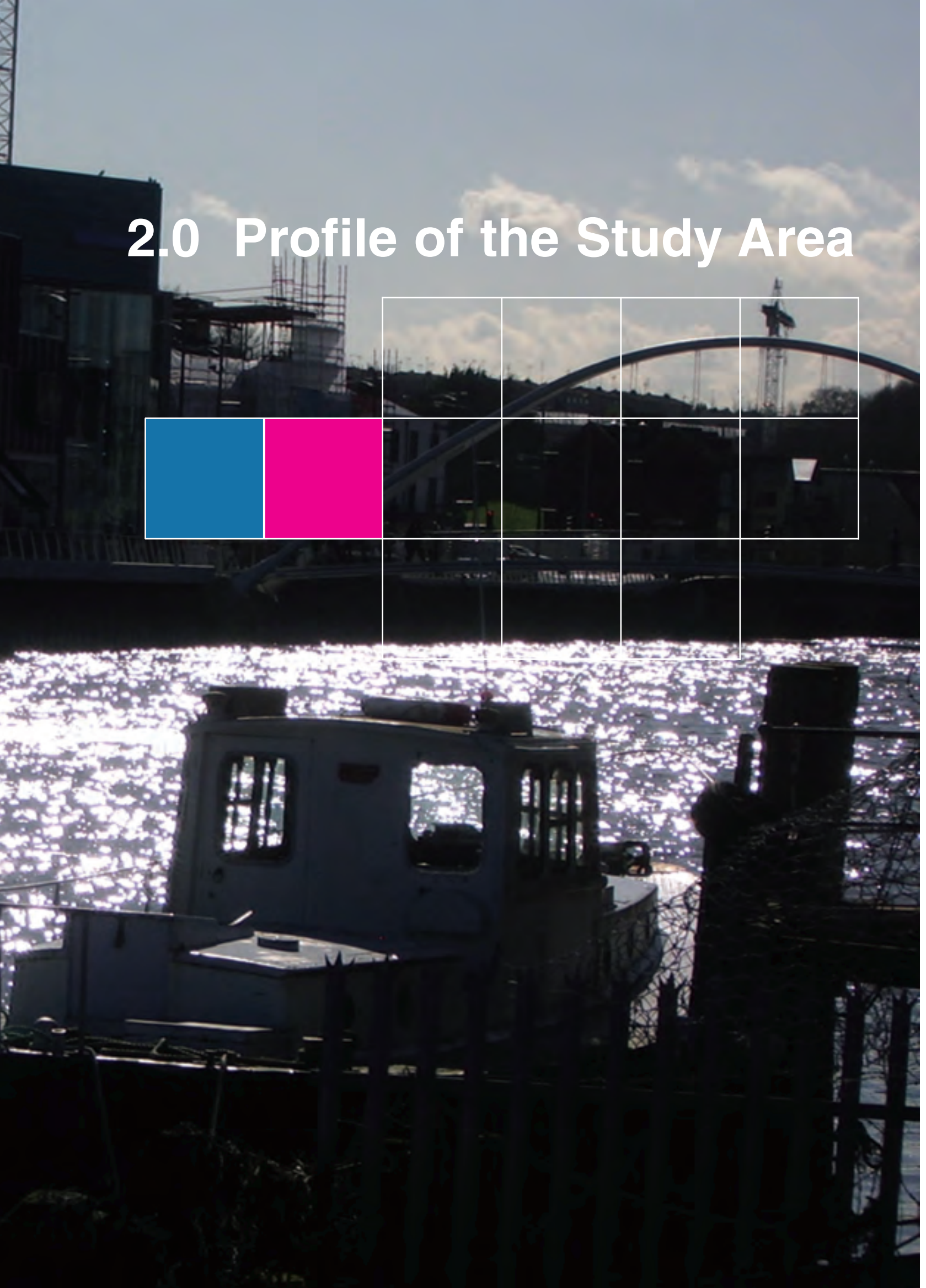




2.0 Profile of the Study Area



2.0 Profile of the Study Area

2.1 Population

2.1.1 Drogheda and Environs

The population of Drogheda Borough and the adjoining lands north and south of the Borough boundary as calculated from Census data was 31,020 in 2002 (25,282 in 1996). The data presented in Table 2.1 is the closest approximation to the footprint of the core area available. The increase of 5,738 persons over the six-year period represents a cumulative percentage change of 22.7 per cent, far in excess of the national 8 per cent increase over the same period. The growth rate varied considerably within the Study Area, as follows:

Table 2.1 Population of Drogheda and Environs

Area	Persons 1996	Persons 2002	Cumulative Percentage Change 1996-2002
Drogheda Municipal Borough	24,460	28,333	15.8
Environs of Drogheda (north) - Parts of St. Peter's DED (Co. Louth)	36	554	1,438.9
Environs of Drogheda (south) - Parts of St. Mary's and Julianstown DEDs (Co. Meath)	786	2,133	171.4
Total	25,282	31,020	22.7

Source: CSO, 2002

2.1.2 East Meath (North)

The area comprises the villages of Laytown, Bettystown, Donacarne, Mornington, Mornington (East) and Julianstown¹. The definition of East Meath (North) for this study is different to the definition of the census town of Laytown-Bettystown-Mornington². In the census period 1996 to 2002 the 'Laytown-Bettystown-Mornington' area increased from a population of 3,678 in 1996 to 5,597 in 2002. This represents a population increase of 52.2% in the 6-year period.

Table 2.2 Population Change in East Meath (North and South)

Area	Persons 1996	Persons 2002	Actual Change 1996 - 2002	Percentage Change 1996 - 2002
Laytown- Bettystown-Mornington	3,678	5,597	1,919	52.2
Julianstown/ Whitecross	424	422	-2	-0.5
Stamullen	427	779	352	82.4
Gormanstown	435	504	69	15.9
Total	4,964	7,302	2,338	47.1

Source: CSO, 2002

¹ This area is defined as East Meath (North) in the 'East Meath Local Area Plans - North and South' (Public Consultation Draft, April 2005)

² The census town of Laytown-Bettystown-Mornington also includes the village of Donacarne. For the geographical delineation of the area please see Maps 1.1 and 1.2 in Chapter I.

An analysis of current estimated population levels for all settlements within the East Meath area is contained in the East Meath Local Area Plans. The main findings for East Meath (North) are summarised in Table 2.3 below.

Table 2.3 Estimated Population in East Meath (North)

Location	Estimated Population in 2004
Bettystown	3,499
Donacarne	923
Julianstown	421
Laytown	2,394
Mornington	135
Mornington East	2,022
Total	9,394

Source: 'East Meath Local Area Plans - North and South' (Public Consultation Draft, April 2005)

According to the figures from the Local Area Plans, the combined population of the Laytown-Bettystown-Mornington Area is currently close to 9,000 people. This represents a significant increase on the 2002 census population for the area and gives a strong dynamic level of growth and development.

2.1.3 Remainder of the Study Area

The villages within the Broader Area of Influence around Drogheda have also experienced some population increase over recent years, with some of the villages experiencing significant increases. The level of growth for the period 1996 to 2002 is set out in Table 2.4 below.

Table 2.4 Population of Villages In The Drogheda Hinterland

Area	Persons 1996	Persons 2002	Actual Change 1996-2002	Percentage Change 1996-2002
Towns/Villages in County Louth				
Dunleer	988	1,014	26	2.6
Clogherhead	775	906	131	16.9
Tullyallen	429	617	188	43.8
Termonfeckin	530	503	-27	-5.1
Collon	308	424	116	37.7
Tinure	-	296	-	-
Towns/Villages in County Meath				
Duleek	1,731	2,173	442	25.5
Donore	293	334	41	14.0
Slane	688	823	135	19.6
Total	5,742	7,090	1,348	23.5

Source: CSO, 2002

2.2 Residential Development

Residential development in the Study Area has been strong throughout the last decade. The continuation of strong population growth since the 2002 Census is manifested by the ongoing development activity in the Study Area, particularly in the environs of Drogheda and East Meath.

Development activity in the Drogheda Borough area continues to be strong with a number of small infill developments and some medium and large scale developments recently completed or currently under construction. On the southside of the town the larger developments are in particular the 'Roschoill' housing development at Stameen, the 'Rivercourt' apartment complex off the Rathmullen Road, the new housing development at Marley's Lane and the ongoing development at Bryanstown Manor ('Martello Village') which is being developed in combination with the construction of the Bryanstown Cross Route.

The strongest area of recent growth in the Drogheda environs (outside the Drogheda Borough area) has been the Colpe Cross area in County Meath for which a

phased masterplan is in place ('Grange Rath' estate). A substantial number of applications on the Meath side of Drogheda have been delayed due to services constraints pending the upgrade of the waste water treatment plant and the related allocation of capacity. Notwithstanding the technical constraints, there continues to be substantial demand for additional residential development in the southern environs of Drogheda and East Meath.

In the northern Drogheda environs (County Louth), Aston Village has accommodated approximately 680 new homes and a new neighbourhood centre. Demand for new housing is also strong here. A number of applications were refused permission pending the publication of the Masterplan for the overall Northern Environs area. The Northern Environs is now the subject of a Masterplan. The Strategy reflects this fact and supports the planning policies set out therein.

The most rapid population increase has been recorded in East Meath. The population of the Census town of Laytown/Bettystown/Mornington alone almost trebled since the early 1990s. Demand for new housing in the East Meath area remains high.³



Playground at Ramparts

³ The East Meath Local Area Plan notes that "the expansion of residential development in East Meath would have been even more pronounced was it not for the constraints in the piped infrastructure serving the area."

2.3 Retail Development

The provision of new retail development has been strong both in Drogheda town centre and the outlying areas. Scotch Hall, Phase One is operational and the Laurence Town Centre will open in 2006. Beyond the town centre, two new retail parks, near the Donore Road Interchange in County Meath and near the Mell Interchange on the northside of the town, are open for trading.

These developments represent a significant extension to the retail offer of the town and will redress the previous retail 'leakage' from Drogheda to other locations, principally the Greater Dublin Area and also towns such as Dundalk, Navan and Newry.

Some smaller retail developments, such as the new neighbourhood centre at Colpe Cross and Bettystown Town Centre will further provide retail facilities at local level.

In light of the above, it is estimated that the overall retail requirements of the Study Area in terms of comparison goods are well catered for in the short to medium term. Ongoing monitoring of retail performance will be required via the statutory development plan process. The Strategy confirms that the recent substantive retail expansion for the Study Area must be considered a strong positive element in terms of absolute supply, and is in accordance with national guidance on retail planning.

2.4 Economic Development and Employment

2.4.1 National Economic Context

Ireland's economic performance over the last decade or so has been well-documented. According to the ESRI Medium Term Review, 2003-2010, growth is expected to continue strongly for the rest of this decade, before slowing down in the following decade. A recent report by the Enterprise Strategy Group⁴ profiles Ireland's enterprise base. Three sectors with growth opportunities are identified:

1. Internationally Traded Services
2. High Value-Added Manufacturing
3. Domestically-Traded Sector

2.4.2 Sectoral Employment Profile

The Quarterly National Household Survey (QNHS) gives a picture of the national and regional breakdown of employment by sector over time. Although Drogheda is strictly speaking in the Border region, the Greater Dublin Area (GDA), consisting of Dublin, Meath, Kildare and Wicklow is the more relevant regional benchmark to use. The main features are:

- The most important sectors nationally and regionally are Industry, Construction, Wholesale/ Retail, Financial/ Business Services, and Health; between them they account for roughly two-thirds of employment in the economy.
- There is a difference between the national and GDA profile: notably, industry accounts for 15.6% of the national workforce, but only 12.5% of the workforce in the GDA, while Financial/Business Services account for 19.7% of employment in the GDA, but only 13.3% nationally.
- Comparing the 2005 position with 1998 (the first full year of the QNHS), overall employment in the economy has grown by 29%, whereas in the GDA it has grown by 24%. The strongest growth sectors have been Construction, Financial/Business Services and Health, which have grown nationally by 88%, 51% and 63% respectively.
- Industry has been a notable underperformer, with numbers employed falling 1% nationally since 1998, but falling by 9% in the GDA. The only other sector to experience a fall in employment has been Agriculture.

It is clear that industrial employment has been in decline nationally since late 2001, and in the GDA since late 2000, while total employment has continued to expand. This decline in industrial employment is remarkable in a rapidly growing economy. The sector is not driving employment or economic growth, and all the indications are that it is unlikely to do so in the future.

2.4.3 Spatial Profile of Employment in the GDA

It is interesting to consider the spatial aspects of employment within the GDA, for which the latest data available is from the 2002 Census of Population. The area within the M50, roughly equivalent to the city proper, while experiencing some increased employment in the last 11 years, has not grown at anything like the same rate as the rest of the GDA, and had 10% less of the total

⁴ Enterprise Strategy Group, 2004. Ahead of the Curve - Ireland's Place in the Global Economy, Forfás.

GDA employment in 2002 than in 1991. The level of commuting has grown throughout the GDA. Over 50% of those who work in the city live outside it, and the figure is almost as high for the rest of Dublin County. The increase in the level of commuting into the counties of the Mid-East region has been significant, indicating a spread of employment throughout the GDA.

2.4.4 Economic Profile of Drogheda

Drogheda is one of the largest and fastest growing towns in Ireland, and is functionally part of the Greater Dublin Area (GDA). This is reinforced by the M1 and rail network. Although on the edge of the GDA, connection with Dublin city is now comparable to or better than many of the other towns in the GDA.

Data on Drogheda is derived mainly from the 2002 Census of Population, since the QNHS is not available at a sub-regional level. Outlined below are the main points in relation to employment by sector in 2002 compared with 1996. This refers to the jobs held by Drogheda residents, whether they work in Drogheda or not. The main points are:

- Total employment among the residents of Drogheda grew very rapidly (+48%) in the period 1996 to 2002, while employment among residents of the coastal villages almost doubled in the same period. By comparison, total population growth in Drogheda in the period was 23% and for the coastal villages was 52%. So increased employment reflects growing population and reductions in unemployment.
- A high proportion of Drogheda town residents (almost 20%) were employed in manufacturing in 2002, compared with 14.9% in the State as a whole. Mornington/ Bettystown/ Laytown by contrast had a lower than average level of Manufacturing employment, at 12.9%⁵.
- Two other important sectors were Wholesale & Retail (14.7% of employment) and Health & Social Work (10.5%), the latter reflecting the presence of the Lourdes Hospital.
- Manufacturing was even more significant in 1996, representing over 30% of jobs held by Drogheda residents, as opposed to only 19% in the State at that time.

⁵ The definition of Manufacturing per the Census of Population and of Industry per the QNHS differ somewhat, so are not fully comparable.

- Manufacturing employment fell by 4.1% in the period 1996 to 2002 in Drogheda, compared with a 2% drop in the State as a whole. This reflects retrenchment in manufacturing employment, and also implies that the majority of new residents in Drogheda are not employed in manufacturing.
- Employment growth has been especially strong in Construction (+112%) and in Commercial and Business Services (+157%) since 1996.
- Employment in Transport, Storage and Communications, and in Public and Personal Services grew by more than 50% in the period.

In summary, the employment trends in Drogheda reflect those in the State as a whole, particularly in relation to manufacturing employment. The figures in relation to population, workforce and labourforce (obtained from CSO, 2002 data) can be summarised as follows:

• Population of Drogheda Borough:	28,333
• Work Force ⁶ :	11,581
• Labour Force ⁷ :	13,381
• Labour Force Participation Rate:	61.7 %
• Labour Force as a percentage of the total population:	47%

A useful concept introduced by the Regional Planning Guidelines (RPGs) for the Greater Dublin Area is that of the 'jobs ratio'. Jobs ratio is the total number of jobs divided by the labour force in a certain area. The RPGs note that in order to make a sustainable place, the jobs ratio should not fall below 0.7. The jobs ratio for Drogheda Municipal Borough is presently 0.89, the jobs ratio for the Drogheda Core Study Area is approximately 0.79.

Data is also available from the Census indicating where Drogheda residents work and where those who commute into Drogheda live (for full detail see the Appendices in Vol. 2 of the report). The main points are:

- In total there were roughly 12,000 jobs in Drogheda and surroundings in 2002, of which 6,900 (58%) were filled by local residents, 3,000 (25%) were filled by

⁶ Workforce is the number of persons living in the Borough Area that are currently in employment.

⁷ The Labour Force is made up of the workforce, the unemployed and 1st time job seekers. Labour Force Participation rate is the total labour force (those at work, unemployed and 1st time job seekers) as a percentage of the population aged 15 + years and over. A more approximate estimate is to take the labour force as a percentage of the total population, which in the case of Drogheda Borough Council is about 47%.

residents of the rest of Louth, and 1,800 (15%) were filled by residents of the rest of Meath. Only small numbers were filled by residents of other counties.

- Another 3,600 Drogheda residents (25% of total) were in jobs that had no fixed (or unknown) location. These include construction workers, commercial travellers, etc.
- A further 2,900 Drogheda residents (20%) worked in Dublin City or County, and 1,000 (7%) worked in either the rest of Louth or the rest of Meath.

The Labour market status of the local population at DED level in 2002 is set out below:

- Labour Force Participation Rate (LFPR), that is, those either working or seeking work as a percentage of total population 15+, was lower than the State average in the three central DEDs of Fair, Laurence and West Gate (for a map of all DEDs in the Core Study Area refer to Map 1.1 in Chapter 1).
- By contrast, LFPR was considerably higher than the State average in the outlying DEDs of St. Peter's and St. Mary's.
- Drogheda and surroundings as a whole had a higher than average LFPR, as did Co. Meath. Co. Louth by contrast has a lower than average participation rate.
- The unemployment rate was higher than the State average in the Study Area, but varied considerably within it. Unemployment was particularly high in Fair Gate, West Gate and part of St. Mary's in Drogheda Borough. The unemployment rate was roughly at the State average in St. Peter's DED and the part of St. Mary's DED that lies in Co. Meath. Overall, Co. Meath had a lower than average unemployment rate, while Co. Louth had a considerably higher than average rate.

The main findings in relation to the socio-economic profile of the Study Area are as follows:

- A slightly higher percentage of Employers & Managers than the State as a whole or than Co. Louth. However, the percentage varies greatly within Drogheda, from 11.4% in Fair Gate and slightly more in West Gate to 25.4% in the Co. Meath part of St. Mary's DED.
- A smaller than average percentage of "Higher Professionals" (doctors, engineers, etc). There is a degree of variation as before, with Fair Gate and West Gate having the lowest percentage, and St. Mary's in

Co. Meath the highest. A similar pattern is found with "Lower Professionals" (teachers, nurses, journalists).

- A slightly lower than average proportion of Non-Manual Workers (bank clerks, secretaries, shop staff, etc.), spread fairly evenly throughout the DEDs.
- A significantly higher than average proportion of Skilled, Semi-Skilled and Unskilled Manual Workers. Fair Gate and West Gate feature strongly with the latter two.

The official labour market information for the Study Area since the Census in 2002 is from the Live Register. While numbers on the Register do not fully equate to the unemployed, the trends are informative. Numbers on the Live Register fell in 1999/2000, then started to rise again, peaking in mid-2004, and have fallen since. The total for April 2005 is 3,156, compared with 3,431 in October 1998. In the context of an increasing population this implies that the unemployment rate in Drogheda has fallen over the period.

The level of long term unemployment (those on the Register continuously for a period in excess of one year) is also relevant:

- In October 1998 it represented 45.8% of those on the Register (1,571 persons); by April 2005 this had fallen to 31.8% of the total (1,004 persons).
- Interestingly, while the number of claimants on the Register for more than one year has fallen between 1998 and 2005, the number on it for less than one year has risen, despite the overall reduction.
- Long term unemployment is dominated by males - they represented 62.1% of the total in October 1998⁸, and 65.6% in April 2005.
- The number of very long term unemployed (on the Register for longer than three years) is now less than half what it was in 1998: 421 compared with 872.

Finally, the education status of the population of Drogheda is also important from an economic point of view:

- Drogheda and surroundings has a 3rd level education rate comparable with the State average, but has a

⁸ The latest total Live register figure for Drogheda is 3,137, in June 2005. However, duration analysis is only published by the CSO for April and October of each year.

lower than average level of upper secondary education and a higher than average level of lower education and primary education.

- There is wide variation in educational achievement between the DEDs. St. Mary's and St. Peter's have a relatively high level of education, while Fair Gate and West Gate have a relatively low level. St. Laurence's Gate has a higher level of education than the two other core DEDs.

In general, the educational status of the various zones reflects their employment and socio-economic profile.

Spatial Aspects

There are a number of employment centres in Drogheda town:

- The largest single employer in the town is Our Lady of Lourdes Hospital, which has roughly 1,200 employees.
- The town centre is the main location for employment, being the primary/ main retail and services area.
- The Drogheda Industrial Estate (a.k.a. Donore Road Industrial Estate), a long-established industrial area in the south-west of the town, located off the Donore Road, while having lost significant numbers of jobs over the last decade or so due to closures, is still home to some sizeable employers. In addition, a number of the vacant industrial buildings have been converted to retail park uses (e.g. DIY, tile/bathroom showrooms, etc.). IDA and Enterprise Ireland-assisted firms in this area employ roughly 900 people.
- In the south-west of the town, further along the Donore Road and bordered by the M1 motorway, opposite the new IDA Business Park, there are a large and growing number of retail warehouse-type developments. These include the Newgrange Business Park and the East Coast Business Park, as well as the recently opened Drogheda Retail Park, anchored by Homebase.
- Smaller employment areas include:
 - Marine and related activities on the northern bank of the river/estuary, including the port both in the town and at Tom Roe's Point, and the Premier Periclase facility along the Boyne Road (R167).
 - The Duleek Road (R152) west of the M1 motorway,

which includes Boyne Valley Foods and Irish Cement Platin works.

A number of new developments currently underway or planned in the near future will impact on employment numbers in the town. Most notably:

- The Scotch Hall (South Quays/Marsh Road) and St. Laurence Centre developments, both large-scale retail and mixed-use developments towards the eastern part of the town centre. Between them they are expected to generate 2,000-3,000 jobs (depending on Phase 2 of Scotch Hall).
- The new IDA Business Park on the Donore Road will have capacity for several thousand jobs. In addition, a new hotel is planned in the vicinity of the Park.
- The planned decentralisation of Government activities from Dublin may see in excess of 500 civil servants, mostly from the Department of Social and Family Affairs, relocate to Drogheda.
- The major planned reorganisation of the port's activities is expected to see an increase in port employment of roughly 100 over the coming years⁹, subject to provision of the Northern Cross Port Access Road. In addition, vacation of the quays would release substantial lands for redevelopment with potential for increased employment.
- A number of sizeable retail developments are planned or under construction on the outskirts of the town, including:
 - M1 Retail Park at the Northern Link road to the motorway is anchored by Woodies DIY and a number of other retail outlets are planned. Employment at the Park could be in the region of 100.
 - Permission has been granted for a sizeable retail centre on the Colpe Road just off the old Dublin Road, south of Drogheda, primarily to serve the residents of Grange Rath. This is one phase of a larger set of developments for the area.

⁹ Longer term, the development of a new deep water port at Bremore near Balbriggan is expected to generate roughly 600 jobs, and the Port company also plan to develop a logistics park at Bremore, which they estimate could potentially provide employment for 2-3,000. Given its proximity, a certain number of the jobs at Bremore would likely be filled by Drogheda residents.

In summary, apart from the hospital and the port area, there are two main centres of employment in Drogheda, namely:

1. **The Town Centre**, a retail, professional and personal services area stretching from West Street and surrounding streets to the St. Laurence Centre, the Scotch Hall development on the south quays/Marsh Road and longer term the redeveloped port lands on the north city quays.
2. **Donore Road**, a mixed industrial/retail warehouse/DIY area inside the M1 by-pass, stretching from the old Donore Road Industrial Estate via the East Coast and Newgrange Business Parks, to the new IDA Business Park and the Drogheda Retail Park.

Key Employers

Apart from sectoral and spatial analysis, the key individual employers in the Study Area can also be analysed. Drogheda has relatively few large employers (those with more than 100 employees), and the main ones are listed in Table 2.5. They are a mix of Irish and overseas firms, and of private and public sector.

The most obvious and immediate risk to employment in Drogheda relates to the possible re-location of The Lourdes Hospital. While many Drogheda residents currently working in the hospital would presumably continue to do so, there would likely be a long-term drift of employment away from Drogheda, were the hospital to move. There would also be a loss of ancillary activities at the hospital that generate local economic activity.

Furthermore there is the considerable loss of an important service in the town and disruption to residents and workers. It is not clear at the time of writing how likely it is that the hospital might relocate, but it would be important from Drogheda's point of view that all steps be taken to continue to accommodate the hospital within Drogheda.

Drogheda Port has access issues at the moment, but these should be addressed by the Northern Port Access Route, while the move eastwards represents a major opportunity for the redevelopment of the quays.



New IDA Business Park

Table 2.5 Key Employers in Drogheda Area

Employer	Approx. No. of Employees	Sector	Growing/ Declining?	Specific Threats / Issues
Our Lady of Lourdes Hospital	1,200	Health	-	Possible Relocation
Atlantic Industries (Coca Cola)	350	Beverages	-	FDI – sensitive to costs in Ireland Vs overseas
Becton Dickinson	200	Medical Instruments	Growth Sector	FDI – sensitive to costs in Ireland Vs overseas
Drogheda Port	160	Transport/ Logistics	Growing	Access issues; relocation from town quays; possible Relocation to Bremore in long run?
Premier Periclase	150	Minerals Processing	Declining	FDI – vulnerable in medium to long term
Irish Cement Platin works	200	Cement	-	Indigenous – environmental issues?
Boyne Valley Foods	120	Food Processing	-	Indigenous – sensitive to competition from imports?

Note: To this list could be added the decentralised Department of Social and Family Affairs, which is expected to employ over 400 at a town centre location. The likes of Scotch Hall is expected to employ in the region of 1,600 people, but this would be made up of a large number of individual employers.



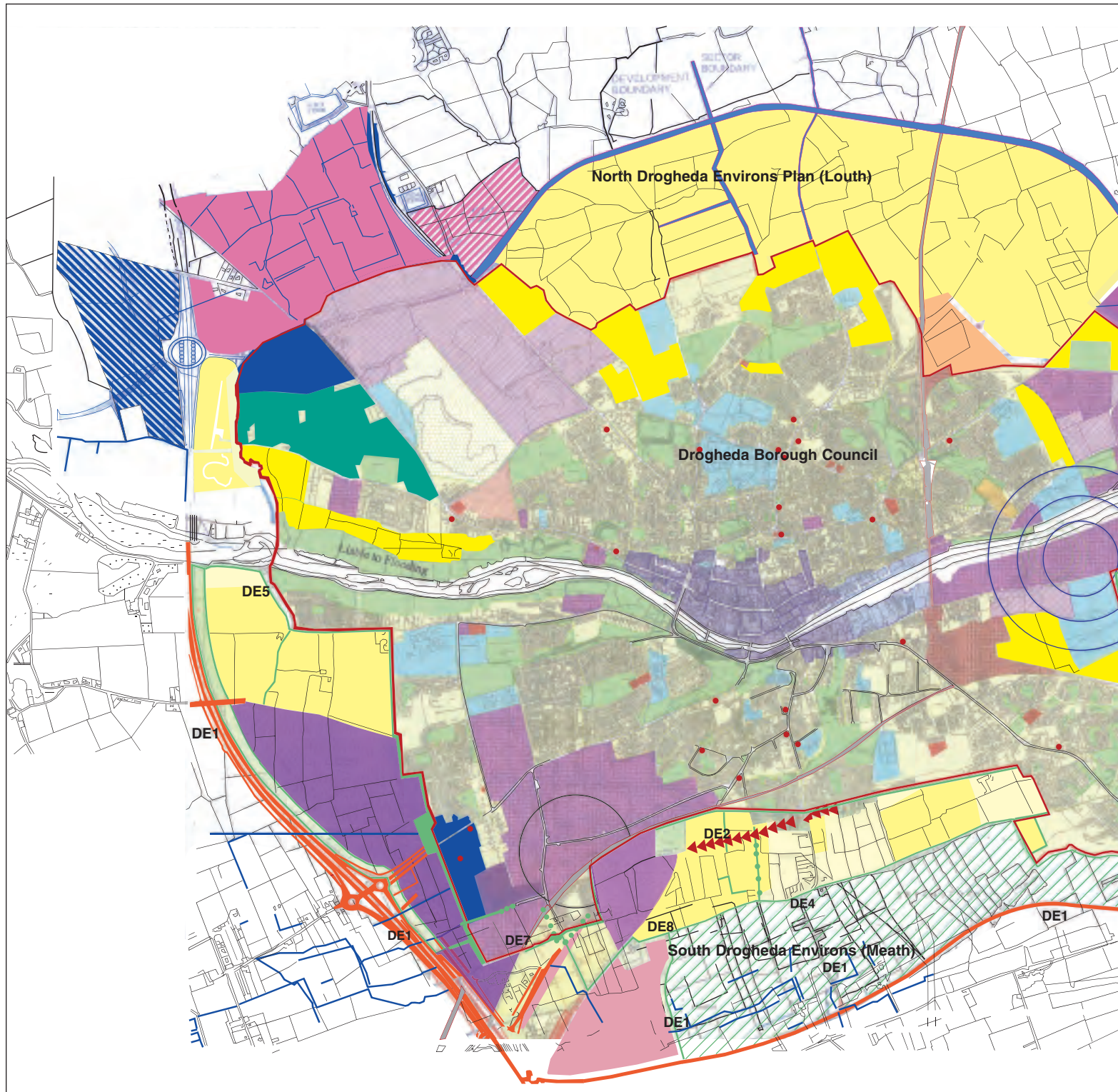
Construction of Scotch Hall





2.5 Current Zoned / Identified Development Landbank




The following section gives a brief overview of the land use zoning designations for the core study area and the East Meath (North) Area. It gives an indication of the potential for future development on the zoned landbanks.



2.5.1 Drogheda and Environs Overview of Zoned / Identified Development Lands in the Core Study Area

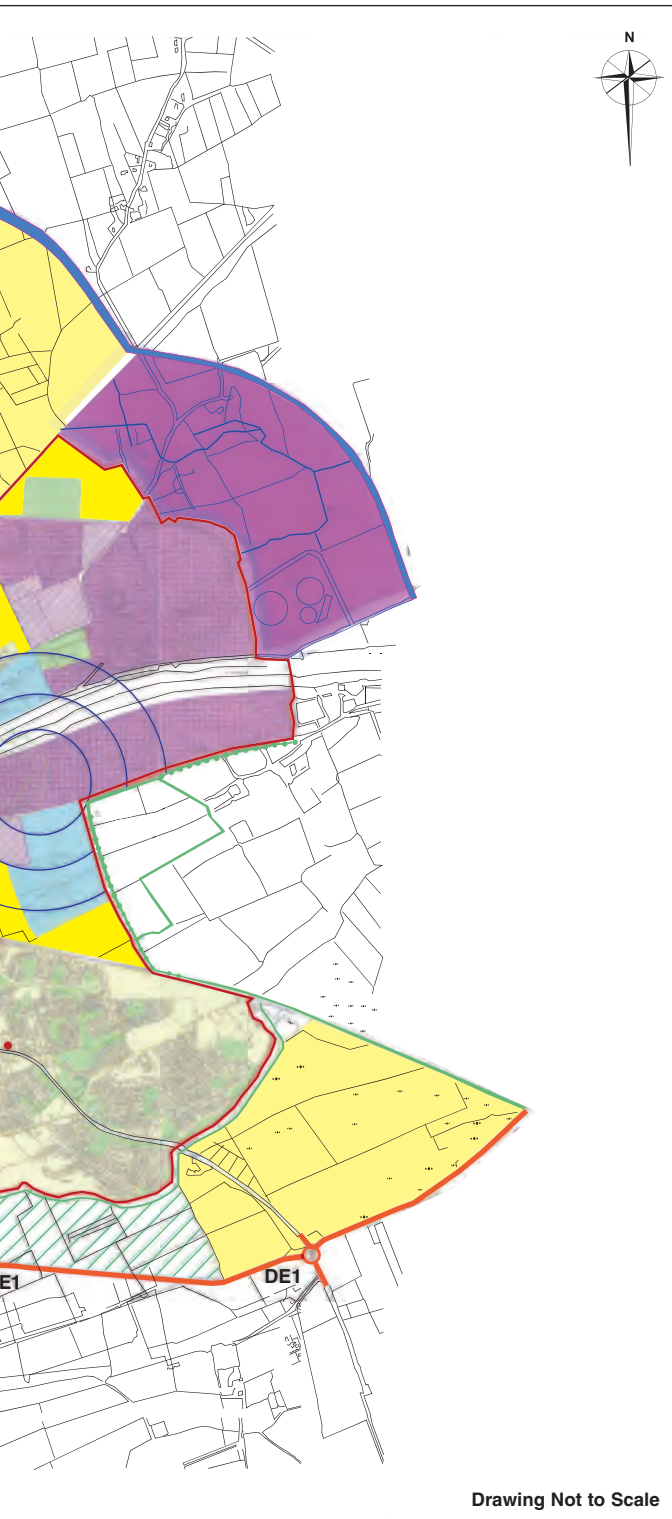
The map overleaf provides a composite view of the Drogheda Borough Development Plan zoning, the Northern Environs Plan in County Louth and the zonings under the current Meath County Development Plan for the southern environs of Drogheda.



- RE. Residential existing:**
 To protect and/or improve the amenity of developed residential communities.
- RE. Residential New:**To provide for new residential communities and community facilities and to protect existing residential development.

- RN. Residential New:(Premature Pending the provision of Services.)**To provide for new residential community facilities and to protect existing residential development.

- RN. Residential New:(Premature Pending Flood Plain and Ravine impact Study Required):**To provide for new residential communities and community facilities and to protect existing residential development.


- TC. Town Centre:**To protect and enhance the special physical and social character of the existing town centre facilities and uses.

- IQDA. Inner Quays Development Area:**
 To provide for major town centre activities in accordance with an approved local area plan and subject to the provision of necessary physical infrastructure.
- RP. Retail Park:(Premature Pending the Provision of Services)**To provide for the development of a retail warehouse park in accordance with approved local area plan and subject to the provision of necessary physical infrastructure.


- EGZ. Employment Generating Zone: (Premature Pending the Provision of Services.)** To provide for the development of business and employment generating business activity, which is primarily manufacturing, services orientated and whose retail output is ancillary to the primary use.

- BP. Business Park /New Economy Business:(Premature Pending the Provision of Services.)**To provide for new business opportunities on a green field site,which is designed in accordance to an overall masterplan framework.The zone allows for flexibility in the composition of uses allowed.




Map 2.1 Composite Map of Core Study Area

LEGEND FOR THE NORTHERN ENVIRONS FROM THE NORTH DROGHEDA ENVIRONS PLAN

- To provide for residential use in accordance with approved Masterplan.
- To provide for the employment uses.
- To provide for mixed uses appropriate to transport hub.
- To provide for a retail park.
- To provide for tourism/ leisure uses consistent with protection of adjoining heritage area.

LEGEND FOR THE SOUTHERN ENVIRONS FROM THE MEATH COUNTY COUNCIL DEVELOPMENT PLAN 2001 (Urban Detail Map 10 Drogheda Environs)

LAND USE ZONING OBJECTIVES

- A1** To protect and enhance the amenity of developed residential communities.
- A2** To provide for new residential communities and community facilities and to protect existing residential areas.
- C1** To provide for and facilitate mixed residential and business uses in existing mixed use central business area.
- E1** To provide for industrial and related uses subject to the provision of necessary physical infrastructure.
- E2** To provide for light industrial and industrial office type employment in a high quality campus environment subject to the requirements of approved action plans and the provision of necessary physical infrastructure.

- F1** To provide for and improve open spaces for active and passive recreational amenities.
- G1** To provide for necessary community, recreational and education facilities.
- H1** To protect the setting character and environmental quality of areas of high natural beauty.

SPECIFIC OBJECTIVES

- DE1-6** Objectives (see text)
- Access points.
- Trees to be preserved.
- Listed buildings or structures.
- Pedestrian walkways / cycleways.
- Provision of footpaths.
- Major distributor / new roads.
- Development area boundary.
- Area Subject to Action Area Plan.

Drawing Not to Scale

CCI. **Civic Community & Institutional:**
To provide & protect necessary Community, Recreational & Educational Facilities.

RRO. **Redevelopment or Renewal of Obsolete Areas:** Further study required to determine future use.

DTDA. **Drogheda Transport Development Area:**
To protect and expand the existing Transport Hub around the train station and facilitates the development of Public Transport facilities including Residential, Retail and Office Development.

NC. **Neighbourhood Centres:**
To protect, provide for and improve local shopping facilities in order to create and retain a vibrant and sustainable neighbourhood centre to serve primarily local needs.

LPS. **Local Primary Shops:**
To protect, provide for and improve local shopping facilities in order to provide facilities for a residential neighbourhood.

OS. **Open Space and Recreational Area: (Public/Private)** To provide for and/or improve open space and recreational amenities.

DC. **District Centre:** To create a Sustainable District Centre outside the Town Centre which will operate as a complementary Retail Hub to the Existing Town Centre.

CF. **New Community & Educational Facilities:**
To create a new location which is capable of facilitating the development of new school facilities and local community neighbourhood facilities, and will include residential housing.

- Drogheda Borough Boundary.
- 300m Zone Irish Flavours and Fragrances.
- Zones of Impact Fogas.
- Zones of Impact Maxol.

Residential Development Land (Core Study Area)

The amount of land zoned for residential use in Drogheda at present is substantial (see Map 2.2). It includes lands in the Borough Area, the Northern Environs (Co. Louth) and also the Southern Environs (Co. Meath - Bryanstown). Although not zoned, these lands are clearly part of the strategic development reserve and are shown as hatched in the County Development Plan. For the purposes of this Strategy they are treated as 'zoned'. There are approximately 580 hectares of residentially zoned land in total in the Core Study Area that are undeveloped at present. At a gross density of 35 units per hectare, these lands could accommodate around 20,000 new residential units. Depending on the occupancy rate, these units could provide accommodation for a population of 50,000 to 60,000 persons, thereby potentially trebling the overall population of Drogheda to around 90,000 persons.

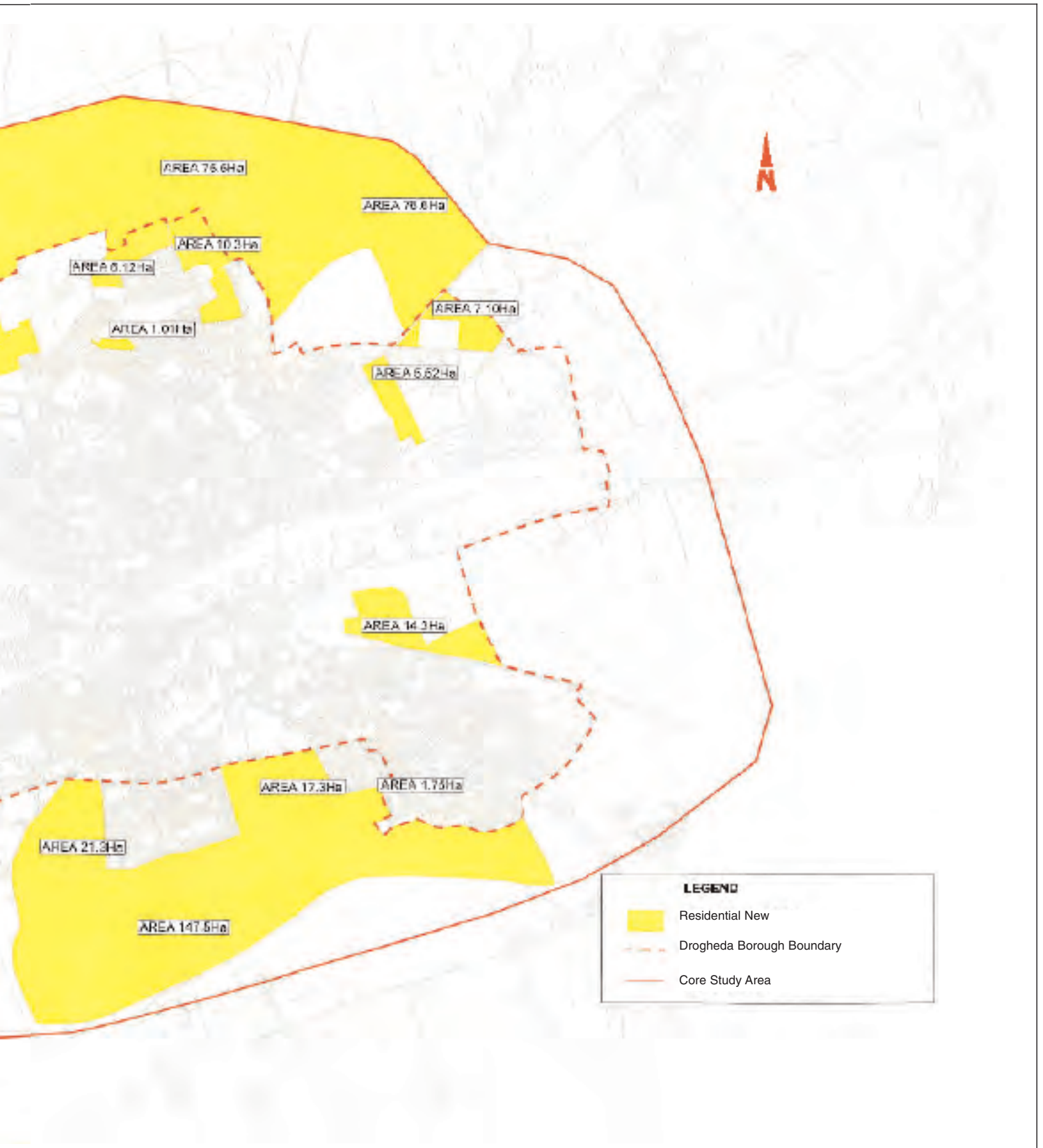
Within the Drogheda Borough area there are approximately 86 hectares of land that are zoned as 'RN' ('Residential New'), i.e. residentially zoned lands that are undeveloped. Development on much of these lands is considered premature pending the provision of services or pending an assessment of the Boyne River flood plain.

Bearing in mind therefore that not all of these lands are readily available for development, it is still worth noting that, as a crude estimate, the lands within the Borough boundary alone could accommodate approximately 3,000 to 4,000 units depending on residential density (at a range between 35 to 50 dwellings to the hectare). These units could in turn accommodate a population of between 9,000 to 12,000 persons (at an occupancy rate of 3 persons per household). These estimates do not take account of the considerable potential for further consolidation and infill development within the built up area and particularly the opportunities presented by the redevelopment of the Inner Quays area.

Overall, it is evident that a considerable additional population could be accommodated within the area.



Map 2.2 Land zoned / identified for residential development under current Development Plans



Employment Zoned Land (Core Study Area)

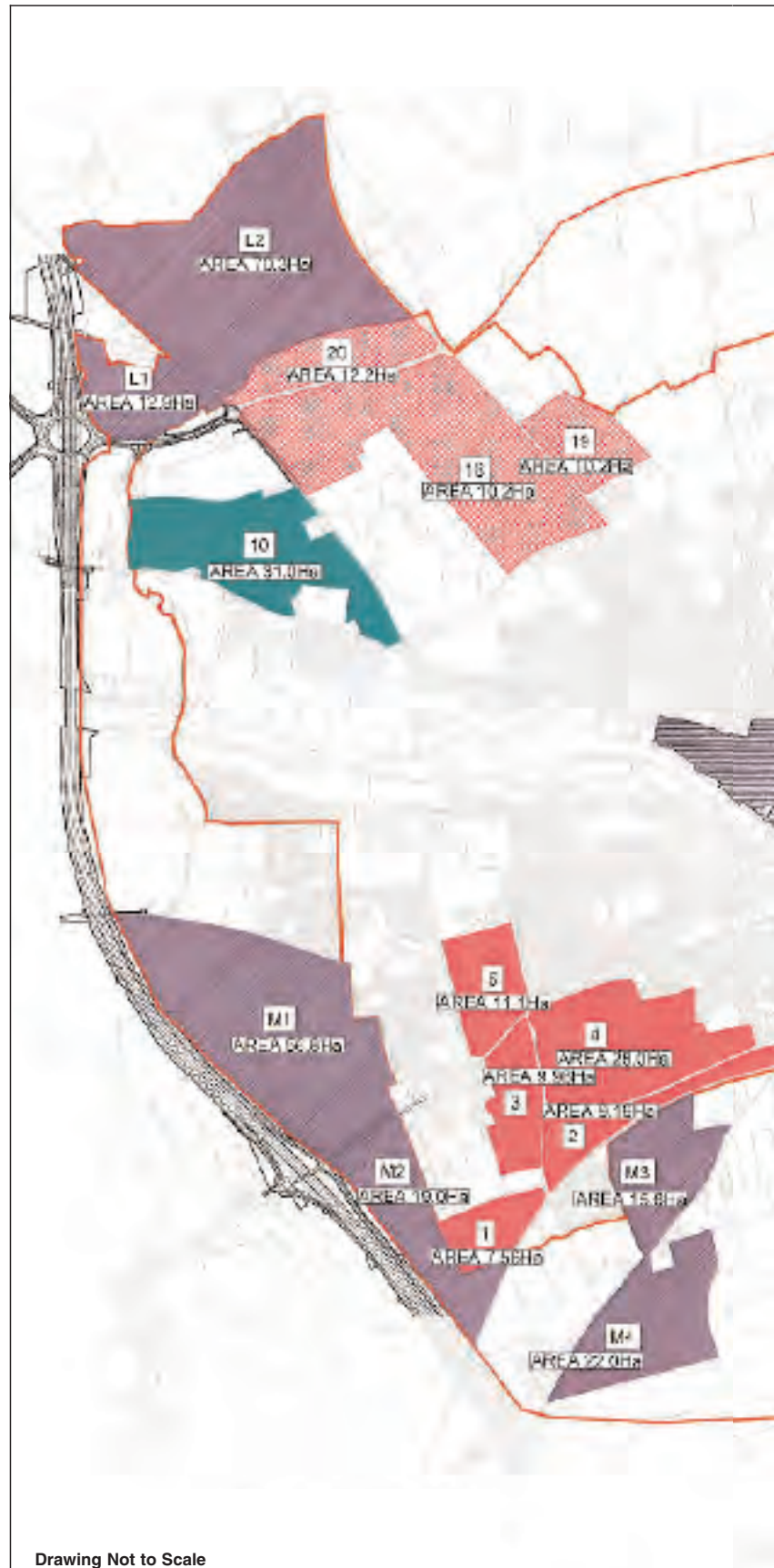
Map 2.3 illustrates zoned land available in the Core Study Area for the provision of employment uses. Overall there are approximately 400 hectares of greenfield and other undeveloped sites zoned for employment uses, of which approximately 146 hectares are located in the Borough Area (including approx. 50 hectares at the Old Quarry site), ca. 145 hectares are located in County Louth and ca. 113 hectares in County Meath (including the recently completed IDA Business Park).

In addition, there are established and newly emerging mixed use/employment areas notably the town centre (occupying an area of approx. 40 ha), the Donore Road area (ca. 60 ha) and the Inner Quays Development Area (ca. 12 ha).

Table 2.6 overleaf indicates the number of employees that could potentially be accommodated on these lands. The potential range of employment is between 20,000 and 70,000 new workers depending on the calculation of different site development standards and the types of employment.

It is obvious that there is a sizeable amount of zoned land in the Core Study Area capable of accommodating further employment uses. Notwithstanding this, there may be occasions where particular industries/employment generating uses have a specific site requirement which is not available within the current zoned employment landbank. The Strategy recommends a flexible approach to considering any such specific needs, all to ensure that appropriate new employment development is supported and facilitated subject to the proper planning and sustainable development of the overall Study Area.

The issue of delivering a jobs/ labour force ratio for the overall Study Area in accordance with regional and county level targets will affect the roll out of established and possibly new employment zonings and locations. The jobs/ labour force ratio varies throughout the three local authority areas. The key issue requiring redress is the mismatch between the level of new residential development and associated employment. In effect the new residential communities originate from outside the Study Area. In some respects this is an inevitable consequence of the strong influence of the Dublin employment sector, with many new residents in the Study Area having being employed elsewhere. The ability to attract new employment will depend on a series of factors including quality of life and range of available community, educational and commercial services.



Map 2.3 Land Zoned for Employment Use under current Development Plans
(To be read in conjunction with Table 2.6)

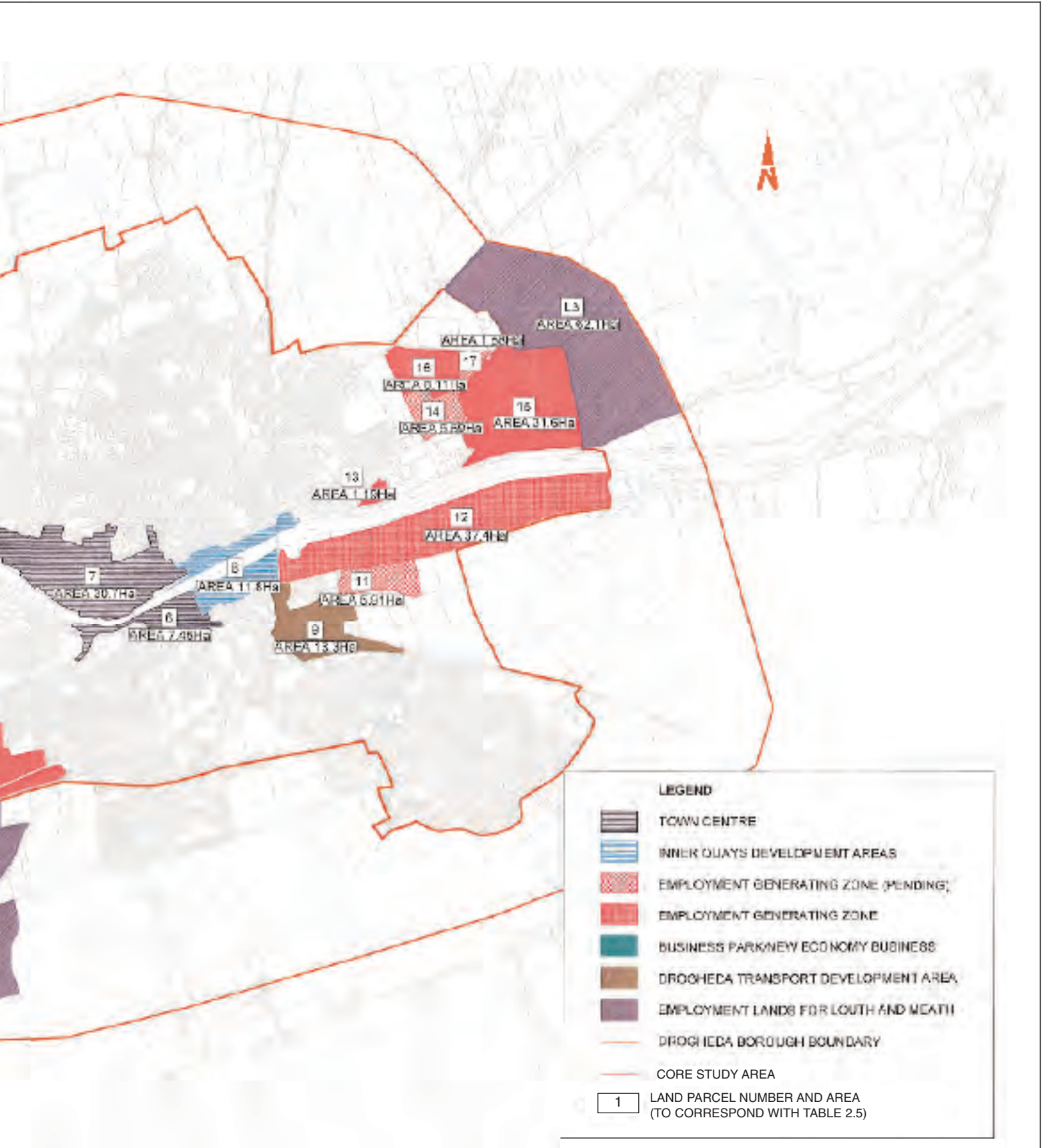


Table 2.6 Employment Zoned Land in the Core Study Area (To be read in conjunction with Map 2.3)

Local Authority	Land Parcel Number (as per Map 2.3)	Name of General Area	Area in hectares	Zoning	Nature of Land Use: Established Employment Area (EEA), Brownfield or Greenfield	Minimum potential future Employment by general area	Maximum potential future Employment by general area
Drogheda Borough Council	1	Donore Road Area	7.56	EGZ	EEA	Scope for Intensification, particularly obsolete sites, remaining undeveloped greenfield sites and redevelopment with higher intensity users	
	2		9.16	EGZ			
	3		9.96	EGZ			
	4		28.00	EGZ			
	5		11.10	EGZ			
	6	Town Centre	7.45	TC	EEA	Scope for Intensification, esp. office type developments	
	7		30.70	TC			
	8	Quays	11.80	IQDA	Brownfield	580	1,933
	9	Train station	13.30	DTDA	Brownfield	665	2,217
	10	BP Zone	31.00	BP	Greenfield	1,550	5,167
	11	South Riverbank	5.91	EGZ	Greenfield	2,166	
	12		37.40	EGZ			
	15	Premier Periclude	31.60	EGZ	EEA/ Brownfield	Potential scope for Redevelopment of Brownfield Site or parts thereof	
	13	Boyne Business Park + adj Area	1.19	EGZ	EEA/ Greenfield	Scope for Intensification, and extension to Business Park	
	14		5.69	EGZ			
	16		8.11	EGZ			
	17		1.58	EGZ			
	18	Quarry Area	50.25	EGZ	Brownfield/ Greenfield	3,633	
	19		10.20	EGZ			
	20		12.20	EGZ			
Louth County Council	L1	Mell Interchange	12.90	Employment	Greenfield	4,160	
	L2		70.30	Employment			
	L3	Port	62.10	Employment			
Meath County Council	M1	IDA Park+ adj area	56.80	E1	Greenfield	3,790	
	M2		19.00	E1		12,633	
	M3	adjacent Donore Rd	15.60	E1	Greenfield	1,880	
	M4		22.00	E2		6,267	
Total Minimum and Maximum Potential Future Employment on undeveloped lands in Drogheda and Environs (Core Study Area)						21,529	71,760

Note

Minimum Employment Figures are in relation to industrial and warehouse type developments. To calculate employment figures, a plot ratio of 0.35 was assumed and the number of future potential employees was calculated by assuming a ratio of 1 employee per 100 sqm.

Maximum Employment Figures are for higher value office and business park type developments. A higher plot ratio of 0.5 was assumed for these developments. In terms of predicting the number of employees, the Dublin Transportation Office uses a figure of 1 employee per 18 sqm for developments like Sandyford in Dublin. However, in the Drogheda context the conservative allocation of 1 employee per 30 sqm was considered more appropriate.

2.5.2 East Meath

Residential Zoned Land

The 'East Meath Local Area Plan - North and South' provides an overview of the current zoned landbank in the East Meath area. It points out that the additional population that could be accommodated is approximately 17,500 persons, of which approximately 14,900 persons could be accommodated in the lands of the East Meath (North) area.

There are currently approximately 190 hectares in the East Meath (North) area and 231 hectares of residential zoned land in the overall East Meath area (including Stamullen and Gormanston).

Table 2.7 provides an overview of the potential for residential development in the area. Clearly, levels of growth have been exceptional in recent years and if these trends continue the potential for a population nearing 30,000 in East Meath (and ca. 24,000 in East Meath North) does not seem unrealistic once current services constraints are resolved.



R150 to Mornington

Table 2.7 Overview of Zoned Landbank in East Meath

East Meath	Estimated Population 2004	Estimated Additional population	Potential Total Population	Density (d.u.per ha)	Household Size	Estimated Zoned Landbank (in ha)
Bettystown	3,499	6,034	9,533	35	2.7	63.85
Laytown	2,395	4,293	6,688	35	2.7	45.43
Mornington	135	167	302	20	2.7	3.09
Mornington East	2,022	1,838	3,860	20	2.7	34.04
Julianstown	421	186	607	20	2.7	3.44
Donacarne	923	2,360	3,283	20	2.7	43.70
Gormanston	140	1,200	1,340	20	2.7	22.22
Stamullen	2,174	1,420	3,594	35	2.7	15.03
Total	11,709	17,498	29,207			231

Source: "East Meath Local Area Plans - North and South", Planning Department Meath County Council, April 2005.

Employment Zoned Land

Economic development and the generation of jobs in East Meath has been slow to date despite the fact that zoned land is available with the exception of Bettystown town centre.

2.6 Traffic Conditions and Travel Patterns

2.6.1 Travel Characteristics of the Study Area

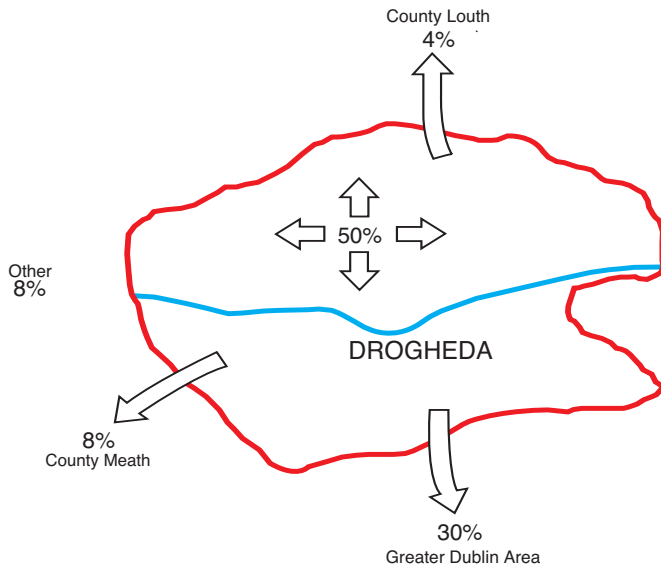
Drogheda lies on the north-south axis between Dublin and Belfast and its recent growth is, in part, due to its highly accessible location. This has been improved recently by the completion of the M1 motorway and the Drogheda Bypass, which link the town with Dublin, Dublin

Airport, Dundalk and destinations further north. Strategic public transport links have also been improved. Drogheda is served by the rail link between Dublin and Belfast and is a key station on this route. A new fleet of suburban trains has also been introduced.

Strategic transportation infrastructure has therefore been improved, and whilst this significantly enhances the accessibility and connectivity of the town, it also facilitates commuting by Drogheda residents.

The strategic accessibility of the town is good. The town and environs is well served by national road and rail infrastructure. Accessibility must also be understood in conjunction with mobility. In this case the strong locational characteristics of Drogheda and the Study Area, by reference to Dublin means that the population enjoys good mobility options.

Whilst approximately half of the Drogheda workforce live and work in the town, there is a significant proportion (c. 30%) of residents that travel to Dublin to work. A key issue is the tendency for new resident populations to have a greater likelihood to out-commute. This is due to the strong influence of the Dublin employment sector and the role which Study Area housing plays in supplying that sector.



AM Peak Period Commuter Travel Characteristics from Drogheda

As might be expected, out-commuting from Drogheda is predominantly car based. However a sizeable proportion of Study Area residents who commute to the Greater Dublin Area, travel by rail. The existing AM peak period modal split for regional trips out of Drogheda is summarised in Chart 2.1 below.

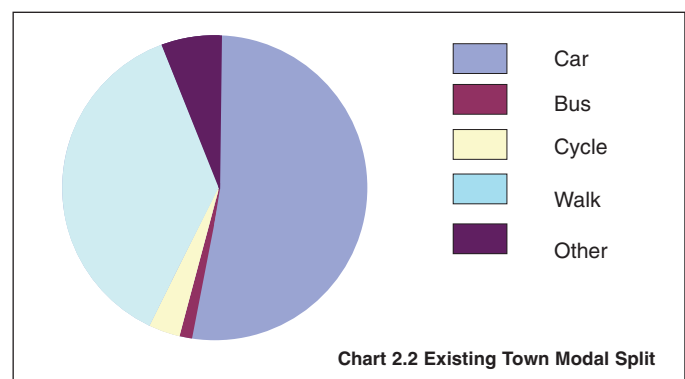
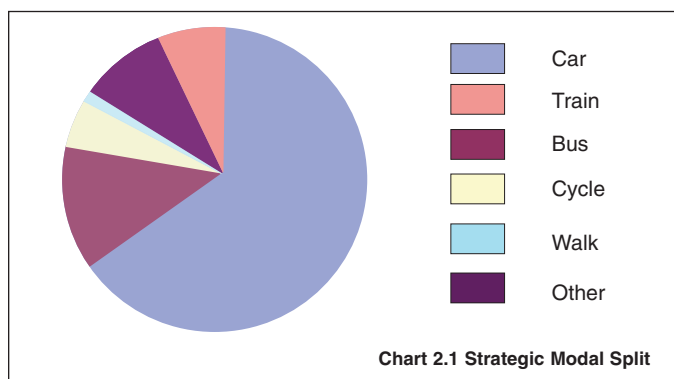
Table 2.8 Traffic Volumes across Boyne

	Bridge of Peace West		Haymarket Central East		St Mary's East		Total	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
AM Peak Hour	790	780	180	180	590	630	1560	1590
24 Hour	12,800	12,000	3,150	4,000	9,100	9,600	25,050	25,600

Local access within and across the town is, at times, problematic. The reasons for this are largely three-fold: firstly, demand for overall travel is predominantly by private car (despite improvements in local bus provision); secondly, the land-use pattern appears to favour car use with development spread around the town; and, thirdly, the road network is constrained, particularly in the town centre and across the River Boyne.

Table 2.8 below summarises the existing AM peak hour and 24 hour volume of traffic that crosses the River Boyne. The traffic volumes indicate that it is not the capacity of the bridges that constrains cross-river traffic flows, but junction capacity shortfalls and multi-access points and movement requirements in the vicinity of the bridges.

Nevertheless, the compact form of the town means that walking accounts for a significant percentage of the modal share for local trips. However, cycling accounts for less than 5% of local trips. A reason for this low cycling modal share could be the lack of existing cyclist facilities in and around the town. The existing modal split for local journeys around the town is summarised in Chart 2.2.



2.6.2 Car Parking

Short Stay Car Parking

There are approximately 1,900 short stay car parking spaces across the town. Of these, 1,300 spaces are situated in 15 off-street car parks around Drogheda town centre. Several of the short stay car parks (accounting for 400 spaces) have restrictions of 2 or 4 hours. This leaves approximately 900 short stay spaces with no restrictions. Recent parking surveys indicate that the short-stay off-street car parks experience up to 90% occupancy during a typical day.

On-street short-stay parking contributes the remaining c.600 spaces. The majority of the spaces are located in the central core of the town, north of the river. The parking surveys indicate that the on-street parking occupancy is less than 70% on a typical day.

Long Stay Car Parking

There are three existing long stay, off street car parks in the town centre area. The combined occupancy of the three car parks during a typical day is around 500 vehicles.

On-street long stay parking occurs in several locations within the town centre and around the perimeter of the town core.

2.7 Public Transport

2.7.1 Local Bus Services

The existing local bus services in the town are limited. There are two town centre routes, but their efficiency is limited due to congestion on the road network affecting the reliability of the services. Furthermore, there are no existing bus connections to the McBride Rail Station.

Discussions with the local bus service provider, Bus Éireann have revealed that the town centre routes are currently being reviewed to provide a higher frequency service across a wider geographic area. The revised routes are likely to extend to serve the new IDA development and many of the recently constructed residential estates. Specific details on the new bus route proposals are not yet available. However they are likely to obtain government approval in the near future.

2.7.2 Regional Bus Services

Drogheda has good interurban bus services, which are principally focused along the R132 (formerly N1) through the town and the Donore Road. A number of key

regional destinations are served which include Dublin, Dundalk, Belfast, Balbriggan and Donore.

2.7.3 Rail

Drogheda Rail Station lies on the main Dublin - Belfast 'northern' rail line and as such provides direct links to destinations that include Dublin, Belfast, Portadown and Dundalk and others. Service frequency is dependent on time of travel and destination. However between 08:00 and 22:00 there are approximately 3 direct services per hour towards Belfast, with approximately 2 per hour towards Dublin. Service frequencies slightly diminish over the weekend period.

Due to the speed and frequency of service, the train is a popular choice for people travelling from Drogheda to the Greater Dublin Area. Currently over 1000 passengers board a Dublin bound train at Drogheda Rail Station between 07.00 and 10.00 on a typical day.

Laytown station provides full commuter service to the population of East Meath and is an important transport resource for the Study Area. The Dublin Transportation Office has identified Laytown as an appropriate location for park and ride facilities.

Further significant improvement of rail based transport throughout the Study Area will require the delivery of infrastructure upgrades in Dublin, all to allow additional train frequency along the east coast line.



Irish Rail Commuter Train



2.8 Social Infrastructure

2.8.1 Education

With the increase in population over the last number of years, existing educational facilities are presently being utilised at full capacity. The vast majority of children within the Strategy Area attend school in the larger centres of Drogheda and Balbriggan.

The need for additional schools is recognised by all local authorities in the Study Area and sites for their provision have been identified. Enrolment figures for primary and post primary schools in the Study Area are tabulated below.

Table 2.9 Primary Schools – Drogheda

Name of School	Address	Enrolment Figure by School Year				
		03/04	02/03	01/02	00/01	99/00
Presentation Convent	Ballymakenny Rd.	324	325	330	338	324
St Johns and St Pauls NS	Rathmullen, Drogheda		213	213	219	222
SN Aonghusa	Geata an Domhnaigh, Drogheda		289	274	272	252
Marymount NS	Ballsgrove, Drogheda	252	289	274	272	252
St Bridgets	Bóthar Brugha, Drogheda	307	362	310	284	307
St. Peter's	Bolton Street, Drogheda	111	104	101	104	111
Scoil Mhuire Fatima	Dublin Road, Drogheda		401	404	388	403
Christran Brothers	Sunday's Gate		327	334	332	342
St. Mary's NS	Congress Avenue		458	482	482	470
St Joesph's NS	Mell		109	103	98	96
Total			2,877	2,825	2,789	2,779

Table 2.10 Post - Primary Schools – Drogheda

Name of School	Address	Enrolment Figure by School Year				
		03/04	02/03	01/02	00/01	99/00
St. Oliver's CC	Rathmullan Road	1032	988	1019	1022	1090
Drogheda Institute of Further Education	Twenties Lane	441	386	323	333	340
St. Mary's Diocesan School	Beamore Road	701	676	677	683	674
St. Joesph's C.B.S.	Newfoundwell Rd, Drogheda	630	618	631	639	648
Sacred Heart SC	Sunnyside, Drogheda	540	528	515	516	516
Our Lady's College	Greenhills, Drogheda	876	862	870	858	865
Total		4,220	4,058	4,035	4,051	4,133

Table 2.11 Primary Schools – East Meath

Name of School	Address	Approx. no. of students 2004	Approx. no. of students 2000	Approx. no. of students 1996
SN Realt na Mara	Donacarney	584	524	343
Scoil an Spoiraid	Laytown	460	290	296
White Cross National	Julianstown	240	170	185
St. Patrick's	Stamullen	240	120	111
Total		1,524	1,104	935

Table 2.12 Post Primary Schools – East Meath

Name of School	Address	2003/2004
Franciscan College	Gormanstown	376

The Drogheda Institute of Further Education plays an important role in providing courses to school leavers and adults returning to education.

At present, there are no third level educational facilities in Drogheda. A short term goal is to provide links with third level facilities neighbouring the area such as Dundalk Institute of Technology through outreach programmes and training programmes.

2.8.2 Healthcare

Acute services are provided in Our Lady of Lourdes Hospital, Drogheda, and Our Lady's Hospital, Navan. These play a vital regional role with many local health centres located in the Greater Drogheda Area and East Meath area playing a supporting role by providing a varied range of health care in the local community. Recently the importance of these local health centres has been highlighted by the location of a Health Care Campus at Stamullen.

2.8.3 Childcare

Formal childcare provision is primarily located in the established urban centres and particularly within Drogheda town. At present, there are six pre-school services in East Meath, of which four provide sessional day care. There are 31 pre-school childcare facilities in Drogheda which cater for approximately 570 children and provide primarily sessional day care services. With recent levels of population growth, the Drogheda Borough Development Plan and the East Meath LAP - North and South, state that a more balanced provision of quality childcare facilities is needed.

2.8.4 Library Facilities

Drogheda provides a regional library service. There is also a mobile library service that is continually extending its range to suit the needs of the community, incorporating as many stops as possible both urban and rural.

Meath County Council has acknowledged that library service provision has not matched population increases in the County. However libraries at Laytown and Duleek provide a good service to the local populations. It is the policy of Meath County Council to provide a new modern library at Bettystown town centre to cater for the East Meath area and Meath County Council is strongly pursuing this objective.

2.8.5 Recreation and Leisure

Drogheda town hosts a number of sporting, recreational and leisure facilities. These include five Gaelic football clubs and eight soccer clubs (one of which is a Premier League of Ireland club). There is also a rugby club and there are two boxing clubs. There are indoor sports facilities for badminton, basketball, squash, handball, bowls and martial arts. The River Boyne provides an amenity and sports facility for two angling and a kayaking / canoeing club. There are three golf courses located close to the town at Baltray, at Townley Hall and at Seapoint, Termonfeckin. There are also two local pitch & putt courses. The most recent recreational facilities that have been provided in Drogheda include the new swimming pool, the boxing club and the VEC building in Moneymore. An initiative to devise a future Recreational Strategy for Drogheda and environs has been put forward and a sports and recreational officer has been appointed to oversee its development.

East Meath is easily accessible to a variety of recreational and leisure facilities, namely the attractive ten kilometre coastline with its sandy beaches and dunes, the Nanny and Boyne Rivers, and Laytown/Bettystown golf course. It is estimated that between 150,000 and 200,000 people visit the 10-kilometer coast located at Laytown/Bettystown/Mornington each year. Other visitor attractions include the Funtasia Complex, Julianstown Pitch and Putt, Sonairte Ecology Centre and the annual Laytown and Bellewstown Races.



Playground at Rathmullen Road

2.9 Amenity and Heritage

Drogheda and East Meath have a rich and varied heritage. This includes the Brú na Bóinne Visitor Centre which incorporates the internationally famous megalithic tombs and passage graves at Newgrange. Approximately 250,000 visitors now visit the centre annually. There are also a large number of buildings, structures and sites that are worthy of preservation and/or protection due to their artistic, architectural or historical interest.

The River Boyne Islands are designated as a Special Area of Conservation (SAC's). The Boyne Estuary and much of the coastal area of East Meath at Mornington/Laytown/Bettystown is designated as a proposed Natural Heritage Area. The designation of a site as a Natural Heritage Areas (NHA) stems from the Wildlife (Amendment) Act 2000, which is designed to protect areas of national ecological importance. NHAs are defined as areas worthy of conservation for one or more species, communities, habitats, landforms or geological or geomorphological features or for its diversity of natural attributes.

The Battle of the Boyne site at Oldbridge is in public ownership. Funding is being made available from the OPW for a visitor centre at this important historical site. There is also a proposal to undertake a Local Area Plan for the Boyne Valley Area with Meath County Council and Louth County Council.



Mornington Tower



Map 2.4 Amenity and Heritage in the Study Area

2.10 Services Infrastructure

2.10.1 Water Supply

The Study Area is made up of three Water Supply Areas (WSAs):

- **Drogheda & South Louth WSA** supplies Drogheda Borough as well as Clogherhead Water Supply Scheme which includes Clogherhead, Termonfeckin and Baltray.
- **Kiltrough WSA** which encompasses the villages of Mornington, Donacarne, Bettystown, Laytown, Julianstown, Gormanstown, Stamullen and also includes an export to South Drogheda.
- **Staleen WSA** which includes Donore, Duleek and Bellewstown.

Many parts of the Study Area are suffering low service levels and major investment is a priority. The distribution mains in Drogheda and the East Meath region are in very poor condition, resulting in water losses of nearly 50% of the distribution input (DI).

The current (2005) demand for the three WSAs are as follows:

Table 2.13 Current Demand - Drogheda & South Louth WSA (MI/d = Million Litres per day)

	Domestic Demand		Non Domestic Demand		UFW (Unaccounted For Water)		Total Demand
	Population	MI/d	MI/d	%	MI/d	MI/d	
Drogheda Borough	29,498	4.01	3.80	47.1	7.28	15.46	
Clogherhead Water Supply Scheme	2,700	0.37	0.00				
Current Sources /Treatment:	Roughgrange/Staleen		Barnattin-Killineer/Rosehall		16.5 MI/d		0.5 MI/d
Current Storage Facilities:	Staleen		Donore		5.5 MI		9 MI

The current demand of 15.46 MI/d in the Drogheda and South Louth WSA is met primarily by the abstraction at Roughgrange on the River Boyne. The water is treated at Staleen Water Treatment Works (WTW), where 16.5 MI/d is available for the Drogheda and South Louth WSA. Storage for this water is supplied at Donore reservoirs (9 MI) and at Staleen Water Treatment Plant (5.5 MI).

A supplementary source for Drogheda and its environs consists of catchment storage at Barnattin and Killineer in north Drogheda. The water receives basic treatment at Rosehall WTW. This secondary source supplements supply for several months of the year providing approximately 4% (with Staleen supplying 96%) of the total DI during these times.

Table 2.14 Current Demand - Kiltrough WSA

	Domestic + Non-domestic Demand		UFW (Unaccounted For Water)		Total Demand
	MI/d	%	MI/d	MI/d	
Kiltrough WSA	2.37	48.5	2.23	4.6	

Presently, this demand is met solely from the Roughgrange abstraction on the River Boyne. The water is treated at Staleen WTW. Storage for the region consists of a 0.75MI reservoir at Balloy as well as Kiltrough Water Tower which has a capacity of 4.8MI.

Table 2.15 Current Demand - Staleen WSA

	Domestic + Non-domestic Demand		UFW (Unaccounted For Water)		Total Demand
	MI/d	%	MI/d	MI/d	
Staleen WSA	0.98	48.5	0.92	1.9	

This demand is satisfied again through the Roughgrange/ Staleen abstraction/treatment plant. Staleen reservoirs and Carnes reservoirs provide the WSA with 5.4MI of storage.



Sewage Treatment Plant



Marsh Road Wastewater Plant

2.10.2 Wastewater

Existing situation

The Wastewater Treatment Plant (WwTP) at Marsh Road, Drogheda has a Phase I treatment capacity of 67,773 PE (Population Equivalent). The WwTP PE allocation between Louth and Meath County Councils is divided at approximately 60,000 PE for Drogheda town and 6,600 for Meath. However, the contribution from the Meath area has been estimated as ranging from 10,000 to 15,000 PE at present.

Louth County Council is examining industrial loadings at present to assess whether they can reduce shock loads arriving at the WwTP. The Marsh Road WwTP is currently being developed in a Phase II expansion that will cater for a Design PE of 101,400 by end of 2006. The eventual allocation of this 101,400 PE will be in the region of 75% to Co. Louth and 25% to Co. Meath.

2.10.3 Stormwater

Existing Situation

Tributaries of the Boyne in north Drogheda, particularly the Ushers and Beaulieu Streams, are the subject of engineering studies for the north Drogheda area. The South Drogheda Stormwater Study has recently been completed. The capacity of the tributaries in both the north and south of Drogheda is under pressure due to existing/newly constructed development.



Sewage Treatment Plant



Water Storage Tower