for the County identified lands at risk of flooding. A risk based approach to flood management in accordance with the provisions set out in "The Planning System and Flood Risk Management Guidelines for Planning Authorities" (2009) will be implemented in order to prevent or minimise future flood risk (Please refer to Chapter 6 Infrastructure).

## 11.0 Movement

Although it lacks direct access to a motorway or rail line, the town is proximate to national road network, and closely linked to Navan and Dunshaughlin on the M3 corridor and to the M4 corridor in County Kildare to the south. The current Development Plan identifies a number of distributor roads which are in excess of the needs of the town, it is essential that the heritage qualities of the

town are protected in the context of delivery of necessary infrastructure. In this context the Navan rd. - Dublin rd. link road has been given priority.

## 12.0 Tourism

The Economic Strategy for County Meath has also identified the potential to develop Trim as part of a tourism cluster. Tourism is identified as being of critical importance to the future economic development of Trim and this sector must capitalise on its cultural heritage appeal within the most densely populated region of the country. Other sectors not specifically heritage related such as water based tourism have significant potential to increase visitor numbers.

The designation and marketing of Trim within the Boyne Valley as part of Ireland's Ancient East branding is centred on Hugh de Lacy's magnificent Norman Castle which dominates the landscape in Trim and is supported by a high level of hotel accommodation provision, walking routes which pass historic sites; events celebrating Ireland's medieval heritage and river walks. The promotion of Trim and the wider Boyne Valley as a tourism destination has been successful and same is dependent on maintaining the intrinsic character and heritage of the town.

Key to this is continued investment in a high-quality town centre concentrated around Market Street, Watergate Street, Emmet Street, Castle Street, Finnegan's Way and High Street with a strong services offer accommodating visitor and leisure demands such as the provision of a visitor centre to serve the castle and the reuse of the town hall on Castle St. The Council supports and encourages the provision of a range of quality tourist and visitor accommodation at suitable locations. In this regard, the Council recognises that the provision of camping sites (i.e. static and touring caravans, campervan, glamping and tents) are an important element in the accommodation offer and should be encouraged at an appropriate location, please refer to Chapter 4 Economy and Employment Chapter for further details.

The inaugural Púca festival recently celebrated Ireland as the birthplace of Halloween. The venues in Trim, Athboy and Drogheda will aim to attract international visitors henceforth to Ireland in the months October and November.

## 13.0 Social Infrastructure

Trim is served by a broad range of community facilities and the natural amenity offered by the River Boyne and Porchfields is of significant benefit to citizens and visitors. Sufficient lands have been identified to accommodate any additional facilities.

The town has significant public open space and amenity provision benefitting from passive and active open space, including sports grounds associated with different sporting bodies. Visitors attracted by outdoor pursuits are also well catered for in Trim, with a golf course at Knightsbook, Trim Castle River Walk and the historic town trail.

There are a wide range of schools providing for primary and secondary levels, as well as some limited further education opportunities. Following consultation with the Department of Education there are no plans to relocate the existing Gaelscoil na Boinne and therefore there is no objective required in this regard. However, the Department of Education and Skills has identified the need for the provision of additional primary and post primary school accommodation in the town and requested that a site 15 acres in area is reserved for educational purposes. Lands on the R154 Dublin Road zoned for G1 use are considered suitable to meet the future educational need for Trim in this regard.

## 14.0 Cultural and Natural Heritage

Trim has an attractive town centre with many protected structures and two Architectural Conservation Areas (ACAs); The Trim Historic Core ACA and The Porch Field ACA. The Boyne Valley and Ireland's Ancient East tourism initiatives present a considerable opportunity for the town to build upon Trim's historical and natural assets. High quality public realm and access to the grounds of the Castle and river banks gives the town significant environmental value and amenity.

The protection and preservation of Trim's rich heritage is an objective of this plan. All development within and adjacent to the development boundary of Trim shall have regard to the unique setting and archaeological wealth of the town and shall be located and designed accordingly.

## 15.0 Urban Design and Public Realm

Trim's historic urban form is one of its greatest assets. The appearance of the town is a matter of pride for its inhabitants. Trim performs consistently well in the National Tidy Towns competition winning a gold medal award in the Entente Florale Competition (2015). Significant investment has been made in recent years by way of improvements in footpaths, signage and street furniture.

## 16.0 Master Plans

There are two Master Plan areas identified in Trim. The purpose of a Master Plan is to ensure an integrated approach is taken to the phasing, management, and development of lands within the Master Plan Area. A planning application will not be considered in the absence of the Master Plan being agreed in writing with the Executive of the Planning Authority unless it can be demonstrated that the application will not undermine the objectives of the Master Plan being achieved.

Master Plan	Description	Status
<b>Master Plan 30</b>	Master Plan 30 relates to the development of a mixed use residential and community development as part of overall proposals for the former Potterton cattle sales yard to the north of the Summerhill/Longwood road roundabout off the Trim Inner Relief Road.	Awaiting preparation
<b>Master Plan 29</b>	Master Plan 29 relates to a mixture of employment, residential, community and open space lands located to the northeast of the town centre. Enterprise and employment proposals are to be developed in tandem with Executive style housing to facilitate the development of a sustainable 'live work' community and deliver a key piece of road infrastructure linking the Navan and Dublin roads.	Awaiting preparation

Master Plan	Description	Status
<b>Master Plan 31</b>	Master Plan 31 relates to the development of Mixed use, Residential, Open Space, High Amenity and Town Centre zoned lands located to the west of the town centre, including the OPW site, the area incorporates both greenfield lands and existing buildings and uses.	Awaiting preparation

## 17.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

### Policy

It is the policy of the Council

#### TRM POL 1

To continue to support the consolidation of Trim as an attractive heritage town with a diverse modern economy and a vibrant centre complementing its nationally significant cultural heritage and picturesque setting.

### Objectives

It is the objective of the Council

**TRM OBJ 1**

(Master Plan 29): To provide for the development of high-end Business and/or Corporate Headquarters primarily FDI, on the southern side of the Navan Road, in Trim. Development should be on a phased basis. Enterprise and employment proposals shall be developed in tandem with Executive style housing to facilitate the development of a sustainable 'live work' community. This Master Plan shall include proposals for the delivery of the RT 1 distributor road and bridge linking the Dublin and Navan roads. The Master Plan shall be agreed in writing with the Executive of the Planning Authority prior to the lodgement of any planning application.

**TRM OBJ 2**

(Master Plan 30): To provide for the development of a mixed use residential and community development as part of overall proposals for the former Potterton cattle sales yard to the north of the Summerhill/Longwood Road roundabout off the Trim Inner Relief Road. Development shall be on a phased basis within the life of the Trim Development Plan as identified on the land use zoning objectives map. The Master Plan shall be agreed in writing with the Executive of the Planning Authority prior to the lodgement of any planning application.

**TRM OBJ 3**

To facilitate infill and backland development within the town centre in the context of their contribution towards the enhancement of the existing streetscape, the ACA and the visual amenities of the central part of Trim.

**TRM OBJ 4**

To address the identified need to increase the supply of social housing in Trim, 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.

**TRM OBJ 5**

To promote the development of available sites for appropriate employment uses at Scurroughstown Business Park and Oaktree Industrial Park

**TRM OBJ 6**

To support the development of Trim's tourism product as a key focus for enterprise and employment generation.

**TRM OBJ 7**

To facilitate the improvement of visitor centre facilities in Trim having regard to the provisions of the Boyne Valley Tourism Strategy 2016-2020 or any updates thereof.

**TRM OBJ 8**

To support the reuse of the former Town Hall on Castle Street as a visitor centre for Trim Castle.

**TRM OBJ 9**

To support and encourage the redevelopment of the Trim Library and St Patricks former Chapel for the provision of cultural facilities.

**TRM OBJ 10**

To work in partnership with key stakeholders to promote Trim as a centre for cultural heritage education and learning through activities such as community excavation and field/summer schools, for example Blackfriary Archaeology Site.

**TRM OBJ 11**

To support and promote existing festivals and events to increase the cultural, heritage and lifestyle profile of Trim, subject to the satisfactory location, access, parking provision and protection of the surrounding environment.

**TRM OBJ 12**

To prioritise the delivery of the Boyne Greenway and plan for associated amenities and connections to the urban form. The provision of the Boyne Greenway will be subject to the outcome of the Appropriate Assessment process.

**TRM OBJ 13**

Pending a review of the delivery of the full distributor road network (the commencement of which will begin within one year of the adoption of the Plan) to preserve and (where indicated to construct subject to routing, environmental assessment and appropriate assessment) secure from further development a corridor for the provision of distributor link roads which includes the following routes:

**RT 1:** Construction of the local distributor road link between the Dublin Road at Effernock and the Navan Road at the Motor Park, including a new bridge over the Boyne River subject to Appropriate Assessment and consultation and requirements of National Parks and Wildlife Services and Inland Fisheries Ireland.

**RT 2:** A local distributor road link connecting the Athboy Road to the local distributor road west of the Town Centre Expansion area, including a new bridge over the Boyne (long term objective) subject to Appropriate Assessment and consultation and requirements of National Parks and Wildlife Services and Inland Fisheries Ireland.



**RT 3:** Construction of the local distributor road link west of the C1 mixed use lands connecting to the Kinnegad Road. This link road shall be provided and funded in tandem with the development immediately to the east, or alternatively, where it is demonstrated by developer(s) through appropriate transport assessments / studies that sufficient road access, cycle and pedestrian network infrastructure can be provided to service all lands within the Masterplan area and therefore the proposed link road may not be required. The onus is on developer(s) to demonstrate the above.

**RT 4:** Construction of the local distributor road link between the Kinnegad Road and the Longwood Road. This shall be provided as part of the Master Plan for these lands.

**RT 5:** Construction of local distributor road link between the Longwood Road and the Summerhill Road. This shall be provided in tandem with the industrial lands immediately to the north. Development of these road projects will be subject to the outcome of the Appropriate Assessment process. Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Sites, either alone or in-combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless an alternative solution can be implemented which avoids/ reduces the impact to a level that the integrity of the European Site(s) is(are) unaffected.

#### **TRM OBJ 14<sup>1</sup>**

To carry out public realm improvements throughout the town and along Market Street and at the junction of Watergate Street.

#### **TRM OBJ 15**

To support the development of a primary and secondary school in Trim in a campus style development on a site 15 acres in area to meet the educational needs of the residents of the town and its catchment.

<sup>1</sup> This objective corresponds with TRAN OBJ 12 in the Trim Development Plan 2014-2020