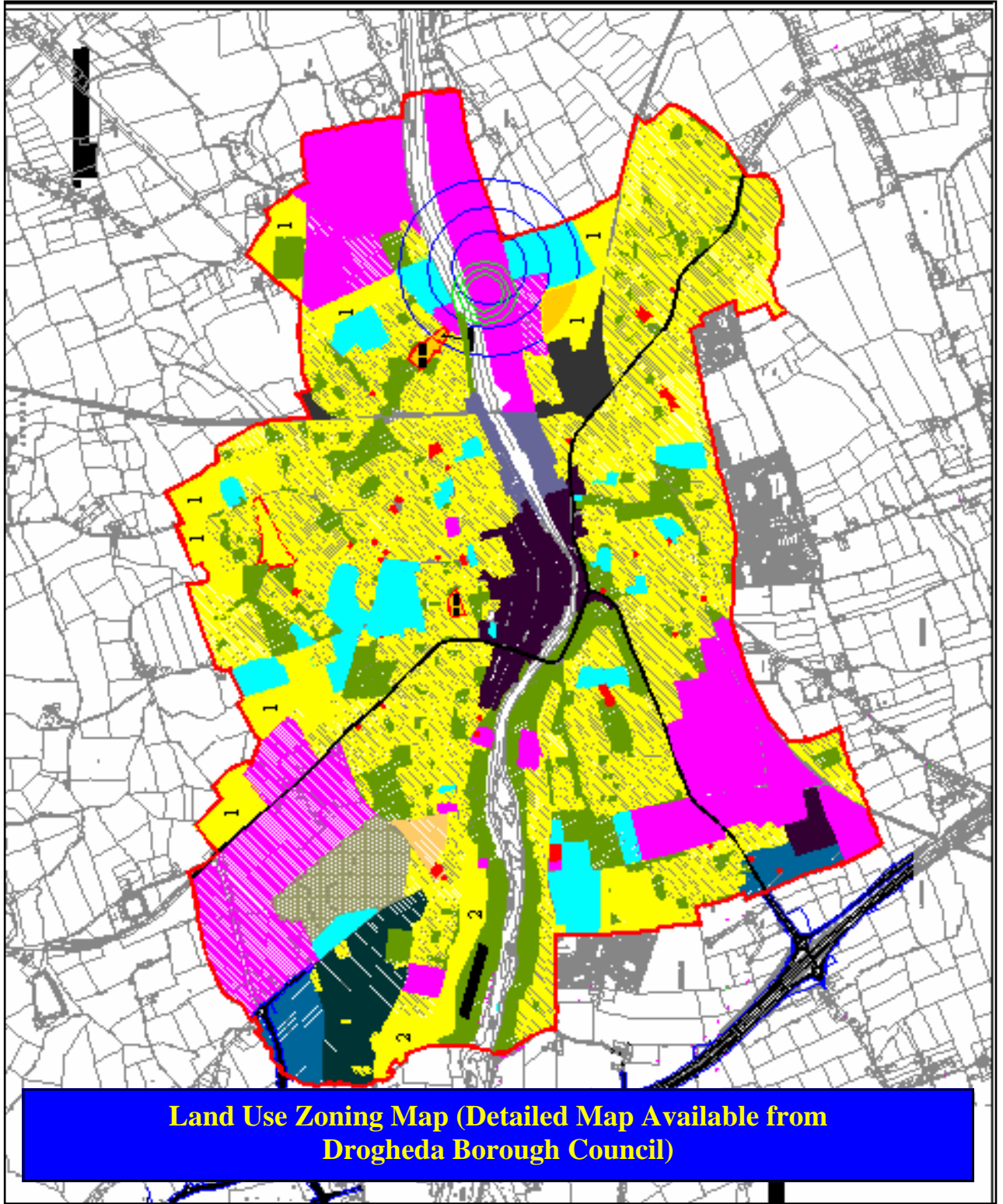




DEVELOPMENT CONTROL PARAMETERS





CHAPTER 13

DEVELOPMENT CONTROL PARAMETERS

13.1 Introduction

Development Control parameters and guidelines form the backbone of the overall planning system and are the benchmark against which all planning applications are assessed. In order to ensure the proper planning and sustainable development of the Borough, it is essential that these parameters should be clearly stated in order that potential developers can assess the likely acceptance of a development proposal to the local authority. As such, development should conform to a number of requirements, which are set out in this chapter under the main headings outlined below. It is important from the outset to stress Drogheda Borough Council's commitment to quality and sustainability in urban design. In particular, emphasis will be placed on creating a sense of place in relation to new developments through respecting the local setting and townscape, responding to the individual site, incorporating innovative design and creating new spaces which are primarily people orientated, particularly in relation to housing developments.

13.2 Housing Strategy for County Louth 2001 - 2007

The Housing Strategy for County Louth 2001 - 2007 has been prepared in consultation with all the Louth Local Authorities in order to determine the projected demand for housing. The strategy includes provision for the social and affordable housing demand as required under Part V of the Planning and Development Act 2000. The strategy aims to ensure that sufficient land is zoned and serviced to meet the housing need of all sectors of the population both existing and anticipated. The lands identified are located so as to afford residents access to public transport, education, employment, health and other services and community facilities. The strategy includes an emphasis on housing mix and form.

13.3 General Development Control Principals

In order for any development to be attractive and function well, the design should take into account the characteristics of the local setting and urban area context. The context of the site should be analysed to ensure that the development will;

- 1 Respect the design qualities of the townscape**
- 2 Provide spatial characteristics and building forms which are sympathetic to the surrounding townscape (height, massing & bulk)**
- 3 Respect local topography, flora and fauna**
- 4 Assess the visual impact of the proposed development**

The above assessments are essential in the context of the historic nature of Drogheda and also with respect to the topography of the town.



- **Depending on the nature and size of proposals it is recommended that developers engage in pre-planning discussions with the Planning Authority at the appropriate stages of the design process.**

- **A Design Statement incorporating a visual impact analysis, should be prepared for all larger and complex developments at an early stage of the design process / pre-application stage. The Design Statement should take the form of a concise illustration or series of illustrations and a written statement. This material will form the basis of meaningful pre-application discussions with the Planning Authority. On smaller sites a brief design statement may be requested outlining the developer's response to local surroundings.**

RESIDENTIAL DEVELOPMENT CONTROL PARAMETERS

The submission of high quality residential development proposals is a vital requirement within Development Control assessments. Additionally, in accordance with the Government's "Residential Density Guidelines for Planning Authorities" there is now a quantitative aspect to new residential development in that Government policy is stressing the need for more economical use of development land. These twin requirements form the basis for development control evaluation of new residential proposals within Drogheda Borough.

13.4 Access for All to Residential Developments

In all proposals for new residential development, adequate provision should be made to enable people with mobility impairments to safely and independently access and use a building. When designing residential layouts, provision for movement for people with mobility impairments should be included at the design stage. Such provision should provide reasonable access to open space, public transport facilities and other public areas.

In cases of buildings within Architectural Conservation Areas or Protected Structures, access arrangements should be assessed on a site specific, case by case basis.

13.5 Residential Building Form and Design

The use of different building heights, frontages and forms helps create variety and interest in residential layouts thereby enhancing visual character. This should be balanced by unifying elements in the design such as careful use of colours, materials and detailing to provide coherence, distinctiveness and local identity. The design of dwellings should bear a relationship to the existing fabric of the area within which it is proposed to build.

Drogheda Borough Council recommends that new residential proposals contain a mix of housing types with varying sizes capable of meeting the housing requirements of a broad range of potential occupiers. This range may include young families, single persons, elderly people, people with disabilities etc. Developments should encourage the creation of a "Sense of Place" in housing design and layout through varying building heights,

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frontages, materials and setbacks. Rear and side boundary treatments should avoid the excessive use of solid walls. Layouts should be planned to maximise natural light and promote energy efficiency.

In developments containing more than 20 dwellings, the design should seek to incorporate variations in window design, roof type etc around a common theme whilst maintaining existing building lines and key features of surrounding existing development.

13.6 Defensible Space Principles

Drogheda Borough Council would suggest that all proposals for new residential developments should be in accordance with the principles of “Defensible Space”. The key feature in Defensible Space is the importance of designing layouts which provide natural surveillance and some control over access thus enhancing the perceived ownership of an area by its residents. Developers should seek additional clarification from the Planning Section of Drogheda Borough Council regarding Defensible Space layouts.

13.7 Dwelling Mix

A mixture of different types and sizes of houses, apartments and duplexes can be incorporated into a single development. This can be important in order to:

- 1 Create a balanced community in the local area.
- 2 Provide choice within the development
- 3 Allow building densities to be increased
- 4 Make use of awkwardly shaped parts of the site
- 5 Create visual variety and interest





13.8 Density

The issue of density is one of the most important aspects of the standards in relation to residential development. Site density is a measure of the number of dwelling units per hectare. Given the possible range and form of dwelling units in modern urban areas, it is adequate to assume a dwelling unit is a self contained living space which provides the occupant with separate bedroom accommodation, cooking and toilet / washing facilities and adequate storage space. Thus dwellings can take the form of apartments, duplexes, standard houses etc. A variety of densities will be permitted within Drogheda Borough. In general however the town represents a relatively dense urban form and as such may be suitable for higher densities in most locations.

In line with the recommendations of “Residential Density Guidelines for Planning Authorities” there is a recognised need for flexibility to vary densities across sites in the town centre. Drogheda Borough Council reserves the right to determine appropriate standards for each specific application.

Site density is defined by two criteria:

- (a) gross density, i.e. the number of dwelling units per total site area,
- (b) net density, i.e. the number of dwelling units per total site area minus the area taken up by roads, footpaths, roadside grass verges, public open spaces.

- **Any proposal which promotes the incorporation of higher residential densities must take into account the need for proper internal space planning which ensures adequate standards in relation to overall dwelling and individual room sizes.**

13.9 Residential Density

In the development of new residential areas, the maximum gross residential density (inclusive of roads etc) shall vary between 35 - 50 dwellings per hectares (14 - 20 dwellings per acre) All proposals should have due regard to “Residential Density Guidelines for Planning Authorities” 1999 with respect to increasing average density.

Every proposal for residential development other than for exempt residential development must specify how it is proposed to provide a suitable dwelling mix / housing type, building form, and layout arrangements in order to meet the requirements of the Louth Local Authorities, “A Housing Strategy for County Louth”.

13.10 Permissible Higher Density Development

Residential development in excess of 50 units per hectare (20 units per acre) may be permitted in the Town Centre, Inner Quays DA and within or adjacent to the Drogheda Transport Development Area (DTDA) Such densities will only be permitted where it is the opinion of the Borough Council that the proposal is innovative and well designed and that the standard of layout is such that high density is fundamental in achieving a



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quality, aesthetically pleasing residential environment. Higher density development may also be permissible in the vicinity of neighbourhood centres, district centers and along the following key transportation road corridors;

- North Road
- Dublin Road
- Donore Road

Other key routes may be considered only if the proposed development is served by existing or proposed public transport routes. Each proposal for any road corridor including those highlighted above will be considered on a case by case basis.

13.11 Bedspaces

As an absolute minimum the Council will insist that no apartment unit shall have less than two bedspaces ie a minimum bedroom size of 10.5 m.sq.

13.12 Minimum Floor Area Standards for Apartments / Duplex Developments

Apartment developments constitute a growing percentage of the overall housing stock in Drogheda Borough Council. It is the policy of the Council to impose minimum size restrictions on all apartment developments in order to maintain adequate living standards for occupants.

In general (except where otherwise agreed with Drogheda Borough Council) apartments will be required to have the following minimum floor areas (Gross Calculation)

Apartment Type	Minimum Floor Area
One Bedroom	46 m.sq.
Two Bedroom	65 m.sq.
Three Bedroom	93 m.sq.
Three or more bedrooms	Calculated as per bedspace 10.5 M.SQ. .MINIMUM

All rooms should have adequate space for normal living purposes including storage.

13.13 Bedsitting Rooms (Bedsits)

Bed sitting rooms (bedsits) or similar development does not constitute apartment development and will not, normally be permitted by Drogheda Borough Council.

13.14 Infill Housing: Town Centre, Inner Quays DA and DDTA

Within the Town Centre small infill housing schemes may be appropriate provided that they pay due respect to local architectural and built form qualities, and are not detrimental to the existing residential amenities of the area and will not prejudice the proper planning and development of the area including any traffic considerations. Higher densities than those outlined above may be permitted at the discretion of Drogheda Borough Council where they are of a high architectural standard and design.



13.15 Infill Housing: Suburban Areas

In the case of small infill housing developments beyond the town centre and DTDA, it will be at the discretion of the DBC to permit a higher density than that provided for above if such higher density is considered appropriate to the character of the area and of adjoining development. In such circumstances, innovative housing layouts involving clustered groups of houses will be encouraged where priority is given to pedestrian safety and off roadway car parking provision. The Borough Council may consider housing layout proposals that exclude the provision of footpaths e.g. shared surfaces where the layout design is such that the needs of the pedestrian have been given precedence over vehicular movement. Such housing layout arrangements may include the provision of appropriate traffic calming measures including vertical and horizontal vehicle displacement techniques such as speed cushions, chicanes and alignment offsets. In such schemes, it will not be permitted to allow housing to back onto public roads or other public areas.

13.16 Restricted Zoning Areas

A number of new or brownfield residential areas (Residential New) have specific zoning restrictions attached to their future development. Planning permission will not normally be granted unless the specific limitations which apply to these sites have been addressed to the satisfaction of Drogheda Borough Council. The sites include the following;

13.17 Greenhills / Bredin Street RN (RZ 1)

New Residential Development within this zoning is restricted to thirty (30) units per hectare maximum

13.18 Newtown RN (RZ 1)

New Residential Development within this zoning is restricted to thirty (30) units per hectare maximum

13.19 Greenhills / Bredin Street RN (RZ 2)

New Residential Development within this zoning is restricted to Four Storeys or less

13.20 Parkview RN (RZ 3)

The site at Parkview is subject to the following restrictions.

1. Any dwelling units and / or other structures proposed for construction on this site shall not exceed two floors.
2. Any dwellings and / or other structures proposed for construction on this site under this specific zoning shall be orientated with due regard to existing residential amenity.
3. The layout of any proposal for the site shall be agreed with the Planning Authority prior to the submission of a formal planning application.



4. Any layout proposed for this site shall be in conformity to the Development Control Parameters specified in the Drogheda Borough Council Development Plan 2005 – 2011.

13.21 Mell Business Park, Residential Element

1. Residential development is permitted within the boundaries of the lands zoned for business park use (BP) subject to the following restrictions.
2. A maximum 25 % of the overall business park site can be utilised for the purposes of new residential development.
3. New residential development must be located in the western and southern edges of the site. New residential development will not be permitted elsewhere in the site.
4. New residential development must be adequately screened from the remainder of the business park site through the utilisation of natural screening methods. Such measures may include the use of planting and earthworks.
5. It shall be a condition of any permission granted for new residential development within the business park site that a culmative total of 4.047 ha. (10 acres) be reserved for usable open space and recreation purposes. This provision shall be in addition to the 15 % of total site area required for the provision of public open space within any residential development proposal.
6. The layout of any proposal for the site shall be agreed with the Planning Authority prior to the submission of a formal planning application.
7. Any layout proposed for this site shall be in conformity to the Development Control Parameters specified in the Drogheda Borough Council Development Plan 2005 – 2011.
8. The lands shall be the subject of an overall masterplan to be prepared at the expense of the developer. The masterplan shall detail all aspects of proposed development on the lands.

13.22 Building Height

The height of new buildings and extended existing buildings is of key importance in an historic town such as Drogheda. The following considerations will therefore be taken into account in assessing an application for high buildings and other high structures:

1. Impact on surrounding structures, spaces, vistas, skyline, streetscape and landmarks
2. Whether the function or otherwise of the building would justify its prominence.
3. Impact on Protected Structures, Architectural Conservation Areas, Item of Archaeological Interest or other significant impact as may be determined by Drogheda Borough Council.



13.23 Plot Ratio

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.

$$\frac{\text{Gross Floor Area}}{\text{Site Area}} = \frac{1200 \text{ m.sq. (Over six floors)}}{0.1 \text{ ha. (1000 m.sq.)}} = 1.2 \text{ Plot Ratio}$$

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 under development 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 / Inner Quays DA / DTDA
Suburban**

**Plot Ratio 1.0 - 2.5
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**

13.24 Site Coverage

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.

$$\frac{\text{Site Coverage}}{\text{Total Site Area}} = \frac{4000 \text{ m.sq. (Ground Floor Area)}}{0.5 \text{ ha } 5000 \text{ m.sq.}} = 80 \% \text{ Site Coverage}$$



- **Site coverage should not normally exceed 80 % however within the Town Centre, Inner Quays DA and DTDA, 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.**

13.25 Public Open Space

The provision of public open space is a key factor in the quality of any residential development. Public open space can be provided in a variety of forms. These may include:

- 1 Equipped play areas for young children
- 2 Informal “Kickabout” areas
- 3 Formal Playing fields
- 4 “Village” greens in larger developments
- 5 Small parks
- 6 Natural open spaces utilising existing flora and fauna

13.25.1 Public Open Space; Principals

Public open space should not be provided in a dispersed fashion in order to meet the quantitative figure set by Drogheda Borough Council. This requirement can be varied if smaller open spaces are well distributed in a comprehensive manner, linked together and designed as an integral part of the overall development.

1. Public open space should not be located out of sight and not visible from the majority of dwellings. Passive surveillance of such spaces should be designed into it’s provision.
2. Public open spaces should be readily accessible to the majority of dwellings in the development.
3. Where possible, the provision of public open space should be orientated around existing natural features such as mature trees, streams, rivers and / or archaeological remains such as Rathes etc.
4. It may be acceptable to use hard landscaping elements within public open space particularly in the Town Centre, Inner Quays DA, DTDA and Inner Suburban areas. Hard landscaping can include paved areas, cobbled areas, ornamental hardcore, timber surfaces and all weather surfaces.



13.25.2 Public Open Space Standards

Town Centre / DTDA	Minimum 10 % of total site area
Suburban	Minimum 15 % of total site area

Drogheda Borough Council may assess proposals on an individual basis in cases where minimum public open space standards as outlined above cannot be met and the

satisfactory operation of the overall proposal may be compromised otherwise. The council may also take into account the availability of other open space facilities in the immediate area servicing the development. These may include civic spaces, public parks, riverside walkways etc.

In other cases Drogheda Borough Council may seek a financial contribution towards the provision of a public open space elsewhere. Alternatively the Council may consider arrangements whereby appropriate community facilities may be provided in lieu of the developer's public open space requirements.

13.26 Private Open Space

The provision of some form of external private open space is an essential part of the quality of a residential environment. The provision of an adequate sized external space which is free from undue observation is a fundamental part of residential amenity. It is a function of development planning to ensure, as far as is practically possible, that maximum privacy is accorded each residential unit.

13.26.1 Private Open Space Design Characteristics

1. Paved / Grassed area permitting sitting space, small childrens play area and washing / drying area.
2. Space for planting / garden storage
3. Space for potential dwelling extensions
4. Access to sunlight for at least part of the day

13.26.2 New Houses (Terraced / Semi-detached / Detached)

Private open space should normally be provided to the rear of houses. In certain layouts a combination of private and semi-private spaces may be acceptable. An example of such layouts might provide small private areas opening directly onto semi-private enclosed landscaped space which is dedicated solely for the use of residents. This approach is most suitable within enclosed (Gated) developments.

13.26.3 Apartments / Duplex Dwellings

Private open space in apartment and duplex style developments should be provided in a number of ways including balconies, terraces, patios, roof gardens, enclosed winter gardens, courtyards, and private yards. All private open spaces should be readily accessible, secure and usable to occupiers.



High Density Four Bedroom Townhouses

13.26.4 Private Open Space Standards (New Developments)

Development Type	Area M.Sq. (Minimum)
Apartments / Duplexes (1 bed)	10.0
Apartments / Duplexes (2 & 3 bed)	15.0
Apartments (3 or more beds)	20.0
Townhouses / Terraces (1 & 2 Bed)	50.0
Semi-detached / Detached	60.0

- A residual 25 m² open space must be kept free for the purposes of amenity in all development proposals involving existing houses regardless of type but excluding apartment or duplex development.





13.27 Separation Distances

The degree of separation between dwellings, groups of dwellings and individual units is an important component of residential design. As building form and layout continues to evolve, it can be important to adopt a case sensitive approach to separation distances. Drogheda Borough Council is mindful of such innovations and as such will be open to discussion on such issues.

In general however good practice indicates that a separation distance of 22 m. or greater between opposing first floor windows is the minimum acceptable norm on green field sites and in low density developments. Windows and skylights serving halls and landings will not require the same degree of privacy as bedrooms, living rooms, bathrooms and private open spaces. However this should not be taken as acceptance that such fenestration can be overlooked.

Consideration may be given to a smaller separation distance in order to meet overall quality objectives as indicated in a pre-agreed design concept. There may also be cases where it is important to reflect traditional building forms in certain areas of the Borough. Where smaller separation distances are proposed, the design should incorporate mitigating measures to help promote privacy.

13.27.1 Gable Separation

Within relatively densely built-up urban environments such as Drogheda Borough the degree of separation between opposing gables should not be less than 2.0 metres. This absolute minimum permits access to the rear of the property externally for purposes such as the removal of rubbish bins and deliveries thereby avoiding the need to enter the property for such reasons.

13.28 Naming of Residential Developments

The names of new residential developments should, at all times reflect the distinctiveness of Drogheda Borough. Developers are urged to actively utilise names which reflect local history, knowledge and vernacular. Developers may be required to provide evidence and verification of the origins of names. In cases where an Irish Language version of the name is not available, the name can be in one language only. In all other cases names shall be provided bilingual format (Irish / English). All suggestions for names shall be approved in advance with Drogheda Borough Council. The onus shall be on developers to prove that similar names are not already in use either within the Borough Boundary or in close proximity in either Counties Louth or Meath.

Nameplates / signs of an approved type shall be provided on all estate roads together with a legible and rational numbering scheme for all dwellings.

13.29 Extensions to Dwellings

1. The design and layout of extensions to houses should have regard to the amenities of adjoining and surrounding properties particularly with regard to sunlight, daylight and privacy.



2. All extensions to dwellings should generally be sub-ordinate to the existing house and should respect the character and form of the existing building particularly as regards external finishes and bulk.
3. The existing building line should be maintained except in exceptional circumstances
4. Simple roof designs and pitchess not exceeding 35 to 45 degrees should be used except where otherwise agreed with Drogheda Borough Council.
5. Dormer extensions to the roof should not obscure or dominate the existing main roof features and should not exceed it's height. Traditional pitched dormers will be the preferred form of such extensions
6. Developers should avoid cosmetic architectural features such as mock classical columns, "Spanish Arches" verandas, balustrades etc.
7. Where proposed extensions are significantly higher than adjacent properties Drogheda Borough Council may require that the developer to submit daylight and shadow projection diagrams to demonstrate that adjoining properties will not be unduly effected by the proposal.

13.30 Accommodation for Dependents (Granny Flat Extensions)

As a result of increasing life expectancy, it is likely that the demand for partially self-contained accommodation for elderly or dependent relatives is likely to increase. It is the policy of Drogheda Borough Council that proposals for "Granny Flat" type development should:

1. "Granny Flat" type developments should not possess more than two bedrooms and be single storey except where otherwise agreed with Drogheda Borough Council
2. Be linked to the existing dwelling except where site constraints prevent this.
3. Where it is proposed to convert an outbuilding for such purposes, the converted building should be modest in scale and remain ancillary to the main dwelling
4. The construction of an entirely separate dwelling unit within the curtilage of an existing dwelling will not be acceptable for these purposes except where that dwelling would be granted planning permission in it's own right and would not normally be constructed for use as a "Granny Flat" development
5. In general, entrances to "Granny Flat" type extensions should be via the main dwelling however where separate own door access is proposed, these should be located to the side or the rear of the extension.
6. Applicants for "Granny Flat" type extensions may, at the discretion of Drogheda Borough Council, be requested to provide proof of need in writing, for the extension.



7. Drogheda Borough Council reserves the right to impose conditions restricting uses of granny flat extensions including future re-integration of the structure with the main dwelling.

13.31 Conversion of Existing Houses

Conversion of existing dwelling units will not normally be permitted except where they are located in areas where the zoning would permit (i.e. Mixed Use) and be compatible with the proposed use. Examples include sites within the town centre, neighbourhood centres etc.

13.31.1 Conversion of Existing Houses into Apartments

The conversion of suitable large houses by subdivision, into apartments / flats may be permissible in mixed use areas, including the Town Centre, Primary Traffic Routes and the DTDA. In all cases the standards applied to apartment development will apply.

13.32 Home Based Enterprises

Home based enterprise will normally only be permitted where it is demonstrated that the use proposed is ancillary to the main use of the house where the applicant has occupancy. Drogheda Borough Council will assess proposals for home based enterprises on their individual merits, however in general the following criteria will be applied:

- The nature and extent of the work
- Likely impacts upon neighbouring properties (including hours of operation, noise, disturbance and nuisance implications)
- Parking and Traffic Implications
- Waste generation, storage and Environmental Health implications
- The implications of future expansion of the enterprise

Proposals for conversion of dwelling houses into medical or dental premises will be assessed as per Home Based Enterprises. A local needs assessment may be required.

13.33 Building Lines

Applications for development will be dealt with on a case by case basis, however in general it is the policy of Drogheda Borough Council that existing building lines should be maintained in all cases of newbuild, renovation, infill or extension applications

13.34 Wireless and Television Antennae

The erection of television or wireless antenna on the roof of a dwelling does not require planning permission except where it will exceed the roof of the dwelling by 6.0 m. (i.e.: 6.0m above the ridge height of the roof) It should be noted that this exemption only applies to the erection of a wireless or television antennae on the roof of the house and does not apply where the antennae is located on any other part of the dwelling or on, or forward of, the front wall of the house or on the front roof slope of the house or within its curtilage (site). The exemption may also not apply if the building on which it is placed is a protected structure under the Development Plan or the Draft Development Plan.

**13.35 Satellite Dishes**

Only one satellite dish on a dwelling or within its site, can be exempt from planning permission. The dish must not be mounted either on, or in front of, the front wall of the house, be more than 1.0m in diameter and / or be located on the front slope of the roof, or higher than the roof's ridgeline.

13.36 Refuse / Bin Storage and General Storage

Suitable provision for general storage space should be planned in all dwellings. Externally accessible space should also be considered for storing garden equipment and tools, as well as play equipment and bicycles. Refuse storage space should be externally accessible from the front of the house and be large enough to allow for the separation of recyclable waste (normally two refuse bins). The refuse storage space should be accessible from the kitchen without having to go through a living room. In flat and apartment buildings, refuse storage space may be provided communally, enclosed in a carefully designed building integrated with the overall development.

13.37 Public Transport Requirements

Within larger developments, both those on Greenfield sites and those sited on infill opportunity or redevelopment sites should take into active consideration the requirements of public transport servicing the development. Drogheda Borough Council would suggest that internal circular distribution routes should be designed to permit full penetration by public transport services. The overall layout should contribute to the efficient and logical movement of buses around the area. It may be necessary to carry out "swept path analyses" of distribution roads at an early stage in order to assess their suitability for bus traffic.

Careful consideration should be given to the provision of bus facilities including the location of bus stops, lay-bys, saw-tooth lay-bys, bus gates and termini. Bus stops should be provided in locations where the majority of dwellings are at a maximum distance of 400m.

It is recommended that developers contact the local bus operator for site specific precise development parameters.

13.38 Pedestrian & Cycle Movements

Pedestrian & Cycle routes should be as direct as practicable between commercial and residential areas and major attractors such as Neighbourhood centres and Bus Stops. The routes should make efficient use of local topography and attractive natural features. Routes should minimise likely conflicts with vehicular traffic but should be inter-visible between each other. The layout and detailed design of the internal road network should ensure that non-residential vehicular traffic finds the main distributor roads more convenient than local access roads. In this respect, it is recommended that non-residential traffic be deterred in residential areas particularly, through the use of speed restraint measures including vertical and horizontal displacement. Within purely residential areas, consideration should be given to shared surface layouts and "Homezone" (refer to Housing Section for definition) configurations.



NON-RESIDENTIAL DEVELOPMENT CONTROL PARAMETERS

13.39 Multi Storey Car Parks

All applications for multi storey car parks must be accompanied by a report consisting of recent quantitative data, which illustrates the need for parking spaces in the area proposed. The report should contain an assessment of this data by a competent traffic consultant on the likely impact of the car park on the Borough.

13.40 Signage

13.40.1 Billboards / Hoardings

Advertising hoardings and billboards have tended to be sited along main roads at key entry points into the Borough. These structures are essentially of a temporary nature but they have often remained in situ for much longer than was necessary. In general such structures are visually unacceptable in the Borough particularly on the main approach roads. The signage is often unnecessary, undesirable and detrimental in terms of road safety and amenity. The following shall be the policy in relation to such signage:

1. Billboards / Hoarding signage will only be considered where there is an advertising need in the immediate locality identified. In this context need relates to the requirements of the travelling public at that location, not the desire to advertise as widely as possible.
2. The erection of Billboards / Hoardings on national primary and national secondary routes through the Borough will be severely restricted.
3. Billboards / Hoardings will, in general, not be permitted on or close to protected structures, on street elevations, in predominantly residential areas particularly in prominent locations, and where a road traffic hazard may be caused by their presence.

13.40.2 Permanent Signage

Permanent signage is defined as signs intended to last in excess of one year and most commonly is used for tourist purposes including accommodation, for industrial premises, public buildings, sports facilities and at the entrances to towns / villages. Most such signage is directional in nature. The erection of such signage may require licencing under Section 254 of the Planning and Development Act 2000 where the proposed is a public road or footpath. In those cases where the location is private property a planning approval may be required if the signage is not specifically exempted under the Planning and Development Act 2000.

Reference regarding signage should be made to Louth Local Authorities Policy on non Regulatory Road Signage 2003.



13.40.3 Town Centre Signage

The size, shape and position of signs should reflect the scale and façade of the building on which they are located. Hand painted signs or illumination by bracket or wash lighting are preferred to internally illuminated fascia signs. In general signs should not be located above fascia level. (refer to Town Centre section) Drogheda Borough Council will furnish applicants with appropriate signage design guidance.

13.41 Automatic Teller Machines

The provision of Automatic Teller Machines (ATM's) will be strictly regulated, having regard to the following:

- 1 The need to protect the character of the building or shopfront that they are incorporated into and in particular, Protected Structures including Proposed Protected Structures and within Architectural Conservation Areas and Areas of Special Control.
- 2 The design and location must be such that they are accessible to all members of the community
- 3 There should not be more than one ATM in any one shopfront so as to avoid the creation of a dead shop-front,
- 4 The need to control the amount of litter generated by these machines,
- 5 Signs and logos shall be discreetly incorporated into the overall design,
- 6 The avoidance of a traffic hazard,
- 7 The operators coming to a satisfactory arrangement with Drogheda Borough Council in relation to litter control.

13.42 Takeaways, Amusement Arcades, Night Clubs & Licensed Premises

In order to maintain an appropriate mix of uses and protect night time amenities in a particular area, it is the objective of Drogheda Borough Council to prevent an excessive concentration of the above uses in any one location, and to ensure that the intensity of any proposed use is in keeping with both the scale of the building and the pattern of development in the area. The provision of any of the above will be strictly controlled, having regard to the following, where appropriate:

- 1 Noise at the boundaries will be carefully monitored and noise insulation measures may be required at the time of the submission of the planning application. Other effects of the development on the amenity of nearby residents will be assessed prior to the granting of planning permission, i.e. general disturbance, hours of operation, car parking, litter and fumes.



- 2 New buildings must be designed to prevent noise escaping and with adequate provision for refuse disposal, storage and collection.
- 3 The number and frequency of such facilities in the area.
- 4 The need to safeguard the vitality and viability of shopping areas in the town centre and to maintain a suitable mix of retail uses.
- 5 An important consideration for the Drogheda Borough Council is the number and frequency of events in Night Clubs & Licenced Premises.
- 6 Façade design will be carefully controlled by the Planning Authorities and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.
- 7 Locations for larger scale night -time uses, such as super-bars or nightclubs, should, wherever possible, have good access to public transport at closing time. An efficient and regular public transport service should be encouraged to serve the town centre late into the night and contributions towards funding this can and may be sought from developers via appropriate conditions.
- 8 The operators coming to a satisfactory arrangement with Drogheda Borough Council in relation to litter control prior to the opening of the premises.
- 9 The larger leisure complexes which contain a mix of uses e.g. cinema, bowling and restaurant will be examined on their merits.

Note: Amusement centres will not generally be permitted in residential areas. They may however be permitted in such areas where they form part of a larger development. The character of adjoining business in town centre locations will be taken into account when planning applications for amusement arcades are being considered.

13.43 Petrol & Filling Stations

A petrol station may include the following: petrol pumps, diesel pump, gas dispenser, storage tanks, hose pipes and other vehicle services, i.e. car washing, oil, water and air. It may also include the sale of goods related to motor trade, a cash kiosk, and a canopy over the pumps and provision of minor repairs, oil and tyre changes.

Ancillary retail uses may be permitted such as small convenience type shops with a floor area not exceeding 100 sq metres of sales space. However, planning applications for the provision of such shops shall be applied for specifically. The layout of the station forecourt should be arranged to allow dedicated parking for those availing of the shop facilities.

The most suitable location for petrol filling stations and associated commercial developments is on the outskirts of the Borough and within urban speed limits. They will not be permitted at locations where because of their appearance, noise, fumes they would be injurious to the amenities of any one, nor will they be permitted in areas where there are traffic hazards or where hazards might be likely to arise.

Where the sale of liquefied petroleum gas is proposed, the site must be of sufficient size for the requirements of the Fire Authority to be met, regard being also had to the land use on adjoining sites. .

**EMPLOYMENT GENERATING DEVELOPMENT, INDUSTRIAL AND COMMERCIAL DEVELOPMENT****13.44 General Requirements**

All industrial and commercial development shall be of a high standard of design and layout. Proposed developments shall be treated on their merits and will satisfy the Council's requirements on design and landscaping. The following factors shall be considered in the determination of applications:

1. Developers will be required to provide adequate space for the loading, unloading and storage of goods, including fuel. In general, unless the Council deems it otherwise appropriate, at least one third of the site area should be kept free from buildings or structures.
 2. Provision of adequate screening for storage and parking areas shall be required.
 3. Loading and unloading shall be carried out in areas clear of the public road and behind the building line.
 4. Loading bays must be enclosed within the structure of the development if located within 15 metres of the curtilage of a residence and where the use involves regular night time operation.
 5. The development shall have a satisfactory location and design of advertising structures.
 6. The design of the development should meet the needs of the Fire Authority in order to allow for effective access for fire fighting.
 7. Prior to the commencement of development, the Council shall require a plan for their approval which details the layout and type of landscaping and the treatment of the boundaries of the site.
 8. The area between the road and the development may be used for car parking if an acceptable level of landscaping is provided. Provision of rear access to the development may be required in certain cases.
 9. Parking provision should be in accordance with the parameters set out in the Roads and Traffic section.
 10. Drogheda Borough Council shall encourage the use of solid walls to the front elevation of commercial developments. High quality materials and finishes shall be used and clearly illustrated on any submission for agreement prior to the granting of any permission.
- **Developers must satisfy Drogheda Borough Council that any Employment Generating Development including industrial and commercial proposals, if located beyond the town centre or DTDA, is accessible by a variety of means of transport other than the private car.**



13.45 Shopping & Office Development General

Suburban shopping and office development is subject to control to avoid erosion of demand for town centre floorspace. Developers should bear in mind that:

- 1 Infill development should reflect the architectural character of its surroundings in terms of height, massing, materials and design,
- 2 In cases where car parking is permitted, a reasonably attractive layout incorporating and /or screening will be required.

13.46 Office Development

Drogheda Borough Council will generally encourage office development to be located in the Town Centre, Inner Quays DA and DTDA. The use of vacant or under utilised upper floors for office development will be encouraged by the Planning Authorities. Outside of the Town Centre, Inner Quays DA and DTDA, applications for office development will normally only be considered within the designated Employment Generating Locations.

Office development may be permitted beyond the Town Centre, Inner Quays DA, DTDA, and the Employment Generating Locations where the offices would clearly be ancillary to the main use pertaining to the development site. All new office developments outside of the Town Centre will be required to provide a minimum of 10% Open Space.

13.47 Retail Development

Having regard to the recommendations of documents such as the '*Retail Planning Guidelines for Planning Authorities*' published by the DoELG in December 2000, and '*Retail Planning Strategy for County Louth* produced in 2002, it is generally the objective of the combined Planning Authorities to encourage central locations for new retailing activity and consider the needs of residential neighbourhoods in catering for local shopping needs.

13.48 Shopping Centres

Shopping Centres must conform to the highest urban design standards. The design must ensure that the proposed centre will be integrated with, and be complementary to, the streetscape where it will be located, or in accordance with a detailed urban design framework.

Drogheda Borough Council reserves the right to request that proposals for major retail centres such as shopping centres and food outlets are accompanied by specific measures to address the following issues;

- 1 The scale of the proposal in relation to its planned catchment and existing floorspace provision including a Retail Impact Study in relation to the Town Centre and / or other existing retail developments. e.g. Neighbourhood Centres
- 2 The ability of the proposal to be adequately serviced in relation to car parking, public transport and pedestrian and cyclist access and facilities,



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- 3 The creation, and enclosure of, good pedestrian space, including circulation space, at an appropriate scale,
- 4 A good mix of uses to increase activity and passive security, particularly in the evening time,
- 5 The provision, within the overall design of the Centre, of public facilities such as childcare facilities, toilets, advice centres, public telephones, etc,
- 6 The provision and design of street furniture including public art, telephones, seats, litter bins, etc.,
- 7 The provision of residential uses, particularly flats and maisonettes, as an integral part of the centre, in order to increase the evening activity and security of the Centre.
- 8 The provision of adequate facilities for public transport services.

The design and layout of buildings, including materials, should discourage graffiti and other forms of vandalism. Service areas should be out of sight of surrounding residential and pedestrian areas. Tree planting and landscaping must form part of the overall design of the Centre, plans of which must be prepared by a fully qualified landscape architect.

In addition, the use of “roll-down” or external type security screens will not normally be considered in retail development generally in central areas and where the provision of screens is considered imperative, the use of perforated external and back lit screens or translucent internal screens will be considered.

13.49 Other Commercial Development

Warehousing, Retail Warehousing, Business Park Developments

- **Unless otherwise stated below the policies applying to Employment Generating, Industrial and Commercial Development shall apply**

In general, new commercial and industrial development shall not exceed a plot ratio of 1.0 or a site coverage of two thirds and compliance with such standards will also be dependent on satisfying other considerations such as parking needs. Where an existing site or surrounding sites have a plot ratio or site coverage in excess of these standards, redevelopment or development as the case may be, may be permitted to this higher level, if it conforms to the other requirements of the Council and is not prejudicial to the amenities of adjoining properties.

The Council will require that adequate screened on site storage be provided for raw materials, waste products and finished goods, having regard to the nature of the activity and the use proposed, together with on-site parking where necessary.

A high standard of design, finish, layout and landscaping will be required for industrial warehousing and business park development. Comprehensive landscaping plans must be



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prepared by a fully qualified landscape architects and shall be submitted at application stage.

Where proposals for these type of developments would generate a large volume of HGV traffic, they shall not be located where they would encourage movement of such traffic through residential areas. It is essential that each industrial / warehousing unit be provided with adequate space for loading and unloading goods, including fuels, in areas clear of the public road and preferably behind the building line. Approximately one third of the site must be kept free from buildings.

In the case of development for two or more industrial / warehousing buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the building and the road boundary may include car parking spaces, provided an acceptable landscaping scheme is incorporated. Industrial / warehousing / business park developments should present a pleasant aspect helped by tree planting, the careful design of signage, screening of storage space and unobtrusive loading and parking space. A variety of unit size shall be provided to cater for the differing needs of potential occupants.

13.50 Mell Business Park

The 24.42 hectare site comprises a variety of permitted uses and specifically allows for residential development not exceeding 25 % of the overall site area. (Maximum 6.105 gross) In addition, provision is made for the inclusion of some 4.07 hectares of public open space (to include formal recreation areas). This public open space will be in addition to the standard 15 % public open space required for any residential development. It will be a requirement of Drogheda Borough Council that any proposals for residential development take due cognisance of the requirement to maintain a high standard of residential amenity through the provision of landscape buffers between the business park and any new housing areas. Any development in the Mell Business Park shall be the subject of a comprehensive masterplan addressing all aspects of proposed development on the lands.

13.51 Cycle Provision: Commercial Development

Drogheda Borough Council will generally require cycle facilities to be provided with any new development proposals. Bicycle parking stands should be provided in a secure and safe location, which is overlooked and provides easy access to entrances and exits.

The number of stands required will be one quarter the number of car parking spaces required for the development, subject to a minimum of one stand.

**MISCELLANEOUS****13.52 Childcare Facilities / Creches**

Childcare facilities will be in accordance with the Planning Guidelines on Childcare facilities as published by the DOELG December 2001, and will be permitted in appropriate locations. Such locations include:

- Larger new housing estates;
- Industrial estates and business parks and other areas of significant employment;
- In the vicinity of schools;
- Adjacent to public transport corridors
- Neighbourhood Centres
- District Centres

Where such facilities are to be provided it will be essential to show their location will not give rise to a traffic hazard or have adverse impact on the residential amenity of the area.

Where these facilities are to be provided in larger new housing estates the Planning Guidelines have provided a standard of one facility with places for 20 children for each 75 dwellings.

All applications for crèches or preschool facilities shall be required to comply with the Childcare Act and the Childcare (Pre School Services) Regulations 1996. In general, for sessional services and drop in centres, a floor area of 2sq.m. per child is required. For full day care, a floor area of 3 sq.m. per child is required.

Applications for crèches, playschools and pre school facilities shall be assessed with regard to the following information:

- Details of the proposed opening times;
- Proposed number and age range of children;
- Proposed number of staff;
- Internal floor areas devoted to use as crèche /playschool excluding areas such as kitchens, toilets, sleeping and other ancillary areas;
- Details of external play areas;
- Car parking arrangements for both parents and staff.
- Vehicular and Pedestrian Access Arrangements

Drogheda Borough Council may impose a temporary permission of between 1-5 years on any grant of permission for such facilities to assess their impact on surrounding areas and developments.

13.53 Nursing Homes

Nursing Homes shall comply with the standards laid down in the Statutory Instrument No 317 of 1985 "Homes for Incapacitated Persons Regulations 1985".

Permission for a change of use from a residential dwelling to a nursing home shall only be granted in cases where such a use would not give rise to a traffic hazard and where the building can be adapted to a satisfactory level of accommodation.



13.54 Protected Structures

Planning permission is required for alterations or modifications to protected buildings and /or structures. The Planning Authority will take account of the Architectural Heritage Protection Guidelines for Planning Authorities 2004 issued by the Department of the Environment, Heritage and Local Government.

13.55 Conservation Areas

Planning permission is required for the material alteration of buildings within designated conservation areas.

13.56 Archaeologically Significant Areas

In areas designated to be of Archaeological Interest in the Sites and Monuments Record or the Urban Archaeological Survey by the office of Public Works, developers shall consult with Drogheda Borough Council at the earliest possible stage prior to development works, including the digging of trenches or foundations. Where development is permitted on or in the vicinity of a listed archaeological site, or within an area of known archaeological interest, it shall be normal to require the developer to make provision for archaeological remains to be retained in situ below the new development. In cases where permitted works will impinge on known archaeology, the developer may be required to:

- Employ a licensed archaeologist at the applicants expense to carry out trial excavations in advance of development;
- To liaise and consult with DoE,H & LG the Heritage Service on all matters affecting the sites and monuments in its charge;
Adjust building lines and construction methods to avoid damage to remains so far as practicable.

Developers may be required to contribute to and to allow a reasonable time for excavation, monitoring, recording and/or removal of any features prior to the commencement of development.

Important sites shall be left physically intact wherever feasible.

13.57 Archaeological Heritage

1. It is the policy of Drogheda Borough Council that proposed developments that may (due to their location, size, or nature) have implications for the archaeological heritage should be subject to archaeological assessment. Such developments include those that are located at or close to archaeological monuments or site, those that are extensive in terms of area (ground disturbance of 1/2 hectare or more) or length (1 kilometre or more) and developments that require an Environmental Impact Statement.

2. The applicant may be formally requested, as part of the planning process to have a report prepared by an archaeologist on the archaeological implications, if any, of the proposed development. The applicant shall commission this assessment report. These archaeological assessment reports shall be submitted to the Planning Authority, and to the Department of Environment, Heritage and Local Government for their consideration prior to the planning decision.



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3. All planning permissions and other development applications, which are in or might affect sites and features of historical and archaeological interest, shall be referred to the Minister through the Department of Environment, Heritage and Local Government for comment.
4. Referrals shall be made in adequate time to allow for the applications to be assessed, for field inspections to be completed and for comments/observations to be returned to the Planning Authority.
5. The Ministerial recommendations will be fully considered by the Planning Authority in reaching their decision.
6. Conditions which the Planning Authority may place on developments within the zone of archaeological potential and within close proximity to Recorded Monuments and sites may include the funding by the applicant of archaeological assessment, monitoring, testing or excavation within the area covered by the permission, either prior to the planning decision or prior to any development works proceeding on the site following the grant of planning permission. The preservation of all or part of the archaeological remains in the area covered by the permission may also be considered by the Planning Authority as a condition on such developments. Each planning application for development within the Area of Archaeological Potential and within close proximity to recorded archaeological sites shall be assessed on its own merits.
7. The Planning Authority will advise developers that they should, during the stages of consideration of a development project that may have a potential impact on the archaeological heritage, consult to identify all relevant issues with a view to discussing any possible difficulties.

13.58 Environmental Hazard Zones

13.58.1 Zone of Impact Areas

In the interest of public health and safety, The Borough Council, as Planning Authority for the Borough may request technical advice where appropriate from the Health and Safety Authority as the Central Competent Authority for S.I. No. 476 of 2000 and European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations, 2000.

Under Regulation 29 of the above Regulations, the Health and Safety Authority may therefore make recommendations regarding developments, residential or otherwise, that fall within zones of impact of establishments covered by those regulations.

1 FLOGAS IRELAND SITE - MARSH ROAD

INNER ZONE :- From source to 202 metres.

In accordance with Regulation 29 of the above regulations permit industrial (subject to consultation).

**MIDDLE ZONE :- From 202 metres to 332 metres**

Permit commercial & industrial applications employing less than 100 persons & any retail & catering applications for less than 250 square metres between distances of 202 metres and 332 metres.

OUTER ZONE: - From 332 metres to 490 metres

Permit commercial, retail & catering, industrial, small housing developments between distances of 332 metres to 490 metres.

Note: The above information is based upon the situation at the establishment at the current time. The advice is given for the purposes of assessing the suitability of a new development only, where a conservative approach is taken. Under the regulations Flogas Ireland Limited will be required to demonstrate to the Health & Safety Authority at any time that it has taken all necessary measures to prevent major accidents occurring and to limit the consequences of any such major accidents for man and the environment, and that it has a safety management system in place.

2. MARSH OIL PRODUCTS LIMITED LOCATED ON THE ADJACENT SITE TO FLOGAS IRELAND LIMITED MARSH ROAD.**INNER ZONE: - From source to 101.4 metres:**

In accordance with Regulation 29 of the above regulations permit industrial applications (subject to consultation) to a distance of 101.4 metres from source.

MIDDLE ZONE: - From 101.4 metres to 136.4 metres.

Permit commercial & industrial applications employing less than 100 persons & any retail & catering applications for less than 250 square metres between distances of 101.4 metres and 136.4 metres.

OUTER ZONE: - From 136.4 metres to 176.4 metres

Permit commercial, retail & catering, industrial, small housing developments between distances of 136.4 to 176.4 metres.

**PART E****TOWN CENTRE, INNER QUAYS DA AND DTDA CONSIDERATIONS**

All the above development Control policies shall be applicable to the Town Centre unless specified below.

The Town Centre represents the greatest concentration and range of services, employment locations, retail and commercial opportunities available within the entire Borough. As such it can provide opportunities for sustainable living patterns in that travel demand is minimized due to proximity of services. The Town Centre is therefore a location, in common with others, where an increase in density of development may be desirable in both land use terms but also in the wider aims of urban re-generation, making best use of existing resources and bringing vibrancy to the heart of the town on an all day basis. Within the Town centre density will be applied on a plot ratio basis.

13.59 Town Centre, Inner Quays DA and DTDA Design Considerations**13.59.1 Signage**

The size, shape and position of signs should reflect the scale and façade of the building on which they are located. Hand painted signs or illumination by bracket or wash lighting are preferred to internally illuminated fascia signs. In general signs should not be located above fascia level.



13.59.2 Shop Fronts

In general good shopfront design should be adopted with design reference to surrounding developments. In order to conserve the distinctive character of Drogheda Town Centre, the Planning Authority will encourage the maintenance of original shop fronts, or the reinstatement of traditional shop fronts where poor replacements have been installed. In new buildings the proposed shop front should have regard to any traditional existing shop fronts on the street and should complement both the building and the street. In existing buildings the original fascia line should be maintained and not excessively enlarged or lowered. The removal of street doors giving separate access to upper floors will not be permitted unless alternative separate access is provided.

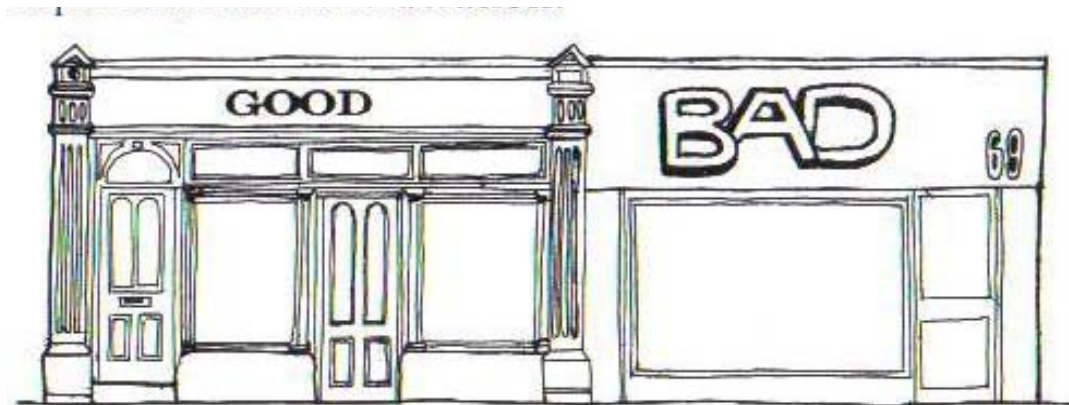


Illustration of Sample Shop Fronts

13.59.3 Security Shutters

The installation of security shutters can visually destroy and deaden the shopping street at night and thereby detract from the environment of the town centre. The erection of a security shutter and its associated screening requires planning permission. Drogheda Borough Council will generally discourage the use of such shutters, however, given security consideration, the Planning Section can advise on acceptable alternatives.

Where security shutters are considered to be essential because of the type of business transacted or goods stored the Planning Section may permit them provided that they meet the following criteria:

- a) They must be the open grille type (not perforated or solid)
- b) They must be painted or coloured to match the shop front colour scheme
- c) Where possible they must be located, together with their associated housing,, behind the window display

The location of rollers on the exterior of the shop front will not be permitted. Alternatives to roller shutters such as the use of demountable open grilles will be preferred where security needs are involved.



13.59.4 Canopies and Blinds

Blinds were traditionally incorporated into the shop front fascia and designed to retract into it when not required. This is still the best way to handle a blind where one is required. The curved or Dutch canopy is unsympathetic to the traditional streetscape. They also obscure the shop front detail, neighbouring advertising and they deteriorate with age. These will not be permitted.

13.59.5 Lighting

Internally illuminated fascias or projecting box signs will be discouraged. Concealed strip or flood lighting of fascias and traditional hand painted hanging signs lit by spotlight may be an acceptable alternative.

PART F

13.60 CAR PARKING & TRAFFIC MANAGEMENT

OBJECTIVES

- **TRANS 21**

To implement the proposed recommendations of the Drogheda Traffic Management Study

- **TRANS 22**

To discourage through traffic from penetrating the town centre, by adopting a circulation system that directs cars to the Local Distributor Road Network, providing car parks on the edge of town centre, implementing an effective pedestrianisation scheme for West Street and environs, restricting on street parking and undertaking environmental improvement works.

- **TRANS 23**

To promote car parking management standards within the town centre that reduce on street car parking in favour of off-street car parking and a restriction on long term car parking facilities in favour of short term business, retail and leisure car parking use.

- **TRANS 24**

To discourage core business hours deliveries to town centre premises

The availability or lack of car parking space is a significant factor in influencing the travel pattern and nature of traffic within the Borough and more particularly within the town centre. It is no longer sustainable to assume unrestrained access by private car to all facilities within the urban area and there are significant economic benefits to be gained



from releasing land in the town centre from unnecessary parking provision. There is however a delicate balance to be struck to ensure parking restrictions do not constrain economic investment or act as a disincentive to the vitality of the town centre. Drogheda Borough Council has a parking policy to which all development proposals must adhere. This general presumption will however be tempered by an overall assessment of accessibility and the characteristic of transportation within individual areas particularly the town centre. Where it appears that a reduction in car parking standards would be desirable in the context of the overall planning strategy, lesser car parking requirements may be acceptable if supported by the availability of high quality public transport services or other modes.

13.61 Road Hierarchy and Vehicular movement within New Housing Development.

The primary function of a clearly defined road hierarchy is to provide a safe arrangement to enable movement by different categories of vehicular traffic within and through residential and other areas of the Borough.

For the purposes of this Development Plan, the road hierarchy will consist of four types of road broadly corresponding to the road hierarchy defined in the with the “Traffic Management Guidelines”, 2003, issued by the Department of the Environment and Local Government, (DOELG), THE Department of Transport (DoT) and the Dublin Transportation Office (DTO). Development proposals will be required to comply with the road hierarchy arrangement.

The four types of road are as follows:

- (i) *District Distributor Roads,*
- (ii) *Local Collector Road,*
- (iii) *Major Access Road,*
- (iv) *Minor Access Road,*

- (i) District Distributor Roads link traffic between local districts within urban areas. Access onto these roads will be discouraged and will only be permitted if it has been demonstrated to clearly facilitate the comprehensive integrated development of a significant area of land in a proper manner.
- (ii) Local Collector Roads are roads that link traffic between residential areas or which link residential areas to District Distributor Roads. These collector roads do not give direct access to individual dwellinghouses, and are normally main bus routes. Such distributor roads with no frontage access will generally be required with residential developments exceeding 100 dwellinghouses. They may be required to be provided, depending on the location and nature of individual residential development sites, for housing development proposals of less than 100 houses. If in cul de sac form they should not serve more than 150 houses. If in the form of loop roads (i.e. through road) they should not serve more than 240 houses. Long straight roads are not permitted; a flowing alignment of curves should be used.
- (iii) Major Access Roads include both through and cul de sac roads giving access to housing. They generally should have very limited capacity for commercial vehicles,



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not more than 50 per day each way. Direct access to housing is permitted but is not preferred for areas exceeding 300 metres in length. Long straight roads are not permitted; a flowing alignment of curves should be used.

- (iv) Minor Access Roads refer to the lowest order roads of conventional layout and construction not exceeding 100 metres in length and are in the main cul de sac roads involving direct access to housing (maximum of 60 houses). The road configuration should be generally curved; however a straight configuration is acceptable in certain circumstances.

The geometric design standards required by the Council for the four types of road shall comply with the table below and the “Traffic Management Guidelines”, 2003, issued by the Department of the Environment and Local Government, (DOELG), The Department of Transport (DoT) and the Dublin Transportation Office (DTO).

Road Hierarchy Housing Areas - Geometric Design Guidelines

	Collector	Major Access	Minor Access
Design Speed	50 k.p.h (30 m.p.h.)	30 k.p.h. 18.6 (m.p.h.)	30 k.p.h. (18.6 m.p.h.)
Minimum width of carriageway with cycle lane	9m. or 8.75m. (with bus lay-bys)	8.0m. or 7.5m. (if no direct access)	5.5m
Minimum width of carriageway without cycle lane	7m. or 6.75m. (with bus lay-bys)	6.0m. or 5.5m. (if no direct access)	
Minimum width of footpath with cycle lane	2 no. x 3.5m.	2 no. x 3.5m	
Minimum width of footpath	2 no. x 2.0m.	2 no. x 2.0m.	2 no. x 2.0m.
	Collector	Major Access	Minor Access
Verges	minimum 2.0m wide (both sides) no trees within 3m.of carriageway	Minimum width 1.0m. (both sides)	Discretionary
Minimum C/1 radius	75m.	35m.	35m.
Minimum road gradients	5%	5%	6% desirable (may vary)

Note:

1. Provision of cycle paths to be either within carriageway or adjacent to footpaths.
2. For Minor Access Roads serving not more than 20 dwelling units, provision of a single footpath will be considered.



13.62 Junction Design and Turning Area Requirements within New Residential Development.

The requirements for the design of the following road junctions within the hierarchy of residential roads are given in the table below. Four junction types are identified as follows:

- J1: junction of district distributor road with all road types.
- J2: junction of local collector road with major or minor access road.
- J3: junction of major access road with minor access road.
- J4: junction of major or minor access road to dwellinghouse.

Junction Design Requirements: Residential Areas

Junction Type	Minimum Junction spacing - metres		Sight Distance - metres		Radius - metres
	Adjacent	Opposite	Y	X	
J1	80m	40m	70m*	4.5m*	10m
J2	80m	40m	70m	4.5m	10m
J3	25m	8m	70m	4.5m	6m
J4	25m	8m	70m	varies	varies

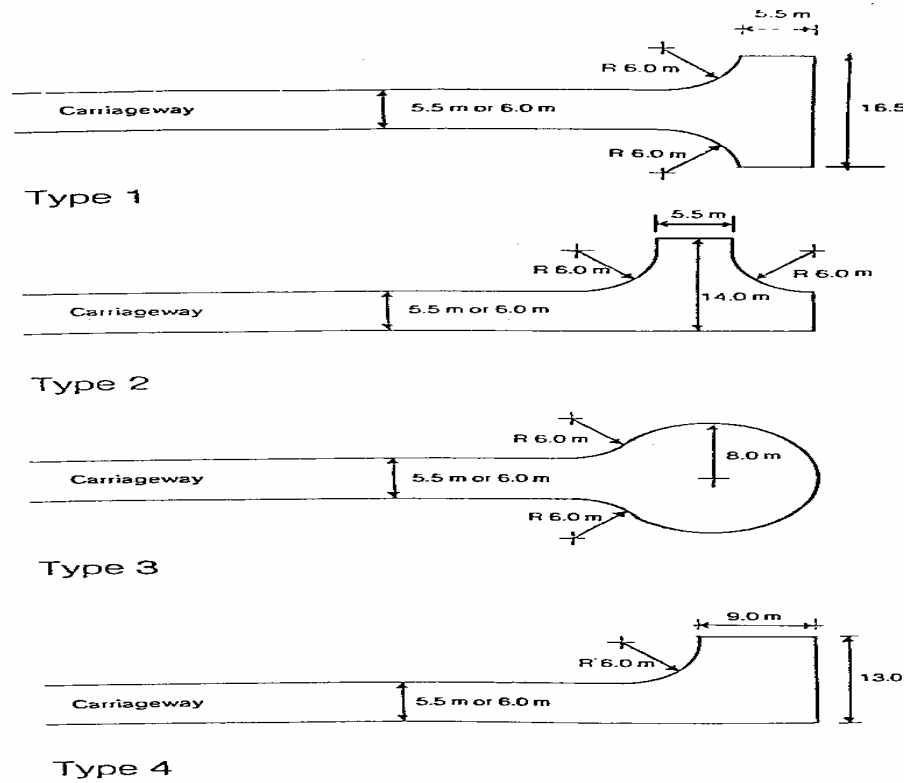
- - *In 50 k.p.h (30 m.p.h.) speed zone.*

Note: X refers to view point or setback distance from edge of the major road carriageway, measured along the centre line of the minor road carriageway.

Y refers to the sight distance or clear distance visible from the setback viewpoint to the nearest edge of the major road carriageway.

Variations from the above standards for junction design within housing areas shall only be considered where the public safety of vehicular traffic can be best accommodated by the adoption of alternative criteria.

The Council will require satisfactory turning areas at cul de sac ends within new housing areas to facilitate the turning movements of both vehicular and service traffic. The four turning area types in the accompanying figure are acceptable; however types 1, 2 and 3 are preferred. Other turning area arrangements may be acceptable subject to the agreement of the Council.



NOT TO SCALE

TURNING – AREAS AT CUL-DE-SAC ENDS

13.63 A: CAR PARKING DESIGN STANDARDS

All new development will normally be required by the Planning Authority to provide adequate off-street car parking facilities. Such facilities shall cater for the immediate and anticipated future demands of the development, and shall be located within the curtilage of the development or in close proximity to such development.

1. Car parking facilities shall generally be provided behind established building lines in each development and shall be screened.
2. The dimension of car parking bays shall be as indicated below:



Dimensions for Car Parking Areas

Size of Bays	Minimum Width of Circulation Aisle		
	90° parking	60° parking	45° parking & less
5m x 2.5m or 6m x 2.5m (end to end parking)	6.1m	4.9m	3.6m

- Where parking space is proposed in front of existing premises, existing railings or boundary walls shall be retained. Car parking areas shall be constructed having regard to drainage, surfacing and ancillary matters. They should be provided with proper public lighting facilities and shall be clearly demarcated.
- All car-parking areas should be properly landscaped by the provision of trees, shrubs and grassed areas in order to ensure that damage to the visual amenities is avoided. Parking bays shall be adequately delineated.

13.65 B: CAR PARKING POLICY:

- Within the area designated as Town Centre and where the developer is unable to comply with the car parking standards for the development set out in the table below, a financial contribution in lieu of car parking provision will be levied. This will be related to the cost of providing such facilities.
- Notwithstanding Note 1 above, where a mixed use development is proposed within the area designated as Town Centre parking provision for any proposed residential element within the development must be provided and must be solely designated for residential use. Dual use or sharing of residential parking provision will not be permitted in any circumstances.
- Underground car parking facilities maybe an alternative solution to the provision of car parking for Town Centre developments, subject to archaeological investigations.
- In all developments of an industrial or commercial nature, developers will be required to provide loading or unloading facilities sufficient to meet the demand of such development. The Planning Authority may modify the requirements of loading and unloading facilities in any particular case where it considers it would be in the interests of proper planning and sustainable development of the area to do so.
- Parking and service spaces must be located within the curtilage of the development so as to prevent street obstruction and should be located where possible to the rear and side of the buildings and in such a manner to ensure minimal impact on the amenity of adjoining properties.



CAR PARKING POLICY: (contd.)

- 6. Where a mixed use development is proposed, the Council will determine the related parking requirements on the basis of the various uses and the overall requirement. This will be calculated on the basis of the individual requirement for each separate use.**
- 7. Where a proposed development is not specified in the following list, the Council shall determine the specific parking requirements for such a development.**



13.66 C: CAR PARKING STANDARDS

Car Parking Requirements for New or Enlarged Developments Only

Town Centre Only

Land Use	Car Parking Requirement (Spaces per Unit)
Dwelling	1
Apartment	1
Residential Institutions	1 per 2 units
Retail (Shops)	1 per 50 m ² Gross Floor Space.
Retail (Shopping Centres)	1 per 20 m ² Gross Floor Space.
Retail Outlets with Garages	1 per 25 m ² Gross Floor Space.
Bar / Lounge	1 per 25 m ² . Gross Floor space
Dancehalls / Discos	1 per 30 m ² . Gross Floor space
Restaurant / Café / Function Room	1 per 25 m ² . Gross Floor space
Hotel / Motel / Guesthouse	1 per 2 bedrooms Additionally 1 per 50m ² Gross Floor space of other rooms. *
Office	1 per 100 m ² Gross Floor space.
Bank / Financial Institution	1 per 100 m ² Gross Floor space.
Conference Centre	1 per 60 m ² Gross Floor space.
Industrial	1 per 200 m ² Gross Floor space.
General Warehousing	1 per 300 m ² Gross Floor space.
Retail Warehousing	1 per 60 m ² Gross Floor space.
Cash-and-Carry / Showrooms	1 per 100 m ² Gross Floor space.
Cinema / Conference Halls / Theatre	1 per 25 seats
Churches	1 per 25 seats
Schools	1 per classroom
Creches	1 per 3 employees & 1 per 6 children.
Third Level Institutions	1 per classroom + 1 per 10 students
Hospitals Nursing Homes	1 per 2 patient beds
Clinics and Group Medical Practices	1 space per consulting room
Leisure Centres	1 per 50sqm. Gross Floor space
Sports Grounds and Clubs	1 per 3 seats + 2 per court
Amusement Centres/Entertainment	1 per 100 m ² Gross Floor space.
Bowling Alley	6 per lane

Additional uses not mentioned above will be treated individually upon their merits on a case-by-case basis including Cultural Buildings, Funeral Homes, Libraries and Community Centres.

* Excluding Function Room / Restaurant / Bar.



Car Parking Requirements for New or Enlarged Developments Only

All other Zoning Designations

Land Use	Car Parking Requirement (Spaces per Unit)
Dwelling	2
Apartment	1.3
Residential Institutions	1 per 2 units
Retail (Shops)	1 per 30 m ² Gross Floor Space.
Retail (Shopping Centres)	1 per 20 m ² Gross Floor Space.
Retail Outlets with Garages	1 per 20 m ² Gross Floor Space.
Bar / Lounge	1 per 15 m ² . Gross Floor space
Dancehalls / Discos	1 per 20 m ² . Gross Floor space
Restaurant / Café / Function Room	1 per 15 m ² . Gross Floor space
Hotel / Motel / Guesthouse	1 per 2 bedrooms Additionally 1 per 40m ² Gross Floor space of other rooms. *
Office	1 per 50 m ² Gross Floor space.
Bank / Financial Institution	1 per 50 m ² Gross Floor space.
Conference Centre	1 per 30 m ² Gross Floor space.
Industrial	1 per 50 m ² Gross Floor space.
General Warehousing	1 per 100 m ² Gross Floor space.
Retail Warehousing	1 per 40 m ² Gross Floor space.
Cash-and-Carry / Showrooms	1 per 50 m ² Gross Floor space.
Cinema / Conference Halls / Theatre	1 per 10 seats
Churches	1 per 10 seats
Schools	1 per classroom
Creches	1 per 2 employees & 1 per 4 children & dedicated set down area.
Third Level Institutions	1 per classroom + 1 per 5 students
Hospitals Nursing Homes	1 per patient bed.
Clinics and Group Medical Practices	2 space per consulting room
Leisure Centres	1 per 40sqm. Gross Floor space
Sports Grounds and Clubs	1 per 3 seats + 2 per court
Amusement Centres/Entertainment	1 per 50 m ² Gross Floor space.
Golf Driving Range	1 per 2m of base line/per trap.

Additional uses not mentioned above will be treated individually upon their merits on a case-by-case basis including Cultural Buildings, Funeral Homes, Libraries and Community Centres.

* Excluding Function Room / Restaurant / Bar.



13.67 D: Parking in Front Gardens

The cumulative effect of removal of front garden walls and railings damages the appearance of suburban streets and roads. Consequently, proposals for off street parking need to be balanced against loss of amenity. Where permitted, “driveways” should :

- Not have outward opening gates
- Have a vehicular entrance not wider than 3 metres
- Have an area of hard standing (parking space of 2.5 m x 5 m)
- Retain the balance as garden
- Have gates, walls and railings made good
- Provide adequate surface water drainage.

Where adjoining householders intend to construct driveways, a more efficient use of garden space can be achieved by the use of a shared vehicular entrance to serve both houses. Alterations necessary to the footpath will be carried out by the Local Authority at the applicant’s expense or by the applicant at the applicant’s own expense under the supervision of the Local Authority.

13.68 E: Traffic impact assessments:

Where significant developments are proposed it will be necessary for applicants to demonstrate the impact of their proposal on the road network within the Borough by means of a Traffic Impact Assessment, in accordance with the Institution of Highway and Transportation’s (I.H.T.) document, “Guidelines for Traffic Assessments” and European best practice. The scope of the assessment must be agreed with the Planning Authority. A Road Safety Audit should also be prepared for the entire scope of the development.

13.69 F: Mobility Management Plans:

In the case of significant developments, a Mobility Management Plan should be also be prepared to co-ordinate the efficient and sustainable management of all transportation functions associated with the development including the integration of the proposed development with existing public transport to minimise car dependency. This will include an assessment of the impact of the proposal on the full range of modes of transport, and incorporate measures to maximise accessibility of non-private car related movements. Planning permission may be made subject to an agreement setting out measures to reduce dependency on private car use for journey to work. The scope of such an agreement may include:

- Measures to promote use of public transport, cycling and walking.
- Car sharing/car pooling.
- Charges for parking
- Staggered working hours.
- Car-parking Standards.



13.70 G: Sight Lines & Visibility Requirements:

All developments providing for access on to the public roads must show that the access proposed would not create a traffic hazard nor interfere with the free flow of traffic along such roads. The availability of adequate sight distance along the road from the access point is the most crucial requirement for road safety. Clear and unobstructed sightlines shall be provided, in each direction, in accordance with “Traffic Management Guidelines”, 2003, issued by the Department of the Environment and Local Government, (DOELG), THE Department of Transport (DoT) and the Dublin Transportation Office (DTO).

Should it be necessary to acquire additional land outside of the submitted site area, a letter of agreement in this regard would be required from the relevant landowner.

13.71 H: Multi-Storey Car Parks / Underground Car Parks

All applications for multi storey car parks must be accompanied by a report consisting of recent quantitative data, which illustrates the need for parking spaces in the area proposed. The report should contain assessment of this data by a competent traffic consultant on the likely impact of the car park on the Borough together with an appropriate Traffic Impact Assessment and Road Safety Audit.

All multi-storey or underground car parks shall be designed in accordance with the “Design Recommendations for Multi-storey and underground car parks”, 3rd edition, issued by the Institution of Structural Engineers, (or any amendments or additions thereto).



13.72 Development Levies and Contributions for Public Services and Car parks

Planning Authorities are empowered by Section 48 of the 2000 Act, in assessment of applications for the development of land, to condition developers to pay contributions for past or future proposed works, being works carried out or proposed to be carried out by the Planning Authority which have, or will, facilitate any development. Such contributions will be required in case of services provision (water, sewerage, roads) or open space/recreational facilities and/or amenities.

13.73 General Development Levy Contribution Scheme

On the 16th February 2004 the elected members of Drogheda Borough Council adopted a Development Contribution scheme as set out under the 2000 Planning & Development Act. Under the Scheme, Drogheda Borough Council will, when granting a planning permission under Section 34 of the 2000 Act, include conditions for requiring the payment of a levy contribution (the amount of which is indicated at Tables 1 and 2 under the heading Level of Contribution) in respect of public infrastructure and facilities benefitting development in the Borough of Drogheda and that is provided, or that it is intended will be provided, by or on behalf of Drogheda Borough Council, (regardless of other sources of funding for the infrastructure and facilities).

Exemptions

The Planning Authority may allow for full or partial exemptions from payment at its discretion. The following categories of development only will be considered in this regard:-

- Development by or on behalf of a voluntary organisation which is designed or intended to be used for social, recreational, educational or religious purposes by the inhabitants of a locality, or by people of a particular group or religious denomination, and is not to be used mainly for profit or gain.
- Development which is designed or intended to be used as a workshop, training facility, hostel or other accommodation for persons with disabilities and is not to be used mainly for profit or gain.
- Restoration/refurbishment to a high architectural standard of buildings included in the Record of Protected Structures.
- Social/affordable housing units, which are provided in accordance with an agreement made under Part V, Section 96, of the Planning and Development Act (as amended by Section 3 of the Planning and Development (Amendment) Act, 2002).
- Social housing units, including those provided by a voluntary or co-operative housing body, which is recognised by the Council.
- Where Part V Agreements are not in place prior to the decision to grant permission, the full levy contribution will be applied, and will remain in place, unless an agreement, which includes the provision of social housing, is entered into.



13.74 Payment of Levy Contributions

The Borough Council will impose conditions requiring payment of the levy contributions provided for in the Scheme in all decisions to grant planning permission. The levy contributions will be payable in accordance with the terms of the conditions set out in the planning permission.

If the levy contribution is not paid in accordance with this condition then an amount to include interest at the Euribor rate, plus 5%, in respect of the period the payment was withheld, will be payable.

Any amount owed to the Borough Council may be recovered through the courts as a simple contract debt or by use of the enforcement provisions under Part VIII of the Planning and Development Act, 2000.

The levy contributions under the Scheme shall be payable prior to commencement of development or as otherwise agreed by the Borough Council. Levy contributions shall be payable at the index adjusted rate pertaining to the year in which implementation of the planning permission is commenced.

The Borough Council may facilitate the phased payment of levy contributions payable under the scheme, and the Borough Council may require the giving of security to ensure the payment of contributions. In the event of any delay in the receipt of phased payments, levy contributions will be due at the index-adjusted rate applicable at the time of payment.

13.75 Indexation of Levy Contributions

The rates of levy contribution will be adjusted on the 1st January each year, based on changes to the Wholesale Price Index for building and construction, published by the Central Statistics Office.

13.76 Phasing of Payments

The levy contributions shall be payable prior to commencement of development, or as otherwise agreed by the Planning Authority. The levy contributions shall be payable at the index-adjusted rate relevant to the year in which the development authorised by planning permission is commenced. The Planning Authority may facilitate the phased payment of levy contributions, subject to an administrative charge, and may require the giving of security to ensure payment of contributions.

13.77 Appeals to An Bord Pleanála (“the Board”)

Conditions requiring a levy contribution to be paid in accordance with a general development levy contribution scheme may not be appealed to the Board.

However an appeal may be brought where an applicant for permission considers that the terms of the scheme have not been properly applied in respect of any condition laid down by the Planning Authority.



13.78 Review of the Scheme

The scheme may be reviewed from time to time by the Council having regard to circumstances prevailing at the time. After a review of the Scheme, a new Scheme may be made. The cut-off year for the Scheme (unless a new Scheme is made before then) is 2009. A new Scheme will be made by then at the latest.



Residential Units

Residential Units	Roads	Water	Sewerage	Recreation Community Facilities & Amenities	Surface Water	Total
	2430	1380	1380	2430	1380	9000

NOTE: €9000 levy applies to house/apartment units up to 125m² Gross floor area. For residential units above 125 m² an extra levy of €10 per square metre in excess of 125 m² gross area is chargeable in addition to the €9000.

TABLE 1: Development levies for residential units.

Non-Residential Developments

Type of development Change of use per sq metre (unless otherwise stated)	Roads	Recreational Community Facilities & Amenities	Public Piped Services
Manufacturing	€24.21	€27.00	€45.00
General Commercial	€24.21	€27.00	€45.00
Warehousing	€24.21	€27.00	€45.00
Retail Warehouse	€24.21	€27.00	€45.00
Hotel, Nursing home, Guest house	€18.16	€20.25	€33.75
Public house, bar, restaurant, cafe	€18.16	€20.25	€33.75
Takeaway	€18.16	€20.25	€33.75
Garage, car salesroom, petrol filling station	€19.37	€21.60	€36.00
General Retail, Hairdressers, Laundry	€19.37	€21.60	€36.00
Doctors Surgery	€19.37		€36.00
School	€12.11		€22.50
Sports Facility	€6.06		€11.25
Agricultural Store (comm.)	€24.21	€27.00	€45.00
Farm Building	€6.06	€6.75	€6.75
Hospital	€12.11	€13.50	€22.50
Communication Masts (excluding buildings) per mast.	€4500		
And subsequent antennae per antennae	€900		
Car Parking (per space)	€7425		
Outside town centre	€5000		
Development not coming within any of the foregoing classes	€24.21	€27.00	€45.00

NOTE: FOR CHANGE OF USE PROPOSALS LEVIES WILL APPLY AT 50% OF THE ABOVE LEVIES

Table 2: Development Contribution for Non-Residential developments.



13.79 Security for Completion of Development, Reinstatement of Land.

Drogheda Borough Council as Planning Authority for the Borough Area in the execution of its development control functions will normally require, in the case of certain categories of development and in particular housing, a developer to lodge security in the form of a cash deposit to ensure the provision and satisfactory completion and maintenance until taken in charge by the Borough Council of roads, footpaths, sewers, watermains, public lighting and also to secure the provision and satisfactory completion of open spaces and other services not normally taken in charge by the Corporation.

For residential/housing development the amount of the security will be calculated as a percentage of the cost of completing all necessary services.

Similar security may be required where reinstatement of a site is necessary on completion of certain categories of development.

13.80 PART G **FLOOD RISK AND DEVELOPMENT**

1. Development that is sensitive to the effects of flooding will generally not be permitted in flood prone or marginal areas.

Preventing such development, where flooding would result in significant hardship, financial losses or costs, will avoid increasing the existing level of risk and will protect the proposed new development from the human (stress and ill-health, for example) and financial costs of flood events. It will also eliminate or reduce expenditure on flood protection measures and compensation.

2. Appropriately designed development, which is not sensitive to the effects of flooding, may be permissible in flood plains provided it does not reduce the flood plain area or otherwise restrict flow across floodplains.

Examples of such development might include park areas, sports pitches, certain types of industry, warehousing, etc. designed to be flood resistant and/or insensitive. Such development should only be permitted provided it incorporates adequate measures to cope with the ever-existent flood risk, e.g. adequate drainage systems, safety measures, emergency response facilities and/or warning and response systems and where it is considered that flooding would not result in significant hardship/financial loss or cost.

3. Development must so far as is reasonably practicable incorporate the maximum provision to reduce the rate and quantity of runoff. E.g.:-

- **Hard surface areas (car parks, etc.), should be constructed in permeable or semi-permeable materials**
- **On site storm water ponds to store and/or attenuate additional runoff from the development should be provided**
- **Soak-aways or french drains should be provided to increase infiltration and minimise additional runoff**



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Such sustainable design/construction measures are desirable in most areas and essential in floodplains, areas liable to flooding, and areas where the conveyancing capacity of watercourses is marginal. In all of these cases development that reduces the rate of absorption or increases the rate of runoff increases the risk of flooding of lands and properties downstream.

4. For developments adjacent to watercourses of a significant conveyance capacity any structures (including hard landscaping) must be set back from the edge of the watercourse to allow access for channel clearing/maintenance.

A setback of 5m-10m is required depending on the width of the watercourse.

5. Development consisting of construction of embankments, wide bridge piers, or similar structures will not normally be permitted in or across flood plains or river channels.

Such structures restrict/obstruct flow and increase the risk of flooding to property and land upstream. If it is considered necessary, in exceptional cases, to permit such structures, they should be designed to minimise and/or compensate for any potential negative effects

6. All new development must be designed and constructed to meet the following minimum flood design standards:-

- For Urban areas or where developments (existing, proposed or anticipated) are involved -the 100 year flood
- For Rural areas or where further developments (existing, proposed or anticipated) are involved - the 25 year flood
- Along the Coast and Estuaries - the 200 year tide level
- Where streams open drains or other watercourses are being culverted - the minimum permissible culvert diameter is 900mm. (Access should be provided for maintenance as appropriate.)

The application of higher design standards may be appropriate in certain cases where the level of risk and/or uncertainty warrant it e.g. hospitals or other emergency services, main roads, chemical plants, cultural repositories, areas of karst etc.

7. A flood impact assessment and proposals for the storage or attenuation of run/off discharges (including foul drains) to ensure the development does not increase the flood risk in the relevant catchment must accompany applications for Planning Permission for development of areas exceeding 1 Hectare.

8. A certificate from a competent person that the development will not contribute to flooding within the relevant catchment must accompany applications for Planning Permission for development of areas of 1 Hectare or less.