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Appendix 1 Principals of an Age Friendly Society



Checklist of Essential Features of Age-friendly Cities

This checklist of essential age-friendly city features is based on the results of the WHO Global Age-Friendly Cities project consultation in 33 cities in 22 countries. The checklist is a tool for a city's self-assessment and a map for charting progress. More detailed checklists of age-friendly city features are to be found in the WHO Global Age-Friendly Cities Guide.

This checklist is intended to be used by individuals and groups interested in making their city more age-friendly. For the checklist to be effective, older people must be involved as full partners. In assessing a city's strengths and deficiencies, older people will describe how the checklist of features matches their own experience of the city's positive characteristics and barriers. They should play a role in suggesting changes and in implementing and monitoring improvements.

Outdoor spaces and buildings

- Public areas are clean and pleasant.
- Green spaces and outdoor seating are sufficient in number, well-maintained and safe.
- Pavements are well-maintained, free of obstructions and reserved for pedestrians.
- Pavements are non-slip, are wide enough for wheelchairs and have dropped curbs to road level.
- Pedestrian crossings are sufficient in number and safe for people with different levels and types of disability, with non-slip markings, visual and audio cues and adequate crossing times.
- Drivers give way to pedestrians at intersections and pedestrian crossings.
- Cycle paths are separate from pavements and other pedestrian walkways.
- Outdoor safety is promoted by good street lighting, police patrols and community education.

- Services are situated together and are accessible.
- Special customer service arrangements are provided, such as separate queues or service counters for older people.
- Buildings are well-signed outside and inside, with sufficient seating and toilets, accessible elevators, ramps, railings and stairs, and non-slip floors.
- Public toilets outdoors and indoors are sufficient in number, clean, well-maintained and accessible.

Transportation

- Public transportation costs are consistent, clearly displayed and affordable.
- Public transportation is reliable and frequent, including at night and on weekends and holidays.
- All city areas and services are accessible by public transport, with good connections and well-marked routes and vehicles.

- Vehicles are clean, well-maintained, accessible, not overcrowded and have priority seating that is respected.
- Specialized transportation is available for disabled people.
- Drivers stop at designated stops and beside the curb to facilitate boarding and wait for passengers to be seated before driving off.
- Transport stops and stations are conveniently located, accessible, safe, clean, well-lit and well-marked, with adequate seating and shelter.
- Complete and accessible information is provided to users about routes, schedules and special needs facilities.
- A voluntary transport service is available where public transportation is too limited.
- Taxis are accessible and affordable, and drivers are courteous and helpful.
- Roads are well-maintained, with covered drains and good lighting.
- Traffic flow is well-regulated.
- Roadways are free of obstructions that block drivers' vision.
- Traffic signs and intersections are visible and well-placed.
- Driver education and refresher courses are promoted for all drivers.
- Parking and drop-off areas are safe, sufficient in number and conveniently located.
- Priority parking and drop-off spots for people with special needs are available and respected.

Housing

- Sufficient, affordable housing is available in areas that are safe and close to services and the rest of the community.
- Sufficient and affordable home maintenance and support services are available.
- Housing is well-constructed and provides safe and comfortable shelter from the weather.
- Interior spaces and level surfaces allow freedom of movement in all rooms and passageways.
- Home modification options and supplies are available and affordable, and providers understand the needs of older people.
- Public and commercial rental housing is clean, well-maintained and safe.
- Sufficient and affordable housing for frail and disabled older people, with appropriate services, is provided locally.

Social participation

- Venues for events and activities are conveniently located, accessible, well-lit and easily reached by public transport.
- Events are held at times convenient for older people.
- Activities and events can be attended alone or with a companion.
- Activities and attractions are affordable, with no hidden or additional participation costs.

- Good information about activities and events is provided, including details about accessibility of facilities and transportation options for older people.
- A wide variety of activities is offered to appeal to a diverse population of older people.
- Gatherings including older people are held in various local community spots, such as recreation centres, schools, libraries, community centres and parks.
- There is consistent outreach to include people at risk of social isolation.

Respect and social inclusion

- Older people are regularly consulted by public, voluntary and commercial services on how to serve them better.
- Services and products to suit varying needs and preferences are provided by public and commercial services.
- Service staff are courteous and helpful.
- Older people are visible in the media, and are depicted positively and without stereotyping.
- Community-wide settings, activities and events attract all generations by accommodating age-specific needs and preferences.
- Older people are specifically included in community activities for “families”.
- Schools provide opportunities to learn about ageing and older people, and involve older people in school activities.

- Older people are recognized by the community for their past as well as their present contributions.
- Older people who are less well-off have good access to public, voluntary and private services.

Civic participation and employment

- A range of flexible options for older volunteers is available, with training, recognition, guidance and compensation for personal costs.
- The qualities of older employees are well-promoted.
- A range of flexible and appropriately paid opportunities for older people to work is promoted.
- Discrimination on the basis of age alone is forbidden in the hiring, retention, promotion and training of employees.
- Workplaces are adapted to meet the needs of disabled people.
- Self-employment options for older people are promoted and supported.
- Training in post-retirement options is provided for older workers.
- Decision-making bodies in public, private and voluntary sectors encourage and facilitate membership of older people.

Communication and information

- A basic, effective communication system reaches community residents of all ages.
- Regular and widespread distribution of information is assured and a coordinated, centralized access is provided.

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Appendix 2 Urban Design Guidance

The urban design guidance shall relate to all developments within the Town Centre and identified local centres of Drogheda unless specifically stated to relate to a particular area.

Plot Widths

Traditionally, 'plot widths' in Drogheda Town Centre are relatively long and narrow, reflecting the pattern of medieval burgage plots. This is reflected in the facades and the narrow widths within the Heritage Quarter.

The following guidelines will apply to plot widths:

- New developments particularly within the Heritage Quarter should have regard to the historically narrow plot sizes
- New developments which might extend over more than one historic plot, should address the plot through design, with variations in the façade composition that echo the historic plot pattern
- Where plot amalgamation is considered necessary to accommodate new land uses, the aim will be to retain the narrow frontage to the street front, while permitting amalgamation to the rear of the building in the backland areas, which can accommodate car parking, storage, retail expansion, etc.

Building Lines

The following principles will apply:

- Generally, maintain existing and established building lines where they exist
- Create new building lines where they do not already exist. e.g: in the case of greenfield sites with little context

Building lines may be relaxed in the following circumstances:

- For innovative design solutions where it can be demonstrated that the design will positively enhance the townscape
- Where important areas of public or civic space is to be provided.
- To accentuate an important building

Building Heights

The following principles will generally apply:

- The general range of building heights and number of storeys which are evident in the street should be retained
- Stepping up of corner buildings or buildings creating significant landmarks will be permitted
- In general, the difference in a building's height should not exceed one and a half storeys

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However, variations in building height does not in itself provide a justification for height increases. An alteration or extension to the existing roofline may still be unacceptable. The considerations detailed below will be used in assessing applications for higher buildings:

- The degree to which its prominence is justified in the townscape – traditionally, only significant public buildings received such prominence
- The extent to which the building detracts from or enhances important landmarks and views
- The extent to which the building detracts or enhances the character of any open space or the public realm
- The degree of intrusion or obtrusion of the building skyline and the impact on the topography of the street
- Issues of shadow, significant loss of light and micro-climatic impacts
- Impact on Protected Structures and Architectural Conservation Areas
- The extent to which an imbalance in height is created between opposite sides of the street. This may not be relevant where there is future scope for the redevelopment of the opposite side
- The extent to which the alteration to the façade or roofline impacts adversely upon the architectural integrity
- The quality of the existing or neighbouring buildings.

Roofline

The height and form of a building will have a direct influence on the skyline of Drogheda. Features such as chimneys also add interest and variety to the skyline. Rooflines should normally respond to the articulation of the rest of the façade. It should therefore be possible to read the width of the plot division from the bottom to the top of the building.

Designers shall have regard for the following:

- In many modern architectural solutions, roof tops tend to be flat and extended over a considerable distance (i.e., a building with a long façade). It can result in monotonous rooftops which should therefore be relieved with variations in building height at appropriate locations such as the stepping up heights at the centre of a uniform composition or at the corners
- The roofline should reflect the rhythm, harmony and scale of the entire street frontage, with the roofline picking up the subdivisions of the façade
- Materials should be chosen for their compatibility with the existing roof tops of the town, i.e., red dyed tiles would be inappropriate in the town centre where dark grey slate predominates
- Machine and mechanical plant rooms should be designed as an integral part of the building and should not cause disruption in the roofscape

Roof Extensions

In general terms the Council will discourage a roof extension if it is considered to:

- Harm the architectural integrity, proportions or uniformity of a building or significant group of buildings

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- Harm a significant or sensitive view
- Reduce the visual interest generated by a varied skyline, or where the building has features that were designed to be silhouetted against the sky
- Result in the loss of historic roof forms

Extensions and additions may be considered acceptable where:

- The scale of the proposed addition is appropriate to the scale of the existing property, or is unobtrusive
- The proposed addition is of a high standard of contemporary design where appropriate
- Steps have been taken to prevent the build-up of visual clutter apparent from the street at high level
- Permission will not be granted for other roof-top structures where these intrude into significant or sensitive public views, harm the character of a building or an area or adversely affect the amenity of adjoining properties

Shopfront Guidelines

Design Approach

All Areas

- The integration of new into older fabric and the contemporary styling of shopfronts will be considered by the Planning Authority, particularly where the design is of a high quality and achieves a balance of finish and textures, establishing a sense of performance in contemporary design
- Historic robust materials such as granite, limestone, brick, timber, cast-iron, brass and copper can be integrated with lightweight contemporary materials such as stainless steel and glass. Glass, in particular, introduces reflective properties which aid in a sense of playfulness and liveliness across facades
- Design needs to be imaginative within the constraints of the existing building, enhancing its character rather than conflicting with it
- In most cases a modern proposal is preferred to inaccurate historical representations or pastiche

All Areas except Heritage Quarter

Larger-scale new retail developments, in particular shopping centres and bulky goods retailing in edge-of-centre areas, is often of a scale that it can establish its own character, and therefore its own design approach. In designing these areas, legibility and pedestrian ease of movement should be a prime consideration in developing layouts.

Framework

- It is important to create a good visual frame for the shopfront. This will generally be formed by the pilasters, fascia and a well-defined stall riser. These may be expressed in a modern or traditional architectural idiom. A successful framing helps to contain the shopfront and provides a context for composing the shopfront elements within.

Access for People with Disabilities

All Areas

- Access for people with disabilities, the elderly and the very young, should be incorporated into the design of the shopfront. Care must be taken to ensure that access meets requirements set out in Part M of the Building Regulations, which can be achieved in a manner which is sensitive to the building and shopfront design
- Certain steps can be taken in
 - Door opening widths should have sufficient clearance to be used by wheelchairs
 - The interior layout should be fully accessible
 - Displays should not create barriers
 - Surfacing at the entrance to the shop should be slip resistant.

Materials

All Areas

- The decision to build a traditional shopfront or a modern one will, to a large extent, dictate the type of materials used
- Timber is the most appropriate material within traditional shopfront design, but a high level of attention to detail and standard of craftsmanship is required
- Some materials, including plastics, reconstituted stone, and aluminium, can look visually bland especially when used in large quantities on a single plane. This can be improved with the introduction of effective modelling, detailing, and the use of appropriate features
- Existing stone fascias and pilasters provide excellent framings, within which a modern treatment can be inserted, the older traditional materials providing a good foil for modern display and lighting
- Painting over brickwork or stonework is not acceptable as this can lead to the long-term deterioration of the material
- In terms of the retail frontages within new, larger-scale retail developments, the palette of materials permissible is wider and may include, for example, back-lit signage, where there is no negative visual impact, particularly at locations where residential areas are located nearby
- The use of glass and creative lighting design can enliven these areas significantly. Where large-scale retail is proposed, a varied shop frontage should be created by varying the building line and by introducing setbacks and porticos.

Signage

Town Centre

The guidelines below apply not only to retail premises but also to commercial, medical, medical-related and other premises providing services within Drogheda. In all cases, existing traditional signage, tiled shopfronts, wrought ironwork, stonework, plasterwork detailing and any original features shall be retained on retail and commercial premises.

- Signage forms an integral part of the overall design for the shopfront and should be restricted to the fascia level. Generally, only the name and street number of the shop should be included, preferably hand-painted, on the fascia panel.
- The size, shape and position of shopfront signage should reflect the scale and façade of the building on which they are situated
- Illumination by bracket or wash lighting is preferred to internally illuminated signage
- All lettering is to be legible and in character with the building
- Minimum lettering should be used
- Preferred signage locations are to position lettering
 - Directly to the glazing
 - To the bulkhead behind the glazing
 - To architectural feature like doors
 - Behind the glass
- Lettering or logos should not be affixed directly to the glazing of any shop or business windows, other than etched lettering. All sign displays inside the shop should be kept back a minimum distance of 500mm from the glazing. Lettering or logos should not obstruct the window display or exceed one quarter of the area of the window through which the advertisements are exhibited
- Lettering and use of the Irish Language in shop signage is encouraged and supported by the Council
- In general, corporate, mass-produced signage using bright colours with plastic shopfronts and plastic fascias will not be acceptable
- However, in some cases, this may be permitted within new retail developments in out-of-centre locations (outside the Heritage Quarter)
- Projecting signs shall not generally be permitted as a profusion of such signs in a confined area can lead to visual clutter in the streetscape. However, positive consideration may be given to the use of a projecting sign if a building is in multiple occupancy and the proposed sign would lead to a significant overall reduction in the number and scale of advertisement structures on or projecting from the face of the building.

In these circumstances, the following guidelines must be observed:

- Not more than one projecting sign should be displayed on a building;
- Signs should not be fixed directly to the face of a building but should be fixed by a bracket
- Projecting sign should be fixed at fascia height, adjacent to the access to the upper floors
- Signs should depict a pictorial feature or symbol illustrating the trade or business being undertaken and should be as transparent as possible

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- Signs should be individually designed to complement the scale, materials and design of the building
- Signs should not obscure important features of a building or adjacent buildings.

Lighting

Heritage Quarter

- The illumination of the shopfront should be discreet either by concealed tubing where the fascia details permit or by rear illumination of the individual letters.
- The colour and intensity of illumination shall be complementary to the overall shopfront design and architectural context. Neon illumination around windows is unacceptable.
- Internally illuminated fascia panels or projecting box signs will not be permitted.
- Concealed strip or flood lighting of fascias or traditional hand painted hanging signs lit by spotlight may be an acceptable alternative.

All Other Areas

- In developing and re-developing retail areas outside the Heritage Quarter, there is more scope to utilise imaginative lighting solutions. In retail parks, shopping centres and local and district centres a palette of design types and materials should be selected for the treatment of all areas of the public realm to create an attractive public realm
- In particular, lighting that is an architectural feature in itself will be favourably considered, for example to illuminate parking areas and the public realm in general

Colours

All Areas

- The colours used in the shopfront should be complementary to those of the building and adjoining buildings
- Loud, garish colours which clash with the colours and tones of the building and adjoining buildings should be avoided. Painting over brickwork or stonework is also not acceptable
- Corporate design packages, including colour and material palates and signage, will generally not be acceptable unless fully compatible with and complementary to the character of the building and adjoining buildings. The context for the proposal is considered more important than uniformity between branches of one company.

Security Features

All Areas

- The installation of security shutters requires planning permission
- The use of such shutters is discouraged as these can visually detract from the ambience of a shopping street at night

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- The location of rollers on the exterior of the shopfront will not be permitted. Alternatives to roller shutters such as demountable open grilles will be considered where security needs are involved
- Where security shutters are considered essential because of the nature of the business, they may be permitted provided they meet the following criteria:
 - They must be open grill type, not solid, or perforated.
 - They must be painted or coloured to match the shopfront scheme.
 - Where possible they must be housed behind the window display.
- A security hatch or slot of a sufficient scale to accept newspaper deliveries shall be incorporated into the design of new shopfronts, as appropriate. Such a feature shall be located at or immediately above the level of the stall riser and should not interfere with the general proportions and presentation of the front façade of the shopfront.

Relationship with Overhead Building

All Areas

- A shop front is an integral part of the building of which it forms part and therefore the shop front should relate to the architectural character of the upper floors in respect of proportion, scale and alignment
- Excessively deep fascias should be avoided most particularly where these obscure detailed elements such as console brackets and cornices. The fascia should not encroach on or above first floor level or extend uninterrupted across a number of buildings
- The design of a new shopfront should relate to the architectural characteristics of the building of which it forms part, relating sympathetically to the upper floors in structural concept, proportion, scale and vertical alignment
- Existing features of the building such as string courses, arches, plaster detailing or existing fascias and pilasters provide an opportunity to pick up and identify elements to be reflected in the design of the shopfront.
- Texture and colour of materials are important considerations in integrating new shopfronts with older buildings.

Relationship with Adjoining Buildings

All Areas (as appropriate)

- Buildings and shop fronts relate to adjoining buildings and therefore the starting point for the design of a shop front must be its architectural context.
- Shop fronts should respect the scale and proportions of the streetscape and the established pattern of window and door openings.
- New shopfront design must respect the scale and proportions of the streetscape by maintaining the existing grain of development along the street and respecting the appropriate plot width.
- Large expanses of undivided glass should be avoided where possible. Long runs of horizontal façades should be broken up by elevational modelling and vertical division or features. It is important to relate to the fascia heights of adjacent shops.

Windows & Doors

All Areas

- In all instances, clear glazing should be used within the shopfront facade: no frosted/tinted/opaque or laminated glass should be used except in exceptional circumstances where the overall design concept would warrant the use of such materials
- Shopfront displays (including gable elevations and upper floor windows) must be provided as an integral part of the shopfront design and these displays should be managed and maintained
- The window display fixtures, fittings and illumination must be of high quality and complement the shopfront

Stall Risers

Core Retail Area within Town Centre

- The stall riser forms the base of the shopfront between the display windows and the pavement, to reinforce the visual frame of the shopfront. Stall risers can vary in height depending on the style and provide security, reducing the likelihood of the shopfront being rammed by vehicles in order to gain access to the goods on display, offering protection from fouling by dogs and splashing from the feet of passers-by. This should be constructed of a durable material
- The use of the public footpath for security stanchions or roller shutter fittings/fixtures is not acceptable. Timbers should never run directly to the ground. If timber stall-risers or pilasters are preferred, a small, stone, recessed plinth should be provided between the timber and the ground

Canopies

Core Retail Area within Town Centre

- In traditional shopfront design, blinds were regularly incorporated within the shopfront fascia and designed to retract into it when not required, a solution which is still considered best practice
- Canopies, if considered necessary by reason of key corner sites or landmark buildings, should be traditional in style, appropriately integrated into the overall shopfront, open ended and in a muted colour. Shop names or advertising on the blind are not permitted.
 - The curved or Dutch canopy is unsympathetic to the traditional streetscape as it obscures the original detail of the shopfront, neighbouring advertising, and deteriorates with age. However, there may be particular locations where these would be acceptable.
 - Glass canopies may be considered, subject to agreement on design and maintenance.

External Seating

- External seating may be required for cafes, bars and restaurants.
- In such cases, care must be taken to ensure that these do not obstruct the pavement.

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- Restrictions on hours of operation may be required in particularly busy areas. These shall be regulated through Section 254 licenses in accordance with provisions of the Planning & Development Act and will also be considered with due regard to safe access for the mobility impaired

Interior

- The design of the interior of retail units, including layout, furniture, display cabinets, materials and colour, should have regard to the visual impact on the exterior of the shopfront and the requirement to complement the design of the shopfront and building overhead.
- The rear of interior display stands and storage units should not be positioned up against or close to the window display.

In addition to the above General Design Principles, the following guidance applies specifically to the Heritage Quarter:

Removal

Where a shopfront is of minimal architectural merit, it may be desirable to remove it to increase development potential. Where this is permissible, any replacement development should echo any common themes, features or aspects of the remaining terrace. Care must be taken in every instance in case removal of a modern shopfront reveals an earlier, high quality shopfront.

Repair

When shopfronts require repairs, it is imperative that original features are retained as far as possible and that missing details are replaced in order to ensure the survival of the character. The Local Authority will endeavour to promote any future Government grant schemes for the refurbishment of traditional shopfronts.

Materials

- Locally sourced lighting and signage is always preferred, and efforts should be made to use these in every circumstance.
- Materials should be compatible with the building and, in the case of repair, should replicate as closely as possible the original material. Several of the buildings in West Street date from the eighteenth and nineteenth centuries, when the town was at its economic peak, while other buildings are significantly older. As a result, several of these buildings are of high quality construction, using particularly special materials. In these circumstances, it is especially important to ensure that the materials used complement the original building and its neighbours.

New Design

A high standard of contemporary design is encouraged by the Council, where appropriate, using the above guidelines. However, since many of the structures within the area are Protected Structures and often within an ACA, care should be taken to

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ensure that the entire structure and terrace are taken into consideration, and proportions, materials and overall design should respect the existing and surrounding structures.

Existing Redevelopment

When converting commercial premises to residential accommodation there are two key rules:

- Use the windows above as the key, ensuring that the materials, proportions and scale are retained
- Match the materials as closely as possible between floors. The ground floor must integrate with the floors above and this can be achieved easily with careful observation and consideration. Generally, if the shopfront surround is of particular architectural merit, or if the upper floors are on a different vertical plane to the lower floors, the surround should be retained.

Plot Ratio and Site Coverage

Plot ratio is the relationship between site area and the total floor area of the buildings erected on it. Plot ratio is calculated by dividing the gross floor area of the building by the site area.

Gross Floor Area 1200 m.sq. (Over six floors)

Site Area 0.1 ha. (1000 m.sq.) = 1.2 Plot Ratio

The gross floor area is the sum of the gross (external) floor area of the building(s) excluding plant, tank rooms, basement storage (under 2.2 m. ceiling height) and parking areas.

The purpose of plot ratio is to prevent the overdevelopment and / or underdevelopment of land which would affect the amenities enjoyed by existing property, to provide for an appropriate height and bulk of buildings through control of the number of storeys and in most cases, to allow for the provision of on site parking provision.

Plot ratio cannot be taken solely as a measure on its own. Other factors must be applied alongside the plot ratio measurement in order to assess the suitability of a proposal for a site. These other factors may include, height, public open space provision, private open space provision, road access and parking standards.

The indicative plot ratios for Drogheda Borough are as follows:

Town Centre / Drogheda Transport Development Area Plot Ratio 1.0 - 2.5

Suburban Plot Ratio 0.5 - 1.0

Note: Plot Ratio figures can be increased in Outer Suburban / Greenfield Sites which are proximate to established public transport facilities.

Proximate is defined as:

1. Bus Route: Site within maximum 500 m. walking distance of bus stop.
2. Rail Station Site within maximum 1,000 m. walking distance of rail Station

Site coverage is a measure used to prevent the negative affects of over development. These affects can include loss of daylight and overshadowing of neighbouring properties. Controlling the degree of site coverage prevents "overloading" of the built environment. Site coverage is determined by dividing the site coverage of built elements (ground occupied by buildings at ground level) by the total size of the site.

Site Coverage 4000 m.sq. (Ground Floor Area)

Total Site Area 0.5 ha 5000m.sq = 80 % Site Coverage

Site coverage should not normally exceed 80 % however within the Town Centre, and Drogheda Transport Development Area. Individual proposals exceeding this upper limit will be considered on their merits and may be permitted where the satisfactory operation of the overall proposal may be compromised otherwise.

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Appendix 3 Internal Room Standards

The tables below which are abstracted from the Department of the Environment, Heritage and Local Government (DoEHLG) guidelines, set out the required space provision and room size requirements for typical dwellings and apartments. All proposed residential developments should be designed to comply with the guidelines.

Quality Housing for Sustainable Communities, Best Practice, Guidelines for Delivering Homes, Sustaining Communities, DoEHLG, 2007

Space Provision and Room Sizes for Typical Dwellings

Dwelling Type	Target Gross Floor Area	Min. main living room	Aggregate living area	Aggregate bedroom area	Storage
	(m ²)	(m ²)	(m ²)	(m ²)	(m ²)
family dwellings 3 or more persons					
4 bed/ 7p house (3 storey)	120	15	40	43	6
4bed/7p house (2 storey)	110	15	40	43	6
4bed/7p house (1 storey)	100	15	40	43	6
4bed / 7p apartment	105	15	40	43	11
3bed/6p house (3 storey)	110	15	37	36	6
3bed.6p house (2 storey)	100	15	37	36	6
3bed/6p house (1 storey)	90	15	37	36	6
3bed/6p apartment	94	15	37	36	10
3bed/5p house (3 storey)	102	13	34	32	5
3bed/5p house (2 storey)	92	13	34	32	5
3bed/5p house (1 storey)	82	13	34	32	5
3bed/5p apartment	86	13	34	32	9
3bed/4p house (2 storey)	83	13	30	28	4
3bed/4p house (1 storey)	73	13	30	28	4
3bed/4p apartment	76	13	30	28	7

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2bed/4p house (2 storey)	80	13	30	25	4
2bed/4p house (1 storey)	70	13	30	25	4
2bed/4p apartment	73	13	30	25	7
2bed/3p house (2 storey)	70	13	28	20	3
2bed/3p house (1 storey)	60	13	28	20	3
2bed/3p apartment	63	13	28	20	5
1bed/2p house (1 storey)	44	11	23	11	2
1bed/2p apartment	45	11	23	11	3

Sustaining Urban Housing: Design standard for new apartments, 2007

Minimum floor areas & Standards for apartments

Minimum Overall Apartment Floor Areas	
One bedroom	45 sq m
Two bedrooms	73 sq m
Three bedrooms	90 sq m

Minimum Aggregate floor areas for living / dining/ kitchen rooms and Minimum Widths for the main living/dining rooms

Apartment Type	Width of living / dining room	Aggregate floor area of living/ dining / kitchen area*
One bedroom	3.3m	23 sq m
Two bedrooms	3.6m	30 sq m
Three bedrooms	3.8m	34 sq m

Note: an enclosed (separate) kitchen should have a minimum floor area of 6.5 sq.m. In most cases, the kitchen should have an external window.

Minimum Bedroom floor areas / widths

Type	Minimum width	Minimum floor area
Single bedroom	2.1 m	7.1 sq m
Double bedroom	2.8 m	11.4 sq m
Twin bedroom	2.8m	13 sq m

** Note: Minimum floor areas exclude built in-storage presses.*

Minimum Aggregate Bedroom floor areas

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One bedroom	11.4 sq m
Two bedrooms	11.4 + 13 sq m = 24.4 sq m
Three bedrooms	11.4 + 13 + 7.1 sq m = 31.5 sq m

Minimum Storage space requirements

One bedroom	3 sq m
Two bedrooms	6 sq m
Three bedrooms or more bedrooms	9 sq m

Minimum Floor Areas for main apartment balconies

One bedroom	5 sq m
Two bedrooms	7 sq m
Three bedrooms	9 sq m

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Appendix 4 Taking in Charge of Estates

Drogheda Borough Council: draft Procedure for Taking in Charge recently completed Housing Estates.

1. INTRODUCTION

Drogheda Borough Council have a duty as outlined under Part XI, Section 180 of the Planning and Development Act, 2000 to take in charge roads, open spaces, car parks, sewers, watermains and drains.

The development must conform to the conditions set out during the planning application and subsequent approval.

Implicit in the above is that the Developer must construct the works to a standard similar to, or higher than the standards and specifications of the Department of the Environment and Local Government and/or those attached to the planning applications and subsequent approval.

The Local Authority must ascertain that the works have been carried out to acceptable standards (by visual inspection, testing, obtaining certification covering materials and workmanship).

Assessment will be carried out by:

- Examining as-constructed drawings of the works
- Examining certificates covering quality of materials and workmanship
- Visual inspection of the work elements/areas to be taken in charge
- Surveying hidden services
- Performance testing of identified work elements

Before an estate is taken in charge, the work must be complete. Roads shall have their wearing course applied and all foul and storm drains shall be properly constructed and free running.

2. COMMENCEMENT OF PROCESS

When the Developer is satisfied that the estate is ready for taking in charge he shall notify, in writing, the Local Authority and hence formally apply to have the development '*taken in charge*'.

The Developer shall prepare a 'taking in charge handover file' to include the following:

- **Drawings**

The Developer must provide detailed as-constructed drawings of the works to be taken in charge (in hardcopy and digital format).

- **Certificates**

The Developer must provide test certificates covering items such as: watermain pressure tests, air tests on sewers, macadam materials tests, installation certificates for pumps, ESB compliance etc.

- **Wayleaves and easements**

The Developer must produce evidence of all wayleave agreements for services that traverse private property.

- **Surveys**

The Developer must organise surveys and inspections of 'hidden' works i.e. CCTV surveys of foul and storm drains, dye tests at selected locations to determine if surface water is connected to foul sewers, trial holes or cores on roadways etc.

The Developer should commence assembling the file from the start of construction activities. The file shall, as mentioned above, include all relevant certificates for materials and testing, supervising Engineer's or Architect's certificates.

The Developer shall submit the handover file to the Local Authority when applying to have the development taken in charge. The Local Authority shall inspect the handover file and may issue the Developer with a list of items requiring attention.

Note: Presentation of sub-standard or incomplete handover file will delay or put in abeyance the taking in charge process.

3. WORK ITEMS TO BE TAKEN IN CHARGE

Sanitary Services to be taken in charge

Generally water, sewer and surface water pipelines, manholes, valves, fixtures and fittings located on roadways or open spaces will be taken in charge.

Piped services that traverse private property will not be adopted unless permission to traverse such property was clearly indicated at planning approval stage. The pipelines will only be taken in charge if they are not overbuilt and if enforceable wayleave agreements are in place as a burden on contract of sale for properties. It is not Council policy to take in charge service connections, drains or combined drains that serve to provide a connection from one or more houses to a sewer.

In the case of water service connections the Local Authority will take the connection in charge up to the point 225mm from where the pipe enters onto private property.

Roads and footpaths to be taken in charge

All 'public' roads and footpaths within estates shall be taken in charge. Roads and footways on private property shall not be taken in charge unless a public right of way has been established.

Grass Areas and Open spaces

The Local Authority shall take in charge open spaces (grassed areas) including narrow grassed strips located between the edge of footpaths and the adjacent roadside kerb. The Local Authority will not carry out maintenance of the grassed areas and a burden for maintenance of the grassed areas shall be placed on contracts for sale of properties.

4. TAKING IN CHARGE FILE

The Local Authority requires the Developer to prepare a comprehensive *'taking in charge handover file'*. This file shall be commenced at the start of construction activities. The file shall include all relevant certificates for materials and testing, Supervising Engineer's or Architect's certificates etc.

The following are the minimum requirements and standards for the information to be included in the taking in charge handover file:-

4.1 Mapping and Drawings:

4.1.1 General

Layout plans of developments shall be in hardcopy at a scale of not less than 1:500 **and** digital mapping compatible with AUTOCAD Release 14 or later version.

Digital Mapping shall be co-ordinated with OS mapping, and features shall relate to national grid co-ordinate system.

The maximum tolerance of location in horizontal plane shall be 0.5m.

Background mapping shall incorporate all features normally presented on 1:1000 series OS sheet mapping. All structures, paths, roads, verges, boundaries, valves, manhole/duct access covers, light standards etc. shall be indicated.

Drawings standards and symbols used shall conform to relevant BS Drafting Standards.

House numbering system and names of roads where applicable shall be indicated on drawings.

All pre-existing services, wells, drains, and rights of way shall be appropriately indicated on maps. This shall include drains and watermains, cable ducts open drains, culverted drains etc. Where a mapped wayleave exists in respect of these it shall be clearly indicated on layout maps.

Details of warning tape/detection mesh over various piped services shall be indicated.

4.1.2 Water Services

Location of all sluice valves, scour valves, air valves, hydrants, meters and customer Water Service Control Units (WCSU), utilising a recognised standard symbols (BS) shall be indicated.

All pipelines shall be shown coloured blue.

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Diameter and class of each pipe shall be indicated.

Details of junctions and bypass meter layouts, shall be indicated at a scale that will allow each fitting to be identified. (Couplers/distance pieces/flanged sections/meters/bends etc.)

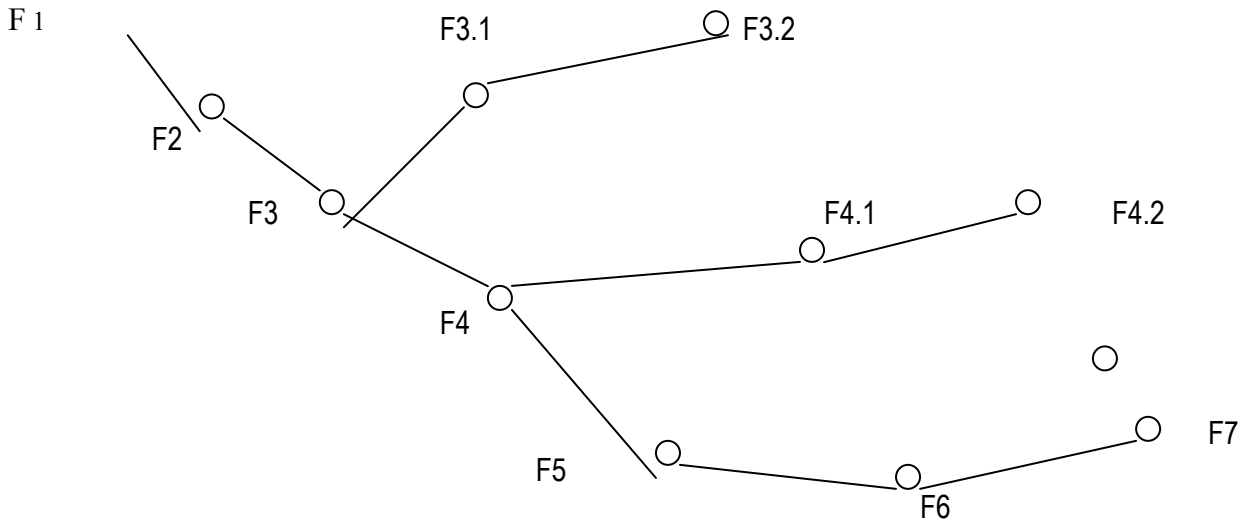
Crown level of pipe and finished ground level shall be indicated at each valve/hydrant. Vertical tolerance $\pm/10\text{mm}$.

The location of all pipelines and individual services to houses shall be indicated.

4.1.3 Foul Sewerage

Location of all manholes including ground and invert level to be identified on plan. Manholes shall be numbered sequentially from connection point to existing public sewer with the prefix F before the numbers. (See example below).

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All pipelines shall be coloured red.

Full longitudinal sections of all sewers shall be provided; vertical scale 1:100 horizontal scale 1:1000. Gradient, pipe diameter and type, bedding type, invert and ground levels at manholes, ground levels where surface gradient changes, location of services crossing pipes and location of connections shall be indicated on the sections.

Grade and standard of all covers and frames to be clearly indicated in appended schedule.

Location of all connections to main sewers and routing of house connections to be indicated.

4.1.4 Surface Water Drainage (additional to requirements for Foul Sewerage above)

Manholes shall be numbered with the prefix S before the numbers.

All pipelines shall be coloured green.

Location and routing of all house connections to main drains to be indicated.

Location and routing of connections to road gullies to be indicated.

Where existing open drains have been culverted or diverted, full details of works carried out to be shown on drawings. This includes where drains are backfilled with stone and land drainage piping.

Where attenuation measures are incorporated in the development, detailed as-constructed drawings and full design calculations shall be submitted.

4.1.5 Public Lighting, Electrical, Gas and Telecom Services etc.

All duct and cable runs shall be mapped and all chambers, branches indicated on drawings.

Depth of cover to ducts shall be indicated at a minimum of 20m intervals in the case of live electric cables or gas piping. Offset dimension from fixed features shall be provided at similar intervals. Tolerance 0.1m.

Details of duct sizes and type shall be provided.

Where such ducts cross over water or sewer lines or are within 500mm of such lines in the horizontal plane, this shall be clearly indicated on as constructed drawings.

4.1.6 Roads and Footpaths

The layout of all roads and footpaths, position of lighting columns, location and types of street furniture and road markings shall be clearly indicated.

4.2 Test Results

The following performance tests are to be carried out by the Developer and reports prepared for inclusion within the 'taking in charge handover file'.

4.2.1 Generally

Quality assurance certificates for materials or accreditation certificates from suppliers shall be provided (e.g. bitumen macadam, water mains).

4.2.2 Water Supply

The Developer must provide pressure test certificates for all watermains from the Local Authority's Water Inspectors. Details for each test should also include plan or layout of mains section tested, and indicate classes of mains i.e. class C or D, length of main tested, date of test, period of test, test pressure (i.e. 1.5 times working pressure) and results achieved.

Where a section has failed, subsequent repairs and retests must be reported on.

Results of testing the supply to the development by means of metering and logging for a period of 1 week shall be included in the 'taking in charge handover file'. Base flow must be less than 1.7L/property/hour for a minimum of 10 hours over this period subject to the above flow level not being exceeded each and every night for a period of not less than 1 hour. The supply shall be simultaneously pressure logged downstream of the flow meter and meter isolation valve.

4.2.3 Foul Sewerage and Storm Water Drainage

A CCTV survey carried out by WTI certified operator at the applicants cost of the foul and storm sewers of 6" diameter and greater shall be provided. A detailed report, presented in the same order as the survey, shall be submitted to the Local Authority laid out in accordance with relevant WRC specification along with videos. The survey shall be carried out at the taking in charge site inspection stage with a Local Authority representative present. Survey shall be referenced to as constructed drawings.

A full manhole survey shall be carried out and presented in accordance with WRC specification.

4.2.4 Sewage Treatment Plants

Where package treatment plants have been utilised the Developer must produce all installation data and certificates of compliance.

Maintenance agreements for the above plants must be furnished.

Where sewage is pumped to a rising main, certificates for the pumps must be provided.

4.2.5 Roads

Laboratory test certificates for materials and record of on site tests (delivery and rolling temperatures) must be provided.

4.2.6 Public Lighting

Confirmation from the E.S.B. in writing that the Public Lighting system is compliant and adequate shall be included within the taking in charge file.

Confirmation that all fees and connection charges have been paid to the E.S.B. up to the agreed date of handover shall be provided.

5. DEVELOPER INSPECTION

5.1 The Developer is advised to carry out inspections before contacting Drogheda Borough Council. Inspections should ensure that all works to be taken in charge have, in general, been constructed in compliance with the standards and specifications in Drogheda Borough Council's "Guidelines for Design and Construction of Housing Estates" or the Department of the Environment and Local Government's "Recommendations for Site Development Works for Housing Areas" issued in November, 1998, together with Drogheda Borough Council's "Schedule of amendments and additions" to the Department of the Environment and Local Government Recommendations or an equivalent publication which was current at the time the development was carried out.

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5.2 Prior to a request for the development to be taken in charge the following inspections are to be carried out by the Developer and a report prepared. Any defects or departures identified shall be repaired to a satisfactory standard, prior to a request for an inspection by the Local Authority. Further investigations may be requested as determined by the Local Authority.

5.2.1 Water Supply

Visually check all chambers for structural integrity and compliance with relevant construction guidelines.

Check all hydrants, valves and Water Service Control Units (WCSU) for water tightness.

Visually check that all domestic connections are fitted with WSCU or other approved control unit in compliance with conditions issued in respect of water connections and that they are located in footpaths at access to property.

5.2.2 Foul Sewerage and Storm Water Drainage

Check all chamber/manhole covers meet relevant standards and that frames and covers located in highly trafficked areas are heavy duty (IS EN 124).

Check no flow is observed in surface water drains following five days of dry weather, unless specific detail indicates that existing drain or spring has been piped.

Sewer manholes shall be inspected for benching and installation of step irons.

5.2.3 Roads and Footpaths

The Local Authority's Roads Engineer, where possible, should be requested to inspect the roadways pre-wearing course stage. This inspection will not count as an additional inspection in respect of fees as set is out in Section 7 of this document.

Check that the layout of the roads and footways comply with planning approval conditions, i.e. Road and footway widths, sight distances at entrances and that road construction is to the depths indicated on approved drawings (wearing, basecourse and sub-base).

Check that roadways, parking areas and footpaths have optimum gradients and falls, are free from ponding and have adequate gullies.

Check that kerbing has been carried out in a satisfactory manner with dropped kerbs installed at entrances and access points and disabled access at all road crossing points.

Check that publicly accessed areas are free from trip hazards (i.e. faulty kerbs, incorrectly recessed manhole covers).

6. SITE INSPECTION

Having satisfactorily fulfilled the aforementioned criteria the taking in charge procedure can proceed to the site inspection stage.

The Local Authority will, on examining the details submitted and carrying out of initial on ground verification of layouts, identify the pipelines which it proposes to take in charge.

The Local Authority's Engineer shall notify the Developer of an impending site inspection. The Local Authority shall carry out two inspections of an estate free of charge. For the third and subsequent inspection a fee on a rising scale shall be levied.

Initially the Planning Section of Drogheda Borough Council will carry out an audit to confirm that all planning conditions have been complied with and that all development charges have been paid.

The Local Authority will assess that the works have been carried out to acceptable standards.

The Local Authority may request the Developer to organise the taking of cores and/or trial holes on roadways.

The Local Authority may wish to carry out further tests on materials and workmanship, i.e. structural performance testing of the roadway. This may, for example, include a performance test on the pavement using deflection equipment such as the Falling Weight Deflectometer (FWD).

The Local Authority may request the Developer to expose the watermain at specified locations to demonstrate the adequacy of pipe bedding, surround and cover. A similar test may be applied in respect of stopcocks/service connections.

Dye tests may be carried out at random locations to determine if surface water is cross-connected to foul sewers.

The Local Authority may require the Developer to install a suitably approved water metering arrangement adjacent to the connection to the public main at his own cost.

7. FEES FOR ADDITIONAL INSPECTIONS

The Developer's attention is drawn to the scale of fees for additional or repeat inspections.

For Estates of less than fifty house	For Estates between fifty and one hundred houses
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First and second visit free	First and second visit free
Third visit €250	Third visit €380
Fourth visit €280	Fourth visit €420
Fifth visit €320	Fifth visit €480
Sixth visit €380	Sixth visit €570

8. TAKING IN CHARGE

'Taking in charge' of estates is a process commencing from the start of construction activities. The onus is clearly on the Developer to construct an estate to the highest standards.

The Developer must monitor the construction and keep accurate records of quality of materials supplied and workmanship of contractors and sub-contractors. Materials sampling results and corresponding laboratory test results for all areas to be taken in charge shall be entered into the '*taking in charge file*'.

The Local Authority shall not take in charge an estate that has not been fully completed. All snagging work as highlighted by the Developer's Clerk of Works or Architect must be completed prior to the initial Council inspection.

The Local Authority will check the conformity with planning conditions, payment of fees, fulfilment of legal obligations, production of certificates and drawings and the performance of the works via tests and visual inspections.

The Local Authority shall, on inspection, issue the Developer with a list of items requiring attention. This making good or remedial work shall be assessed on a repeat inspection.

On successful completion of the above, the taking in charge process will be completed, and the Local Authority will confirm in writing that the estate (or identified parts thereof) have been taken in charge.

**SCHEDULE OF DROGHEDA BOROUGH COUNCIL AMENDMENTS AND ADDITIONS TO
THE DEPARTMENT OF THE ENVIRONMENT AND LOCAL GOVERNMENT
“RECOMMENDATIONS FOR SITE DEVELOPMENT WORKS FOR HOUSING AREAS” ISSUED
IN NOVEMBER, 1998**

Water Supply

- The adequacy of air valve provision shall be examined. All valves shall have isolator fitted. Where air locking is encountered the developer shall be required to install air valves.
- Appropriate marker plates shall be provided and securely fixed to indicate location of all hydrants and valves. Valves shall be anti-clockwise closing.
- Hydrants are to be fitted with screw type lugs and square spindle tops.
- All spindles shall be fitted with square spindle caps and the depth to spindle cap shall not exceed 300mm below ground level in the case of sluice valve and 200mm in the case of a hydrant.
- All WSCU units to be fitted with insulation pads and service connections to meet requirements in respect of minimum cover. No unit shall service more than one dwelling and a number of units shall be tested as to compliance with the above.

Storm Drainage

- Drainage works shall comply with the Recommendations for Site Development Works for Housing Areas issued by the Department of the Environment and Local Government in November, 1998 or other approved standards.
- All attenuation structures and facilities shall be constructed in accordance with best practice as set out in relevant S.S., B.R.E. Digests and S.E.P.A. Guidelines.
- The developer must ensure that access chambers to the sewers and services are located in publicly accessible areas.
- Connections from gullies to main drainage lines to be via manholes or propriety saddles.
- Manholes shall be used at all changes in direction and at maximum 100m intervals on 'straight runs'.
- No culverting, diversion or infilling of open drains should be carried out without prior approval of the Local Authority.

Roads

- Only flexible pavement materials (DBM, Asphalt Etc.) from an accredited supplier should be used.
- Developer to achieve proper compaction of sub-base material and foundations to roadways.
- Adequate gullies shall be installed in road and paved areas.

Ducting and Public Lighting

- All duct lines shall be clearly indicated on the as-constructed drawings.
- Draw ropes shall be installed within all 'duct runs'.
- Cables for street lighting must connect to a duct line via a chamber with minimum access opening of 600mm Ø.
- Step irons to be installed in all manholes/chambers over 750mm deep.

PROCEDURES FOR TAKING IN CHARGE OF OLD ESTATES

The following procedures shall apply when the developer has left the estate and is no longer amenable to complete work.

Upon receiving an application the Local Authority will carryout the following checks:

- Determine when the developments planning permission has expired:
- If planning permission has expired greater than seven years and the Council has not initiated legal proceedings, then estate must be taken in charge upon plebiscite or agreement. The estate should be surveyed and any necessary works identified and costs estimated. Major works should be placed on Restoration programme or Sanitary Works programme etc.
- If permission has not expired greater than seven years, the estate will be surveyed and any planning permission conditions not complied with identified. The Local Authority will commence legal proceedings against the developer to ensure that all the development's conditions are complied with. The Local Authority does not have to take in charge the estate until legal proceedings have concluded.
- Check if bond was provided and if it has expired

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- The taking in charge procedure is similar to that of Section 11 of the Roads Act 1993 (See below for flow chart which outlines this procedure)
- The maintenance of open spaces shall remain the responsibility of the residents.

Implications for the Borough Council

Although the Council will have to take the estate in charge Section 180 of the Planning and Development Act does not prescribe a time period in which a Local Authority must carryout remedial or maintenance works. Thus works, which are required, may be placed on the Council's existing works programmes e.g. Special Roadworks Programme.

- **Operating and Maintenance Cost of Public Lights**

The maintenance and running costs of public lighting will be included in the Council's current public lighting running costs.

- **Repairs/Upgrading of estate roads:**

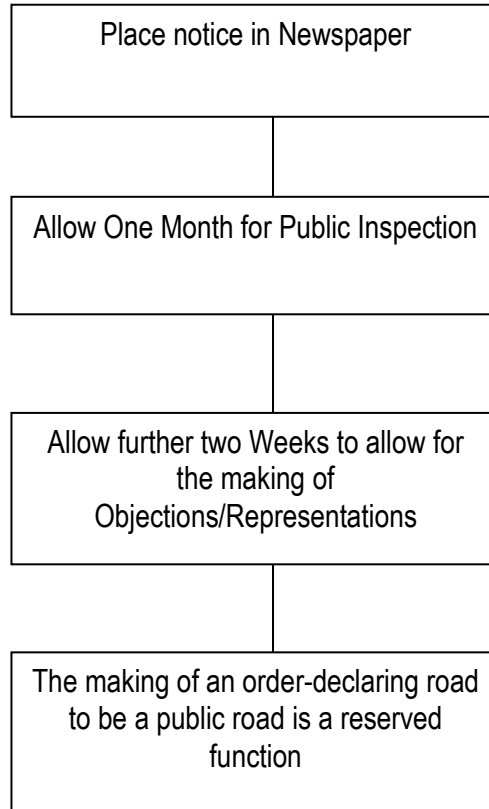
Newly taken in charge estate roads will be included in the existing estate roads schedule – if the road requires major reconstruction work it may be placed on the Road Restoration Programme. The actual year in which work is completed will be dependant on available funds and the prioritisation of the scheme.

- **Maintenance Cost of Water mains/Sewers**

Water mains/sewers will be included in the Council's existing stock. Where water mains/sewers require major improvement works, these may be placed on an improvement/maintenance works programme.

Section 11 of 1993 Roads Act

Section 11 of 1993 Roads Act:



Appendix 5

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Appendix 5 DROGHEDA TREE SURVEY

This survey was commissioned to identify the numbers, age and species of trees and woodlands to be protected within the Drogheda Borough Council Development Plan 2005 - 2011 and to identify those trees growing in lands controlled by Drogheda Borough Council. This survey, which was carried out and report compiled by Dr. Philip Blackstock, was commissioned by Drogheda Borough Council.

Methodology

Trees growing on the above lands were subject to a brief visual inspection carried out from the ground. No methods for establishing the condition of these trees were used.

Location & visual impact of the trees. The most significant trees and woods in Drogheda are located close to or south of the River Boyne. This linear woodland feature extends west along the river to connect to very significant woods close to the Boyne Cable Bridge on the M1. This area of woodland is also connected eastward and downstream through areas of scrub at the Ramparts walk and St Dominick's Park to the large area of recently planted woodland at Highfield. From there, areas of mature trees (retained within the grounds of the grand houses that once dominated the southern banks of the river) extend along the Dublin Road towards the Demesnes around Bettystown. Other groups of trees continue the eastward theme along both banks of the river, before connecting to Demesnes and parkland towards Termonfeckin and Mornington.

There are fewer mature trees in the North of Drogheda; however, most of the housing estates in this part of the town (and elsewhere) have been abundantly landscaped. These young and maturing trees growing in public greens, in particular, are beginning to form a distinctive feature of the urban landscape of Drogheda.

Historical development of Drogheda's urban woods. Almost all of the large, mature trees still growing within Urban Drogheda are associated with eighteenth or early nineteenth century buildings. In most cases these were private residences, the largest of which appear to have been built on the southern banks of the River Boyne. These, mainly private, residences continued to provide most of the urban trees up until about fifty years ago, when the first of the urban parks were planted up. Most of the younger trees that are already beginning to dominate urban Drogheda are associated either with urban parks (particularly around Highfield) or have been planted within the many housing estates that have been built around the town. It is clear that these publicly owned trees will increasingly dominate the urban landscape as they mature over the next one hundred years.

Tree condition & recommendations. Because of their age, some of the oldest trees in Drogheda are now becoming over-mature, with crown dieback and disease evident. Sites of this nature include the North Strand and the front of Greenhills College and, to a lesser extent, trees at Poorhouse Lane and the south eastern boundary of Stameen. Many of the remaining mature trees are, however, in a relatively good condition and are likely to continue to provide amenity to the town. Of the younger trees, the Norway maples have an almost universally poor form, with included bark and very weak forks. This feature appears to be common in all Norway maples planted within the last forty years and is associated either with poor nursery practice or with clonal selections that are inappropriate for Irish conditions. There will be an ongoing need for

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formative pruning with these trees, to encourage the development of a single dominant leader. Failure to carry out the tree works will lead to an increasing risk and an increasing management cost as these trees mature.

When compared to large housing estates in Northern Ireland, the public trees in Drogheda have suffered remarkably little vandalism or damage from grass cutting equipment carelessly used. If this can be encouraged, it is very likely that Drogheda will develop much more of a continental, rather than a UK, urban landscape, with its housing set within and behind areas resembling urban woods. Such a landscape tends to increase the value of private housing and, for this reason, it should be encouraged. It is recommended that Drogheda Borough Council give some priority to its public trees by (1) training its grounds maintenance staff in simple young tree management, (2) providing more specialist management to their stock of Norway maple and (3) establishing dedicated funding for the timely replacement of dead or damaged trees in its public areas.

A survey of trees is available for the following areas:

1. Anneville Crescent
2. Ashfield
3. Ballsgrove Hill
4. Broadmeadows
5. Brookville
6. Bullys Acre
7. Boyne Valley Hotel
8. Boyne View House
9. Church Lane
10. College Rise
11. Cromwells Lane 1
12. Dublin Road Railway Bridge
13. Fishermans Warf
14. Fountain Hill
15. Glenmore Drive
16. Greenhills College
17. Harmony Heights
18. Hospital Dublin Road
19. Leonard's Cross
20. Marley's Lane
21. Matsons Lodge
22. Marsh House Pub
23. Moneymore
24. Mill Lane
25. Mount Sandford
26. North of Quarry
27. Newfoundwell Road
28. Northstrand
29. Oaklawns
30. Peters Hill
31. Poor House Lane 1
32. Presbytery Poor House Lane
33. Ramparts Walk
34. Rugby Club

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35. Sienna Convent
36. Stameen
37. Stameen Roadside 1
38. St Dominicks Park
39. St Marys Church
40. Waterunder Cottage
41. Weirhope
42. Watery Hill
43. Westcourt
44. Wheaton Hall

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APPENDIX 6

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Appendix 6 Architectural Conservation Area

Development Management Guidelines for ACA's

The following guidelines relate to development within ACA's particular reference has been given to some areas within the town centre.

Plot Widths

The following guidelines will apply to plot widths:

- New developments should have regard to the historically narrow plot sizes;
- New developments which extend over more than one historic plot, should address the design through variations in the façade composition that echo the historic plot pattern.
- Where plot amalgamation is considered necessary to accommodate new development the existing narrow land uses the narrow plot frontage should be reflected in the streetscape design.

Building Lines

The following principles in relation to building lines will apply:

- Generally, maintain existing and established building lines where they exist.
- Create new building lines where they do not already exist in the case of extensive grey field or brownfield sites.

Building lines may be relaxed in the following circumstances:

- For innovative design solutions where it can be demonstrated that the design will positively enhance the townscape.
- Where the provision of public or civic space are to be proposed.
- To accentuate an important building.

Building Heights

The following principles will generally apply:

- The general range of building heights and number of storeys which are evident in the street should be retained.
- Stepping up of corner buildings or buildings creating significant landmarks will be permitted.
- In general, the difference in a building's height from traditional buildings should not exceed one and a half storeys.

Applications for or modifications for a variation in buildings does not in itself provide a justification for height increases. An alteration or extension to the existing roofline may still be unacceptable.

Under the following circumstances in assessing applications for higher buildings:

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- The degree to which its prominence is justified in the townscape – traditionally, only significant public buildings received such prominence;
- The extent to which the building detracts or enhances important landmarks and views;
- The extent to which the building detracts from or enhances the character of open space or public realm;
- The degree of intrusion or obtusion of skyline and the impact on the topography of the street;
- Issues of shadow, significant loss of light and micro-climatic impacts;
- The extent to which an imbalance in height is created between opposite sides of the street. This may not be relevant where there is future scope for the redevelopment of the opposite side;
- The extent to which the alteration to the façade or roofline impacts adversely upon the architectural integrity of the building and the area.
- The quality of the existing or neighbouring buildings.

Skyline in ACA Area

The height and form of a building will have a direct influence on the skyline of the ACA. Features such as chimneys also add interest and variety to the skyline. Rooflines should normally respond to the articulation of the rest of the façade and it should therefore be possible to read the width of the plot division from the bottom to the top. Design of buildings within ACAs shall have regard to the following:

- In many modern architectural solutions, roof tops tend to be flat and extended over a considerable distance (i.e., a building with a long façade). It can result in monotonous rooftops which should therefore be relieved with variations in building height at appropriate locations such as the stepping up heights at the centre of a uniform composition or at the corners.
- The roofline should reflect the rhythm, harmony and scale of the entire street frontage, with the roofline picking up the subdivisions of the façade.
- Materials should be chosen for their compatibility with the existing roof tops of the town, i.e., red dyed tiles would be inappropriate in the town centre where dark grey slate predominates.
- Machine and mechanical plant rooms should be designed as an integral part of the building and should not cause disruption in the roofscape.

Roof Extensions

In general terms, the Council will not permit a roof extension if it is considered that it would;

- Harm the architectural integrity, proportions or uniformity of a building or significant group of buildings.
- Harm a significant or sensitive view.
- Reduce the visual interest generated by a varied skyline, or where the building has features that were designed to be silhouetted against the sky.
- Result in the loss of historic roof forms.

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Extensions and alterations may be considered acceptable where:

- The scale of the proposed extension is appropriate to the scale of the existing property or is not visible from a public place
- The proposed addition is of a high standard of contemporary or traditional design where appropriate.
- Steps have been taken to prevent the build-up of visual clutter apparent from the street at high level.
- Permission will not be granted for other roof-top structures where these intrude into significant or sensitive public views, harm the character of a building or an area or adversely affect the amenity of adjoining properties.

Advertising structures

- Advertisement structures within an ACA should not interfere with any structures that contribute to the architectural amenity/character of the ACA.
- All advertising structures should relate to the authorised uses in the building and should assimilate with the overall design of the shopfront. Additional advertising fixtures above ground floor level or on gable ends should be avoided.
- The provision of temporary advertising structures on or projecting from any part of the façade, or hanging between buildings should not be erected without written approval of the Planning Authority.

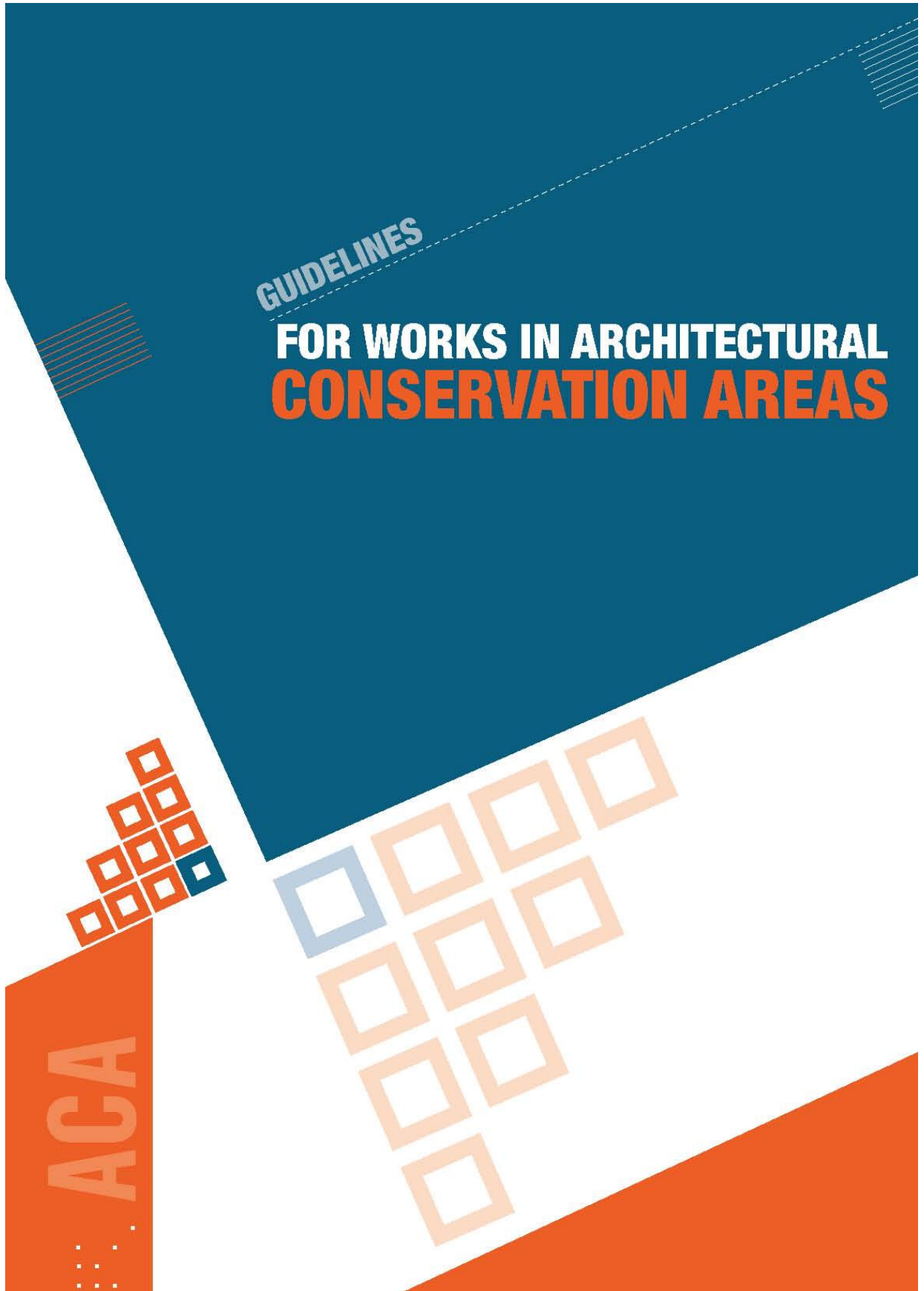
Demolition or Alteration

The Council will not permit the demolition or alteration of buildings within designated ACAs unless it can be demonstrated that all of the below criteria is applicable:

- The building is in a very poor state of repair;
- All efforts have been made to sustain existing uses or find new ones, and these efforts have failed.
- Redevelopment of the site would greatly benefit the community and would outweigh the loss of the building/structure resulting from demolition;
- The building is unsafe and cannot be made safe.

Shopfronts and Shutters

- The integration of new into older fabric, and the contemporary styling of shop fronts will be considered by the Planning Authority, particularly where the design is of a high quality and achieves a balance of finish and textures establishing a sense of performance in contemporary design.
- Historic robust materials such as granite, limestone, brick, and timber, cast-iron, brass and copper can be integrated with lightweight contemporary materials such as stainless steel and glass. Glass, in particular, introduces reflective properties which aid in a sense of playfulness and liveliness across facades.
- Design needs to be imaginative within the constraints of the existing building, enhancing its character rather than conflicting with it. In most cases a modern proposal is preferred to inaccurate historical representations or pastiche.



REPLACEMENT OF EXISTING BUILDINGS

The reuse of existing buildings is preferable to replacement. Applications for demolition of buildings that contribute to the character of an ACA will only be granted in exceptional circumstances. The onus will be upon the applicant to justify the demolition of the building. The Council will always start from the premise that the structure should be retained.

Where replacement buildings are deemed acceptable in towns or villages, new buildings should take into account existing plots, where possible, in order to retain the existing grain, character and vibrancy of the ACA.

Where buildings have a negative impact on the character of an ACA, demolition of existing and replacement with buildings of more appropriate design may be desirable (the current condition arising from low levels of maintenance including fire damage will not normally be considered as a negative impact). The replacement buildings should respect their setting.

Where permission is sought for demolition on the grounds of structural defects or failure, a report containing photographs and drawing(s) either captioned to clearly identify the location, or cross referenced to plans, and prepared by a suitably qualified and experienced professional regarding the existing condition should be submitted. As part of the justification for any demolition within the ACA on structural grounds, details will be required of repairs/remedial works normally used in similar circumstances and details of why they are not suitable in that instance.

Details of the design including materials proposed for replacement building(s) will be required in any case where demolition is considered, proposals for a replacement building will be assessed as set out below as part of the consideration of an application for demolition.

Corner buildings in towns can provide identity and points of orientation, consideration will be given to allowing for appropriate designs to emphasise these locations, which may not be acceptable in other locations.

REFURBISHMENT OR ALTERATION OF EXISTING BUILDINGS



Retention of the original fabric of the building is preferable to replacement. Where replacement materials must be used they will be in the first instance in keeping with the predominant traditional materials used within the ACA, or alternatively as agreed with the conservation office of Louth County Council.



Where new buildings or alterations at roof level are proposed, consideration should be given to the effect of the proposals on the character of the area with regard to roof shape, pitch, angle and length, height, and eaves details, such that they are in keeping with the character of the area.



The provision of dormers, and roof lights may be acceptable where they are in keeping with tradition of the area and which contribute to the existing character. Roof lights should be located on hidden pitches where possible. Where used on roof slopes which are visible from public areas, roof lights, if permitted, should be conservation grade.



Ventilation of roof spaces should be via eaves vents where possible.



Where breaking through internally between adjacent buildings in an ACA, both fronts are to maintain an active function, the disruption of historic material is to be kept to a minimum such that the character is not negatively impacted upon, this is preferable to demolition of one or both structures.

ROOF-SCAPE AND CHIMNEYS

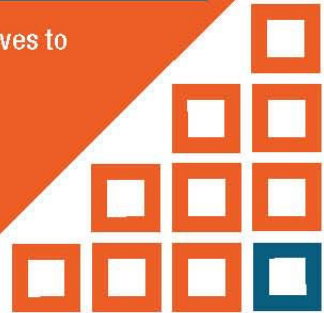
- Roof extensions where deemed to be appropriate should always complement the appearance of the existing and adjacent buildings in keeping with the character as set out in the character appraisal or character statement for the ACA.
- Changes to roof pitch angle, ridge height and span of roof can have a significant impact on character, and would be unacceptable to existing buildings except where the changes involve the reinstatement or enhancement of character.
- Telecommunications equipment, ductwork, lift shafts, or other roof plant require planning permission. These should be sensitively located and must not adversely affect the character of the building or where appropriate the roofscape of the ACA.
- The use of modern roofing or re-cladding materials will not be acceptable where it impacts upon the character of the ACA.
- Chimney stacks and pots are intrinsic to the character of Irish towns and villages and should be retained.
- Where replacement buildings or substantial changes to roof structures are permitted within town and village ACAs the use of chimney stacks or other vertical elements in the design should be considered to retain existing patterns and to punctuate the roofscape.
- In cases where dormers are deemed to be in keeping with the character of an area and therefore acceptable, traditional forms in keeping with the character of the building and the ACA will be preferred.

FAÇADES

- ◆ Where repairs are to be carried out to traditional renders, the material, its style and detailing should match the original as far as possible. See advice notes or seek advice from the conservation office of the Council for technical details. Sample panels may be requested to assess appropriateness.
- ◆ The stripping of render to expose the underlying stone is normally inappropriate and will be unacceptable within the ACA.
- ◆ Re-pointing of brick buildings require a method statement to be submitted to the council as part of the planning application and may require a sample panel for assessment by the conservation office.
- ◆ Replacement of traditional finishes with modern style materials will not be considered to be in keeping with the character and will therefore not be granted planning permission other than in exceptional cases.

OVERHEAD WIRE-SCAPE AND DISTRIBUTION POLES

- ◆ The Council will facilitate where possible and support any initiatives to underground overhead services in the historic town and village centre ACAs.
- ◆ The removal of redundant services from the façades of buildings will be encouraged.



EXTERNAL LIGHTING OF BUILDINGS AND FEATURES

All external lighting of buildings, trees and other feature illumination should be designed such that it does not contribute to general lighting, result in light pollution and negatively impact on the general rural character of Demesne or village ACAs.

Lighting of certain landmark buildings and structures would be acceptable to the council. The method of lighting i.e. type of fitting, fixing method and type of light would need to be specified by the applicant in seeking permission.

ADVERTISEMENTS AND SIGNAGE

- Advertisements to the exteriors of structures within an ACA require planning permission. An application will provide details of impact on the character of the building to which they are attached, adjacent buildings and to the ACA in general. Details of the fixing method will also be required to ensure minimisation of irreversible impacts on the building in question as part of the planning application.
- Signage fixed flat to the façade of a building is normally preferable to those fixed on brackets perpendicular to the façade.
- Advertising on canopies will not generally be acceptable in an ACA.

OPENINGS

Applications for alteration to existing opening sizes and proportions, or for additional openings in traditional buildings within ACAs will only be considered in exceptional circumstances and where they do not detract from the character of the area.

The replacement of timber windows and doors with modern materials such as PVC or aluminium will not be acceptable within an ACA.

Where original or old glass survives in windows it should be retained and/or incorporated into repaired/replaced windows.

Replacement of PVC and Aluminium window frames and doors with timber will be encouraged and facilitated where possible by the Council.

External roller shutters will not be permitted within the ACA's. Alternative methods of security should be used.

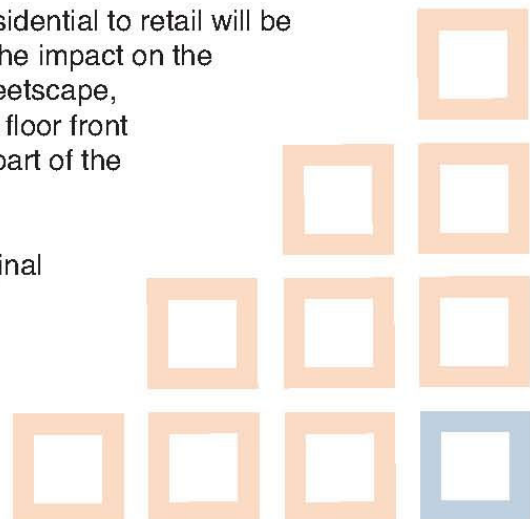
SHOPFRONTS

Detailed guidance notes on shopfront will be available separately

USES:

Applications for change of use from residential to retail will be required to provide an assessment of the impact on the structure and its character, and the streetscape, particularly where breaking out ground floor front wall or the provision of signage forms part of the application.

Alterations such as the removal of original external limestone steps, railings or other external features, and provision of new openings for additional access to upper floors will be considered in relation to its impact on character.



TRAFFIC, STREET FURNITURE, PLANTING

- ◆ Any changes to traffic management and parking within ACAs will take into account its designation as an ACA and will seek to retain or improve the character of the ACA in the design and provision of Pay and Display machines, signage, ramps, renewed surfaces, dished pavements etc.
- ◆ The Council will actively promote the retention of all surviving original kerbing and cobbles in the ACAs.
- ◆ Where agreement is reached with the Council for works to dish footpaths, original kerbs will not be removed, they will be lowered in full and not cut or removed.
- ◆ Post boxes, seats, water pumps and other street furniture where in keeping with the character of the ACA will be retained in-situ.
- ◆ New street furniture when being provided will be of high quality reflecting the area's status as an ACA, of appropriate (preferably local) materials co-ordinated within each ACA.

DEMESNES

Development within Demesne ACAs should take into account the setting of structures within the Demesne, mature trees and the original landscape design intentions which are to be respected.

The location of Car parking facilities in Demesne ACAs should be carefully considered to avoid interruption of elements of the designed landscape such as original avenues or designed vistas, and should be screened with appropriate planting and landscaping.



GUIDELINES
FOR WORKS IN ARCHITECTURAL CONSERVATION AREAS

If you have further queries regarding ACA designation please contact:

The Planning Section, County Hall, Millennium Centre, Dundalk, Co. Louth	Drogheda Borough Council, Fair Street, Drogheda, Co. Louth	Dundalk Town Council Crowe street Dundalk Co. Louth
Phone: 042 935 3180 Fax: 042 932 0080 e-mail: planning@louthcoco.ie website: www.louthcoco.ie	Phone: 041 983 3511 Fax: 041 983 9306 e-mail: info@droghedaboro.ie website: www.louthcoco.ie	Phone: 042 9332276 Fax: 042 9336761 Email: info@dundalktown.ie website: www.louthcoco.ie

Design: Vision Design & Marketing, Dundalk, Co. Louth. Tel: +353 42 933 0690

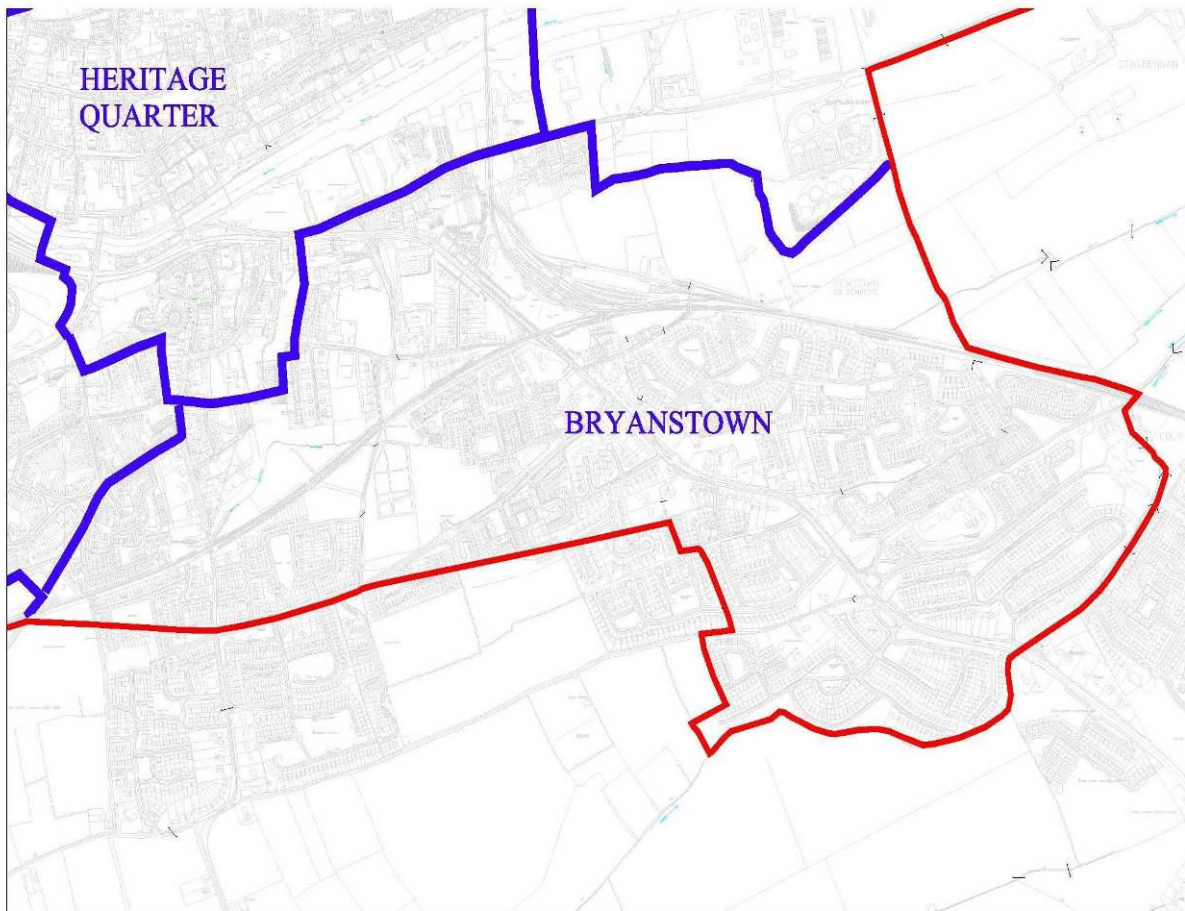


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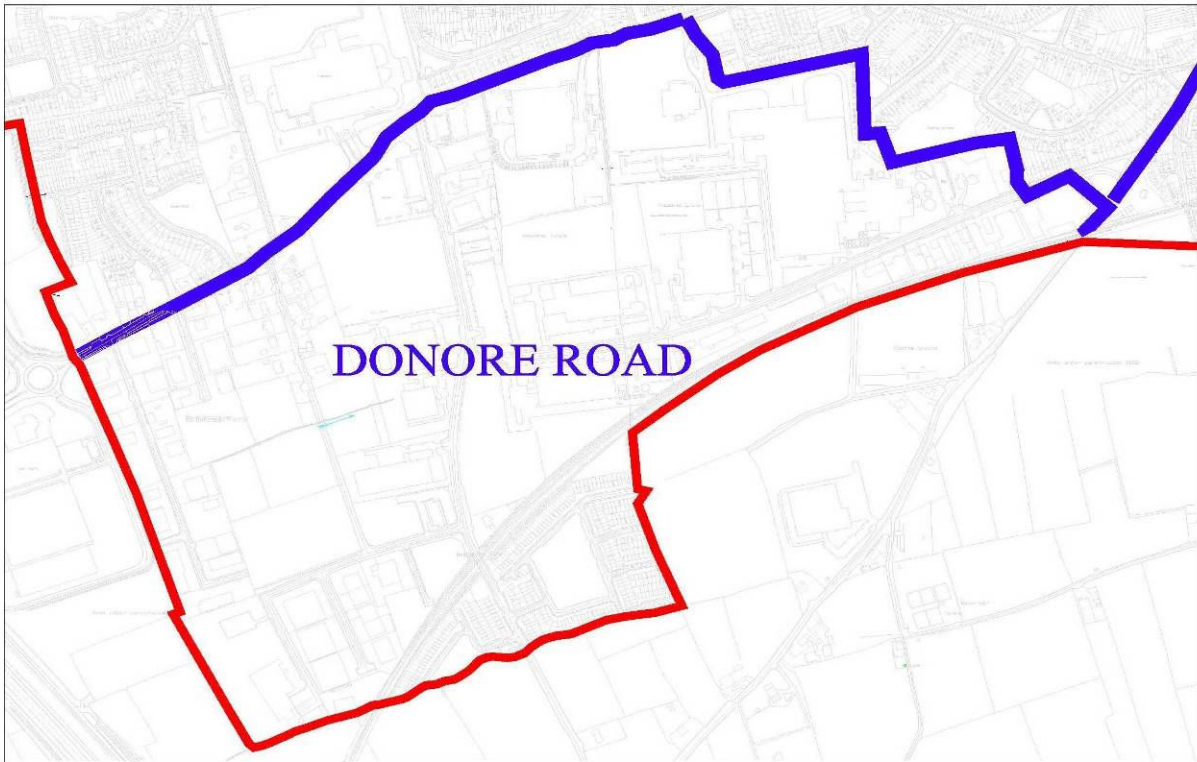
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Appendices

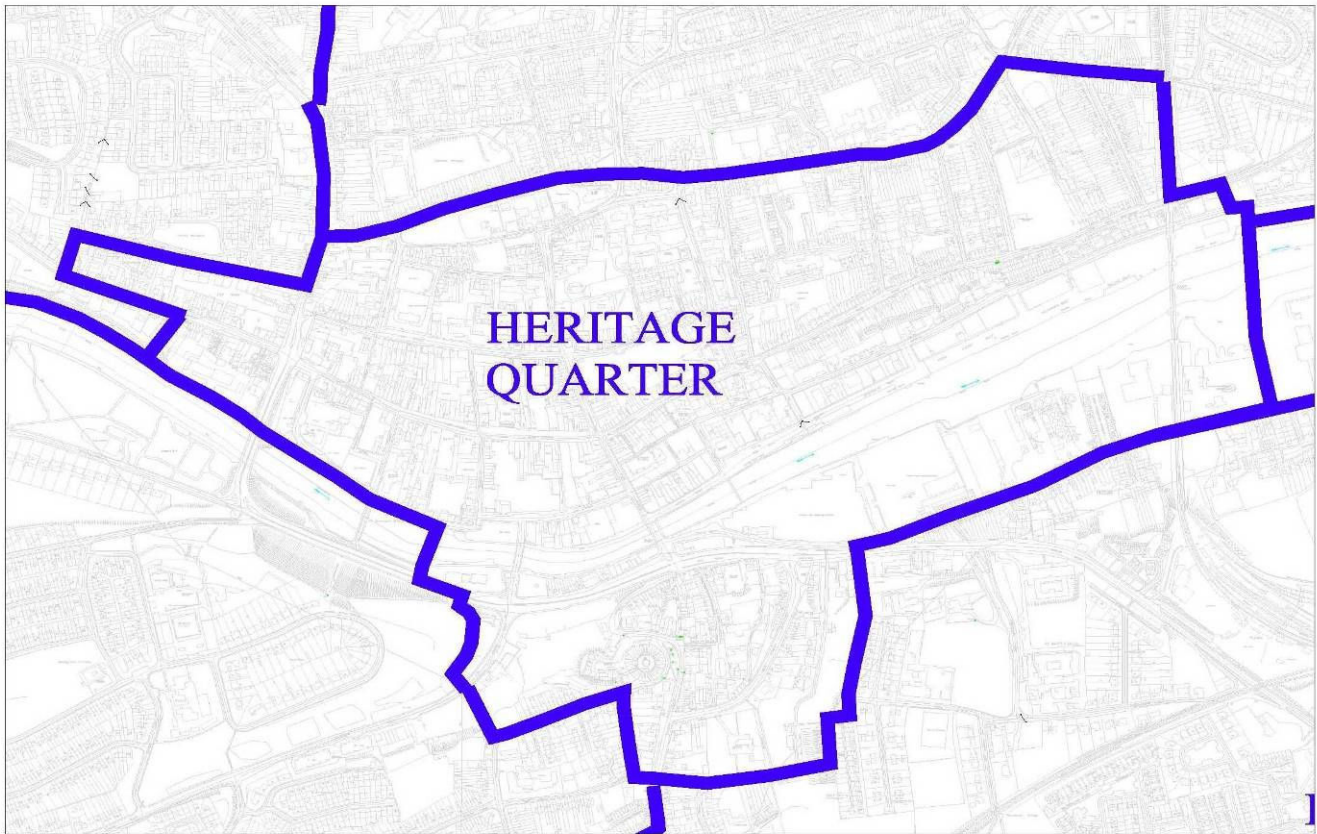
Bryanstown Character Area



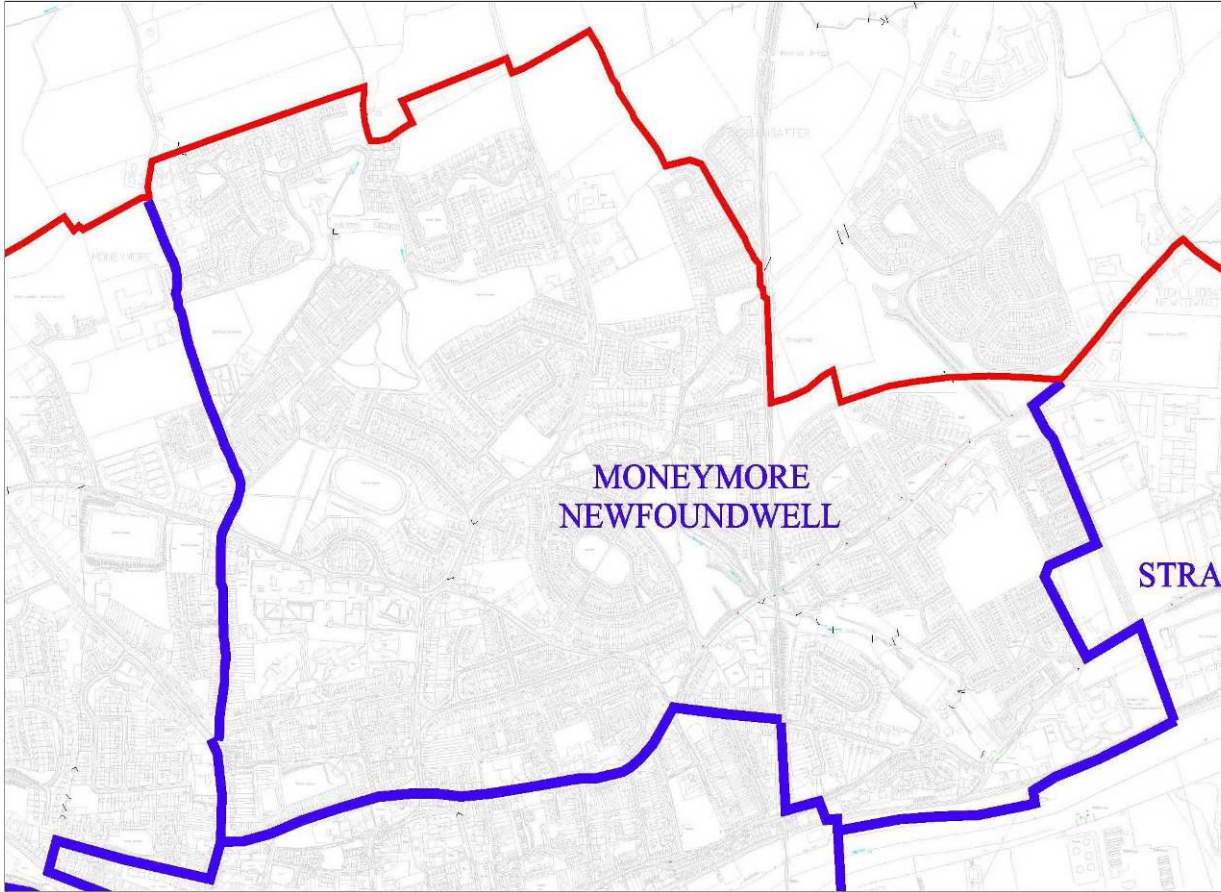
Donore Road Character Area



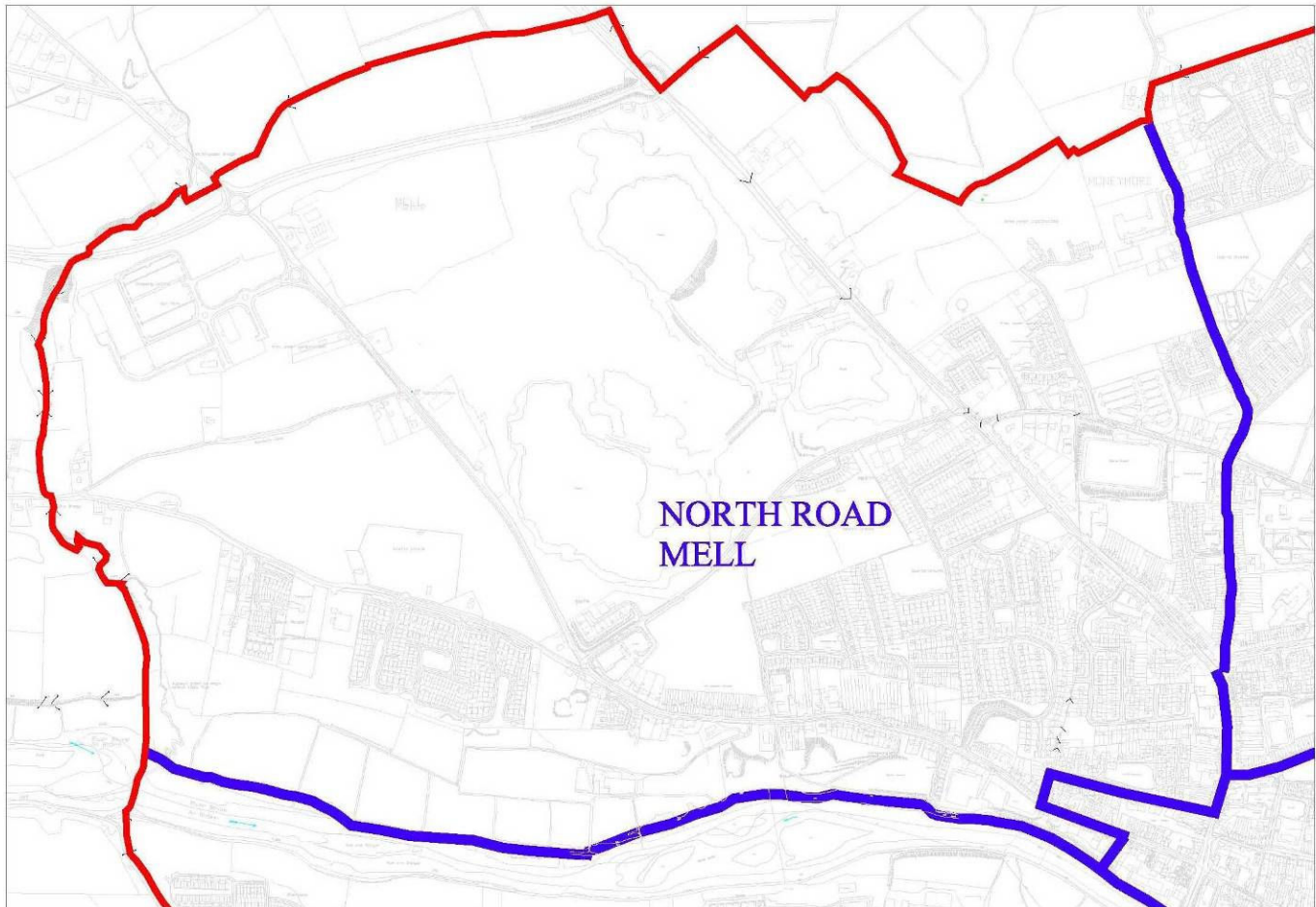
Heritage Quarter Character Area



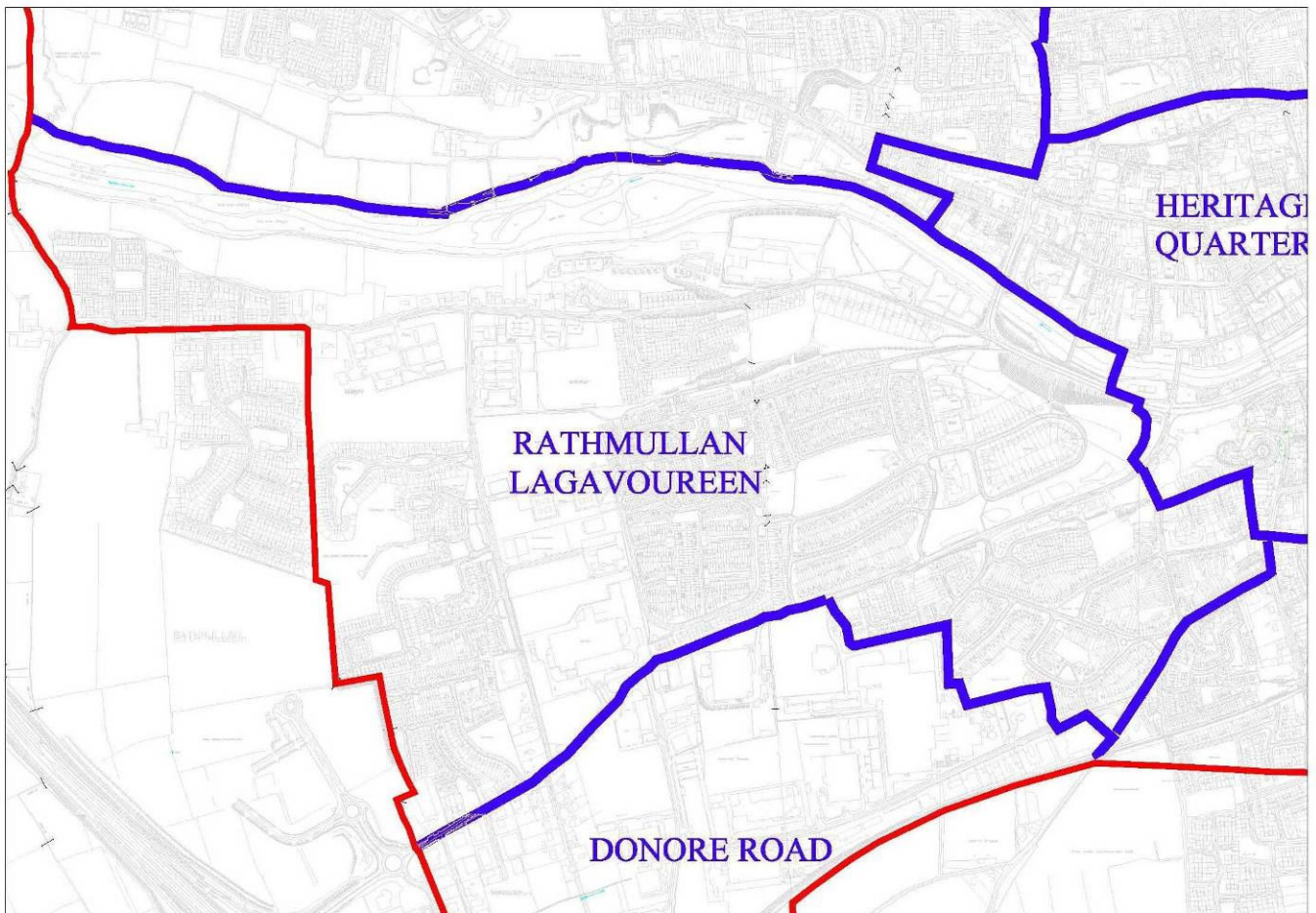
Moneymore / Newfoundwell Character Area



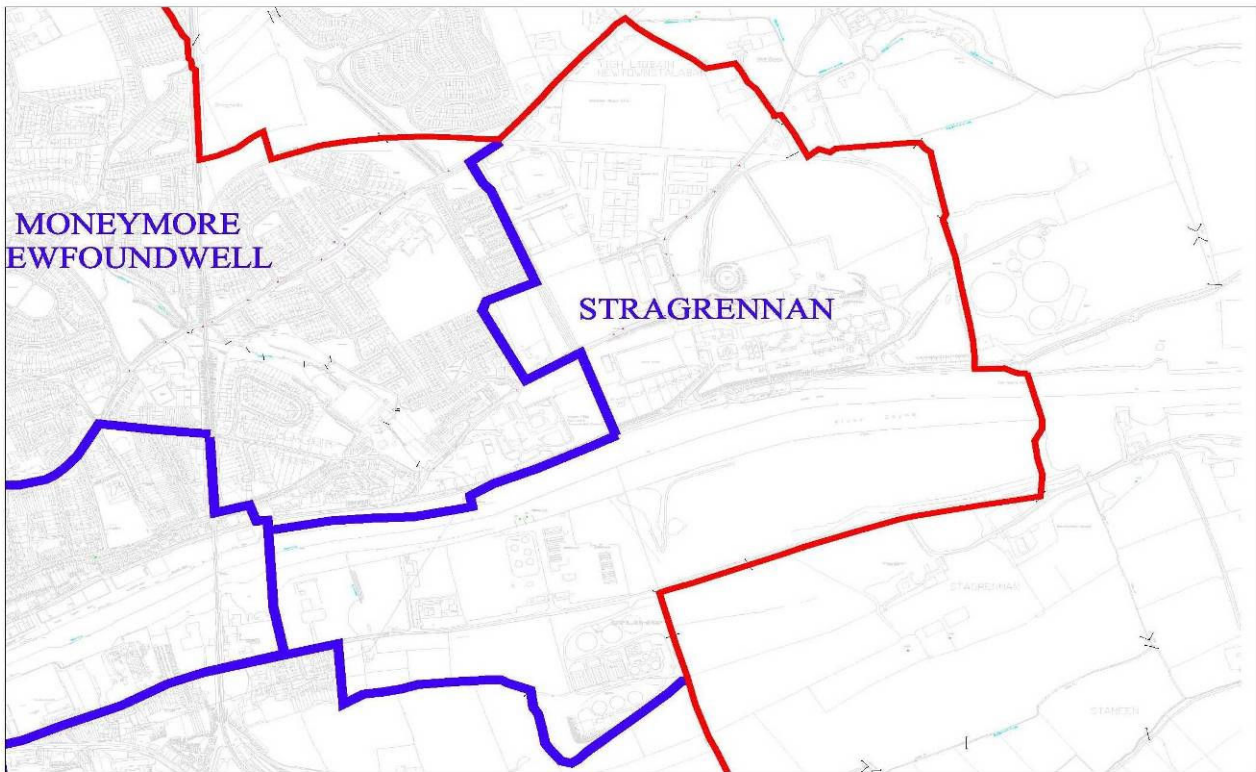
North Road/ Mell Character Area



Rathmullan/Lagavoureen Character Area



Stragrennan Character Area



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Appendix 8

Appendices

Appendix 8

1.0 Community Facilities within Drogheda's Seven Character Areas

Helping the Borough's residents enjoy a good quality of life involves providing easy access to a range of quality services and facilities. Drogheda Borough Council appreciates the importance of integrating housing and community development. For the purposes of analysing the distribution of community facilities and identifying opportunities, seven distinct character areas have been identified within the Borough. Sustainable character areas will require a range of different community facilities and each neighbourhood area will be considered within its own wider locality; some facilities may be available in the wider area while others will need to be provided locally. Establishing the needs of all members of the community in terms of providing necessary services and facilities is a key factor in ensuring that Drogheda is a good place to live.

The identification and delineation of seven distinct character areas covering the Plan area are as follows:

- North Road/ Mell
- Historic Town Centre
- Moneymore/ Newfoundwell
- Stragrennan
- Bryanstown
- Rathmullen/ Lagavoureen
- Donore Road

Map 1 Showing Drogheda's Seven Character Areas

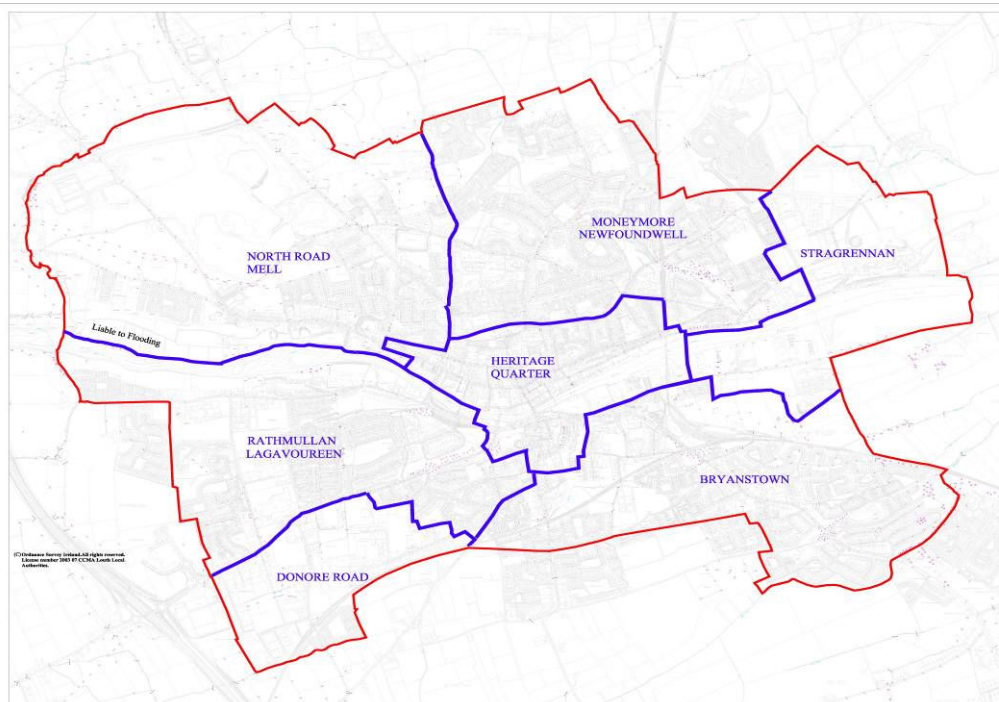


Table 1 Range of Community Facilities within the Seven Character Areas

	Community Centres	Creches	Burial Grounds	Education Facilities	Ecclesiastical	Medical	Rapid Areas	Recreation & Sport	Retail	Transport	Other
Moneymore/ Newfoundwell	Lourdes Community & Recreation Centre Family Resource Centre at Moneymore.	Just Kids Creche and Montessori Moneymore Childcare Centre Kidiwinks College Rise Montessori Maples Montessori, Greenhills Little Angels Tiny Tots Jollytots (north quay)	St Peters	Drogheda Institute of Further Education Ballymakenny Girls School St Patrick's NS St Bridget's NS St Joseph's Christian Brothers School Our Lady's College Greenhills	Church of God Our Lady of Lourdes RC	Our Lady of Lourdes Hospital HSE Older People Services Cottage Hospital Boyne Health Studio	Moneymore Yellowbatter Pearse Park	Moneymore Playing Fields Moneymore MUGA Lourdes Stadium Boxing Club Labfitness	Moneymore NC Crushrod Avenue NC Ballymakenny Road LPS Termonfeekin Road LPS	Served by Northern Bus Loop	

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	Community Centres	Creches	Burial Grounds	Education Facilities	Ecclesiastical	Medical	Rapid Areas	Recreation & Sport	Retail	Transport	Other
Stagrennan		Tiny Tots The Magic Kingdom Playschool & Montessori	New cemetery Newfoundwell Rd within LCC but serving Drogheda & Environs	Le Chéile Education Together (within Louth CoCo)		HSE Disability Service		Newtown Blues GFC Westgate Fitness Centre		Northern Bus Loop goes along Newtown Link Road.	

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	Community Centres	Creches	Burial Grounds	Education Facilities	Ecclesiastical	Medical	Rapid Areas	Recreation & Sport	Retail	Transport	Other
Heritage Quarter	St Peters C of I Parish Hall Drogheda Youth Development Centre The Barbican Community Centre	Duke Street Preschool Alison's Wonderland DAWN Peter Pan Playmates Montessori Mount St Oliver Playgroup	Cord Cemetery	Christian Brothers School St Peter's NS St Aonghusa NS	St Peter's Church of Ireland St Dominic's Augustinian Friary Presbyterian Church Palace St St Peters Roman Catholic Jehovah Witness Building	HSE Local Health Centre Fairgate Medical Practice		Ropewalk Rivenwalk Buttergate Educo- gym	Wide range of shops & services including Scotch Hall and Laurence Street Shopping Centres.	Served by Northern and Southern Bus Loops	Library

Appendices

	Community Centres	Creches	Burial Grounds	Education Facilities	Ecclesiastical	Medical	Rapid Areas	Recreation & Sport	Retail	Transport	Other
North Road/ Mell		Little Miracles Boyne View Crèche		St Josephs NS Planning permission granted for 8no. Classroom Primary School/	St Josephs RC	Loughboy Medical Centre		O 'Raghallaighs GFC Jackie Skellys Oliver Plunketts GAA Northside Riverwalk Pitch and Putt	Retail Park @ Waterunder North & Louthboy Road LPS Discount Food Stores	Served by Northern Bus Loop	Traveller Halting Site Traveller Group Housing Scheme V and W Recycling

Appendices

	Community Centres	Creches	Burial Grounds	Education Facilities	Ecclesiastical	Medical	Rapid Areas	Recreation & Sport	Retail	Transport	Other
Rathmullen\ Lagavoureen	Holy Family Community Centre Community House in Rathmullen Park	Lifestyle Community Crèche Jellytots Day Care Centre & Montessori Aunty Paula's Stepping Stones Ferdale Crèche Cherrybrook Playgroup Drogheda Women's & Children's Refuge Centre. Mount St. Oliver Playgroup		St John and St Paul's NS St Oliver's Community College Mary Mount NS St Marys Boys NS	Holy Family RC Church	HSE Health Centre Ballsgrave Health Centre	Rathmullan Park St Finians Park Ballsgrave Marion Park	St Dominick's Park and Ramparts Walkway St Dominick's Playground Rathmullen MUGA Drogheda Swimming Pool and Leisure Centre Marion Park Sensory Garden Drogheda Town Playing Fields	Rathmullan Road Ballsgrave NC Rathmullan Road Marleys Lane, Donore Road, Marion Park Duleek Street LPS Drogheda Retail park (within Meath Coco)	Bus Eireann Station Served by Southern Bus Loop	Drogheda Fire and Rescue Station

Appendices

	Community Centres	Creches	Burial Grounds	Education Facilities	Ecclesiastical	Medical	Rapid Areas	Recreation & Sport	Retail	Transport	Other
Bryanstown		Little Treasures Gillian Moran Peter Pan Wheaton Hall Montessori Academy Little Acorns Acorns	Calvary Cemetery	Fatima NS Sacred Heart SS St Mary's Diocesan SS	St Mary's Church	HSE Mental Health Service St Marys Hospital		Boyne Valley Hotel and country Club	Bryanstown and Wheaton Hall NC Colpe Cross District Centre (within Meath CoCo) Platin Road LPS	Served by Service 101	

Appendices

	Community Centres	Creches	Burial Grounds	Education Facilities	Ecclesiastical	Medical	Rapid Areas	Recreation & Sport	Retail	Transport	Other
Donore Road									District Centre Donore Road Donore Road LPS Discount Food Stores Drogheda Retail park (within Meath Coco)	Served by Southern Bus Loop	

1.1 North Road / Mell Character Area

- There are no community centres in this character area. New school buildings to be possibly provided during the course of the Plan should double up by providing for a community hall in the area which can be used out of school hours.
- The neighbourhood has two crèche facilities namely Boyne View and Little Miracles.
- St Joseph's National School at Mell is to be replaced by a new purpose built two storey eight classroom primary school. The school should be operational by September 2010.
- There are a variety of sporting facilities including Oliver Plunketts GAA and O'Raghallaighs GFC, the Northside River walk, Pitch and Putt at Ashfield and Jackie Skellys. The latter private gym is located at the M1 Retail Park. Drogheda United Football Club have playing fields within this character area. They have not been mentioned in the table as the lands are presently zoned for residential use and maybe developed as such in the future.
- The North Road/ Mell character area is well served in terms of retail facilities. The M1 Retail Park is located near the Mell Interchange. There are local primary shops along the North and Loughboy Roads. A discount food store is located along the Cement Road.
- The North Road/ Mell character area is served by the Northern Bus Loop.
- On the Cement Road there is one Traveller Halting Site with 10 bays and also a Traveller Group Housing Scheme with 4 houses. The V& W recycling plant which serves Drogheda and its environs is located within this neighbourhood.

Objectives

Facilitate the development of a new community facility.

Support the dual usage of any new school for community purposes at evenings and weekends.

1.2 Moneymore/Newfoundwell Character Area

There are a number of different community facilities adjacent to the Hospital including Our Lady's Church, St Patrick and St Bridget's National School and a number of LPS, this helps to create a 'genus loci' for the Hospital Quarter.

- Two community centres are located within the Hospital/ Moneymore character area namely the Lourdes Community and Recreation Centre and the Family Resource Centre at Moneymore.
- There are a number of crèche facilities operating within this neighbourhood including the Moneymore Childcare Centre.

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- St. Peter's burial ground is located on the junction of Windmill Road and Twenties Lane however this cemetery is almost at full capacity. A new cemetery has been built at Newfoundwell beyond the Eastern Quarter.
- The Drogheda Institute of Further Education can be found within the Hospital / Moneymore Character area. It is a tertiary educational facility serving Drogheda and the wider region. St Patrick's and St Bridget's National Schools and Ballymakenny Girls School, St Joseph's Christian Brothers School and Our Lady's College Greenhills are also located within this character area. The Department of Education have identified a shortfall in the number of national school classrooms available on the northern side of the River Boyne. Council lands are available on the Ballymakenny Road which maybe suitable for the development of a school.
- There are two places of worship within the Hospital/ Moneymore Quarter. The Church of God is situated at the Ballymakenny Road whilst Our Lady of Lourdes Roman Catholic Church is located near to the Lourdes Hospital.
- Our Lady of Lourdes Hospital provides an important landmark within this character area. It serves the entire town of Drogheda as well as a wider catchment area of Louth, Meath and North Dublin. The hospital is the centre for many regional services including Emergency Medicine/ Trauma and Symptomatic Breast Care and is the largest single employer in Drogheda, accounting for approximately 1,300 employees. The Our Lady of Lourdes Hospital is recognised for the vital role it plays in health care provision and employment.
- The HSE also offer older people services at the Cottage Hospital.
- There are three RAPID estates within the Hospital/ Moneymore Quarter namely Moneymore, Yellowbatter and Pearse Park.
- The Hospital/ Moneymore character areas offers a wide range of sporting and recreational facilities, including O'Raghallaighs GFC and the Glen, Public Park. At Moneymore there are playing fields, a Multi User Games Area and the Boxing Club. Labfitness a private gym also operates in the area. It is anticipated that the Lourdes Stadium will undergo redevelopment during the course of the Plan. The site will be specifically redeveloped as a multi-sports facility to be used by the citizens of Drogheda and Louth. Redevelopment of the Lourdes Stadium will benefit the town as a whole. It should be noted that Boyne Rovers Football Club have playing fields within this character area. Neither have been mentioned in the table as the lands are presently zoned for residential use and maybe developed as such in the future..
- At Crushrod Avenue there is a Neighbourhood Centre. It provides a variety of goods and services including a supermarket, pharmacy, hairdressers, post office, barbers and takeaway. There are five local primary shops; Windmill Stores is located at the entrance to Our Lady's Hospital, two convenience stores associated with filling stations, a convenience store at Hardmans Gardens as well as a laundrette and convenience store along Windmill Road. It should also be noted that the Bredin Street Neighbourhood Centre is located within the Town Core but immediately adjacent to the Hospital Quarter thus serving those living within the Hospital Quarter. The majority of residents living within this neighbourhood are within an 800m walking

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distance of a Neighbourhood Centre. There is a concentration of Local Primary Shops to the south of the character area. It should be noted that three retail units have been built along the Greenhills Road as part of an apartment complex, these are not yet occupied. It would be desirable to have a LPS to serving the North of the Character Area.

- The Character Area is served by the Northern Bus Loop.

Objectives

Co-operate with the Department of Education in the identification of need for and provision of additional school site(s).

Promote the development of healthcare facilities at the Our Lady of Lourdes Hospital.

Support and promote the regeneration of Moneymore, Yellowbatter, Pearse Park and the implementation of the RAPID programme in the designated areas.

Assist and promote the re-development of the Lourdes Stadium.

Encourage the development of a LPS in the northern section of the character area.

Assist and promote the re-development of the Lourdes Stadium

1.3 Stragrennan Character Area

This quarter straddles both sides of the River Boyne. On the northern side of the River with the exception of the Newtown Blues Football Club and a small pocket of housing, the area is predominately commercial in character. It comprises of the Boyne Business Park and the Premiere Periclase site. On lands to the south of the Business Park, construction of a new industrial park is on going. South of Newtown Meadows and Hilton Foods there are lands which are zoned EGZ and owned by DBC where it is intended to develop an Enterprise Park. The Flogas Site and Drogheda Sewage Works are located to the South of the Character Area.

- There are 2no. Creches within this character area - Tiny Tots and the Magic Kingdom Playschool and Montessori. Provision of crèches within this character area is convenient not only for those residing here but also those working in the neighbourhood.
- Just beyond Newtownstalaban there is a new ecumenical cemetery located on the Newfoundwell Road within the Louth County Council administrative area but serving Drogheda and its environs.
- Le Cheile Together School which serves the town of Drogheda is located adjacent to the Eastern Quarter but within Louth County Council's jurisdiction.
- The HSE's Disability Service can be found in Boyne Business Park.

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- In terms of sporting facilities, the Newtown Blues GFC is located on the Newfoundwell Road. There is also a private gym at Boyne Business Park, namely Westgate Fitness Centre.
- The character area is served by the Northern Bus Loop. The bus stop nearest the Boyne Business Park is located at the junction of the Newtown Road and the new Termonfeekin/ Newtown link Road. There is no footpath between the Boyne Business Park and the bus stop. There is the potential to improve accessibility by public transport to the business park.

Objectives

Encourage Bus Eireann to extend the Northern Bus Loop as far as Boyne Business Park

1.4 Heritage Quarter

- The Heritage Quarter consists of a mixture of land uses supporting a range of cultural, leisure, social and commercial activities. It provides shopping, employment, services and facilities for all the community.
- The Heritage Quarter includes a wide variety of community centres. The recently opened Barbican Community Centre is situated within the St. Laurence Street Shopping Centre and is run by the Parish of St Peter's. It provides a multi use auditorium, meeting rooms, board rooms and kitchens. This new, purpose built, centrally located facility serves the whole town. St Peter's Church of Ireland Parish Hall is intended for parochial use but when not in use, the parish facilities are made available for other community uses. Drogheda Youth Development Centre which is located along Narrow West Street provides an outreach information centre, after school club, breakfast club, early school leaver opportunities programme and internet access. Drogheda Borough Council have provided the Carnegie Library Building on Fair Street for the development of a Youth Cafe. Planning permission was granted for same and plans for the re-development of the site are supported by the HSE and RAPID. The town core has a wide range of community facilities catering for different user groups.
- There are numerous Crèches operating throughout this character area. Provision of crèches within the Heritage Quarter is convenient not only for those residing but also those working in the neighbourhood.
- Cord Road cemetery is at full capacity and has not been used in a number of years.
- Education facilities within this character area include the Christian Brothers School as well as St Peters and St Aonghusa National Schools.
- Due to its historical context, Drogheda's Heritage Quarter is scattered with both Catholic and Protestant ecclesiastical buildings. St Peter's Roman Catholic Church is located within the heart of the town centre and is an important focal point. Places of Worship also include the Jehovah Witness building along Barrack Lane.

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- The HSE Local Health Centre operates within the same complex as the Barbican Parish centre offering integrated community based health facilities.
- There are a number of areas of passive public open space within the Heritage Quarter including Buttergate and Rope Walk. The Town Core would benefit with the provision of a playground facility. This could be developed at Rope Walk. The Riverwalk along the Boyne is not yet complete. When completed it will provide greater connectivity between the Heritage Quarter and adjacent areas of existing public open space at St Dominicks Park and the Ramparts Riverwalk. There is one private leisure facility operating within the neighbourhood.
- Shopping largely underpins the use and value of Drogheda Town Centre and makes a major contribution to its vitality and viability. The Heritage Quarter incorporates Drogheda's main shopping precincts namely West Street, Peter Street and Shop street. There are also two shopping centres within the town core - Scotch Hall and St. Laurence Town Centre. The town core serves the town of Drogheda and environs. West Street has suffered in recent years and any future proposals for retail development should not adversely impact on its vitality or viability.
- The intersection of the Northern and Southern Bus Loops is located along Peter Street. The Bus Eireann Station and Mc Bride Train Station are within walking distance of the town centre though it would be beneficial to the town if there was an integrated public transport hub.
- Drogheda Library is located along Shop Street.



Objectives

Secure the provision of a playground at Rope Walk.

Completion of the Riverwalk within the Heritage Quarter to provide greater connectivity between the town centre and the Ramparts and St Dominick's Park.

1.5 Rathmullen/ Lagavoureen Character Area

- The Holy Family Community Centre at Ballsgrove fills a vital gap in the provision of a community space on the southside of the River Boyne. The café is an important focus for the community whilst the main hall is used for a variety of different classes including martial arts, dance and basketball. A community house has also been developed at Rathmullen.

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- Eight crèches are scattered throughout this character area. The Grove Early Years Education Centre at Ballsgrove provides affordable childcare for over 60 children.
- St John's, St Paul's, Marymount and St Mary's Boys National Schools as well as St Oliver's Community college are located within the Rathmullen/ Ballsgrove and Donore Neighbourhoods.
- The Holy Family Roman Catholic Church is located at Ballsgrove.
- There are 2 health centres within this character area including Ballsgrove Health Centre located at the Neighbourhood Centre.
- There are 4 RAPID areas located within this character area namely Rathmullen park, St Finian's Park, Ballsgrove and Marion Park.
- This character area is well catered for in terms of recreation and sports facilities. Drogheda Leisure Centre along the Rathmullen Road is a major sports facility averaging 400-500 users per day. This facility serves the greater Drogheda Area. Marion Park Sensory Garden is available to keyholders only. Drogheda Town Playing fields are located within Marion Park. This character area also benefits from St Dominick's Park and the Ramparts walkway. Completion of the river walk would provide greater connectivity to the Battle of the Boyne Visitor Centre at Oldbridge.
- There is a diversity of retail and service facilities available from Local Primary Shops to Neighbourhood Centres. It should also be noted that this character area is in close proximity to a number of discount food stores; the district centre at Matthews Lane which is anchored by Tesco's and also the Donore Road Retail Park which is within Meath County Council's Area.
- The Rathmullen/ Lagavoureen area is served by the Northern Bus Loop. The Bus Eireann Station is located within this neighbourhood and McBride Railway Station is located within the Transport Quarter approximately 1km away. It would be desirable to have a bus service linking the Bus Eireann terminal to McBride Station. It is recognised that the relocation of the bus station to a location adjacent to the Railway Station would facilitate the creation of an Integrated Public Transport Hub (IPTH) in Drogheda which would improve the quality of the service to the travelling public.
- Drogheda Fire and Rescue station which serves Drogheda and environs is located along the Rathmullen Road.
- The Church, School, Community Centre, Medical Centre, Neighbourhood Centre and Grove Early Years Education Centre at Ballsgrove combine to create a strong community focal, helping to meet the needs of the community and secure more balanced and sustainable residential environments.

Objectives

Support and promote the regeneration of Rathmullen Park, St Finian's Park, Ballsgrove and Marion Park and the implementation of the RAPID programme in the designated areas.

Completion of the Riverwalk to provide greater connectivity to the Battle of the Boyne Visitor Centre at Oldbridge.

1.6 Bryanstown Character Area

- There are limited community and educational facilities within this character area. Due to its proximity to the Greater Dublin Area a higher concentration of commuters reside in this part of the town. Development of a community centre in the locality would potentially enrich the social fabric of the area and help residents become involved in community life. It is acknowledged that it is often difficult to counter fit community facilities especially in areas that are so built up. However it would be desirable to have at least one community facility within or close to one of the existing Neighbourhood Centres.
- Crèches are distributed throughout the area: the Wheaton Hall Montessori Academy is part of the existing Neighbourhood Centre
- Calvary Cemetery still has some capacity.
- There are a number of educational facilities within this character area including Fatima, Sacred Heart and St Mary's Diocesan Secondary Schools. Given the concentration of schools within the area, it may be possible to utilise their facilities at evenings, weekends and school holidays for community purposes. The dual usage of existing facilities is encouraged.
- St Mary's hospital and the HSE Mental Health Service are located within this character area.
- On the Dublin Road a large number of relatively new housing areas have been built south of the railway bridge. Most developments have their own areas of public open space. The Dale area is located to the north of this character area and is presently under utilised. Enhancement of the Dale would benefit the community as a whole. The Boyne Valley hotel and Country Club provides private leisure facilities for members only. The area would benefit from additional sports and recreational facilities.
- There are Neighbourhood Centres located at Bryanstown and Wheaton Hall. At Bryanstown the Neighbourhood Centre comprises of restaurants, a hairdressers, butchers, pharmacy, convenience store and off licence. At Wheaton Hall the neighbourhood centre comprises of convenience store, takeaway, video shop, butchers, dressmakers, bookmakers, crèche and medical centre. Both Neighbourhood Centres provide a range of goods and services. In terms of retailing, the District Centre at Colpe Cross in County Meath serves this neighbourhood and Drogheda as a whole.
- The Neighbourhood is served by Service 101 which leaves every 20minutes from the Bus Eireann station. Mc Bride Train Station is located within this neighbourhood.

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The existing central Bus Eireann terminal is at Donore Road within the Rathmullen/ Ballsgrove/ Donore Neighbourhood, approximately 1km away. It would be desirable to have a bus service linking McBride Station to the Town Centre or to the Bus Eireann terminal. It is recognised that the relocation of the bus station to a location adjacent to the railway station would facilitate the creation of an Integrated Public Transport Hub (IPTH) in Drogheda, which would improve the quality of the service to the travelling public.

- This character area contains a significant area of land zoned for Civic, Community and Institutional Use. The said lands could be developed to ensure the timely provision of important facilities such as schools, childcare, community centres, healthcare facilities, district/neighbourhood centres thereby helping to create a sustainable urban neighbourhood. It should also be noted that the Meath County Council, the adjoining lands within Meath include provision for a school, civic centre and community hall.
- During the course of the Plan it is proposed to produce a joint Framework Plan with Meath County Council which will develop an integrated approach to the Drogheda Transport Development Area and the adjacent lands in the jurisdiction of Meath County Council.

Objectives

Facilitate the development of a new community facility.

Support the dual usage of any new school for community purposes at evenings and weekends

Assist the development of The Dale as a Linear Park

Support the creation of an Integrated Public Transport Hub

Produce a joint Local Area Plan with Meath County Council to provide an integrated approach to the Drogheda Transportation Development Area.

1.7 Donore Road Character Area

- This area comprises of approximately 65 hectares area of land zoned for Employment Generating Uses including Drogheda Industrial Park and the former Coca Cola site.
- The lands are commercial in character therefore there is limited need for a community centre.
- There are no crèche, educational, ecclesialstical or medical facilities in this area. It would be of benefit to those working in the area if there were crèche facilities nearby.
- There are no public or private recreation or sports facilities in the vicinity. A sports facility such as a gym could be used by employees before or after work.

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- There is a LPS and a district centre anchored by Tescos located within this character area. The area is well catered for in terms of retail facilities.
- The area is well served by the southern bus loop.

Objectives

Support the development of crèche facilities in the area.

Support the creation of public or private recreation facilities

1.8 Conclusion

The analysis of facilities within each neighbourhood has highlighted that the Heritage Quarter, Moneymore/Newfoundwell and Rathmullen/Lagavoureen neighbourhoods are well catered for in terms of community resources. The provision of community resources and facilities is likely to result in more stable, integrated and balanced communities. Operation of the RAPID schemes in the Hospital/Moneymore and Rathmullen/ Lagavoureen areas has contributed positively to the range of community facilities available.

The Bryanstown character area contains significant land banks yet to be developed and any new residential development should be accompanied by the appropriate community resources and facilities. Drogheda Borough Council and Meath County Council shall work together to ensure the timely provision of same. New community facilities need to be provided in tandem with new development.

Each neighbourhood requires a range of community facilities and each needs to be considered within its own wider locality. For example some community facilities such as the Our Lady of Lourdes Hospital serve the entire town of Drogheda, as well as a wider catchment area of Louth, Meath and North Dublin. The HSE have a number of different health services throughout the town, including mental health, disability and older peoples services. The facilities provided therein are not specific to a particular character area Likewise the Leisure Centre and Swimming pool on the Rathmullen Road serve the town and the surrounding area. The Fire Station, Library, Traveller Accommodation are other examples of community services not used solely by the residents of the neighbourhood in which they are located. The St Peter's Parish community centre whilst located in the Heritage Quarter has the capacity to serve the surrounding areas. It is important that existing community facilities are utilised to their full potential. It is acknowledged that additional school sites maybe required over the Plan period. Drogheda Borough Council shall consult adjacent Local Authorities and the Department of Education and Science regarding the optimal location for new school sites which can serve the entire population of the Greater Drogheda area

The Mell/ North Road and the Bryanstown character areas do not have a community centre or hall. Notwithstanding this, a new school is due to be built in the Mell / North Road Area and there are a high concentration of schools in the Bryanstown Areas. It may therefore be possible to utilise the school buildings and facilities in the evening times and at weekends for community purposes.

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The Bryanstown area is well served in terms of retail facilities. The two neighbourhood centres provide a wide range of goods and services. However, this area has no community centre or hall. Community centres can act as a focus in helping to create a vibrant community and their provision will contribute positively to the quality of life enjoyed by residents. It is difficult to counter fit community facilities in already built up areas but any new community facility in the neighbourhood would be best located within or adjacent to the existing Neighbourhood Centres.

Public open space can have a positive impact on physical and mental well being as it provides space to meet, interact, exercise and relax. In the Heritage Quarter the development of the River Walk would improve connectivity with the Ramparts and St Dominick's Park. The provision of play facilities in the Heritage Quarter and Bryanstown areas would also be of benefit to those who live and utilise the neighbourhoods. The re-development of The Dale to provide a linear park would be advantageous to those living in the Bryanstown character area and Drogheda as a whole.

With life expectancy increasing, there is a growing need for the provision of nursing homes within the Borough. A respite / day care centre and assisted living facility with 24 bedrooms and 24 assisted living Apartments was granted planning permission in 2009.

Each of the seven neighbourhoods should have a proper network of community facilities; services should be provided with other facilities such as shops, crèches, schools and medical centres and these should be accessible to all. The Planning Authority will endeavour to facilitate the provision of community facilities which create environment in which people can live, work, is self-sustainable and encourages community development and binding.

Appendix 9

Appendices

Appendix No. 9: Guidance Document, Advice Note 2, on Environment Noise Exposure Criteria

Noise Guidance Document on Noise Exposure Levels

There are two scenarios to consider when issuing guidance on noise exposure levels. The first is where new residential development or other noise sensitive development is proposed in an area with an existing climate of environmental noise. There is currently no clear national guidance on appropriate noise exposure levels in this scenario. Pending the introduction of such guidance the following UK Guidelines shall apply:

- DoE (England), Planning Policy Guidance Note PPG24: Planning and Noise, September 1994
- The Scottish Office, Planning Advice Note PAN 56: Planning and Noise, April 1999

In the second scenario, where new, or altered, sources of noise are introduced to existing residential or other noise sensitive locations, there are currently a number of guidance documents, which cover some of these situations as previously outlined. Where existing guidance does not cover the situation under consideration, the following UK Guidelines shall apply:

- DoE (England), Planning Policy Guidance Note PPG24: Planning and Noise, September 1994
- The Scottish Office, Planning Advice Note PAN 56: Planning and Noise, April 1999
- BS 4142:1997. Method for rating industrial noise affecting mixed residential and industrial areas, British Standards Institution (BSI), London 1997

Noise During Construction:

All developers and contractors should have due regard to BS 5228 (Noise and Vibration Control on construction and open sites). There are various measures that can be taken to effectively manage noise created on site during construction works.

On-site construction works should be limited to the hours of 08:00-20:00 hours Monday-Friday and 08:00- 16:00 on Saturday, and should exclude Sundays and Bank Holidays.”

The developers shall, if directed by the Planning Authority, monitor and record noise levels – Leq’s and any other levels which may be requested by the Planning Authority (L max etc).

Traffic Noise at new residential Areas

The completed development should contain abatement measures to deal with the potential impacts from environmental noise caused by traffic. The County Development plan requires that building new ‘one-off’ dwellings shall be located a minimum of 100 metres from the fence line of the motorway. Contractors/Developers should have regard to noise control for the completed development;

- Use of any natural features that can be used to screen noise impacts when planning land use in an area
- Incorporating appropriate building design to minimise noise impacts i.e. use of fencing, walls, earth berms as noise barriers.

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- Location of less sensitive areas of the building i.e. (Kitchens, utility rooms) towards the area of most noise.
- Inclusion of double glazing and solid built doors in the area of the property exposed to the noise source.

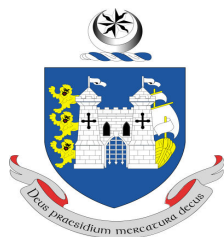
Developers should also have regard to BS 8233;1999 Sound Insulation and Noise reduction for Buildings which deals with the control of noise from outside the building as well as noise from within it. It contains appropriate guidance for internal noise levels. The criteria and limits provide a guide to the design of new buildings or buildings undergoing a change of use.

Appendix 10

Appendices



Strategic Flood Risk Assessment for the Draft Drogheda Borough Council Development Plan 2011- 2017



Appendices

Strategic Flood Risk Assessment

1.0 Section 1

1.1 Introduction

Flooding from watercourses such as rivers and coastal waters is a natural process which can happen in a wide variety of locations. Flooding can also occur due to periods of intense and / or prolonged rainfall. The frequency, pattern and severity of flooding events are expected to increase significantly and flooding events over recent years in the state have served to reinforce this view. Flooding can have severe impacts upon property, particularly residential property, infrastructure, including essential transport links, the natural environment and, most critically, human health including the risk of drowning, injury from debris and contamination of drinking water sources.

1.2 Flood Risk and Drogheda Borough Council

Drogheda is located in an estuarial location in close proximity to the open sea. As such it may reasonably be expected to be affected by both major causes of flooding, namely coastal flooding and inland flooding. In extreme scenarios both significant flooding types could combine to present a major flood risk to Drogheda and in particular its central area. In terms of landform, the main bedrock in the town of Drogheda is a pale micritised grainstone-wackestone from the carboniferous period extending from the coast.

The Boyne River flows through the heart of Drogheda into the Irish Sea. Major flooding incidents occur along the river when easterly or southerly winds combine with spring tides and heavy rainfall. Drogheda's coastal estuary location makes it potentially vulnerable to rising tide levels. Development on lands which are susceptible to flooding can lead to both the development itself being inundated together with the creation of downstream flooding problems for other low lying lands.

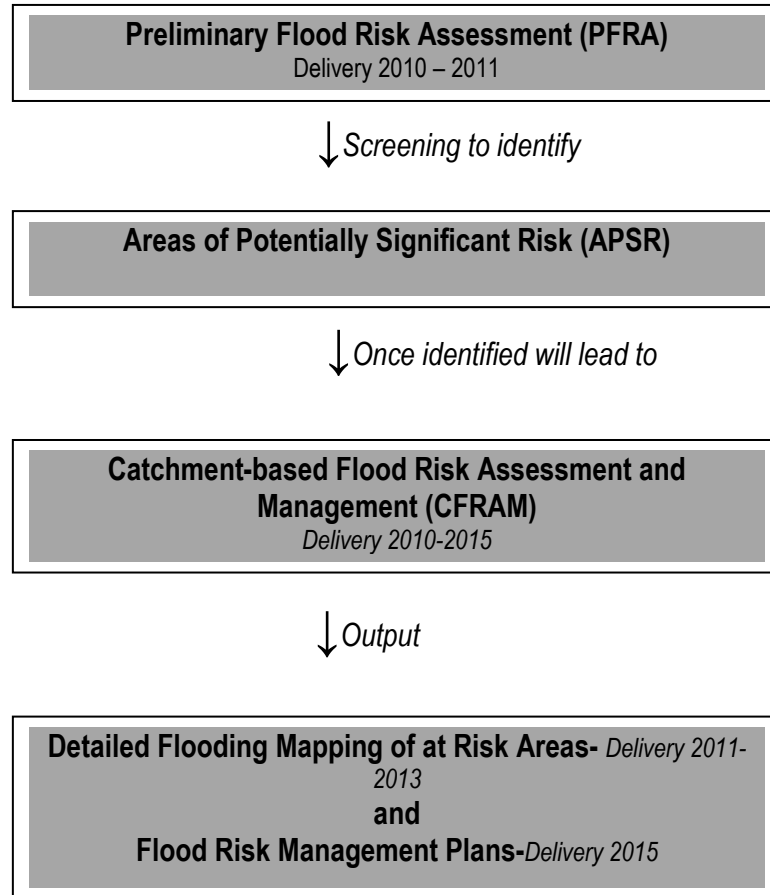
It is therefore important that assessments are carried out to identify the risk of flooding to land, property and people. *The Planning System and Flood Risk Management – Guidelines for Planning Authorities* published by the Department of Environment Heritage and Local Government (DoEHLG) in November 2009 outlines methodologies for consideration of flood risk at all levels of the planning process.

1.3 Existing Flood Risk Assessment (National)

The OPW are currently involved in preparing Preliminary Flood Risk Assessments (PFRA's) with the relevant local authorities, the Environmental Protection Agency (EPA) and other key agencies. This will identify Areas with Potential Significant flood Risk (APSR's) based on historic and predictive data and consultation with stakeholders. Catchment-based Flood Risk Assessment and Management Plans (CFRAMs) will be developed for these areas. These CFRAM Studies will establish a prioritised set of flood risk management measures for their relevant areas, including the use of physical and management responses. Nationally, the PFRA will be completed in 2010/2011 and will identify areas of potential flood risk. As this is a

screening exercise it is probable that not all flood risk areas will be identified. Detailed flood mapping will then be prepared for areas deemed to be at risk by 2013. The focus of these studies is on risk management and not flood prevention.

Figure 1: Hierarchy of Flood Risk Assessment Plans



(Source Draft Regional Planning Guidelines for Border Region 2010-2022)

1.4 Regional Flood Risk Appraisal (RFRA)

A range of scales to be used for flood risk assessment are currently being developed based on the established hierarchy of land use plans. Thus a Regional Flood Risk Appraisal (RFRA) has been prepared for the Border Region encompassing the counties of Louth, Monaghan, Cavan, Leitrim, Sligo and Donegal. This appraisal utilises a high level approach to flood risk across the entire region identifying those areas identified for future growth which are also at risk of flooding. Drogheda is one of the seven key urban centres within the Border Region and thus the RFRA has indicated the following factors which could potentially affect Drogheda;

Table 1: Regional Flood Risk Assessment as relevant to Drogheda

Types of Flood Risk	Settlement	Risk Area	Recommendations for Development & Local Area Plans
Coastal Fluvial	Drogheda	Areas adjacent to River Boyne	Incorporate appropriate policies to flood proof redevelopment of brownfield sites along quays and preserve appropriate flow channels through setting back of development and creation of open space amenity along river bank.
		Lands adjacent Urban Streams	Implement appropriate improvement works and condition appropriate catchment based SUDS provisions for new developments.

1.5 Strategic Flood Risk Assessment (SFRA)

At the level of a County, City or Borough Plan such as that for Drogheda Borough Council a Strategic Flood Risk Assessment is utilised. This provides a more detailed assessment of potential flood risk based on existing available information such as OPW data, benefiting lands data and any existing flooding studies. In time, as more detailed information becomes available this can be factored into the SFRA. The SFRA will inform strategic land use planning decisions in the Drogheda Borough Council Development Plan 2011-2017.

A Strategic Flood Risk Assessment (SFRA) is a broad/ area wide assessment which is initially based on existing information and enables the Local Authority to undertake the sequential approach to allocate appropriate sites for development and identify how flood risk can be reduced as part of the plan process.

It is important to note that compliance with the requirements of ‘*The Planning System and Flood Risk Management- Guidelines for Planning Authorities*’, and of the Flood Directive 2007 60/EC is a work in progress and is currently based on emerging and incomplete data as well as estimates of the locations and likelihood of flooding. The Assessment and Mapping of areas of flood risk, in particular, still awaits the publication both of Preliminary Flood Risk Assessments (PFRAs) and of Catchment based Flood Risk Assessment and Management Plans (CFRAMS). As a result the Flood Risk Assessment for Drogheda is based on available information.

It should be noted that the information contained in this report is for general guidance only and maybe substituted or altered in light of any future data and/ or analysis. All owners, users, developers are advised to take reasonable measures to assess the vulnerability of flooding of lands in which they have an interest prior to making a planning or development decision.

There are three stages in the assessment of flood risk:

Stage 1 - Flood Risk Identification

Identifies whether there may be flooding or surface water management issues related to a plan area or proposed development site that may warrant further investigation.

Stage 2 – Initial Flood Risk Assessment

Confirm sources of flooding that may affect the plan area, appraise the adequacy of existing information and determine what surveys and modelling approach may be appropriate to match the spatial resolution required and complexity of the flood risk issues.

Stage 3 – Detailed Risk Assessment

Assesses flood risk issues in sufficient detail and to provide a quantitative appraisal of potential flood risk to a proposed or existing development, of its potential impact on flood risk elsewhere and of the effectiveness of any proposed mitigation measures.

1.6 Drogheda Borough Council Development Plan 2011-2017

It is intended that the Drogheda Borough Council Development Plan will provide a framework for the planned, co-ordinated and sustainable development of Drogheda and for the conservation and enhancement of its natural and man made environment. An evaluation of the proposed Drogheda Borough Council Development Plan 2011-2017 in terms of ‘*The Planning System and Flood Risk Management – Guidelines for Planning Authorities*’ indicates that a flood risk assessment should be carried out.

1.7 Stage 1 – Flood Risk Identification for Drogheda

Stage One Flood Risk Identification involves identifying whether there may be any flooding or surface water management issues related to a plan area or proposed development site that may warrant further investigation. The prime source of information will ultimately be the flood maps produced by the OPW, but as these have not yet been prepared there is a need to refer to alternative sources of information. The table below shows the potential sources of information on Flood Risk for Drogheda.

Table 2: Potential Sources of Flood Risk Information for Drogheda Borough Council Area

Source	Additional Information	Relevance to Drogheda
CRFAM Studies predictive maps (<i>catchment flood risk assessment & management plan</i>)	To be delivered by 2016	Recommendations where applicable will be adhered to
OPW Preliminary Flood Risk Assessment	Assessment to be complete by 2011	Recommendations were applicable will be adhered to.
Irish Coastal protection Strategy Study – Phase III * (see p7).	Final Technical Report and maps due to published by end of the Summer 2010.	Final Report can be used to inform development plans. The flood and erosion mapping in the final report, including those pertaining to Drogheda, can be used at a

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<p>www.floodmaps.ie</p>		<p>strategic level.</p> <p>Benefiting Land Mapping where arterial drainage works have taken place these being a surrogate indicator of flood risk.</p> <p>Historical recording of spatial information gives a clear illustration of the number and distribution of previous flood events. Twenty five (25) flood events are listed. They include;</p> <ul style="list-style-type: none"> ▪ Cullon Road (Recurring) ▪ River Boyne Upstream (Recurring) ▪ Simcocks Lane/ Trinity Street Junction(Recurring) ▪ Rathmullen Road (Recurring) ▪ Wellington Quay (Recurring) ▪ Donore Road (Recurring) ▪ John Street, Slip Road (Recurring) ▪ Poorhouse Lane (Recurring) ▪ Ship Street (Recurring) ▪ North Quay Area Feb 2002 ▪ Greenhills Industrial Estate (Recurring) ▪ Drogheda Quays (Nov 2000) ▪ Baltray Road (Recurring) ▪ Marsh Road (Recurring) ▪ Platin Road (Recurring) ▪ Elmwood/ Mc Evoy Lane (Recurring) ▪ Blackbush Lane (Recurring) ▪ Dublin Road (Recurring) ▪ Moneymore Estate (Recurring) ▪ Moneymore estate (Nov 2000) ▪ Hardmans Gardens (Recurring) ▪ The Glen (Recurring)
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		<ul style="list-style-type: none"> ▪ Greenmount and Boyne (Recurring) ▪ Termonfeckin Road Recurring ▪ Drogheda (Oct 2007)
Geology http://maps/epa/ie		Identify a range of soils within the study area which supports habitats and land uses.
Ordnance Survey High Water Mark Maps.** (see p7)	Ordnance Survey Maps dating from 1909, 1938 & 1964	The said maps indicate lands which are 'Liable to Floods'
River Basin Management Plans and Reports	Eastern River Basement Management Plan	Part of Boyne catchment, Eastern River Basin Management Plan has set out basic measures to address the implications of flooding, and methods to take active responsibility for drainage of surface water thereby alleviating flooding.
Previous Strategic Flood Risk Assessments	None	
Other	Sewage Network Assessment Study. Due to be complete Autumn 2010	Analysis will look at localised flooding arising from network drainage capacity. It will also address the likely impact of climate change on the existing collection network.
Drogheda Docklands Area Plan 2007	Drogheda Docklands Area Plan Strategic Environmental Assessment. 2007	The SEA states that a significant portion of the Docklands area is prone to flooding. The residents of Ship Street, in the docklands area have reported regular flooding events. The highest recorded tide in the Port is 3.02O.D.
	South Drogheda Area Surface Water Drainage Study, Revision Nov 2004	Assessment of present capacity and condition as well as works required in the future.
	The Drainage Infrastructure proposals for North Drogheda Area. Assessment of Ushers and Bealieu Streams, Revised April 2003.	Assessment of present capacity and condition as well as works required in the future

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	<p>HR Wallingford Water Level Return Period Analysis, EX4 885. Submitted in conjunction with planning application 00/280 (DBC).</p>	<p>Provides estimates of the present and future return periods of extreme sea levels at Boyne Bar and the riverflow on the Boyne at Drogheda</p>
	<p>Preliminary Report Drogheda Main Drainage and Waste Water Disposal Scheme April 1991.</p>	<p>Section 5 of the Report pertains to existing drainage system and drainage areas in Drogheda.</p>
	<p>River Boyne Drainage Scheme EX500, OPW c.1970</p>	<p>A mathematical and a physical model of the conditions in the estuary of the River Boyne</p>

* The Irish Coastal Study Maps were prepared for the purpose of assessing the degree of flood hazard and risk to assist in the identification and development of measures for managing flood risk. They are indicative maps of flood prone areas for a range of purposes including raising awareness of flood risk, preparedness and response planning for flood events, assisting planning and development decisions. The maps should not be used to assess the flood risk associated with individual properties or point locations, or replace a detailed local flood risk assessment. Local factors such as flood defence scheme, structures in or around river channels (e.g. bridges), buildings and other local influences, which might affect a coastal flood have not been accounted for. The maps were produced based on a DTM derived from airborne laser survey data. They do not account for changes in development, infrastructure or topography that occurred after the date of the survey data capture. Flood maps have been produced for existing conditions only and do not include for projected future changes in climate. The maps indicate only the extents and depths associated with flooding from coastal areas and the sea.

** The 6" Ordnance Survey Maps are a good source of historical flooding but there are limitations to their use, they simply show in text those areas liable to flooding without delineating the extent of these areas furthermore they do not show or take into account recent changes in surface drainage such as development on floodplains, road realignments, or drainage works. So there is a significant potential that flood risk in these areas may have increased or reduced since they have been prepared.

Stage 1 of this assessment indicates that there are some flooding and/or surface water management issues relating to Drogheda.

- Ordnance Survey High Water Mark Maps from 1909, 1938 and 1964 indicate lands which are 'Liable to Floods'
- The historical recording of the number and distribution of previous flood events in Drogheda Borough, by the OPW list 25 flood events.
- 'Benefitting Land Map' shows where arterial drainage works have taken place. this can be taken as a surrogate indicator of flood risk. They indicate that some low lying areas adjacent to the Boyne may be prone to flooding. It should be noted that the majority of these lands are located within the existing built up area.

2.0 Section 2

2.1 Sequential Approach

The Guidelines require a sequential approach to planning and flood risk management as it is considered a key tool in ensuring that development, particularly new development, is directed towards land that is at low risk of flooding. The philosophy underpinning the sequential approach in flood risk management is:

- **Avoid**-preferably chose lower risk flood zoned for new development
- **Substitute**-ensure the type of development proposed is not especially vulnerable to the adverse impacts of flooding
- **Justify**-ensure that the development is being considered for strategic reasons.
- **Mitigate**-ensure flood risk is reduced to acceptable levels
- **Proceed**-only where the Justification Test passes. Ensure emergency planning measures are in place.

It is the policy of the Planning System and Flood Risk Management Guidelines to avoid development within flood plains wherever possible in order to minimise flood risk and to help maintain the flood plains' natural function. They also state that in core areas that are vulnerable to flooding it is possible to facilitate continued growth and expansion in order to bring about a more compact and sustainable urban form.

This is re-iterated in the Draft Regional Planning Guidelines for the Border Region 2010-2022, which acknowledge that some key regional settlements identified in the National Spatial Strategy and further refined in the Settlement Strategy for the Border Region may be vulnerable to flooding particularly from rising sea levels.. They advocate effective management of flood risk taking into account wider environmental, sustainability and economic considerations thereby enabling the growth and expansion of urban centres and the consolidation of their urban core. Drogheda as a Primary Development Centre is one of the seven key settlements in the Border region and it's continued development is viewed as vital to the Region as a whole and indeed to the neighbouring Greater Dublin Region. In line with the sequential approach and justification test criteria set out in the Department's Guidelines on the Planning System and Flood Risk Management it is considered that these key urban settlements should continue to develop.

The draft Regional Planning Guidelines for the Border Regional also state that this justification test approach to flood risk management may be appropriate for central and brown field sites and areas directly abutting the urban core, however would be less relevant in peripheral areas, where alternative more appropriate land use options should be considered.

Proposed developments in areas at risk from flooding must comply with the sequential approach and justification test criteria set out in Guidelines and have cognisance of the draft Regional Planning Guidelines for the Border Region 2010-2022.

2.2 Justification Test for Development Plans

The Guidelines state that where a planning authority is considering the future development of areas in an urban settlement that are at moderate or high risk of flooding, for uses or development vulnerable to flooding that would generally be inappropriate, the planning

authority must be satisfied that it can clearly demonstrate on a solid evidence base that the zoning or designation for development will satisfy the Justification Test. Section 4.23, p 36 & 37 of the Guidelines relate to the Justification Test and outline the criteria that must be satisfied.

2.3 Application of the Justification Test for Drogheda Borough Council Development Plan 2011-2017

For the purposes of this SFRA Drogheda has been divided into two areas:

Core: Town Centre (Zoning Objective TCr) and Town Centre Docklands (zoning Objective TCd), and

Beyond Core Area – this pertains to **all other lands** beyond the Town Centre (Zoning Objective TCr) and Town Centre Docklands (zoning Objective TCd) but within the Borough Boundary

Table 3: Application of the Justification Test for Drogheda Borough Council Development Plan 2011-2017

Criterion 1
<i>“The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended</i>
Justification
All lands within the Drogheda Borough Council Boundary meet Criteria 1 of the Justification Test for Development Plans. Drogheda is designated as a Primary Development Centre in the National Spatial Strategy (NSS) and in the draft Regional Planning Guidelines for the Border Region 2010-2022. The town is one of seven key urban settlements identified in the draft Border Region Regional Planning Guidelines as being regionally strategic centres in terms of residential, employment, administrative and other public service functions. This town has a strategic location within the Eastern Corridor acting as a support to the Dundalk Gateway, a bridge between the Border Region and the Greater Dublin Region and performing within its own right important urban functions. The draft Drogheda Borough Council Development Plan 2011-2017 provides the mechanism to further realising the potential of Drogheda as envisaged in the draft Regional Planning Guidelines.
Criterion 2
<i>“The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</i> <i>(i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;</i> <i>(ii) Comprises significant previously developed and/or under-utilised lands;</i> <i>(iii) Is within or adjoining the core of an established or designated urban settlement;</i> <i>(iv) Will be essential in achieving compact and sustainable urban growth; and,</i> <i>(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement”</i>
Justification

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Only land zoned as Town Centre and Town Centre docklands meet Criteria 2 of the Justification Test for Development Plans.

The lands zoned Town Centre and Docklands:

(i) The Town Centre forms the established focus of Drogheda Borough in terms of retail, social and transportation roles. In addition the town centre represents a historic asset of national and international importance which also has a significant economic role in terms of tourist potential.

(ii) The Town Centre contains a number of significant previously developed and /or under utilised lands. Historically Drogheda evolved around the port and the quays on either side of the river became the commercial hub of the town. Many of the large industrial sites, which would have traditionally been associated with the Port have become obsolete. This has resulted in a number of brownfield and derelict sites in the area zoned Town Centre and associated Docklands.

(iv) The zoning is necessary in order to facilitate the continued renewal and development of the compact urban form which characterises Drogheda. It will result in more efficient use of infrastructure and resources in terms of service provision. It will provide opportunities for improved urban design and improved public realm through the creation of space and place;

(v) It will allow for the appropriate enhancement and re-use of protected structures and elements of the built environment which form a key element of the character of Drogheda, to keep them in use and prevent them from further deterioration. The bulk of the numerous protected structures within Drogheda Borough are situated within the Town Centre. These protected structures contribute significantly to the sense of place within Drogheda and as such there is no alternative to their re-use / enhancement

Criterion 3

A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere."

Justification

As there is limited information available regarding flood risk, it has not proved possible to carry out a detailed flood risk assessment of Drogheda as part of the Development Plan process. As previously stated, the prime source of information will ultimately be the flood maps produced by the OPW.

It should however be noted that residual risk has been addressed in recent developments in flood risk areas and that a detailed flood risk assessment which has regard to the most up to date information, will be required for any major flood vulnerable development proposed.

2.4 Justification Test for Development Management

The SFRA indicates that there are some flooding and/or surface water management issues relating to Drogheda. In all areas where there is a perceived risk of flooding, major planning applications* shall be accompanied by a Flood Risk Assessment and shall meet the Justification Test for Development Management as outlined in the Planning System and Flood Risk Management Guidelines in Section 5.15- 5.17 on page 48 & 49.

Within the Town Centre (Zoning Objective TCr) and Town Centre Docklands (zoning Objective TCd) where there is a moderate or high risk of flooding for uses or development vulnerable to

flooding which would generally be considered inappropriate, such development may still be permitted where the justification test for development plans can be met. In such cases a flood risk assessment must be carried out to an appropriate level of detail which demonstrates that flood risk can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.

Table 4: Justification Test for Development Management.

Justification Test for Development Management (to be submitted by the applicant)
<p>When considering proposals for development, which may be vulnerable to flooding, and that would generally be inappropriate as set out in Table 3.2, the following criteria must be satisfied:</p> <p>The subject lands have been zoned or otherwise designated for the particular use or form of development in an operative development plan, which has been adopted or varied taking account of these Guidelines.</p> <p>The proposal has been subject to an appropriate flood risk assessment that demonstrates:</p> <ul style="list-style-type: none"> i. The development proposed will not increase flood risk else where and, if practicable, will reduce overall flood risk; ii. The development proposal includes measures to minimise flood risk to people, property, the economy and the environment as far as reasonably possible; iii. The development proposed includes measures to ensure that residual risks to the area and/or development can be managed to an acceptable level as regards the adequacy of existing flood protection measures or the design, implementation and funding of any future flood risk management measures and provisions for emergency services access; and iv. The development proposed addresses the above in a manner that is also compatible with the achievement of wider planning objectives in relation to development of good urban design and vibrant and active streetscapes. <p>The acceptability or otherwise of levels of residual risk should be made with consideration of the type and foreseen use of the development and the local development context.</p> <p>Note: See Section 5.27 of the Planning System and Flood Risk Management Guidelines for Planning Authorities November 2009 in the Flooding relation to major development on zoned lands where sequential approach has not been applied in the operative development plan. Refer to Section 5.28 Planning System and Flood Risk Management Guidelines for Planning Authorities November 2009 relation to minor and infill developments</p>

(The Planning System and Flood Risk Management Guidelines for Planning Authorities November 2009. Box 5.1, p 48)

*With regard to Major Developments in areas that are perceived to be at risk from flooding. Developments should be considered as though the land was not zoned for development. In such situations the applicant should be required, in consultation with the planning authority, to prepare an appropriate SFRA and to meet the criteria for the Justification Test as it applies to development plan preparation. The planning authority must then assess the proposal against the Justification Test as it applies to the development management process. Where the information is

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not sufficient to fully assess the issues involved, the development should not be approved on the basis of flood risk and / or on the grounds of prematurity prior to addressing flood risk as part of the normal review of the development plan for the area.

2.5 Application of the Development Management Justification Test

The flood risk assessment normally identifies Flood Zones within which the likelihood of flooding is in a particular range. The Planning System and Flood Risk Management Guidelines for Planning Authorities classify the vulnerability of different types of development and match this vulnerability to the appropriate flood zones (A, B & C).

Table 5: Showing Types of Flood Zones and Suitable Uses.

Zone	Description	Land uses and types of development which include*:
Flood Zone A – High probability of Flooding	<p>This zone defines areas with the highest risk of flooding.</p> <p>Greater than 1% or 1 in 100 for river flooding or 0.5% or 1:200 for coastal flooding.</p>	<p>Water Compatible Development</p> <p>Flood control infrastructure; Docks, marinas and wharves; Navigation facilities; Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location; Water-based recreation and tourism (excluding sleeping accommodation); Lifeguard and coastguard stations; Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms; and Essential ancillary sleeping or residential accommodation for staff required by uses in this category(subject to specific warning and evacuation plan)</p>
Zone	Description	Land uses and types of development which include*:
Flood Zone B – Moderate probability of Flooding	<p>This zone defines areas with a moderate risk of flooding.</p> <p>Between 0.1% or 1 in 1000 year and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 for coastal flooding and 0.5% or 1 in 200 for coastal flooding);</p>	<p>Less Vulnerable Development</p> <p>Buildings used for: retail, leisure, warehousing, commercial, industrial and non-residential institutions;</p>

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		<p>Land and buildings used for holiday or short-let caravans and camping subject to specific warning and evacuation plans;</p> <p>Land and buildings used for agriculture and forestry;</p> <p>Waste treatment (except landfill and hazardous waste);</p> <p>Mineral working and processing; and</p> <p>Local transport infrastructure</p>
<p>Flood Zone C- Low Probability of Flooding</p>	<p>This zone defines areas with a low risk of flooding</p> <p>Less than 0.1% or 1 in 100 for both river and coastal flooding).</p>	<p>Highly vulnerable development (including essential infrastructure)*</p> <p>Garda, ambulance and fire stations and command centres required to be operational during flooding;</p> <p>Hospitals;</p> <p>Emergency access and egress points;</p> <p>Schools;</p> <p>Dwelling houses, student halls of residence and hostels;</p> <p>Residential Institutions such as residential care homes, children's homes and social services homes;</p> <p>Caravans and mobile home parks;</p> <p>Dwelling houses designed, constructed or adapted for the elderly or, other people with impaired mobility; and</p> <p>Essential infrastructure, such as primary transport and utilities distribution, including electricity generating power stations and sub-stations, water and sewage treatment, and potential significant sources of pollution (SEVESO sites, IPPC sites, etc) in the event of flooding</p>

*Uses not listed in this table should considered on their own merits

2.6 Designing for Residual Flood Risk

In Drogheda it is acknowledged that a number of elements of critical infrastructure including the Newtown pumping station serving the waste water treatment plant on the Marsh Road as well as two designated Seveso sites (Marsh Oil Products Limited, Marsh Road and Flogas Ireland Limited, Marsh Road) are located on lands that may be prone to flooding. These sites have been in operation for a number of years.

A flood risk assessment was carried out as part of the main drainage scheme and measures implemented to mitigate future developments against residual flood risk. Recent developments in Drogheda's Town Centre and Town Centre Docklands area, have incorporated a number of flood mitigation measures including access to basement and ground floors at a suitable level, improvements to the quay walls, separate drainage systems for foul and surface water drainage, incorporation of the principles of Sustainable Urban Drainage Systems in order to reduce peak flows, and provision of new foul and surface water collection systems in order to relieve the existing system and reduce pollution from foul sewage discharges to the environment. It should also be noted that the Quay Walls have been strengthened in various places along the Boyne and that Drogheda Borough Council have an Operational Flood Risk Management Plan in place.

Appendix B of The Planning System and Flood Risk Management Guidelines outlines how flood risk management can be addressed in the design of new buildings. Any new development in flood risk areas which are in compliance with the sequential approach and justification test should be planned, designed and constructed to reduce and manage flood risk.

Appendix B, Section 4, of The Planning System and Flood Risk Management Guidelines outline a number of ways that buildings can be designed for residual flood risk including:

- 1) Raising threshold flood levels above expected flood levels,
- 2) Careful design of internal space so that for example living accommodation is located above the predicted flood level,
- 3) Use of flood resistant construction methods such as those specifically designed to resist the passage of flood water,
- 4) Use of flood resilient construction, accepting that floodwater will enter buildings and provide for this in the design and specification of internal building services and finishes.
- 5) Emergency Response Planning key elements include provision of flood warnings, evacuation plans, co-ordination of responses and discussion with relevant emergency services, awareness of risks and evacuation.
- 6) Access and Egress during flood events- flood escape routes should be kept to publicly accessible land and should have good signage.

3.0 Section 3

3.1 Conclusion

Development of areas at risk of flooding, particularly floodplains shall be avoided by not providing for or permitting development in flood risk areas unless; it is fully justified that there are wider sustainability grounds for appropriate development; unless the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere; and, where possible, it reduces flood risk overall. It should be noted that water compatible development

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such as docks, marinas, amenity open space, outdoor sports and recreation may be compatible in areas at high risk, while more vulnerable development should be directed towards areas of minimal or no flood risk. Any new development in flood risk areas which are in compliance with the sequential approach and justification test should be planned, designed and constructed to reduce and manage flood risk.

A number of preliminary studies are still being carried out, and upon being published, may require further assessment of lands. Notwithstanding this it is essential that policy requires that a sequential approach to flood risk management is adopted and that flood risk assessment is incorporated into the process of making decisions on planning application.

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Appendix 11

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