



**Drogheda Borough Council  
Development Plan  
2011- 2017**

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# Chapter 1 Introduction

## 1.1 Introduction

### 1.1.1 Plan Title

The Drogheda Borough Council Development Plan 2011-2017 is the statutory Development Plan for the geographical area in County Louth under the administrative jurisdiction of Drogheda Borough Council. It will remain valid for six years from the date of adoption by the elected members of Drogheda Borough Council, subject to any review, variations, extensions or alterations made in the future.

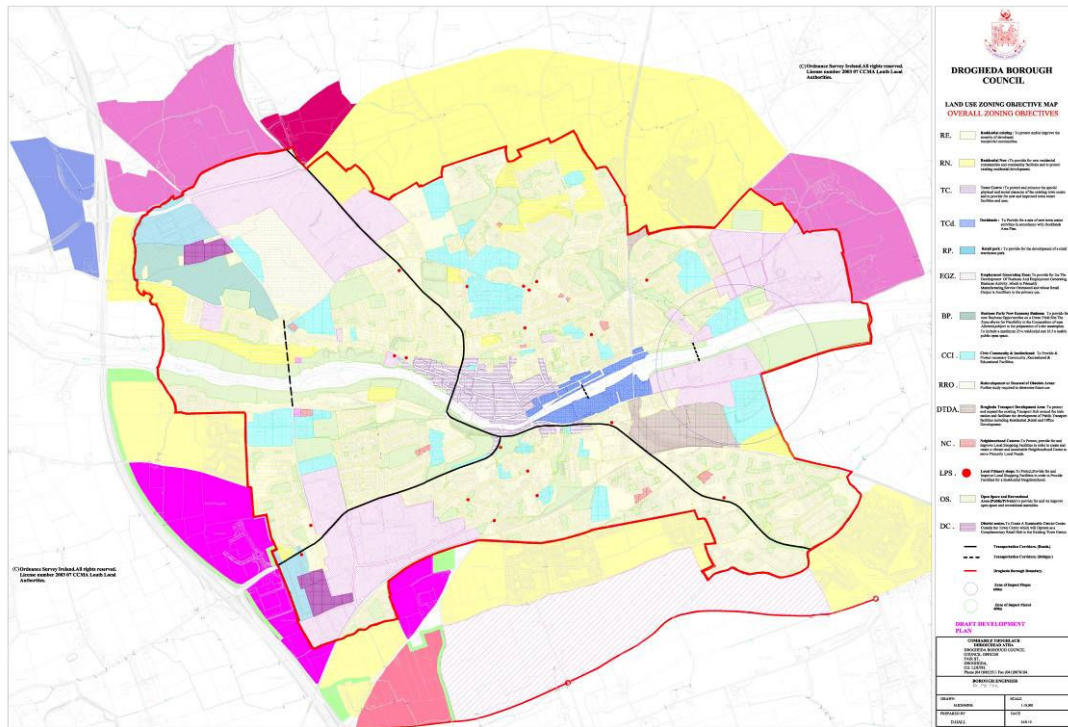
### 1.1.2 Plan Area

Drogheda is one of the oldest and most distinguished urban centres in Ireland with a history stretching back to its founding in 1194. Unlike many other towns of such antiquity, Drogheda has continued to flourish into modern times. Drogheda today, is one of the most substantial urban settlements in the State in terms of population and physical extent. The town forms a key component along with Dundalk, in making County Louth the most urbanised county in the state beyond Greater Dublin. The functional administrative area covered by Drogheda Borough Council covers most but not all of the actual built up urban



area of Drogheda. There remain a number of contiguous suburban areas which lie outside the administrative boundary of the Borough Council which are administered by Louth County Council to the North and Meath County Council to the South. Together with the Borough Council Area, this forms a Greater Drogheda Area. The Drogheda Borough Council area comprises the electoral divisions of Fairgate, St.Laurence's Gate, West Gate and parts of St. Mary's and St Peter's, the former was originally part of County Meath.

**Map 1.1: Drogheda Borough Council Plan Area including continuous analogous Local Area Plan areas in Adjacent Jurisdictions**



## 1.2 Context and Legislation

The purpose of the Development Plan is:

- To provide a blueprint for the sustainable development of the plan area in order to realise its full potential in the interest of the Borough and County
- To provide a detailed framework for the management and regulation of development and use of land that will guide day to day planning decisions
- To include proposals for the development and use of land and to zone lands for specific purposes which will provide guidance and information for developers and the public
- To promote the economic, social and cultural development of the Borough to give local communities the opportunity to participate in the planning process as it relates to their local area and their daily lives

### 1.2.1 Format

The Development Plan comprises this written statement with supporting land use zoning and objective maps. The written statement includes Drogheda Borough Council's objectives and policies for the development and use of land. In the event of any conflict or ambiguity between what is contained within the written statement and the supporting maps, the written statement will take precedence.

## 1.2.2 Stages of the Plan making process

There are three stages in the review and the making of a Development Plan which are detailed below:

### *Stage 1 – Pre-Draft*

- Background work, data gathering.
- Initial notification, in a newspaper circulating in the area, of the Planning Authority's intention to prepare a new Development Plan.
- Consultation with prescribed bodies, service providers, government agencies and departments and members of the public
- Report to members outlining the manager's response on issues raised in public consultation and recommendations on policies to be included in the Development Plan.
- Making of a direction to the manager by the members regarding the preparation of the plan.
- Scoping of Strategic Environmental Assessment.

### *Stage 2 – Preparation of the Draft Plan*

- Submission by the manager of a Draft Plan to members for their consideration.
- Consideration by members of the Draft Plan, including the making of amendments by members
- Sending notice and a copy of the Draft Plan to prescribed bodies
- Public display of Draft Plan and Environmental Report and invitation for submissions.

### *Stage 3 – Making of the Development Plan*

- Preparation by the manager of a report on submissions received.
- Consideration by members of the draft plan and manager's report.
- Making of the Development Plan by accepting or amending the draft, except where an amendment represents a material alteration of draft plan. In this case, material amendments go on public display, including amending environmental report if necessary, for a further period of one month
- Preparation of manager's report on submissions.
- Consideration of the amendment and manager's report by the elected members.
- Members make the plan by resolution.

## 1.2.3 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is the formal systematic evaluation of the likely significant environmental effects of implementing the Development Plan prior to any decision on its adoption. The Environmental Report has examined the likely significant environmental impacts of the policies and objectives of the draft Drogheda Borough Council Development Plan. Any amendments made to the draft plan will be subject to the Strategic Environmental Assessment (SEA) process.

### 1.2.4 Monitoring, Review and Implementation

Drogheda Borough Council ensures that this Development Plan is regularly monitored and reviewed as necessary. The Development Plan cannot foresee all future issues and circumstances that may arise and therefore, regular monitoring and review will be required. The plan will be implemented through the development management process and a combination of pro-active public and private sector investment.

### 1.2.5 Strategic Infrastructure Act

The provisions of the Planning and Development (Strategic Infrastructure) Act 2006 came into effect on 31<sup>st</sup> January 2007. The Act, which amends the Planning and Development Act 2000, provides for applications for permission for specified private and public strategic infrastructure developments to be made directly to An Bord Pleanála.

### 1.2.6 Planning and Development (Amendment) Bill 2009

The Planning and Development (Amendment) Bill 2009 will come into force during the course of the plan. A key element of the Bill as proposed is the introduction of a requirement for an evidence based, core strategy in Development Plans which will provide relevant information as to how the plan and the housing strategy are consistent with Regional Planning Guidelines and the National Spatial Strategy.

### 1.2.7 Legal Status

This Plan is prepared in accordance with the requirements of the *Planning and Development Acts 2000 - 2006*. Upon adoption, it will supersede the existing Drogheda Borough Council Development Plan 2005 – 2011. In accordance with Section 9(1) of the Planning and Development Act 2000, every Planning Authority is required to review its Development Plan and make a new Development Plan every 6 years.

The legal framework for the preparation of a Development Plan is the *Planning and Development Acts 2000 - 2006*. Under this legislation, the new Plan is required to set out an overall strategy for the proper planning and sustainable development of the Borough. It must also be consistent with such national plans, policies or strategies that relate to proper planning and sustainable development. The Plan must also include a number of mandatory objectives for:

- The zoning of land
- The provision of infrastructure
- The conservation and protection of the environment
- The integration of social, community and cultural requirements
- The sustainable development of the area
- The preservation of the character of the landscape
- The protection of structures and preservation of Architectural Conservation Areas
- The renewal and development of areas in need of regeneration
- The provision of traveller accommodation
- The preservation, improvement and extension of amenities and recreational amenities

- Major Accidents Directive (Seveso sites)
- The provision of community facilities

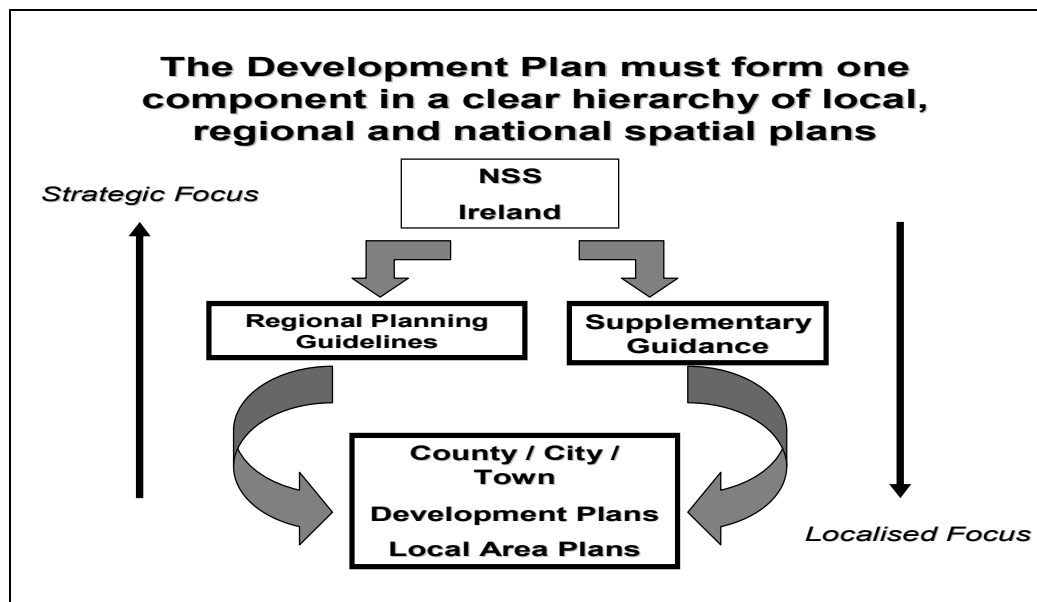
There have been some changes to the legislation since 2000, the most significant of which are set out below:

- The Planning and Development (Amendment) Act 2002 which made changes to Part V of the 2000 Act and the provision for the preparation of Local Area Plans.
- The Housing (Miscellaneous Provisions) Act 2004, which made substantial changes to Part V of the Planning and Development Act 2000.
- The Planning and Development (Strategic Infrastructure) Act 2006 which provided for, among other things, the establishment of a streamlined consent procedure for certain types of major infrastructure and the creation of a specialised division within An Bord Pleanála to make decisions on planning applications in relation to such projects.
- The Planning and Development (Amendment) Bill 2009 is due to come into force during the course of the Plan. It may introduce significant amendments to the plan making process and provide for a more transparent exercise.

### 1.3 National and Regional Context

The Drogheda Borough Council Development Plan 2011-2017 falls within a hierarchy of spatial strategies and plans. This hierarchy follows the format detailed in the diagram below with high level European, national, regional and local documents feeding progressively down into site specific local plans and policies.

Figure: 1.1: Hierarchy of Plans



### 1.3.1 European Plans and Programmes

A number of international, European, national, regional and local policies, directives and agreements are of direct relevance to the Plan. These include the following.

<b>Agenda 21</b>	<i>Local Agenda 21 is a process which facilitates sustainable development at community level.</i>
<b>European Spatial Development Perspective (1999)</b>	<i>The ESDP aims to achieve the balanced and sustainable spatial development of the territory of the EU in an increasingly integrated manner whilst still maintaining the individual characteristics of individual member states. The ESDP has protection of the environment as a core element</i>
<b>Water Framework Directive 2000/60/EC, 2000</b>	<i>This Directive requires the preparation of river basin management plans by 2009. Drogheda Borough Council falls within the Eastern Region International River Basin District which also includes the areas governed by Cavan County Council, Dublin City Council, Dun Laoghaire/Rathdown County Council, Fingal County Council, Kildare County Council, Louth County Council, Meath County Council, Offaly County Council, South Dublin County Council, Westmeath County Council, Wexford County Council and Wicklow County Council.</i>
<b>The EU Directive on Strategic Environmental Assessment or SEA (Directive 2002/42/EC)</b>	<i>The purpose of the SEA (Directive 2001/42/EC) is to ensure that environmental consequences of certain plans and programmes are identified and assessed during their preparation and before their adoption.</i>

### 1.3.2 National and Regional Level

<b>National Spatial Strategy 2002-2020</b>	<i>The NSS is a long term spatial planning framework designed to achieve a better balance of social, economic, physical development and population growth between regions. Its focus is on people, places and on building communities.</i>
<b>Sustainable Development – A Strategy for Ireland (1997)</b>	<i>"Sustainable Development - A Strategy for Ireland" recognises the need for good spatial planning and the inclusion of sustainability concerns in urban and built environment policies. It recognises that the pattern and density of urban development has a major influence on travel patterns and encourages high movement activities to locate in areas of maximum accessibility to public transport.</i>

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<p><b>National Anti - Poverty Strategy (NAPS)</b></p>	<p><i>The NAPS is an initiative to place the needs of the poor and the socially excluded at the top of the national policy agenda. It recognises the scale of poverty and its impact on those directly affected and notes the distinct spatial aspects of poverty in urban and rural areas. The strategy emphasises the importance of a cross departmental policy response in dealing with the problem of poverty.</i></p>
<p><b>Transport 21(2006-2015)</b></p>	<p><i>Transport 21 proposes to invest €34.4 in Irish transport. Connecting communities and promoting prosperity is the core aim of this strategy. The programme seeks to meet the transport needs of the country's citizens and also underpin our competitiveness into the future.</i></p>
<p><b>Sustainable Residential Development in Urban Areas 2009</b></p>	<p><i>These guidelines are focused on creating sustainable communities by incorporating the highest design standards and providing a co-ordinated approach to the delivery of essential infrastructure and services. They are accompanied by a best practice urban design manual which illustrates how the guidelines can be implemented effectively and consistently across the different scales of urban development around the country.</i></p>
<p><b>Urban Design Manual – A best practice guide 2009</b></p>	<p><i>This guide provides practical advice for those engaged in planning and urban design as to the optimal urban forms to adopt when engaged in the formulation of Development Plans</i></p>
<p><b>Quality Housing for Sustainable Communities 2007</b></p>	<p><i>These guidelines provide an overarching vision to guide the development of the Irish housing sector over the next ten years by delivering more and better quality housing responses and by doing this in a more strategic way, focused on the building of sustainable communities.</i></p>
<p><b>Retail Planning Guidelines (2005)</b></p>	<p><i>These guidelines provide a framework to assist Planning Authorities in preparing Development Plans, assessing applications for planning permission and to guide retailers and developers in formulating development proposals.</i></p>

<p><b>Regional Planning Guidelines for the Border 2010-2022</b></p>	<p><i>The 2002 Irish National Spatial Strategy as translated in regional terms in the 2004 Border Regional Authority Regional Planning Guidelines suggested that the Border Region’s future development might best be operationalised on the basis of a series of major urban settlements located within three distinct sub-regions. The urban centres were characterised as Gateways, Hubs, a Primary Development Centre and a Regionally Strategic Town. Drogheda became the primary development centre within the region, in recognition of its strategic location linking two regions and the influence which the Greater Dublin Area has upon the town.</i></p>
<p><b>Architectural Heritage Protection Guidelines (2005)</b></p>	<p><i>The guidelines include the criteria to be applied when selecting proposed protected structures for inclusion in the Record of Protected Structures (RPS). It also contains guidance to support Planning Authorities in their role to protect the architectural heritage when a protected structure, a proposed protected structure or the exterior of a building within an ACA, is the subject of development proposals and when a declaration is sought in relation to a protected structure.</i></p>
<p><b>National Biodiversity Plan</b></p>	<p><i>This Plan was published in 2002. It aims to secure the conservation, including where possible the enhancement and sustainable use of biological diversity in Ireland and to contribute to conservation and sustainable use of biodiversity globally.</i></p>
<p><b>National Climate Change Strategy (2007)</b></p>	<p><i>Under the Kyoto Protocol, Ireland agreed to a target of limiting its greenhouse gas emissions to 13% above 1990 levels by the first commitment period 2008 – 2012. Ireland ratified the Kyoto Protocol in 2002, along with the EU and all other Member States and is legally bound to meet the challenging greenhouse gas emissions reduction target. To ensure Ireland reaches its target and building on measures put in place following the publication of the first National Climate Change Strategy in 2000, the Government has published the National Climate Change Strategy 2007-2012.</i></p>
<p><b>Making Ireland’s Development Sustainable (2002)</b></p>	<p><i>This document focuses on the link between economic activity and pressures on the environment. At the Earth Summit in Rio de Janeiro in 1992, world leaders agreed to implement an action programme for sustainable development called, Agenda 21. A Strategy for Ireland (1997), applies Agenda 21, in Irish circumstances. ‘Making Ireland’s Development Sustainable’ reviews progress, assesses the challenge we now face and sets out policies and actions to meet that challenge.</i></p>

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<p><b>Wind Energy Development Guidelines (2006)</b></p>	<p><i>These guidelines offer advice to Planning Authorities on planning for wind energy through the Development Plan process and in determining applications for planning permission.</i></p>
<p><b>Flood Risk Guidelines for Local Authorities 2009</b></p>	<p><i>These guidelines detail appropriate action to be undertaken by Planning Authorities in response to the avoidance of flood risk, flood protection and managing the risk related to potential built developments.</i></p>
<p><b>National Inventory of Architectural Heritage (NIAH)</b></p>	<p><i>The purpose of the NIAH is to identify, record and evaluate the post-1700 architectural heritage of Ireland, uniformly and consistently as an aid in the protection and conservation of the built heritage. NIAH surveys provide the basis for the recommendations of the Minister for the Environment, Heritage and Local Government to the Planning Authorities for the inclusion of particular structures in their Record of Protected Structures (RPS).</i></p>
<p><b>Delivering A Sustainable Energy Future For Ireland - The Energy Policy Framework 2007 – 2020</b></p>	<p><i>This White Paper sets out the Government’s energy policy framework to deliver a sustainable energy future for Ireland. It is set firmly in the global and European context, which has put energy security and climate change among the most urgent international challenges. The Paper sets out the actions to be taken in response to the energy challenges facing Ireland, so as to deliver a sustainable energy future.</i></p>
<p><b>Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (NPWS 2009).</b></p>	<p><i>This represents the latest guidance in relation to the requirement for appropriate assessment. The subject of this guidance, is the requirement to consider the possible nature conservation implications of any plan or project on the Natura 2000 site network before any decision is made to allow that plan or project to proceed. Not only is every new plan or project captured by this requirement but each plan or project, when being considered for approval at any stage, must take into consideration the possible effects it may have in combination with other plans and projects when going through the process known as appropriate assessment.</i></p>

### 1.3.3 County Level

<p><b>Waste Management Plan for the North</b></p>	<p><i>This is a joint Waste Management Plan for Counties Cavan, Louth, Meath and Monaghan. The Plan identifies the current position, policy for future improvement and development and</i></p>
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## Chapter 1 Introduction

<p><b>East Region 2005 - 2010</b></p>	<p><i>the means to implement and monitor progress. The objective for the Region is to develop a sustainable approach to managing resources, by minimising waste and managing the waste that is generated in a safe and environmentally sound manner.</i></p>
<p><b>County Development Board Strategy: Louth Working together for our Future 2002 -2012.</b></p>	<p><i>This strategy sets out a strategy for the social, economic and cultural development of the county. Implementation and monitoring is an integral part of this strategy to ensure that it is responsive to changing circumstances.</i></p>
<p><b>Louth Heritage Plan (2007-2011)</b></p>	<p><i>The Heritage Plan is a strategic framework plan which aims to co-ordinate the conservation, management and sympathetic development of the County's heritage.</i></p>
<p><b>Biodiversity plan for Louth 2008-2012</b></p>	<p><i>The purpose of the biodiversity plan is to provide a framework for nature conservation at local level, to create awareness and appreciation of local flora and fauna and to integrate consideration of biodiversity into all Local Authority activities.</i></p>
<p><b>Interchange Strategy for County Louth 2002</b></p>	<p><i>This strategy examines the potential of the motorway interchanges for development in order to maximise the benefits accruing to the County from the motorway.</i></p>
<p><b>Louth Local Authorities Disability Implementation Plan 2008 – 2015</b></p>	<p><i>This plan governs Louth Local Authorities development, in ensuring universal access to its services, public spaces and buildings across the entire county.</i></p>
<p><b>Louth Anti-Racism &amp; Diversity Plan 2007 – 2010</b></p>	<p><i>The Louth ARD plan is an inter-agency, county-wide, three year action plan to provide strategic direction and leadership in counteracting racism and in developing a more inclusive, intercultural society in the county.</i></p>
<p><b>Louth Local Authorities Sports &amp; Recreation Strategy 2007 – 2012</b></p>	<p><i>The Sports and Recreation Strategy aims to increase the level of general participation in sport and physical activity over the period 2007-2012.</i></p>

<p><b>County Louth Economic Development Strategy 2009-2015</b></p>	<p><i>In assessing Louth's economic strengths and weaknesses, this strategy identifies economic opportunities, potential funding sources and mechanisms and challenges facing the county.</i></p>
<p><b>Retail Strategy for County Louth 2009</b></p>	<p><i>The primary aims of this strategy are to promote a vibrant retail sector, protect the viability and vitality of existing town centres and ensure access to convenient centres of retailing in new residential areas.</i></p>

### 1.3.4 Other Relevant Local Plans and Strategies

Other relevant local plans and strategies which have relevance to the format of the Development Plan:

- Economic Development Strategy for Drogheda and its Environs 2009 – 2015
- Planning Strategy for the Greater Drogheda Area 2007
- North Drogheda Environs Local Area Plan 2004
- North Drogheda Environs Master Plan 2005
- Drogheda Docklands Area Plan 2007
- Local Area Plan for the Southern Environs of Drogheda 2009-2015
- M1 Economic Corridor Development Study 2009 - 2022
- Conservation Plan, Town walls and other defences of Drogheda 2006
- Drogheda Bio Diversity Action Plan March 2009

The impact of these documents and other relevant local plans and strategies which have relevance to Development Plan policy will be dealt with more specifically the relevant chapter headings of the Plan. Regard has also been had to the Louth County Development Plan 2009 - 2015.

## 1.4 Social Inclusion

Despite the relative wealth of the country over recent years and a rising standard of living, many marginalized groups have not benefited. The Government has sought to counteract this trend with renewed impetus and thus social inclusion remains at the forefront of Government policy.

### 1.4.1 The National Anti-Poverty Strategy (2007 - 2016)

The National Anti-Poverty Strategy (NAPS) sets out the Government's strategic initiative to place the needs of the poor and socially excluded at the top of the national agenda. The strategy recognises the unacceptable scale of poverty and its impact on those directly affected and on wider society. It also notes the distinct spatial aspects of poverty in urban and rural areas. The strategy emphasises the importance of cross departmental policy response in dealing with the problem. The target of the strategy is to reduce consistent poverty below 2% of the population.

The strategy states that:

*“The future challenge is one of optimising the current employment and layout mix in Ireland, consistent with maintaining sustainable rates of economic and employment growth combined with policies aimed at tackling social exclusion, poverty and inequality”*

The National Development Plan also aims to promote social inclusion by:

- Promoting measures for the integration of the socially excluded into the labour force and equal opportunities for all
- Maintaining the effort to re-integrate those who are currently long-term unemployed into the labour force
- Supporting an increase in female participation in the workplace.
- Meeting the particular and diverse needs of specific groups in society, including those experiencing disadvantage and those with special needs, providing opportunities so that every individual can attain an adequate level of literacy and numeric skills

### 1.4.2 Age Friendly Society

In 2009 County Louth became Ireland’s first Age Friendly County. In March 2009 an action plan was produced which aims to promote and maintain the best possible health and well being of older people, thus making the County, as a whole, an attractive place in which to grow old. This initiative grew in part from the 2007 participation of Dundalk in the Age Friendly Cities Project. This initiative was piloted by the World Health Organisation in conjunction with a selected number of other urban centres across the world. An age-friendly society encourages active ageing by optimizing opportunities for health, participation and security in order to enhance quality of life as people age. It adapts its structures and services to be accessible to and inclusive of older people with varying needs and capacities and caters for large sections of the population beyond those inhabitants who are elderly.

The age friendly approach will also benefit those people with impaired mobility, including those with physical disabilities, parents with young children and children themselves. From a planning and land use perspective, the study identified a broad range of ‘*characteristics of the urban landscape and built environment*’ that contribute to age-friendliness.

This Development Plan seeks to embrace the age friendly society concept and the policies therein are reflective of the objectives of the Age Friendly Project. The principles of an age friendly society are set out in the Appendix 1.

### 1.4.3 RAPID Scheme

The RAPID Programme was launched in February 2001 in order to direct state assistance towards improving quality of life and access to opportunities for communities in twenty five designated disadvantaged urban areas throughout Ireland. A total of seven such communities were identified in Drogheda. The areas include Moneymore, Rathmullen Park, Pearse Park, Yellowbatter, Marion Park, St.Finian’s Park and Ballsgrove. The areas have a wide geographic spread across the Borough. The

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Department of Community, Rural and Gaeltacht Affairs is the lead Government Department for the programme. Framework III of the Programme for Prosperity and Fairness sets out three objectives for the RAPID programme:

- To develop a specific integrated policy focus across the social inclusion measures identified in the National Development Plan directed at the social groups that are excluded, especially where cumulative disadvantage is pervasive;
- To tackle, in particular, the spatial concentration of unemployment, poverty and social exclusion in the designated disadvantaged areas.
- To stem the social and economic costs of social exclusion by developing a range of integrated measures so the physical, social and community infrastructure of the designated communities is developed to allow them to harness the social capital and capacity necessary for economic and community development.

A number of guiding principles underpin the Drogheda RAPID Programme. These include community participation and local ownership; promotion of strategic planning; co-ordination of provision of state services; building on existing structures; flexibility and targeting of additional services, investment and facilities. To this end, an Action Plan was devised in 2001 for implementation by the local Area Implementation Team (AIT). This is a working document which has guided the work of the AIT over the years. The objectives contained within the Plan change regularly as targets are met and new needs identified. Considerable progress has been made in the delivery of actions contained within the Plan with funding being sourced from numerous



national and local sources. Evidence of the success of RAPID in Drogheda is apparent across the Borough. The programme structures locally in Drogheda have built upon the existing strong community sector in the Borough. Good working partnerships with local stakeholders have been developed with the level of proactive agency involvement in the implementation of the programme's objectives now firmly established. The structure of the RAPID Programme has proven to be a highly effective mechanism locally, for facilitating the social regeneration of the seven estates in line with their physical regeneration.

### 1.4.4 Planning for Social Inclusion

In order to ensure that the policies and objectives contained within the plan are fully socially inclusive, it is proposed to

- Provide for inclusive communities across the Borough in order to prevent social exclusion.
- Ensure that as far as possible, access for the less able bodied is provided within all new developments, including the Council's buildings and services, as detailed in the *Louth Local Authorities Disability Implementation Plan 2008 – 2015*.
- Facilitate and promote the use of public transport to enable the socially excluded to gain access to employment and services.

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- Facilitate the provision of small-scale enterprise start-up units and / or micro scale home based enterprise at suitable locations throughout the Plan area.
- Encourage the provision of suitable and appropriate accommodation for all, in keeping with County Louth's age friendly ethos.
- Ensure that new initiatives do not decrease local community access to services through cost or location.
- Seek to target anti-racism and promote inter-culturalism in accordance with *Louth Local Authorities' Anti-Racism & Diversity (ARD) Plan 2007 – 2010*.
- Implement the regeneration projects in the Borough's RAPID areas.

### 1.5 Drogheda Profile

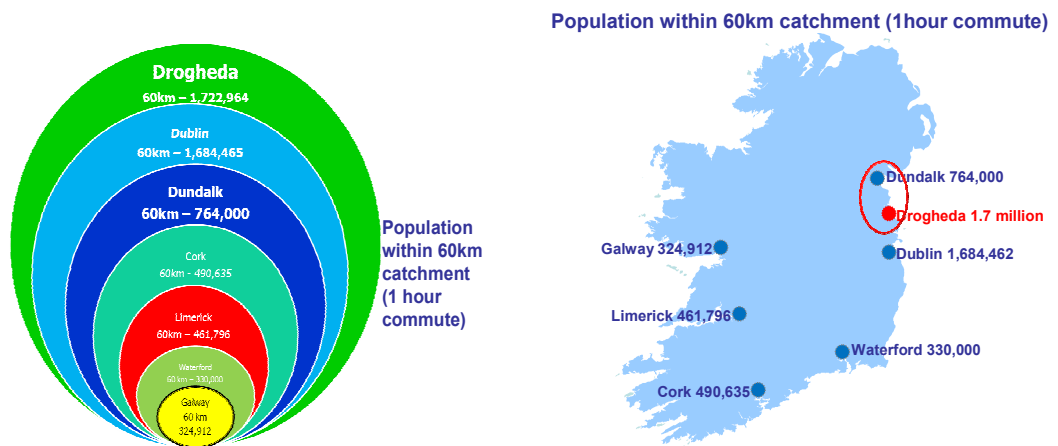
The Borough of Drogheda is one of the oldest Local Authorities in existence in Europe, having been in continuous existence since 1415. Drogheda takes its name from the Gaelic 'Droichead Atha' meaning "Bridge of the Ford", referring to the town's strategic location at a bridging point on the River Boyne, between the provinces of Ulster and Leinster. Drogheda was founded by colonising Knights, Hugh de Lacy and Bertram de Verdon, who founded respectively the Meath and Louth sides of the town around the year 1180. The Borough as it is known today, came into existence in 1415 when the two separate settlements previously operating independently on the north and south sides of the Boyne River, were united by a single constitution and local authority. Drogheda went on to become one of the largest walled towns in Ireland for a time surpassing the size even of Dublin. Drogheda has found itself at the epicentre of many of the most seismic events to have shaped Irish history. The best known of these events is the 1649 seige of Drogheda and subsequent massacre by an English Army led by Oliver Cromwell. To the west of the Borough, the Battle of the Boyne was fought in 1690 whilst the prehistoric megalithic World Heritage Sites at Bru na Boinne are also in close proximity to the Borough. Drogheda ranks as an equal partner in the title of Ireland's largest town with its neighbour to the north, Dundalk. The two towns have virtually identical population levels according to the 2006 census and together they form key components along with Newry in Northern Ireland in acting as the central urban component in the Eastern Corridor which links Dublin with Belfast. The Eastern Corridor also includes a number of other large urban centres on both sides of the Border.



Drogheda as an urban centre functions on a number of levels. Whilst lying within County Louth and therefore the Border Region of Ireland, the Borough is firmly within the orbit of Greater Dublin due to its close proximity, transport links and socio-economic ties with the capital. At a wider level Drogheda acts as the principal eastern entry point into Ireland's Border Region.

Drogheda boasts an enviable location along the eastern seaboard of Ireland. As part of the Economic Development Strategy for Drogheda and its Environs carried out by the Indecon consultancy, an examination of the wider catchment of Drogheda was made. This study, carried out by the Industrial Development Agency (IDA) found that within 20km of Drogheda there is a catchment population of some 105,000 people; within a 40km range, 750,000 people are resident whilst, significantly within a 60km range there are some 1.7 million people resident. This latter range stretches the catchment to encompass all of the Greater Dublin area including County Wicklow, west to include most of County Meath, much of Counties Westmeath, Cavan and Monaghan and north, across the Border to include Newry and large portions Counties Down and Armagh.

Figure 1.2: Population Catchments



The significance of these catchments lies in the fact that Drogheda is now connected to most of the major urban centres in the catchments by a high quality road network including the M1 motorway and linking motorways including the M50 and M2 / N2, the latter of which is due to be upgraded significantly during the course of this Plan. Due to the presence of this road network, Drogheda lies within 30 minutes commuting distance of both Dublin City Centre, Dublin Airport and Dublin Port. The Borough is also easily accessible to the International and George Best City Airports in Belfast and Belfast Harbour at an approximate 1.5 hour drive time.

Drogheda also benefits from a high degree of public transport accessibility. The Borough acts as the principle terminal for Iarnrod Eireann's Northern Line suburban rail operations and is the site for a major rail servicing centre. The Borough is also served by the Dublin to Belfast Enterprise long distance rail service. This service is due to be upgraded during the course of the Plan. Drogheda is also a major centre for public bus services. Links with the Greater Dublin Area are on a high frequency basis. There are also frequent long distance services to Dundalk, Newry and Belfast.

Drogheda was designated a Primary Development Centre in the National Spatial Strategy. This designation takes account of the fact that Drogheda sits astride two regional planning authorities which have very different characteristics. The Borough as a whole is located within the Border Region, however a significant portion of the larger

urban area of Drogheda, that to the south of the Borough, lies within the Mid East Region. Therefore this area of Drogheda is influenced in policy terms by the Regional Planning Guidelines for the Greater Dublin Region. Primary Development Centres identified in the Regional Planning Guidelines for the Greater Dublin Region include Navan, Balbriggan, Naas/ Newbridge/ Kilcullen, and Wicklow.

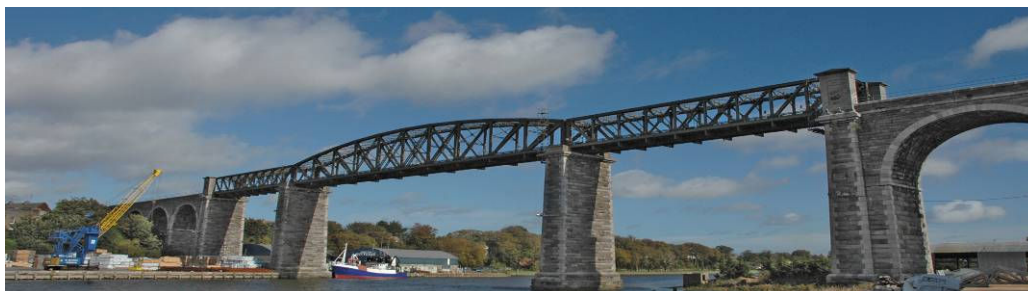
Drogheda's designation as a Primary Development Centre responds to its unique geographical position, its size and the fact that much of its growth impetus is derived from outside the Border Region and originates in the Greater Dublin Area. This influence has been quantified by the Economic Strategy for Drogheda and its Environs (2009-2015) which found that some 36% of those in employment, who resided in Drogheda Borough, commuted daily to Greater Dublin to access their place of employment.

The popularity of Drogheda as a place to live is reflective of the Borough's broad range of quality attractions and both its physical and social infrastructure. The long list of strengths which Drogheda possesses include its favourable cost competitiveness in comparison to Greater Dublin particularly for housing, easy access to Dublin Airport, Dublin Port and Drogheda Port, the ready availability of public and road based transport options, a range of artistic, social and active recreational facilities including a leisure centre, riverside walkway, the Droichead Arts Centre, Highlanes Gallery and a host of similar facilities. The Borough also benefits from a broad spread of high level retail facilities including two newly built town centre shopping centres and a number of other retail park developments on the edge of the Borough. The Drogheda area also benefits from an abundance of skilled labour with a particularly high proportion of residents having third level qualifications. Of these, some 52 % of those who commute daily to Greater Dublin being classified as employers and managers. The Borough and surrounding area has a favourable demographic structure with some 43 % of the population in the economically active age cohort in 2006. Finally, in terms of electronic infrastructure the Borough benefits from some of the highest capacity broadband capability anywhere in the state, as well as being in close proximity to national level electricity and gas networks.

Drogheda acts as the de-facto gateway to the internationally acclaimed Boyne Valley which contains the World Heritage Site at Brú na Boinne. This is one of the largest and most important prehistoric megalithic sites in Europe and acts as the centre piece to a cluster of other major visitor attractions in both Counties Louth and Meath including Monasterboice Round Tower and High Crosses, Old Mellifont Abbey, the Hill of Tara, the Battle of the Boyne site, Slane Castle, Kells Round Tower and High Crosses, Trim Castle and Beaulieu House. Within Drogheda itself lie a number of major historical attractions including St. Laurence's Gate, Millmount Museum and Tower, St Peter's Church and the Town Walls.

### 1.6 Population

The National Spatial Strategy (NSS) is a 20 year planning framework designed to achieve a better balance of social, economic, physical development and population between regions. Its focus is on people, on places and on building communities. It is hoped that it will deliver more balanced regional development and hence a reduction in the disparities between and within regions. To achieve this, the strategy identifies a limited number of regional gateways and hubs upon which growth will be targeted.



Within County Louth, Drogheda is designated a Primary Development Centre whilst Dundalk has been designated a NSS Gateway. County Louth's strengths centre around its strong socio economic and physical links with Greater Dublin, together with its proximity to Northern Ireland. The Eastern Corridor is viewed as a key strategic opportunity for the development of this part of the region.

The population of the Drogheda Borough Council administrative area after the 2006 Census was 28,973 which represented a 2.2 % increase from the 2002 Census. The Greater Drogheda contiguous urban area, which includes parts of Counties Louth and Meath however recorded an increase of 13.1 %. This figure is well ahead of the County increase which was 9.3%. Population projections for Drogheda Borough and the Greater Drogheda Area have been prepared by the Department of Environment, Heritage and Local Government, in conjunction with the Border Regional Authority. These represent the minimum growth rates predicted for the key Border Region urban centres listed in the NSS and the revised Regional Planning Guidelines. The projections for Drogheda are detailed in table 1.1 below

**Table 1.1: Drogheda Borough Council and Greater Drogheda Area Minimum Population Projections**

Area	2006	2011	2016	2017	2022
Drogheda Borough Council	28,973	32,331	35,373	36,038	38,415
		+11.5%	+9.4%	+9.4%	+9.4%
		+2.3%	+1.8%	+1.8%	+1.8%
		(Annual)	(Annual)	(Annual)	(Annual)
Drogheda Contiguous Urban Area	35,090	39,651	42,108	42,613	49,127
		+11.5%	+6.1%		+13.3%
		+2.3%	+1.2%	+1.2%	+2.6%
		(Annual)	(Annual)	(Annual)	(Annual)

*(DoEHLG and Border Regional Authority National and Regional Population Projections 2009)*

Utilising the projections supplied by DoEHLG and Border Regional Authority, the annual growth rate between 2006 and 2011 will equate to an average of 2.3% or 11.5% over five years. Thereafter for the following five years up to 2016, the annual growth rate will slow to 1.88% or 9.4% over the five year period.

**Table 1.2: Drogheda Borough Council Population and Projections Historical Trends**

Area	1996	2002	2006	2011	2017
Drogheda Borough Council	24,460	28,333	28,973	29,610	30,261
		+13.6% 2.7% (Annual)	+2.2% 0.4% (Annual)	+2.2% 0.4% (Annual)	+2.2% 0.4% (Annual)

In order to accommodate the projected population increase of 9,442 persons within the Drogheda Borough Council area over the entire period to 2022, some 3,471 additional housing units will be required. Over the period of this Plan, this equates to the need for an additional 1,118 housing units at an average yearly output of 186 housing units.

The Department of Environment, Heritage and Local Government and the Border Regional Authority population targets indicate that the population of Drogheda Borough should grow by an annual rate of 2.0% over the period of the Plan. Over the period 2002 to 2006 the actual growth recorded in the Borough equated to 2.2%. This equates to an annual growth rate of 0.3 %. At this rate of annual growth the population of the Borough would rise to a mere 29,943 persons by the end of the Plan period.

## 1.7 Age Profile

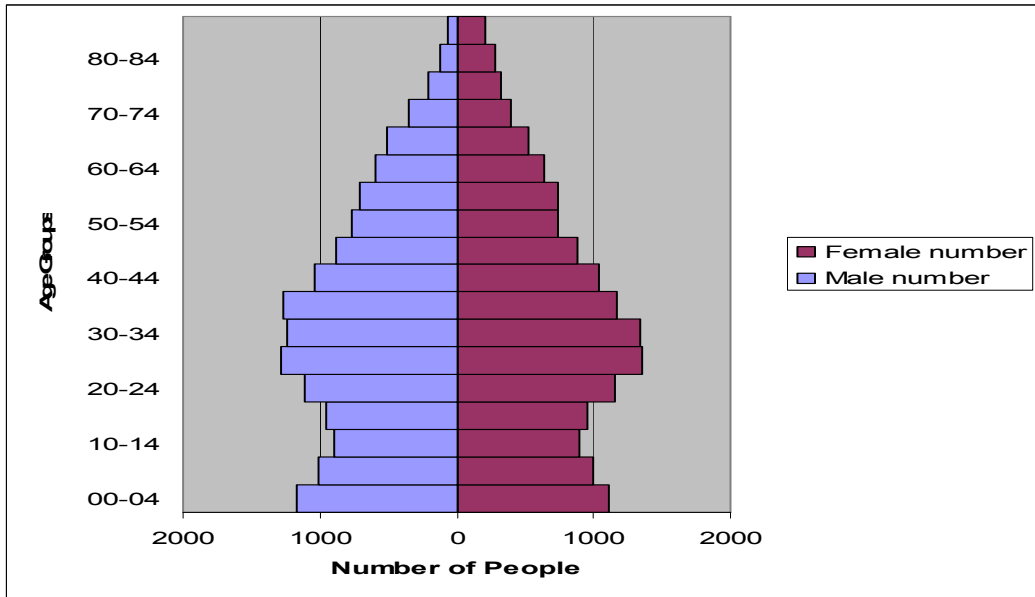
As illustrated in Table 1.3 and Figure 1.3 below, the Drogheda Borough Council area contains a relatively young population profile with a lesser number of dependants (31.3%) than the national average (33.0%). Table 1.3 and figure 1.3 below is based on the most recent CSO figures for 2006 and indicates that there is a high proportion of Drogheda's population in the 25- 44 age bracket. This has implications for economic development and provision of an active labour force for Drogheda.

**Table 1.3: Age Profile at State, County and Borough Council Level**

	0-14	15-24	25-44	45-64	65+	Total
<b>State</b>	864, 449 20.3%	632, 732 14.9%	1,345,87 3 21.9%	928,908 21.9%	467,906 11%	4,239,84 8
<b>Louth County</b>	24,568 22%	16,092 14.4%	35,570 31.9%	23, 432 21%	11, 605 10.4%	111,267
<b>Drogheda Borough Council</b>	6,034 20.8%	4,182 14.4%	9,753 33.6%	5,966 20.5%	2,712 9.3%	28,973

(CSO: 2006)

**Figure 1.3: Distribution of Population, by Age and Sex in Drogheda Borough Council area (CSO: 2006)**



The age profile of Drogheda will have implications for the provision of housing and employment to meet future population needs.

### 1.7.1 Spatial Trends

Population growth has not been universally dispersed through the plan area. Table 1.5 details the percentage change that occurred between 2002 and 2006 within the DED's covering the area.

**Map 1.2: Percentage Population Change 2002 – 2006**

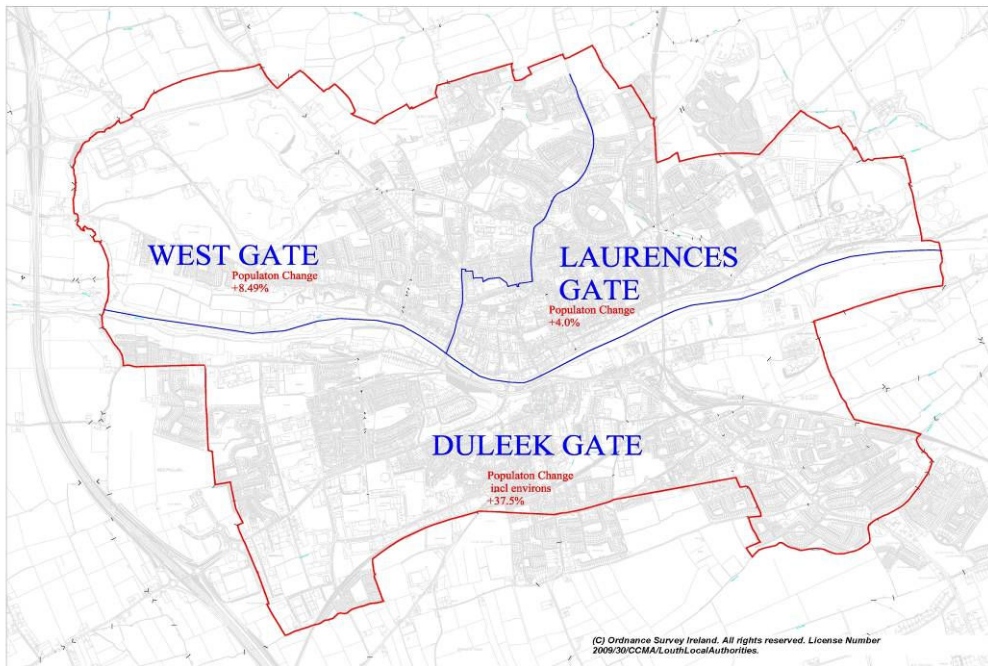


Table 1.4: Population Change within the Plan Area

Area	% Change 1996- 2002	% Change 2002- 2006
Fairgate	+3.66	-10.9
St.Laurence Gate	+4.01	+6.19
West Gate	+8.49	- 8.69
St Mary's <sup>1</sup>	+37.5	+21.4
St Peter's <sup>2</sup>	+36.5	+20.0

(Source: [www.cso.ie](http://www.cso.ie))

<sup>1</sup> Part of St Mary's lying within Drogheda Borough Council boundary

<sup>2</sup> Part of St Peter's lying within Drogheda Borough Council boundary

Table 1.4 clearly demonstrates that the areas of greatest population growth fall outside the core urban area and measures to address and reverse this trend need to be included in the Development Plan in order to protect the viability and vibrancy of the historic central areas of the Borough.

## 1.8 Vision for Drogheda Borough

*'To promote Drogheda as the principal urban centre between the Greater Dublin and Border regions and as a key settlement along the eastern corridor, an inclusive flourishing urban community providing a high quality built and natural environment attractive to residents, visitors and investors alike'.*

The Development Plan sets out the first step in the process of achieving the vision for Drogheda through promoting a balanced sustainable approach to development. The new Development Plan aims to direct employment, housing, retail, and community facilities towards the defined development areas within the Plan area.

The challenge for the Development Plan is to encourage and support growth that is consistent with this long-term vision. The new Development Plan will also aim to provide sufficient supporting facilities for anticipated growth, including additional infrastructure recreation and community facilities commensurate with the vision.

## 1.9 Strategic Objectives

The following strategic objectives provide an overall framework for the development of Drogheda Borough Council over the Plan period and each of the sections include specific policy objectives in line with the requirements of Section 10 of the Planning and Development Act, 2000 (as amended).

**Strategic Objective 1:** To provide the highest quality living environment possible for all the citizens of Drogheda by ensuring that the Borough will evolve in a sustainable, dynamic and environmentally sensitive manner thus enhancing its pivotal role along the Eastern Corridor and with due regard for its distinguished history

**Strategic Objective 2:** To implement a settlement strategy which will guide new development within the plan area in accordance with the principles of sustainable development in order that Drogheda may continue to contribute to the building of critical mass along the Eastern Corridor.

**Strategic Objective 3:** To create and facilitate sustainable economic development and growth in Drogheda so that it may continue to flourish in tandem with other key centres thereby strengthening its position on the central portion of the Eastern Corridor.

**Strategic Objective 4:** Enhance the established role of Drogheda Town Centre as the retail, social and transport focus of the entire Borough and pro-actively position the town centre as a destination of choice for both visitors and residents alike with a special emphasis on the role played by the town walls

**Strategic Objective 5:** Provide a sustainable transportation system for Drogheda to secure the successful integration of land use and for the convenience of the public.

**Strategic Objective 6:** Ensure the provision of socially inclusive residential communities supported by the provision of high quality dwelling units and community facilities.

**Strategic Objective 7:** Protect and enhance existing recreation and amenity facilities within the Borough and secure the provision of additional facilities subject to demand and availability of land and resources

**Strategic Objective 8:** Protect and enhance the natural and built environment as an inherent part of the heritage of the Drogheda Borough Council Plan area.

**Strategic Objective 9:** Provide a framework for sustainable energy use in development and facilitate the provision of high quality telecommunications infrastructure.

**Strategic Objective 10:** Secure a high quality, clean and healthy environment while facilitating the sustainable development of Drogheda Borough through the continued improvement of infrastructure, including water, drainage, and waste management facilities.

## Chapter 2 Development Strategy

### 2.1 Introduction

The Louth County Development Plan 2009 – 2015 settlement strategy recognises the importance of Drogheda within County Louth's urban hierarchy. Drogheda sits at the top of a five tier county settlement strategy and in common with Dundalk, is designated a Level One settlement. At Level One, Drogheda and Dundalk are substantial towns with almost identical population levels of approximately 35,000 persons each, which equates to some 58% of the entire County population. Both towns contain a wide variety of services and employment opportunities, not only for the people of County Louth but also for a wider regional population. The strategic aim for Drogheda within the County settlement strategy is;

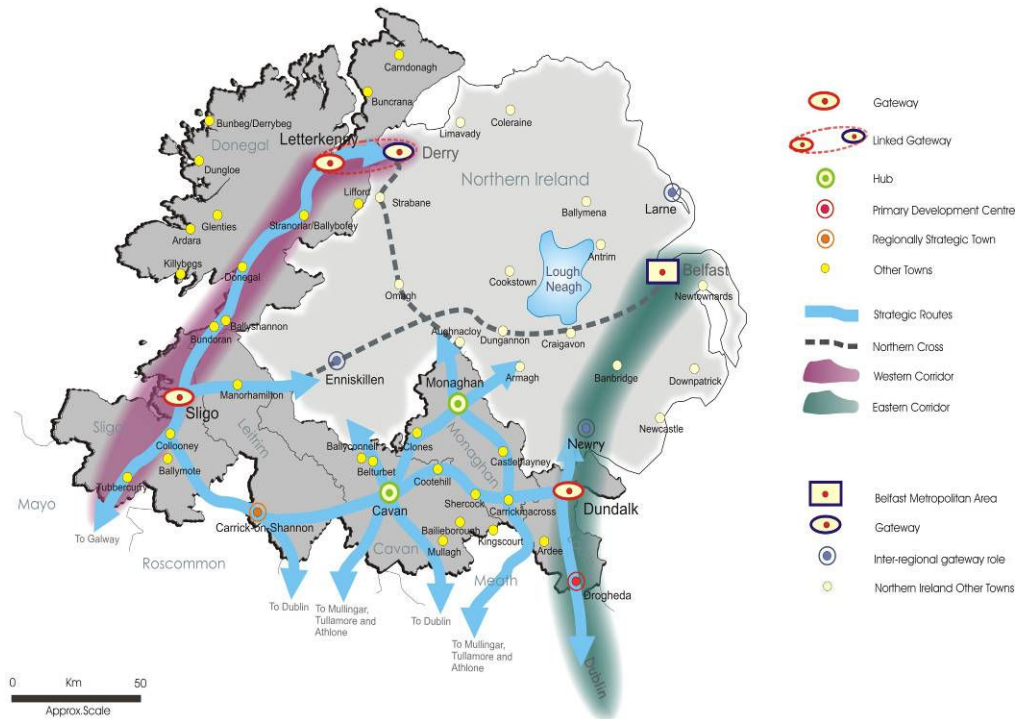
**'To promote and facilitate the development of Drogheda as a self sustaining primary development centre that will energise development within its own catchment'**



The Plan also acknowledges Drogheda's designation as a Primary Development Centre under the auspices of the National Spatial Strategy (NSS) and Border Region, Regional Planning Guidelines (RPGs). This designation supports the role of Dundalk as a NSS Gateway which acts as a driver for regional development in the North East of the State and along the Eastern Corridor. The policies of the County Development Plan are designed to support both Drogheda and Dundalk's primacy at the top of the urban hierarchy within the county. The County Development Plan thus seeks to prioritise sustainable residential development in both Drogheda and Dundalk so that they may achieve their target populations and enhance their capacity to attract new investment in employment, services and public transport. The revised Regional Planning Guidelines 2010 further clarify the function of Drogheda within the regional settlement hierarchy. Thus the guidelines aim;

**'To promote and facilitate the development of Drogheda as an important strategic urban settlement in the region and within the Eastern Economic Corridor in support of the Dundalk Gateway'**

Map 2.1: Border Region Spatial Strategy



## 2.2 Spatial Strategy

The Drogheda Borough Council Development Plan 2011- 2017 sets out a spatial strategy to direct future growth within the Drogheda Borough Council area. It also establishes a framework for development within the wider Greater Drogheda urban area by setting the Borough Plan within the context of related spatial plans for the larger urban area, including the Planning Strategy for the Greater Drogheda Area, the North Drogheda Environs Local Area Plan 2006 and the associated North Drogheda Environs Master Plan. It also takes cognisance of the Southern Environs of Drogheda Local Area Plan 2009.

The strategic objective of the settlement strategy is:

**Strategic Objective 2:** To implement a settlement strategy which will guide new development within the plan area in accordance with the principles of sustainable development in order that Drogheda may continue to contribute to the building of critical mass along the Eastern Corridor.

## 2.3 Character Areas

The development strategy for the Plan identifies seven distinct development areas covering the plan area. These areas have been identified with due regard for manmade and natural features, topography, urban function and local identity. It is also recognised that there are other areas with distinct identities, which function as neighbourhoods in reality, as distinct from the planning concept of the term. They comprise:

### **Central**

- Heritage Quarter

### **Southwest**

- Rathmullan / Lagavoureen
- Donore Road

### **Southeast**

- Bryanstown

### **East**

- Stagrennan

### **North**

- Moneymore/Newfoundwell

### **Northwest**

- Mell / North Road

Map 2.2: Character Areas

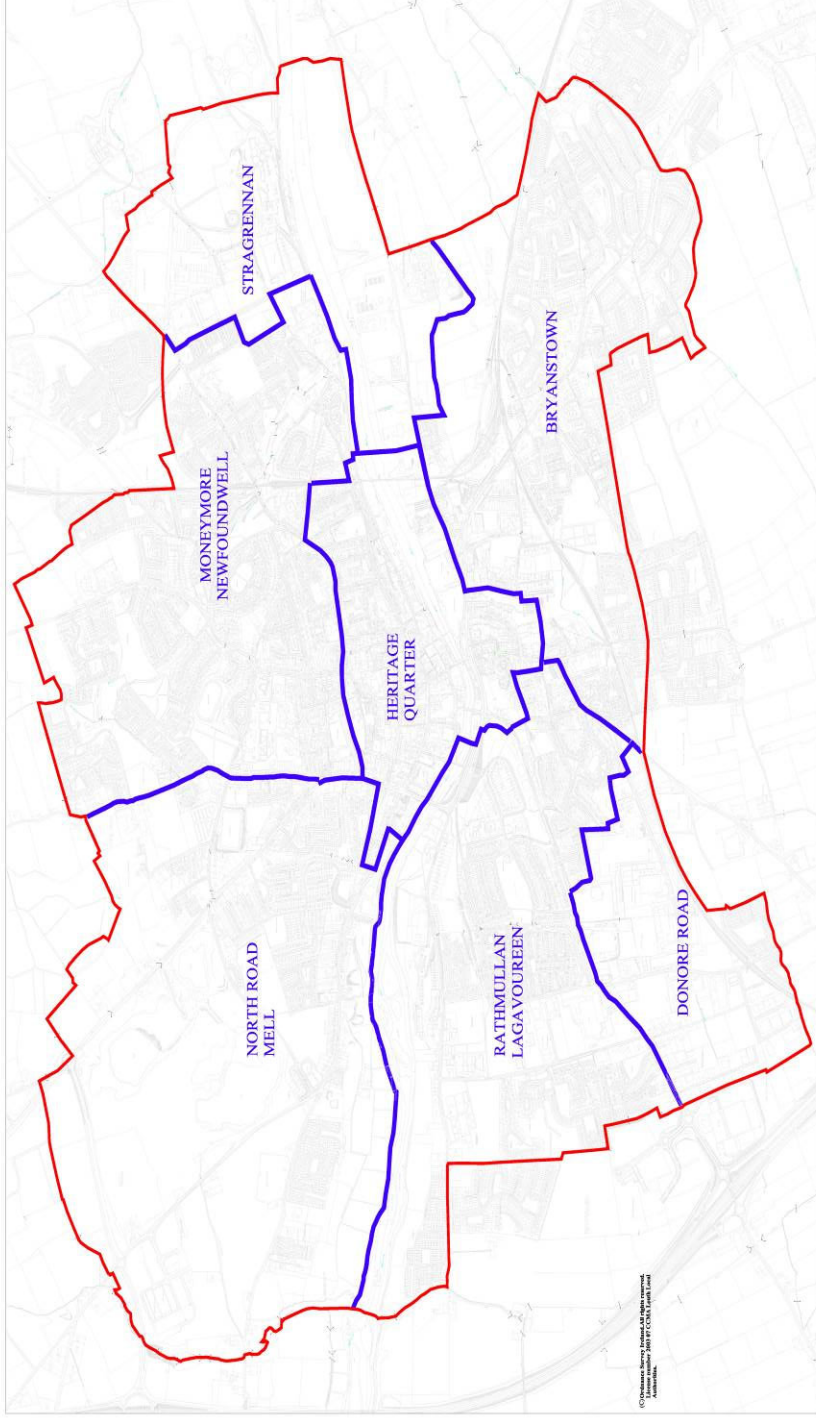


Table 2.1: Character Area Objectives

Neighbourhood Character Area	Objectives
<b>Heritage Quarter</b>	<ul style="list-style-type: none"> <li>▪ Emphasise Drogheda's Heritage Quarter by requiring new built development to recognise the circuit of the town walls</li> <li>▪ Consolidate the traditional role of the town core in economic, residential, social and cultural spheres and progressively develop the economic potential of the town core through physical regeneration of the public realm, development of retail and appropriate commercial enterprise, enhancement of tourist attractions and facilitation of artistic and cultural activities.</li> </ul>
<b>Rathmullan / Lagavoureen</b>	<ul style="list-style-type: none"> <li>▪ Provide for new residential development and supporting community facilities and to facilitate seamless, sustainable expansion into the adjacent southern environs.</li> <li>▪ To consolidate the existing residential development including support for additional community facilities and infrastructures.</li> </ul>
<b>Donore Road</b>	<ul style="list-style-type: none"> <li>▪ To promote the development of appropriate employment-generating land uses, both within the Borough and the adjacent southern environs</li> </ul>
<b>Bryanstown</b>	<ul style="list-style-type: none"> <li>▪ Provide for new residential development and supporting community facilities and to facilitate seamless, sustainable expansion into the adjacent southern environs.</li> <li>▪ To consolidate the existing residential development including support for additional community facilities and infrastructures.</li> </ul>
<b>Stragrennan</b>	<ul style="list-style-type: none"> <li>▪ To consolidate existing industrial and commercial developments and to facilitate passive public enjoyment of designated European Wildlife sites.</li> </ul>
<b>Money more/ Newfoundwell</b>	<ul style="list-style-type: none"> <li>▪ To reinforce the residential character of the long standing residential neighbourhoods, while supporting the provision and retention of local services and to progressively integrate newly developed residential areas both within the Borough and the adjacent Northern Environs into the social, economic and urban fabric of the Borough.</li> <li>▪ To facilitate infrastructural enhancements associated with the hospital campus and ensure that they do not negatively impact on the residential amenity enjoyed by surrounding areas.</li> </ul>

Neighbourhood Character Area	Objectives
<b>Mell / North Road</b>	<ul style="list-style-type: none"> <li>▪ To reinforce the residential character of the long standing residential neighbourhoods, while supporting the provision and retention of local services to and progressively integrate newly developed residential areas both within the Borough and the adjacent Northern Environs into the social, economic and urban fabric of the Borough.</li> <li>▪ To promote the development of appropriate employment-generating land uses, both within the Borough and the adjacent Northern Environs</li> <li>▪ To provide for the development or redevelopment of obsolete areas including the former quarry lands in this character area</li> </ul>

## 2.4 Strategic Context

A Local Area Plan has been prepared for the Drogheda Docklands, lying within the Town Core. A further framework Plan will be prepared for the Drogheda Transport Development Area (DTDA) and contiguous areas of County Meath. The area bounded by Cement Road, R132, and the proposed Port Access Northern Cross Route, and the Collon Road, will be subject to a development feasibility study within the time frame of the Drogheda Borough Council Development Plan. The scope of the study will include environmental considerations together with servicing and land use options that would best serve the proper planning and sustainable development of the area. The study shall include an extensive public participation exercise involving both the general public and the various stakeholders in the area. In addition, Framework Plans are to be prepared for each of the Character Areas detailed above. These plans will take cognisance of developments either existing or proposed in the neighbouring jurisdictions of both Counties Louth and Meath. Within these two jurisdictions, detailed Local Area Plans have been prepared for extensive areas both north and south of the Borough in the adjacent areas of Counties Louth and Meath. A further Local Area Plan for the Southern Environs of Drogheda was completed in 2009 by Meath County Council. This Plan operates under the auspices of the Meath County Development Plan 2007-2013 and provides the local level planning policy context for the southern environs of Drogheda located in County Meath. The provisions of these Plans are incorporated as guidelines into the overall development strategy for the plan area. If any conflict arises between the provisions of any of the existing plans outlined below, the Drogheda Borough Council Development Plan 2011-2017 will at all times take precedence.

- Drogheda Docklands Local Area Plan 2007
- Local Area Plan for the North Drogheda Environs 2004
- North Drogheda Environs Master Plan 2006
- Planning Strategy for the Greater Drogheda Area 2007

**Policy DS 1**

Prepare a series of detailed Framework Plans for each of the identified character areas within Drogheda Borough having due regard to the spatial plans prepared for adjacent contiguous areas of Counties Louth and Meath.

**Policy DS 2**

To explore the feasibility of preparing an Urban Design Framework Plan for the Drogheda Transport Development Area and adjacent areas of County Meath.

**Policy DS 3**

The area bound by Cement Road, R132, PANCR, and the Collon Road, be subject to a development feasibility study within the time frame of the Drogheda Borough Development Plan. The scope of the study will include environmental considerations together with servicing and land use options that would best serve the proper planning and sustainable development of the area.

**2.5 Connectivity and Integration within the Plan Area**

Promoting connectivity and integration within and between existing and proposed communities is a key theme for this Development Plan. The defined Neighbourhood Character Areas contain large scale, long-established communities. It is important to ensure that these are consolidated and that there is ease of access to essential services and community facilities.

Proposals for additional residential development within the Neighbourhood Character Areas will be guided by the Development Plan policies and it is imperative that best practice is implemented both at the planning and implementation stages of proposed development. Applications for large scale development should include design statements and briefs to demonstrate how the proposal will merge into the Neighbourhood Character Area and how the proposal will integrate into existing and proposed community facilities, public transport provision and other sustainable transport modes including cycling.

**Policy DS 4**

Require applicants for large scale residential development to demonstrate, through the use of design statements and briefs, how the proposed development will provide for connectivity and integration within and between existing and proposed communities.

**2.6 Land Use Zoning**

It is a mandatory requirement of the *Planning and Development Act 2000* that a Development Plan should contain objectives for the zoning of land for the sole or primary use of particular areas for particular purposes, including provision for residential, commercial, industrial, agricultural, recreational or other, or any mixture of those uses,

having regard to the proper planning and sustainable development of the area and where, in the opinion of the Planning Authority, it is necessary that such uses should be indicated.

The Drogheda Borough Council Development Plan 2011-2017 includes a total of twenty two (22) land use zones and the areas within each, both developed and undeveloped, are set out in table 2.2.

The land use zones and objectives in respect of each zone identified in the Plan are set out in Table 2.3 and are included on the land use zoning map (Map 1). The permitted uses, uses open for consideration in certain circumstances and not permitted uses within each land use zone are contained within the zoning matrix. The application of the relevant land use zones for the town core are considered in greater detail in Chapter 4.

## 2.7 Zoning Matrix

Table 2.3 above includes the land use objectives for each of Drogheda's character areas within the plan area. Permitted development within each character area will be determined having regard to the zoning matrix set out below. Uses other than the primary use for which an area is zoned may be permitted in certain circumstances, provided that they are not in conflict with the primary use zoning objectives. The Zoning Matrix illustrates the acceptability or unacceptability of various uses for each of the zones. The land use zoning matrix is intended to provide guidance to potential developers and to the general public on the category of uses which are permitted, open for consideration in certain circumstances or are not permitted. The matrix relates to land use only and important factors such as density, building height, design standards and traffic generation are also relevant in establishing whether or not a development proposal would be acceptable at a particular location.

### **A = Permitted Uses**

A 'permitted use' is one which is in compliance with the primary zoning objective for the area.

### **O = Uses open to consideration**

A use that is "open for consideration" is one that by reason of its nature and scale would not be in conflict with the primary zoning objective for the area.

### **X = Not permitted Use**

A 'not permitted use' is a use that would be contrary to the zoning objectives and sustainable development. Extensions to existing non conforming uses within any zoned area will be considered on their merits.

Table 2.2: Development Management Zoning Matrix

Use Classes*	RE	RN	TC	TCd	RP	EGZ	BP	CCI	DTDA	NC	LP	OS	DC	RRO
<b>Amenity Open Space</b>	A	A	A	A	A	A	A	A	A	A	A	A	A	A
<b>Amusement Arcade</b>	X	X	O	O	X	X	X	X	O	X	X	X	X	X
<b>B &amp; B</b>	O	O	A	A	X	O	O	O	O	X	X	X	O	X
<b>Betting Office</b>	X	X	O	O	X	X	X	X	O	O	X	X	O	X
<b>Bring Banks</b>	O	O	A	A	A	A	A	A	O	A	O	O	O	O
<b>Car Park (Commercial)</b>	O	O	O	A	X	O	O	X	A	X	X	X	A	O
<b>Cash &amp; Carry</b>	X	X	X	O	X	O	O	X	O	X	X	X	O	X
<b>Cemetery</b>	X	O	X	X	X	X	X	A	X	X	X	O	X	X
<b>Cinema</b>	X	X	A	A	X	X	X	X	A	X	X	X	O	X
<b>Community Facility / Centre</b>	O	A	A	A	X	O	X	A	O	O	O	X	X	X
<b>Conference Centre</b>	x	x	O	O	X	X	X	X	A	X	X	X	X	O
<b>Crèche / Childcare Facility</b>	A	A	A	A	O	A	A	A	A	A	O	X	O	X
<b>Dance Hall / Night Club</b>	X	X	A	A	X	X	X	X	O	X	X	X	X	X
<b>Docks/Marina/Wharfs</b>	X	X	X	O	X	A	X	X	X	X	X	X	X	X
<b>Drive Through Restaurants</b>	X	X	O	A	A	O	X	X	O	X	X	X	O	X
<b>Fish processing and refrigeration</b>	X	X	X	X	X	A	O	X	X	X	X	X	X	X
<b>Funeral Home</b>	O	O	A	O	X	O	X	O	X	X	X	X	X	X
<b>Garden Centre</b>	X	X	X	X	A	A	O	X	O	X	X	X	O	O
<b>Guest House</b>	A	A	A	A	X	X	X	X	A	X	X	X	X	X
<b>High Technology based Employment</b>	X	X	O	O	X	O	A	X	A	X	X	X	X	O
<b>Home Based Economic Activities</b>	O	O	O	A	X	X	X	X	A	X	X	X	X	X
<b>Hospital</b>	X	O	O	O	X	X	X	A	O	X	X	X	X	X
<b>Hotel / Motel</b>	X	O	A	A	O	X	O	X	A	X	X	X	O	X
<b>Industry</b>	x	x	x	x	x	A	O	X	X	X	X	X	X	X
<b>Industry (Light)</b>	X	X	X	X	O	A	A	X	X	X	X	X	X	X

Chapter 2 Development Strategy

Use Classes	RE	RN	TC	TCd	RP	EGZ	BP	CCI	DTDA	NC	LP	OS	DC	RRO
Motor Sales / Repair	X	X	X	X	A	A	X	X	O	X	X	X	O	O
Nursing Home/Assisted Care Scheme	O	A	A	A	X	X	X	O	O	X	X	X	O	X
Office – Class 2 Principally open to members of visiting public.	X	X	A	A	O	O	O	X	A	O	O	X	O	X
Office – Class 3 All other classes.	X	X	O	O	O	O	O	X	A	O	O	X	O	X
Park and Ride	X	X	X	X	O	O	O	X	A	X	X	X	X	O
Petrol Station	X	O	X	X	O	O	O	X	O	X	O	X	O	X
Place of Worship	O	O	A	A	X	X	X	A	O	O	X	X	X	X
Public House	O	O	A	A	X	X	X	X	O	O	X	X	O	X
Residential	A	A	A	A	X	X	O	X	A	O	X	X	O	X
Residential (Anc)	O	O	O	O	O	O	O	O	A	A	O	O	A	O
Residential Institution	O	O	O	O	X	X	O	O	O	X	X	X	O	X
Restaurant / Café	O	O	A	A	O	O	O	O	A	A	O	X	A	X
Retail Warehouse	X	X	X	X	A	O	O	X	O	X	X	X	O	X
Shipbuilding, repairing and dismantling	X	X	X	X	X	A	O	X	X	X	X	X	X	X
Shop - Local **	O	A	A	A	X	O	X	X	A	A	O	X	A	X
Shop - Major	X	X	A	A	X	X	X	X	A	X	X	X	A	X
Sports Facilities	O	O	A	A	O	O	O	O	A	O	X	O	O	O
Take-Away	X	X	A	A	O	O	O	X	O	O	X	X	A	X
Telecommunication Structures	X	X	A	A	O	A	A	O	O	X	X	O	O	O
Tourism Complex	X	X	A	A	O	X	O	O	A	X	X	O	O	O
Transport Depot	X	X	O	O	O	A	O	X	A	X	X	X	O	O
Veterinary Surgery	O*	O*	A	A	X	O	X	X	O	O	O	X	O	X
Warehouse	X	X	X	X	O	A	A	X	O	X	X	X	X	X
Wholesale Warehousing	X	X	O	O	A	O	O	X	O	X	X	X	O	X

\* All development proposals must have regard to the Planning System and Flood Risk Management Guidelines for Planning Authorities (DoEHLG / OPW 2009). In all cases a precautionary approach shall apply.

\*\* A local shop is defined as a convenience retail unit of not more than 200 square metres in net retail floor area

Table 2.3: Land Use Zone Objectives

RE	<b>Residential Existing:</b> To protect and enhance the amenity of developed residential communities.
RN	<b>Residential New:</b> To provide for new residential communities and community facilities and protect the amenities of existing residential areas.
TC	<b>Town Centre:</b> To protect and enhance the special physical and social character of the existing town centre and to provide for new and improved town centre facilities and uses.
TCd	<b>Docklands:</b> To provide for a mix of town centre activities in accordance with the Docklands Area Plan.
RP	<b>Retail Park:</b> To Provide For The Development Of A Retail Warehouse Park In Accordance with an approved framework plan and subject to the provision of necessary physical infrastructure
EGZ	<b>Employment Generating Zone:</b> To Provide For The Development Of Business And Employment Generating Business Activity, Which Is Primarily Manufacturing, Service Orientated And Whose Retail Output Is Ancillary To The Primary Use
BP	<b>Business Park / New Economy Business:</b> To Provide For New Business Opportunities On A Green Field Site, Which Is Designed In Accordance To An Overall Master Plan Framework. The Zone Allows For Flexibility In The Composition Of Uses including a maximum 25 % residential and 4.07 hectares public open space in addition to the standard 16.5 % public open space requirement
CCI	<b>Civic Community &amp; Institutional:</b> To Provide & Protect Necessary Community, Recreational & Educational Facilities
DTDA	<b>Drogheda Transportation Development Area:</b> To Protect And Expand the Existing Transport Hub Around The Train Station And Facilitate The Development Of Public Transport Facilities Including Residential, Retail And Office Development.
NC	<b>Neighbourhood Centres:</b> 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	<b>Local Primary Shops:</b> To Protect, Provide For And Improve Local Shopping Facilities In Order To Provide Facilities For A Residential Neighbourhood
OS	<b>Open Space &amp; Recreational Areas:</b> (Public/Private) To provide for and/or improve open space and recreational amenities.
DC	<b>District Centre:</b> To Create A Sustainable District Centre Outside The Town Centre Which Will Operate As A Complementary Retail Hub To The Existing Town Centre.
RRO	<b>Redevelopment or Renewal of Obsolete Areas:</b> Further study required for future use.

## 2.8 Strategic Employment Generating Areas

The Donore and Mell/North Road Character Areas and Drogheda Transport Development Area are considered to provide unique employment-generating potential by reason of their respective locations, adjacent to major transportation infrastructure facilities. All three areas lie directly on the three key approach corridors to Drogheda including the North Road, Dublin Road and Donore Road. It is recognised in both the Economic Development Strategy for Drogheda and the Planning Strategy for Greater Drogheda that these sites and in particular the south western end of the Donore Road and the environs of McBride Station are strategic employment generating areas not only for the Borough but also for the wider area.

## 2.9 Development Control Guidance

The submission of high quality residential, commercial and other development proposals is a vital requirement within the development management process assessments. Additionally, in accordance with Government guidance on Housing (Quality Housing for Sustainable Communities 2007), Urban Design (Urban Design Manual 2009) and Architecture (Government Policy on Architecture 2009-2015) there is a strong emphasis on maintaining and improving the quantitative aspect of new development. Further guidance on these aspects of development including plot ratio and site coverage standards is contained in Appendix 2.

### Policy DS 5

Developments must comply with the development control guidance contained within this Plan including those aspects relating to plot ratio and site coverage standards contained in Appendix 2

## 2.10 Environmental Hazard Zones

Drogheda Borough contains two sites within its jurisdiction which may pose a potential risk to public safety by reason of the nature of the substances handled on the sites. Both sites are situated adjacent to the River Boyne on the Marsh Road.

In the interest of public health and safety, the Borough Council, as Planning Authority 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.

The Health and Safety Authority has advised that consultation distances must be applied with respect to the following notified sites, Marsh Oil Products Limited, Marsh Road, Drogheda and Flogas Ireland Limited, Marsh Road, Drogheda.

**Table 2.4 Consultation Zones**

<b>Establishment</b>	<b>Consultation Distance (m)</b>
Marsh Oil Products Limited, Marsh Road, Drogheda	400
Flogas Ireland Limited, Marsh Road, Drogheda	600

**Policy DS 6**

The Health and Safety Authority (HSA) shall be consulted with respect to any development proposals within the consultation distances stated in Table 2.4.

The EU Directive on the Control of Major Accidents Hazards (Seveso) seeks to reduce the risk and to limit the consequences of accidents at manufacturing and storage facilities involving dangerous substances that present a major accident hazard. The Directive requires planning authorities to have regard to the potential effects of relevant development of the risks or consequences of a major accident for public health and safety, and the need to maintain an appropriate safe distance of such establishments from residential areas, areas of public use, and areas of particular natural sensitivity. These provisions apply equally to existing sites, new sites and instances where existing sites are to be expanded. Planning applications in proximity to Seveso sites are referred to the Health and Safety Authority (HSA), a prescribed body, for their input and the planning authority in making a decision must have regard to their advice.

Any new Seveso developments proposed within the plan area may be permitted only in low risk locations away from vulnerable residential, retail and commercial development. Such proposals will be subject to an appropriate Environmental Impact Assessment (EIA) as necessary under the prevailing legislation pertaining to such sites.

**Policy DS 7**

It is the policy of Drogheda Borough Council to permit new Seveso development only in low risk locations away from vulnerable residential, retail and commercial development. Any proposed development of new Seveso sites will be subject to an appropriate Environmental Impact Assessment (EIA) as necessary under the prevailing legislation pertaining to such sites.

**Policy DS 8**

It is the policy of Drogheda Borough Council to prohibit new extensions to long established Seveso Sites at undesirable locations, where they pose an unacceptable accident risk to public subject to the advice of the Health and Safety Authority.

## Chapter 3 Economic Development, Retail and Tourism

### 3.1 Introduction

This chapter deals with the spatial elements of economic development including tourism development and retailing. It is primarily concerned that the Plan area has sufficient zoned and fully serviced land for employment related uses. It is also concerned with the creation of a high quality environment that is conducive to economic development and which is perceived as affording a very high quality of life for existing and future inhabitants, a positive experience for visitors and ultimately capable of providing a sufficient return for investors.

#### 3.1.1 Regional Context: The Eastern Corridor and the Border Region

The designation of Drogheda as a Primary Development Centre in the National Spatial Strategy (NSS) and Regional Planning Guidelines for both the Greater Dublin and Border regions is, in part, a recognition of the dynamism which Drogheda offers to both regions, particularly in terms of economic development potential. The national and regional land use strategies envisage Drogheda developing not primarily as a dormitory town for the Dublin Metropolitan Area but as a strong urban centre along the eastern corridor, with a high degree of self sufficiency, accompanied by high level employment activities, retail opportunities and a full range of social facilities.

The Eastern Corridor extends from Dublin to Belfast in Northern Ireland. In the Border Region, the corridor is anchored by Drogheda and Dundalk, with Newry having an increasingly influential role through the Newry /Dundalk Twin City Strategy. In 2006, these three settlements had a combined population of 98,720 persons. The challenge for this corridor is to exploit the potential of Newry / Dundalk coupled with the growth of Drogheda. The latter is to a large extent driven by the Greater Dublin Area. The eastern corridor benefits from an ever improving inter-urban motorway and good cross border rail services. This corridor experienced very strong growth over recent years and all indications are that it will continue to experience strong growth over the Plan period.



Drogheda functions at a micro level as a sub-regional centre, servicing south County Louth, East County Meath and much of north Fingal. It provides employment opportunities

for local inhabitants as well as, to a lesser extent, residents of neighbouring areas. It also functions as the destination for health related services over a much wider area encompassing much of counties Louth, Meath, Monaghan and Fingal by dint of the presence of a major acute hospital in the Borough (Our Lady of Lourdes Hospital). Finally, Drogheda provides a high level range of retail, commercial and social services to a wide surrounding catchment. These services include retail provision, leisure and arts services.

The strategic objective for Economic Development, Retail and Tourism is:

**Strategic Objective 3** To create and facilitate sustainable economic development and growth in Drogheda so that it may continue to flourish in tandem with other key centres thereby strengthening its position on the central portion of the Eastern Corridor.

#### 3.1.2 Economic Potential

Attracting investment, creating employment opportunities and supporting economic development are fundamental ingredients in sustaining a flourishing urban centre such as Drogheda. The creation of employment opportunities in Drogheda must cover the full range of enterprise generation including sectors such as services, manufacturing, tourism, retailing, creative industry, logistics and the health industry.

Drogheda has an historical legacy of employment based on traditional industries such as linen and textiles, brewing, shipping and manufacturing. The decline of these traditional industries over the past number of decades has resulted in pockets of long term unemployment which must in part be addressed by the Plan.

Drogheda is one of the largest and fastest growing towns in Ireland. It is functionally part of the Greater Dublin Area with a large number of the people residing in Drogheda and its hinterland commuting to Dublin. Drogheda has a wide economic base from which to build. The proportion of residents in the key economically active age group of 20-44 years is appreciably higher in Drogheda and its hinterland compared with other locations in the State. Drogheda has a strategic location along the eastern corridor. Access to the M1 Motorway, rail and port facilities mean that the town is well positioned in terms of domestic and international markets. Drogheda is a medieval town with a large number of attractive protected structures, a striking medieval street layout and a undulating topography. These attributes together combine to make Drogheda an attractive destination for tourists, although this potential has yet to be fully exploited. The retail offer in Drogheda has expanded significantly over recent years with the result that Drogheda is now a highly desirable retailing destination along the eastern corridor.

The challenge for the future is to ensure that Drogheda harnesses its unique and impressive range of economic strengths to win new investment and to become more competitive. It is anticipated that Drogheda's population will continue to grow rapidly. It is therefore essential that employment opportunities keep pace. The quality of the jobs delivered will also be important, with specialisation in knowledge based and high-tech industries considered essential. Drogheda's economic future is also inherently linked to its potential as a major tourist destination. Drogheda is also becoming a recognised centre for the creative arts and media industry at a national level. It should be recognised that the promotion of this form of enterprise can generate significant economic benefits.

### 3.2 Economic Development Strategy for Drogheda and its Environs (2009 – 2015)

The Indecon, "Economic Development Strategy for Drogheda and its Environs (2009-2015)" Report (March 2009) provides a thorough analysis of Drogheda and its environs in terms of its economic strengths and economic development opportunities. The information contained therein will be utilised in the formulation of the Development Plan to ensure that Drogheda widens and develops its economic base not only over the Plan period but for the years to come. The Report carried out a detailed assessment of the strengths of Drogheda in terms of investment potential. It also analysed the strengths of Drogheda in terms of overall economic development.

The key features of Drogheda's labour market and economic activity as identified in the Indecon Report are as follows:

- In Drogheda the proportion of residents in the age group 20-44 years was 42.4% (2006) compared with 39.8% for the State. Drogheda therefore benefits from a comparably high economically active population.
- Out of the total population there were 15,592 residents of Drogheda at work in 2006, including 23.2 % in the industry sector, 46.7% in market services, 27.8% in non-market services and 2.3% in other sectors. This represents a large potential labour market which could be accessed by investors.
- A significant number of Drogheda residents commute to Dublin for work. These are highly skilled and well educated thus providing a valuable labour resource which could be harnessed for the benefit of Drogheda.
- The number of self employed people residing in Drogheda and its Hinterland grew by 29.4% during the period 2002- 2006.
- Most firms in Drogheda and its Hinterland are micro enterprises or small firms employing less than 50 people. The majority of firms (72.6%) experienced either growth in employment or no change in employment between 2005 & 2008.
- The total jobs accounted for by foreign-owned firms have been growing faster in Drogheda compared with the rest of county Louth and the State overall. Permanent full-time employment in such firms grew by 2.2% per year in Drogheda compared with 0.6% per year growth in the state and a contraction of 2.1% in case of County Louth, over the period 2002-2007.

The Report concluded that Drogheda demonstrates remarkable assets in terms of its favourable location along the Belfast- Dublin Corridor, strong transport infrastructure, its cost competitive location, its proximity to Dublin airport, favourable demographic structure, entrepreneurial spirit, highly skilled and well- educated work force, availability of well serviced sites and availability of telecommunications infrastructure

#### 3.2.1 Drogheda Economic Forum

In order that Drogheda can capitalise on its existing strengths and attractiveness as a location for investors and as a place to live, work, visit and study, the Indecon study recommends a partnership approach be developed within Drogheda. This has been formalised with the creation of the Louth Economic Forum which has as a sub-group, the Drogheda Economic Forum. This partnership involves Louth Local Authorities, state development groups, other agencies and the business community, and is tasked with

developing specific economic initiatives for the Borough such as branding, tourism and other relevant areas.

#### **Policy ED 1**

Support a collaborative approach to the economic development of Drogheda within the context of the Eastern Corridor involving initiatives undertaken in partnership with the authorities in Dundalk, Meath, Fingal and Northern Ireland.

Create sustainable economic development and growth in Drogheda Borough and the wider Drogheda Environs to improve the quality of life of the inhabitants of the Borough and to act as a key driver of the economic development of the Eastern Corridor.

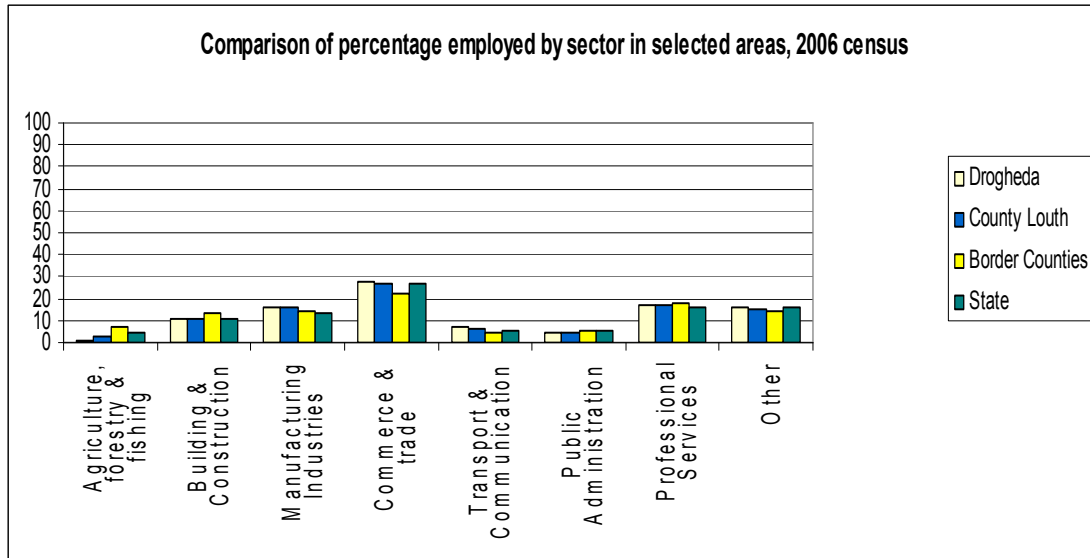
### **3.2.2 Economic Development Trends and Infrastructural Strengths of Drogheda Borough and Environs**

Recent trends in employment patterns in Drogheda demonstrate a move away from the manufacturing base towards newer sectors such as the internationally traded services sector including information and communications technology, business, professional and financial services, food and drink processing, tourism and hospitality services and retailing.

Drogheda has a number of over-riding economic infrastructural strengths which are likely to prove central in growing the Borough's economy in a sustainable manner over the course of the Plan period. These strengths include;

- Size and demographic features. Drogheda together with Dundalk are the two largest regional towns in the State. Demographic trends in Drogheda suggest that its growth will far outpace that of Dundalk and any other regional town over the period of the plan
- Drogheda forms the natural focus for the myriad attractions contained within the Boyne Valley and adjacent areas of counties Louth and Meath. The Borough itself contains a wealth of cultural and historic sites which are of national and international significance
- Proximity to national road infrastructure including national motorway network
- Proximity to national level airports along eastern corridor
- Proximity to Greater Dublin Area
- Proximity to Northern Ireland and Greater Belfast
- Proximity to national and local level seaports
- Proximity to intercity and regional rail services
- Availability and quality of broadband and telecommunications infrastructure
- Access to domestic and international markets
- Cost and availability of suitable commercial / industrial premises and/or sites

Figure 3.1: Employment by Industry: Drogheda, County Louth, Border Region and State



Source (CSO: 2006)

### 3.2.3 Labour Force

The economic development strategy identifies the need to retain a greater proportion of the current workforce who commute from Drogheda to the Greater Dublin Area. A quality labour pool will only be attracted and retained in Drogheda by ensuring that Drogheda continues to develop as an attractive and competitive place to live in terms of social infrastructure and housing provision.

In addition to the strong infrastructural strengths which Drogheda possesses, there are also a number of people based strengths inherent to the Borough and its wider environs which mark the Borough out as a key potential economic growth pole along the Eastern Corridor. These are outlined in table 3.1 below;

Table 3.1: Labour Force Strengths of Drogheda Borough

	Key strengths of Drogheda
1	<b>Youthful Working Population:</b> In Drogheda the proportion of residents in the age group 20-44 years was 42.4% (2006) compared with 39.8% for the State. Drogheda therefore benefits from a comparably high economically active population.
2	<b>Large Potential Labour Force:</b> Out of the total population there were 15,592 residents of Drogheda at work in 2006. 23.2 % in the industry sector, 46.7% in market services, 27.8% in non- market services and 2.3% in other sectors. This represents a large potential labour market which could be accessed by investors.
3	<b>Highly Skilled Commuter Labour Force:</b> A significant number of Drogheda residents commute to Dublin for work. These are highly skilled and well educated thus providing a valuable labour resource which could be harnessed for the benefit of Drogheda.

	<b>Key strengths of Drogheda</b>
<b>4</b>	<b>Strong Entrepreneurial Tradition:</b> The number of self employed people residing in Drogheda and its Hinterland grew by 29.4% during the period 2002- 2006.
<b>5</b>	<b>Well Developed SME Sector:</b> Most firms in Drogheda and its Hinterland are micro enterprises or small firms employing less than 50 people. The majority of firms (72.6%) experienced either growth in employment or no change in employment between 2005 & 2008.
<b>6</b>	<b>Well Developed FDI Sector:</b> The total jobs accounted for by foreign-owned firms have been growing faster in Drogheda compared with the rest of county Louth and the State overall. Permanent full-time employment in such firms grew by 2.2% per year in Drogheda compared with 0.6% per year growth in the state and a contraction of 2.1% in case of County Louth, over the period 2002-2007.

(Source: "Indecon Economic Consultants – Economic Development Strategy for Drogheda and its Environs 2009-2015)

### 3.2.4 Economic Infrastructural Development Priorities

The following key infrastructural priorities have been identified as being necessary to secure the continued economic development of Drogheda. All projects will be subject to the availability of funding.

1. Marleys Lane road upgrade with Cement Road Bridge Crossing
2. Scotch Hall (Phase 3) North and South of the Quays Bridge Crossing
3. Bridge at Greenhills linking the Southern Environs of Meath with the Port Access Northern Cross Route (PANCR)
4. The construction of a new road from the Marsh Road through the DTDA east of the railway station to the Borough Boundary.
5. Bryanstown Cross Route Extension to the East
6. Maintaining and enhancing social infrastructure provision throughout the Borough
7. Facilitation of the Project Kelvin high speed broadband infrastructure within the Borough

Not all of these priorities lie within the control of the Planning Authority. It will be the policy of Drogheda Borough Council to encourage engagement with the relevant bodies with regard to resolving particular issues.

#### **Policy ED 2**

Seek the implementation of the economic infrastructural development priorities for Drogheda in partnership, where necessary with adjacent Local Authorities, service providers, development agencies, the private sector and the local community.

### 3.2.5 Economic Development Opportunities in Drogheda Borough and Environs

The indicators for the development of the Irish economy over the period of the Development Plan indicate that most employment growth will occur in the services sector and in certain manufacturing industries in which Ireland has a comparative advantage. Within the services sector, employment in market or traded services will grow at a faster pace than employment in non-market services. The Economic Development Strategy for Drogheda and its Hinterland takes account of these wider national trends and tailors the strategy accordingly. It is recommended that a mixed pattern of commercial and other development that facilitates high quality employment generation in both the manufacturing and services sectors be developed within Drogheda.

### 3.2.6 Economic Clusters within Drogheda

The Economic Development strategy and this Plan recommend that employment generation occurs in a clustered fashion and / or in a focused range of activities. The advantages of aiming for a focused and clustered approach are that it builds on the comparative economic strengths of the area and is more likely to result in synergies and catalytic benefits, which will serve to make economic development more sustainable. There are a number of economic clusters operating in the Plan area which should be developed further.

**Table 3.2: Economic Clusters within Drogheda**

<b>Sector</b>	<b>Specific Activities</b>
<b>Internationally-Traded Services</b>	Business Services
	Shared Service
	Financial Services
	Professional Services
	ICT including software development and related activities such as data storage and outsource management
<b>Sector</b>	<b>Specific Activities</b>
<b>Manufacturing</b>	Food – functional, convenience and other high-value food production
	Engineering – medical technologies and devices
	Pharmaceuticals/Chemicals
	Renewable/sustainable energy technologies
<b>Distribution and Logistics</b>	Freight forwarding/transport
	Port activities
	Logistics management
	Warehousing/storage

<b>Tourism</b>	Overseas and domestic holiday tourism
	Cultural and heritage tourism
	Eco-tourism
	Food/agri-tourism
	Topical tourism (e.g. summer schools, educational activities)
	Overseas and domestic business tourism/ conferencing activities
<b>Health</b>	Health services and health-related activities
	Maintain the momentum of promoting Drogheda as the preferred location for any new centre of excellence for the NE
<b>Creative, Multi-Media, Design and Performing Arts</b>	Music, art and related design and production activities (technology, ICT and innovation-based important)
	Possibility of academy of creative and performing arts

### 3.2.7 Locational Criteria

#### 1. Internationally-Traded Services Locational Criteria

This economic sector is heavily dependent on the availability of high quality IT support including high speed broadband. Where this is available, the development of this sector need not be location specific and at the lower end of the employment spectrum can be operated as a home based business. However, where large numbers of employees are involved at a single location, this form of economic activity is best located close to high quality public transport facilities, town centres or other readily accessible locations. For these reasons, the preferred locations for such employment generating activities will be in order of preference, the:

1. Drogheda Transport Development Area
2. Heritage Quarter
3. Donore Road Enterprise Zone
4. Other Employment Generating Zones

Drogheda Borough Council reserves the right to determine the level of employment numbers suitable to locate in the preferred areas detailed above.

## 2. Manufacturing Locational Criteria

The manufacturing economic sector is targeted at both the domestic and export market and is, to a greater extent dependent on the ready-availability of external transport links and extensive land banks. This form of economic activity is best located close to high quality road transport links, ideally in close proximity to the motorway and / or national primary road network. The optimal location for this sector is to the west of the Borough, in the employment generating zones both north and south of the River Boyne.



## 3. Distribution and Logistics Locational Criteria

By its very nature the distribution and logistics economic sector is optimally located adjacent to the motorway, national primary road network, River Boyne and Boyne Estuary. This sector is also dependent on extensive land banks. The optimal location for this sector is to the west of the Borough in the employment generating zones both north and south of the River Boyne and in or in close proximity to, existing port facilities. In certain cases the proximity of the rail network shall be a consideration in assessing applications for this form of economic activity.

## 4. Tourism Locational Criteria

Drogheda possesses several clusters of tourist attractions in distinct locations, however these can act in tandem as a single destination ranging over a range of niche markets. Thus for example, a family group may visit some of the historical attractions in the Heritage Quarter whilst combining this with a Core Retail Area shopping trip, followed by a trip to the various active leisure destinations in the Borough or in its immediate environs. It is therefore appropriate to treat the Borough together with its environs as a single location for tourism purposes. However, with regard to the historical tourism product, it is appropriate to direct such developments into the Town Centre.



## 5. Health Locational Criteria

Health related public sector activities are most appropriately directed towards the hospital campus surrounding Our Lady of Lourdes Hospital. However, other health services and health-related activities are not so location specific. The development of new health related service facilities should have regard to Guidelines for the location of Nursing Homes in County Louth.

## 6. Creative, Multi-Media, Design and Performing Arts Locational Criteria

Drogheda is a growing centre for the Creative, Multi-Media, Design and Performing Arts. It is now recognised as possessing a sufficient critical mass of performers, productions and activities to be considered as a national player in this sector. Further, many of the courses currently provided by Drogheda Institute of Further Education (DIFE) relate to this sector and there

may be scope to further develop this aspect of tertiary education in Drogheda, possibly on a collaborative footing between DIFE and DkIT. A proposed new academy of creative



and performing arts in Drogheda would be located at the Millmount Centre and would also utilise facilities at the Highlanes Gallery and Droichead Arts Centre all within easy walking distance of each other and giving the proposed new institute an attractive multi-campus feel within the town centre area and on both sides of the Boyne. Additional creative arts activity will be directed into the Heritage Quarter in general, Old Abbey Precinct and Docklands Area in particular.

Drogheda Borough Council will promote economic vitality and growth through the ongoing regeneration of its built environment. The new Development Levy Scheme 2010-2014 shall examine if regeneration proposals can be suitably incentivised to ensure that Drogheda Borough is an attractive place to live, work and visit which in turn will result in widespread economic benefits and attract inward investment.

### Policy ED 3

Support the development of trade clusters at suitably zoned locations within the Plan area.

### 3.2.8 Feasibility Study for Lands zoned Employment Generating

It is recognised that the identified employment generating zones throughout the Borough may require additional detailed planning studies to determine the feasibility of specific proposals and concepts. In this regard, the area bounded by the Cement Road, R132, and the proposed PANCR, and the Collon Road, be subject to a development feasibility study within the time frame of the Drogheda Borough Council Development Plan other areas designated Employment Generating Zones in the Borough may be subject to similar studies.

### 3.2.9 Green Industry

Green Industry in the context of the Development Plan is construed to encompass the wide range of goods and services that fall within the scope of environmental and natural resource use, management and protection. It may include;

- Renewable energies – Wind, Water, Solar, Bio, Geothermal. This list is not exhaustive and refers to the direct utilisation of such energy, the production of the means to capture such energy and research and development into new forms of such energy.
- Eco-building and construction materials
- Environmentally friendly forms of transport
- Environmental services and other green technologies
- Water / Wastewater Treatment
- Waste management

This list reflects the larger components of green industry however it should be noted that opportunities will arise in a wider range of sectors including eco tourism, agriculture, retail and leisure.

### 3.2.10 Opportunity Sites

Across the Borough a range of opportunity sites have been identified. Refer to Map 3.1, Opportunity Sites. The purpose of identifying the opportunity sites is:

- To raise the profile of Drogheda Borough area at international, national and regional levels.
- To strengthen the position of Drogheda Borough as a centre for economic development and to promote its position along the Eastern Corridor
- To promote revitalization and redevelopment of the Heritage Quarter
- To promote regeneration of the opportunity site and surrounding area.
- To establish a 21<sup>st</sup> century economy to compete at an international level.
- To promote sustainable development through integration of existing facilities

**Table 3.3: Opportunity Sites**

No.	Location	Description	Constraints
1	Mill Lane	Former Bed and Breakfast	<ul style="list-style-type: none"> <li>▪ Poor physical access</li> <li>▪ Dependent upon adjoining land owners for access</li> </ul>
2	Mill Lane	Overall street	<ul style="list-style-type: none"> <li>▪ Owned by various individuals</li> <li>▪ Poor physical access</li> </ul>
3	Georges Street, north of Narrow West Street and west of Scholes Lane.	Block of land	<ul style="list-style-type: none"> <li>▪ Archaeology</li> <li>▪ Protected structure located on site</li> <li>▪ Huge difference in ground level between Fair Street and Narrow West Street</li> <li>▪ In the number of different land owners</li> <li>▪ Architectural Conservation Area</li> </ul>

No.	Location	Description	Constraints
4	South of Narrow West Street including Old Abbey Lane.	Block of land	<ul style="list-style-type: none"> <li>▪ Number of land owners</li> <li>▪ Archaeology</li> <li>▪ Protected Structures</li> <li>▪ ACA</li> </ul>
5	Fair Street	Borough Council Offices	<ul style="list-style-type: none"> <li>▪ To be evaluated as part of redevelopment process</li> <li>▪ Protected Structure</li> </ul>
6	West Street	The Tholsel – Originally built as a Tholsel and later also used as a courthouse, it became a bank in 1889.	<ul style="list-style-type: none"> <li>▪ Protected Structure</li> <li>▪ Architectural Conservation Area</li> </ul>
7.	East of Scholes Lane	Block of Land	<ul style="list-style-type: none"> <li>▪ Architectural Conservation Area</li> <li>▪ Protected Structures</li> <li>▪ Archaeology</li> </ul>
8	Donore Road.	Former Coca Cola factory site	<ul style="list-style-type: none"> <li>▪ None</li> </ul>
9	Scarlet Street	Former fire station site	<ul style="list-style-type: none"> <li>▪ None</li> </ul>

The Drogheda Borough Council Development Levy Scheme 2010-2014 offers a 50% reduction in the contributions due for development on Opportunity Sites. It is anticipated that this shall encourage regeneration proposals to ensure that Drogheda is an attractive place to live, work and visit which in turn, will result in widespread economic benefits and attract inward investment.

**Policy ED 4**

Encourage and facilitate sustainable development of the identified Opportunity Sites in order to generate economic activity and renewal.



### 3.2.11 Home-Based Economic Activities

Home-based economic activities are small-scale enterprises located within an individual's main place of residence. The Planning Authority will consider favourably proposals for such home based activities, subject to being satisfied that the use does not detract from the residential amenities of the area by reason of traffic, noise or other considerations. The allocated area for economic activity of both home based activities and live work units should not exceed 25% of the total floor area of the dwelling.

#### Live / Work Units

Purpose built live/ work units are a new concept which will be supported in appropriate locations. The inclusion of these units within mixed use proposals in the Town Centre, Drogheda Transport Development Area, district/ local centres or along key transport corridors will be considered favourably.

#### Policy ED 5

Proposals for home based activities will be favourably considered provided that they do not detract from the residential amenities of the area.

### 3.2.12 Education

#### Drogheda Institute of Further Education (DIFE)

Drogheda Institute of Further Education, located in the north of the Borough, has a central role to play in the further economic development of the Borough. It has the capacity to enhance the educational attainment of residents within the Borough and the wider environs, including preparing them for onward study, for example in the Dundalk Institute of Technology, the Greater Dublin universities or universities in Northern Ireland. It has a further role in addressing the needs of the unemployed in Drogheda. Most of the courses at DIFE permit progression to higher education institutions. DIFE offers a range of courses which are categorised in broad terms below;

- Technology and Design
- Business with Language
- Business
- Information Technology
- Services, Leisure and Tourism
- Sport and Leisure
- Community and Healthcare
- Applied Science
- Adult Education – Part Time and Modular

DIFE has achieved a high degree of success over the course of its history to the extent that it has now exceeded its physical capacity.

### Third Level Education

During the course of the Plan period, DIFE in partnership with DkIT, Louth Local Authorities and the University of Ulster will be engaged in an innovative project designed to establish a third level outreach campus of DkIT in Drogheda. This campus will offer a range of third level courses in a new purpose built location, likely to be in or close to the Heritage Quarter

#### Policy ED 6

Drogheda Borough Council will facilitate any expansion plans proposed by the Drogheda Institute of Further Education.

Drogheda Borough Council will work in partnership with Dundalk Institute of Technology and other relevant stakeholders to facilitate the establishment of a third level outreach campus of DkIT in Drogheda on an appropriate site.

### 3.2.13 Development Management Guidelines

Applications for economic development proposals will be assessed having regard to the following development management guidelines:

- The proposed development is on appropriately zoned lands.
- Development is compliant with the provisions of any Local Area or Framework Plans.
- There is availability of service infrastructure
- Traffic safety considerations are taken into account
- The need for Traffic Impact Assessments/ Mobility Management Plans are taken into account
- There is compatibility with uses on adjoining sites, particularly residential amenities.
- Provision is made for on site storage, loading and unloading and parking facilities or where appropriate, such provision can satisfactorily be made offsite.
- Provision is made, where appropriate, for a landscaping plan of the site.
- The design, materials, security fencing, signage and other ancillary elements associated with the site is of a high standard and does not unnecessarily impose on surrounding areas.
- Where appropriate a noise impact assessment and the provision of mitigation measures, shall be submitted.
- The proposal includes provision for waste storage and/ or recycling facilities.

## 3.3 Retail

### 3.3.1 Louth Retail Strategy

The *Retail Planning Guidelines for Planning Authorities 2005* issued by the Department of the Environment, Heritage and Local Government, requires Local Authorities to prepare retail strategies and policies to guide and manage retail development, particularly having regard to the protection of the retail function of town centres.

The *Louth Retail Strategy 2009* addresses the following:

- The identification of a county wide retail hierarchy,
- Identification of the core retail areas of Dundalk, Drogheda and Ardee,
- Guidance on the location and scale of retail development
- Policies to protect the town centres of Dundalk, Drogheda and Ardee,
- Identification of criteria for the assessment of retail developments.
- Recommendation for retail polices for Dundalk, Drogheda, Ardee and other smaller towns and villages.

#### **Drogheda Borough and the Louth Retail Strategy**

The *Louth Retail Strategy 2009* recognises the importance of protecting and enhancing the retail function of Drogheda. It also identifies the need for local retail centres (local shops, neighbourhood centres, civic and commercial centres and small distinct centres) to meet the needs of existing and emerging residential communities. In addition, the strategy acknowledges the existing and potential role of Drogheda as a regional shopping destination. The Council will, therefore, support retail developments that would enhance the attractiveness of Drogheda as a regional shopping destination for the North East Region, subject to it being satisfactorily demonstrated that such development will not negatively impact on the town centre.

The Louth Retail Strategy 2009 notes that the quantum of retail floor space available in Drogheda over the period 2001 – 2011 has increased by a huge percentage amounting to some 170 %. The quality, range and scale of retail provision available in Drogheda as a whole and in the Town Centre in particular, reflects the growth of the Borough and its environs over the 2005 – 2011 Plan period, particularly in terms of residential development.

Drogheda Borough has witnessed a transformation of its retail product over the course of the present Plan. Within the town centre, Scotch Hall and the Laurence Town Centre, operating since 2005 and 2006 respectively have provided residents of the town with retail facilities on a par with virtually anywhere else in the State. Beyond the town centre, considerable retail development has occurred on the edges of the urban area. These developments include new Aldi and Lidl discount retail stores on both the north and south sides of the town, a large Tesco outlet at Donore Road. These facilities have greatly enhanced the floor space provision and retail product available within the town. Such is the scale of development within the Drogheda area that there are indications that the area may have reached capacity in terms of retail provision.

Whilst out of town centre retail activity has been strong, it is important to protect the traditional role of the town centre as the primary retailing and business core for the entire urban area. It is also important to ensure that the physical fabric of the town is maintained to a very high standard and that areas requiring urban renewal or redevelopment are encouraged and facilitated by the Plan.

### 3.3.2 Drogheda Town Centre and The Louth Retail Strategy

The Review of the Louth Retail Strategy was adopted in 2009, and one of its key objectives is to ensure that Drogheda retains and develops a strong retail sector of regional importance. It will also be important to maintain the primacy of the town centre as the core retail area of the town and protect it against out-of-centre and out-of-town shopping developments that would be likely to detract from its retail function, result in increased vacancy rates and damage the physical fabric of the town.

#### Policy ED 7

To implement the policy recommendations contained in the *Louth Retail Strategy 2009* in so far as they relate to the core retail area of the Town Centre of Drogheda

### 3.3.3 West Street and Narrow West Street

The retail facilities of West Street requires enhancement, as befitting its role as the primary shopping thoroughfare in Drogheda Town Centre. Drogheda Borough Council has completed the West Street Environmental Improvement works. This has resulted in pedestrian-friendly space in the traditional retail core of the town, including new street furniture, a new paved surface and new bespoke lighting.



The opening of Scotch Hall and the St. Laurence Town Centre has had the effect of creating flagship retail developments at the southern and eastern edges of Drogheda's



traditional town centre. This has had a positive impact upon the retail development of St. Peter Street, Laurence Street and particularly along Shop Street and Dyer Street which now act as the primary corridors linking Scotch Hall and West Street. However, the western element of West Street has witnessed a decline in the attractiveness of its retail offer. It is the objective of the retail strategy that further targeted measures should be applied to the western portion of West Street from Stockwell Lane westwards in order to combat the drift of retail activities east and southwards and to address the increase in vacant floorspace in this area in the period since 2002.

Specific recommendations for the core retail area include:

- The amalgamation of units to facilitate the provision of high street comparison retail floorspace, including larger scale units necessitated by modern comparison retailers;
- The complete restriction of a variety of uses which are incompatible with West Street's role as a primary commercial thoroughfare. These uses may include bookmakers, off licences, adult stores, discount comparison units, ground floor office units and convenience symbol stores;
- The redevelopment and, where necessary, the demolition of existing structures to facilitate the development of modern format, retail floorspace while respecting Drogheda's unique historical texture;
- The provision of a range of café, bar and restaurant uses and the development of multi level retail floorspace as part of wider mixed use development including residential and non-retail uses, with possible additional access points along Stockwell Lane.

#### **Policy ED 8**

It is the policy of Drogheda Borough Council that targeted measures should be applied to the western portion of West Street from Stockwell Lane Westwards in order to address the increase in vacant floorspace in this area.

It is the policy of Drogheda Borough Council that the loss of convenience or comparison floorspace in the core retail area should be resisted and the amalgamation of units permitted in order to attract quality retailers to the street. In particular, the change of use from retail to non retail uses should not be facilitated.

#### **3.3.4 Retail Warehousing**

There has been a significant expansion of retail warehousing in Drogheda in the period since 2002. The Louth Retail Strategy 2009 indicates that Drogheda has attained a level of retail warehousing provision sufficient to cater for current population projections. The further development of retail warehousing should have regard to the need to avoid an over concentration of such floorspace in the Donore Road and Mell Road areas in order to facilitate an equitable distribution of retail warehousing floorspace in the wider Drogheda and Environs area

#### **Policy ED 9**

It is the policy of Drogheda Borough Council that in considering applications for further retail warehousing development the consideration of the cumulative retail impact on the core retail area and other retail parks will determine the scope for additional retail warehouse floorspace

### 3.3.5 District Centres

District Centres comprise purpose built groups of shops separate from the Town Centre and normally located in suburban areas or on the edge of urban areas. A District Centre would normally contain at least one food supermarket or superstore, a range of unit shops and non-retail services such as banks, post offices, beauticians, restaurants etc. District Centres cater for catchments within 15 – 20 minutes drive time and are likely to comprise approximately 10,000 m<sup>2</sup>.



Drogheda currently has one purpose built district centre in operation in the Rathmullan area. The current Development Plan also contains provision for a further District Centre catering for the northside of the Borough within a site identified off the Collon Road in Mell. It is unlikely that further such provision will be required within the Borough during the course of the Plan.

Within the wider Drogheda Environs area, district centre scale retail provision exists in Bettystown and at Colpe Cross in the southern environs.

### 3.3.6 Neighbourhood Centres

The core retail area within the Heritage Quarter is supported by a series of Neighbourhood Centres located at strategic locations across the Borough. During the course of the 2005-2011 Plan, purpose built Neighbourhood Centres were constructed at Rathmullan and Bryanstown. These complemented other existing centres. The location of Neighbourhood Centres

seeks to ensure that all of the existing and future residential areas of Drogheda are adequately serviced by local facilities and services, including commercial and community centres. The provision of Neighbourhood Centres also seeks to provide a strong



local focus for residential areas, creating a sense of place and community. A range of uses will be encouraged at Neighbourhood Centres in addition to the retail uses, such uses might include post office, credit union, dental and medical surgeries, places of worship, crèche and childcare facilities. The development of such facilities will cater especially for those least able to access facilities in the centre of town. The scale, size and number of units will be restricted to ensure that they serve local needs.

In order to act as a focal point in a residential area, high urban design quality will be sought for purpose built Neighbourhood and District centres. Buildings comprising the Neighbourhood Centre or in the immediate vicinity will generally be permitted to increase their heights to three or four storeys to reflect their prominence. A mix of uses will be encouraged at the centres, with residential and office uses promoted above first floor levels. This will also act as an incentive towards their construction and development. Local parks, civic spaces and community facilities will be encouraged in the immediate vicinity of neighbourhood centres, so as to enhance their role in the community and encourage linked trips by modes other than the private car, where such journeys are practicable.

The provision of cycleways and footpaths linking the Neighbourhood Centers to surrounding residential areas will be encouraged. Neighbourhood Centres will be encouraged on existing, improving or developing public transport routes.

#### **Policy ED 10**

Drogheda Borough Council will promote the development of new Neighbourhood Centres where there is a clearly demonstrated need to serve new or expanding residential areas with basic facilities, such as local convenience shopping and community facilities. All Neighbourhood Centre proposals must be in clear adherence to the Retail Planning Guidelines. A maximum net retail floor area of 500sq.m shall be permitted, this area pertains to a number of smaller units or a single larger unit.

### **3.3.7 Local Shops**

There are several local centres scattered throughout the Borough. These neighbourhood facilities are generally not purpose built but rather have evolved over time. Local shops located in communities perform an important function, in that they satisfy the local retailing requirements of the community. Similar to neighbourhood centres they play a vital economic and social role in communities and are important for essential day-to-day needs, with their accessibility to the less mobile sectors of the community of particular importance. They are largely owned and operated by independent traders. Drogheda Borough Council acknowledges the local importance of existing local shops and will require that they should be safeguarded and that additional shops may be considered in areas where there is a clear deficiency of retail provision.

In those cases where the proposed net sales area of a single convenience neighbourhood or convenience local shop exceeds 200 sq.m, only one such outlet shall be permitted in a neighbourhood centre or group of local primary shops. An upper limit of 500sqm shall apply in all cases, with the exception of discount food stores.

#### **Policy ED 11**

A single convenience local shop shall not exceed 200sq.m of net retail floorspace, and only one such outlet shall be permitted.

### 3.3.8 Petrol Filling Stations

In order to remain consistent with the Retail Planning Guidelines it is the policy of Drogheda Borough Council that where retail space in excess of 100 sq.m net retail sales area is associated with petrol filling facilities, the application of the sequential approach to retail development should apply.

### 3.3.9 Discount Food Stores

Discount Food Stores of up to 1,500 sqm may be permitted to provide foodstore anchors to new or existing neighbourhood centres. Proposals for Discount Food Stores should be measured against and be in compliance with Development Plan Retail and other related Policies and Objectives.

## 3.4 Tourism

Drogheda has the potential to be a major regional tourism centre by virtue of its location, accessibility and the diversity of attractions. The development of tourism in the Borough and its hinterland requires an integrated approach, combining the provision and promotion of facilities and infrastructure, the continuation of urban renewal and urban design initiatives, branding and marketing. Drogheda town centre with its outstanding skyline can be a beguiling sight for the first time visitor. The town centre lies largely to the north of the River Boyne and is focussed upon a medieval street pattern which has survived almost completely intact since the foundation of Drogheda in the twelfth



century. In this respect, Drogheda is the equal of cities such as Kilkenny and Waterford. The street pattern is complemented by a large number of attractive protected structures, located at key points throughout the town centre. The richness of the town centre is enhanced further by a broad range of retail, commercial and professional outlets providing a wide variety of goods and services. Together, these factors make for a lively and vibrant town centre. Within the Heritage Quarter, a number of visitor attractions catering for a diverse range of interests exist. These include destinations aimed at a variety of potential visitor markets including those interested in history and heritage, active breaks and the youth market.

### 3.4.1 Regional Tourism Policy

#### **Fáilte Ireland East & Midlands Regional Tourism Development Plan 2008-2010**

The Strategic Tourism Plan 2008 – 2010 for the East and Midlands Region provides a ‘road map’ for both national and local agencies, Local Authorities and other public sector

agencies to contribute to the sustainable development of tourism in the region. Covering the counties of Kildare, Laois, Longford, Louth, Meath, Offaly, Westmeath and Wicklow, this Plan aims to deliver increased tourism benefits to the region by providing better hospitality, greater appeal and an improved, quality, visitor experience. Drogheda Borough Council will take cognisance of the strategic goals of the Strategic Tourism Plan 2008 – 2010. The mission statement of the Tourism Strategy for County Louth is to attract tourists to County Louth by providing a quality visitor experience.

At present it is clear from the Failte Ireland product audit that the overall average quality of the East & Midlands product is, with some notable exceptions, below par. The Strategic Tourism Plan 2008 – 2010 notes that the counties closest to Dublin have a strong range of significant and well-established heritage sites, heritage towns and historic attractions. Within County Louth, this includes Drogheda and the Boyne Valley. The Borough is particularly well placed to offer and deliver a quality experience to domestic and overseas visitors interested in history, tradition and heritage.

The Failte Ireland notes that visitors “reasons to visit” reflect the varied tourism characteristics of the diverse area which is the East & Midlands region. Within County Louth the major heritage / historic sites such as those at Monasterboice and Mellifont, other heritage and historic attractions combined with the town of Drogheda provide a rich heritage menu.

The strategy concentrates on the potential of the region based on proximity to Dublin and aims to convert day visits into overnights by targeting visitors already in the capital using the themes, of Carlingford / Cooley and The Boyne Valley. There is a further strategic objective based on the outstanding themes of:

1. The Boyne Valley
2. Christian Heritage
3. Walled Towns

In terms of implementation Local Authorities are identified as key players in the delivery of;

- Local Authority operated visitor attractions
- Development planning
- Signposting and roads
- Parking facilities
- Coastal resorts and beach management
- Event space/amenity areas
- Access to amenities including walking / cycleways
- Tourist information
- Clean/aesthetically pleasing environment
- Public facilities (public toilets etc)

### **Policy ED 12**

It is the policy of Drogheda Borough Council, in conjunction with the other Louth Local Authorities to implement those aspects of the Fáilte Ireland East & Midlands Regional Tourism Development Plan 2008-2010 identified as lying within the remit of local authorities.

### **3.4.2 Co-Operation with other Bodies**

The Council is aware that the development of tourism in County Louth would benefit greatly from a co-operative approach with other Local Authorities and relevant agencies, both north and south of the border. Such initiatives could involve the co-funding of tourism infrastructure, product development and marketing. Co-operation on a number of projects has already taken place and it is proposed to pursue and bring to fruition these initiatives during the course of the Plan. In Drogheda's case, co-operation is most likely with a range of non-governmental agencies together with adjacent Local Authorities including Meath County Council and Louth Local Authorities. Cross border co-operation with regard to particular initiatives is ongoing and has been evidenced through the joint promotion of the High Lanes Gallery, Drogheda and the FE McWilliams Gallery, Banbridge.

### **3.4.3 Tourism Plan 2008 – 2012**

Louth Hospitality, which is a Local Authority supported partnership with the private tourism sector in the County, operates to the provisions of the *Louth Hospitality Tourism Plan 2008-2012*. The mission statement of this Action Plan is '*to attract tourists to County Louth by providing a quality experience*'. It aims to offer compelling reasons to motivate tourists to visit Louth and to make attractions more accessible and tangible. To facilitate the development of Louth's heritage sites as top class visitor attractions, it is an objective of the Action Plan to provide the necessary infrastructure, visitor services and promotional material to market the sites.

### **Policy ED 13**

To support the implementation of the *Louth Hospitality Tourism Plan 2008 - 2012* and the *Fáilte Ireland East and Midlands Regional Plan 2008 – 2010*.

To promote the sustainable development of Drogheda as a quality tourist destination themed on heritage and culture and support innovative tourism projects that would boost employment and promote Drogheda as a major tourism destination on the Eastern Corridor.

To assist in the development and marketing of County Louth in conjunction with the Local Authorities north and south of the border.

To support the development of arts community festivals, cultural activities and other outdoor activities.

#### 3.4.4 Boyne Valley

The historic Boyne Valley, Brú Na Bóinne, is a world heritage site. It also contains the site of the historic Battle of the Boyne. The Boyne Valley falls partially within the functional area of Louth County Council, Meath County Council and Drogheda Borough Council. Drogheda, is the gateway to the historic Boyne Valley and the significant potential contribution of the Boyne Valley for the development of tourism in Drogheda is recognised.

In conjunction with Meath County Council, Louth Local Authorities will produce a joint Framework Plan aimed at the protection, development and promotion of this important heritage site during the course of the Plan. Drogheda Borough Council will provide input into the outcome of this strategy.

#### 3.4.5 Monasterboice

The Department of the Environment, Heritage and Local Government has published a new draft tentative list of potential nominees to the World Heritage List. Monasterboice is one of a representative sample of Early Medieval Monastic sites in Ireland listed, which embody the Celtic Church's rich cultural and historical past, playing a crucial role in Europe's educational and artistic development.

##### **Policy ED 14**

To co-operate with Louth Local Authorities and Meath County Council in the preparation of a strategy for the protection, development and promotion of the Boyne Valley World Heritage Site and to support the designation of Monasterboice as a World Heritage Site.

#### 3.4.6 Tourism in Drogheda Borough

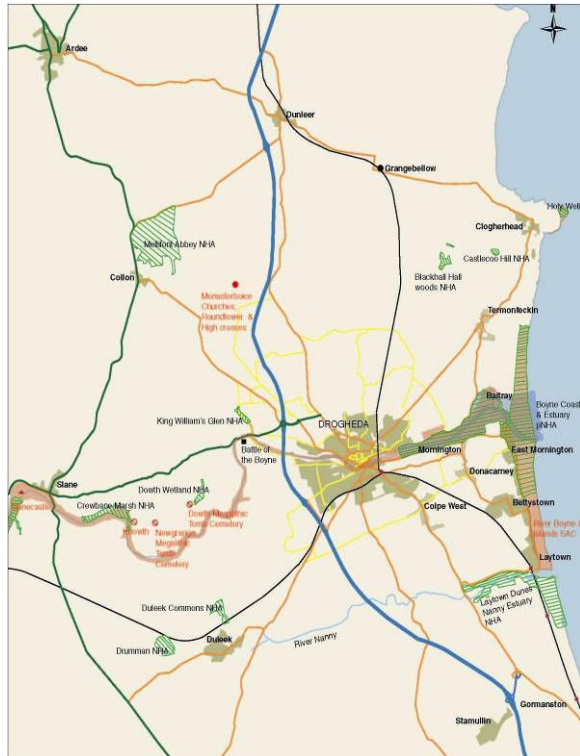
The tourism product in the Drogheda Borough area includes among others;

- *Millmount* – including the Millmount Museum and the landmark Martello Tower;
- *Churches* – including St. Peter's RC church (where the partial remains of St. Oliver Plunkett are on public display), St. Peter's Church of Ireland (which features, for example, occasional concerts and musical recitals) and, south of the Boyne, St. Mary's RC church (all three churches distinguished by their tall, prominent spires and giving the skyline of Drogheda a distinct feel);
- *St Laurence's Gate and Butter Gate* – including the medieval barbican/gates, which provides another unique landmark in the town;
- *Viaduct Railway Bridge* – which dates back to the nineteenth century and continues to be recognised as a marvellous feat of engineering;
- *Tholsel and Courthouse* – both attractive buildings with civic potential in the town centre;
- *Highlanes Gallery* – a newly opened, attractive gallery featuring an extensive collection of municipal art and artefacts from Drogheda and the North East Region;
- *Remains of the town walls* –enhanced in recent years.

### 3.4.7 Tourist / Visitor Attractions in the wider Drogheda Area

In the wider Drogheda area, a veritable ‘honey-pot’ of attractions are located within a 20 km radius of the Borough, these include, among others;

- Newgrange Megalithic Monument and Visitor Centre (World Heritage Site)
- Knowth and Dowth Megalithic Monuments,
- The Battle of the Boyne site and Visitor Centre,
- Mellifont Abbey,
- Monasterboice (proposed World Heritage Site)
- Beaulieu House (Historic House)
- Townley Hall (Historic House)
- High quality golf courses at Seapoint, Baltray, Bettystown and Bellewstown
- High quality beaches at Bettystown and Termonfeckin



#### Policy ED 15

It is the policy of Drogheda Borough Council to further develop the tourism potential of Drogheda through targeted initiatives including the identification of deficiencies in tourist infrastructure and through the development of joint initiatives promoting Drogheda as a short break and topic lead tourist destination

### 3.4.8 Tourism Related Signage

The provision of directional and promotional signage is important in facilitating tourists and enhancing their overall experience and enjoyment of their visit. The provision of finger sign posts and other directional signs is a function of the Local Authority and is provided under the roads capital budget. Significant improvements in this have taken place in recent years and the council will continue to improve road signage where required, subject to the availability of adequate funding.

In addition to the road signs provided by the Council, Section 254 of the Planning and Development Act, 2000, makes provision, under licence from the Planning Authority, for additional road signage to facilitate existing significant activities including tourist related attractions and amenities. The Council will favourably consider the granting of licenses for Failte Ireland approved finger post signage where appropriate. However, it should be recognised that excessive numbers of signs can be counter productive as it leads to clutter and confusion which detracts from the appearance of buildings and rural landscapes and may conflict with essential Local Authority directional and safety

signage. Such a proliferation of signage will be resisted by the Council. Tourism related promotional and advertisement signs are also important for the industry. Such signs should be suitably designed and appropriately located on the building or within the curtilage, as appropriate, so that they do not detract from the visual amenities of the area.

**Policy ED 16**

Support the provision of tourist related directional and information signage to assist tourists and visitors provided that such signage does not detract from the visual amenities of the area.

**3.4.9 Arts and Culture**

In keeping with its rich cultural and heritage past, Drogheda has a thriving arts scene and is host to a number of annual festivals and events that are both popular and unique. The annual Drogheda Arts Festival attracts multiple thousands of visitors and includes street theatre, music, dance, visual arts, film, literature, a family fun day and comedy. Drogheda also hosts an annual Samba Festival every summer where Samba bands from around the world converge on the town for a weekend of drumming and parades.

Drogheda is also home to the Calipo Theatre Company, which specialises in multi-media productions and has achieved considerable success in Ireland and abroad. The Borough also supports one of the largest and most successful youth theatres in Ireland (Droichead Youth Theatre) which has toured Belfast, London, Italy and Sweden. The emergence of the Little Duke Theatre Company in Duke Street in the former Julian Blinds building, adds to the scene. The Municipal Centre in Stockwell Street acts as a base for most of the town's artists under the umbrella of the Droichead Arts Centre and also features a gallery space and a theatre. The former Garda station in West Street is now a satellite site of the Droichead Arts Centre. This site is called Barlow House.

During the period of the 2005 – 2011 Plan, the Borough's first dedicated municipal art gallery and visual arts centre, the Highlanes Gallery, housed in the former Franciscan Friary on St. Laurence Street was opened. The Highlanes Gallery holds Drogheda's important municipal art collection which dates from the 17<sup>th</sup> century, as well as visiting exhibitions, in a venue which meets key international museum and gallery standards. The Highlanes Gallery is a very attractive visitor space and it has become one of the most visited public buildings in the Borough.



Throughout the year there are also numerous events with a cultural flavour. These include for example, organ recitals at St. Peter's Church of Ireland, conferences and

talks of a cultural and historic nature at Millmount Museum and Visitor Centre and events hosted by the Louth Contemporary Musical Society. Drogheda also has a thriving underground music scene with genres including rock, punk, funk, metal, hip-hop and hardcore. This underground music has emerged over the past year or so as local youths have put a lot of work into creating this scene by forming bands and attending local gigs in large numbers. There is a large and varied range of live music venues in Drogheda, including traditional music venues hosting regular sessions by amateur and professional musicians alike.

**Policy ED 17**

Drogheda Borough Council will actively promote the further development of Arts and Culture in Drogheda as a key economic driver throughout the course of the Plan period

## Chapter 4 Town Centre and Urban Renewal

### 4.1 Introduction

#### 4.1.1 The Town Centre within the Heritage Quarter

The Town Centre lies within the Heritage Quarter. The Heritage Quarter is characterised by the many historical areas and buildings. It contains a higher proportion of Architectural Conservation Areas (ACA's) than any other character areas. The iconic Millmount complex commonly known as the 'Cup and Saucer' forms an intrinsic part of this character area.

The Heritage Quarter is dominated by land zoned for Town Centre and Dockland use. The Local Area Plan for the Docklands area was adopted in 2007. There is also a portion of residential development located to the north east of the neighbourhood. There are three main road transportation corridors providing access to the Heritage Quarter. These are the Dublin, Donore and North roads. The railway also forms a key transportation corridor into the Quarter and the Town Centre. Land to the north of the Heritage Quarter slopes steeply downward toward the River Boyne rising again steeply toward Millmount effectively enclosing the Town Centre within the wider Quarter.



**Strategic Objective 4** Enhance the established role of Drogheda Town Centre as the retail, social and transport focus of the entire Borough and pro-actively position the town centre as a destination of choice for both visitors and residents alike with a special emphasis on the role played by the town walls

#### 4.1.2 Town Centre

##### 1. Boundary

The Town Centre boundary encompasses the core retail area and analogous areas extending north from the river to the George's Street, Patrick Street junction, west to Simcock's Lane along Trinity Street, East to Constitution Hill, King Street and south across the river to encompass an area of the Dublin Road, Old Cornmarket Hill and the Bus Station.

## 2. Town Centre: Function and Role

At a functional level the Town Centre encapsulates the full range of retail and service functions which would be expected of a large national scale urban centre. There are also elements of commercial and industrial uses including pockets of manufacturing, logistics and transportation. At a more fundamental level for the wider Drogheda area the economic importance of the Town Centre has been recognised in successive studies of Drogheda. It is the policy of Drogheda Borough Council to prepare a detailed Framework Plan for the Town Centre within the context of the wider Heritage Quarter during the life of the Plan.



### Policy TC 1

To prepare a detailed Urban Design Framework Plan for the Town Centre within the context of the wider Heritage Quarter.

## 3. Town Centre Ambience

Retail provision is not the only function of the Town Centre. The Town Centre provides a number of functions and operates on a number of levels. Retail policies and objectives must be pursued in conjunction with a significantly enhanced public realm that establishes a sense of place and which embraces and celebrates the strong history and heritage in the town. In this respect, Drogheda Borough Council will encourage design which focuses on urban spaces, buildings, linkages, design and interpretation of the town's heritage through sculpture and other forms of public art.

Drogheda Borough Council will also seek to encourage development proposals including change of use proposals which add social vibrancy to the Town Centre. Proposals may include arts / cultural venues / entertainment venues / restaurants / bistros / cafes etc. The maintenance of a healthy evening economy will be a priority and in this respect Drogheda Borough Council will encourage public safety measures including the installation of CCTV.



Town Centre development proposals will be guided by the town centre zoning contained within the overall zoning map for the Borough and also by the provisions contained within the Louth Retail Strategy 2009.

#### Policy TC 2

To consolidate, strengthen and enhance the social, economic, retail, cultural, historical and environmental strengths of Drogheda Town Centre, while addressing any constraints which hinder its sustainable development;

#### Policy TC 3

To encourage activities including cultural and entertainment uses that add to the diversity of the Town Centre thereby enlivening the evening economy and contributing to its vitality and viability.

### 4.2 Urban Renewal

The process of enhancing and re-vitalising the centre of Drogheda throughout the Plan period will help to project a positive image of the town as a thriving place in which to do business, live and socialise, and will be important in the context of realising Drogheda's significant tourism potential. The process of urban renewal is vital for the continued health and vitality of any town centre including those such as Drogheda with a rich historical legacy. However in the case of historically significant urban centres such as Drogheda, this process must be carried out with great sensitivity and respect for the rich urban grain which has been created through centuries of renewal and regeneration.



#### Policy TC 4

Continue the sensitive renewal and enhancement of Drogheda's Town Centre as a vibrant and attractive urban entity that will act as a catalyst for the further development of the Borough as a primary development centre strategically located along the Eastern Corridor.

### 4.2.1 Town Centre Objectives

Within the Town Centre, a total of six priority objectives and a range of associated actions have been identified. These are detailed below

**Table 4.1: Priority Objectives and Actions for the Town Centre**

	Priority Objective	Actions
1	Heritage	<ul style="list-style-type: none"> <li>• Emphasise Drogheda's Town Centre by requiring new built development to recognise the circuit of the town walls</li> <li>▪ Consolidate the existing urban grain of the Town Centre</li> <li>▪ Transform the Old Abbey area into a new urban cultural quarter.</li> <li>▪ Seek the sympathetic reuse of the Tholsel building in West Street in a manner consistent with the other policies and objectives for the Town Centre</li> <li>▪ Promote West Street as the main civic space of the town.</li> <li>▪ Identify opportunity sites at strategic locations within the Town Centre.</li> </ul>
2	Mixed Uses	<ul style="list-style-type: none"> <li>▪ Require a sustainable mix of uses in the core retail area</li> <li>▪ Require retail on the ground floor with a mixture of uses on upper floors</li> </ul>
3	Access and Permeability	<ul style="list-style-type: none"> <li>▪ Provide new connection points to the Town Centre as detailed in the Drogheda Transportation Study 2006</li> <li>▪ Upgrade existing connections points within the town</li> </ul>
4	Remove Physical Barriers	<ul style="list-style-type: none"> <li>▪ Enhance the public realm within the Town Centre including providing historic cues</li> <li>▪ Improve and refurbish existing infrastructure</li> </ul>
5	Enhance Entrance Points	<ul style="list-style-type: none"> <li>▪ Create and re-establish identified gateways into the Town Centre as detailed in the Drogheda Transportation Study 2006</li> <li>▪ Create a hierarchy of landmark buildings at key approaches to the Town Centre</li> <li>▪ Improve movement patterns in the Town Centre</li> <li>▪ Improve signage within the Town Centre</li> </ul>
6	Enhance Riverside Ambiance	<ul style="list-style-type: none"> <li>▪ Exploit the link with the existing natural resource of the river to complement the urban environment subject to the preparation of a habitats assessment where any development potentially impinges upon a Natura 2000 site</li> </ul>

## 4.2.2 Opportunity Sites

The Town Centre has benefited from considerable physical enhancement to some of the main streets thereby increasing the attractiveness of the urban space as a whole. It is recognised however that considerable work remains to be done to regenerate certain areas of the Town Centre if this renaissance is to continue. This Plan details a number of targeted areas which would benefit from significant renewal. Drawing on the recommendations contained within studies such as the Indecon Economic Development Strategy, a total of 6 individual sites have been identified as key opportunity sites within the Town Centre. Refer to Map 4.1 Opportunity Sites.

**Table 4.2 Opportunity Sites**

No.	Location	Description	Constraints
1	Mill Lane	Former Bed and Breakfast	Poor physical access Dependent upon adjoining land owners for access
2	Mill Lane	Overall street	Owned by various individuals Poor physical access
3	Georges Street, north of Narrow West Street and west of Scholes Lane.	Block of land	Archaeology Protected structure located on site Huge difference in ground level between Fair Street and Narrow West Street In the number of different land owners Architectural Conservation Area
4	South of Narrow West Street including Old Abbey Lane.	Block of land	Number of land owners Archaeology Protected Structures ACA
5	Fair Street /	Borough Council Offices and service areas	To be evaluated as part of redevelopment process Protected Structure
6	West Street	The Tholsel – Originally built as a guildhall and later also used as a courthouse, it became a bank in 1889.	Protected Structure Architectural Conservation Area
7	East of Scholes Lane	Block of Land	<ul style="list-style-type: none"> <li>▪ Architectural Conservation Area</li> <li>▪ Protected Structures</li> <li>▪ Archaeology</li> </ul>

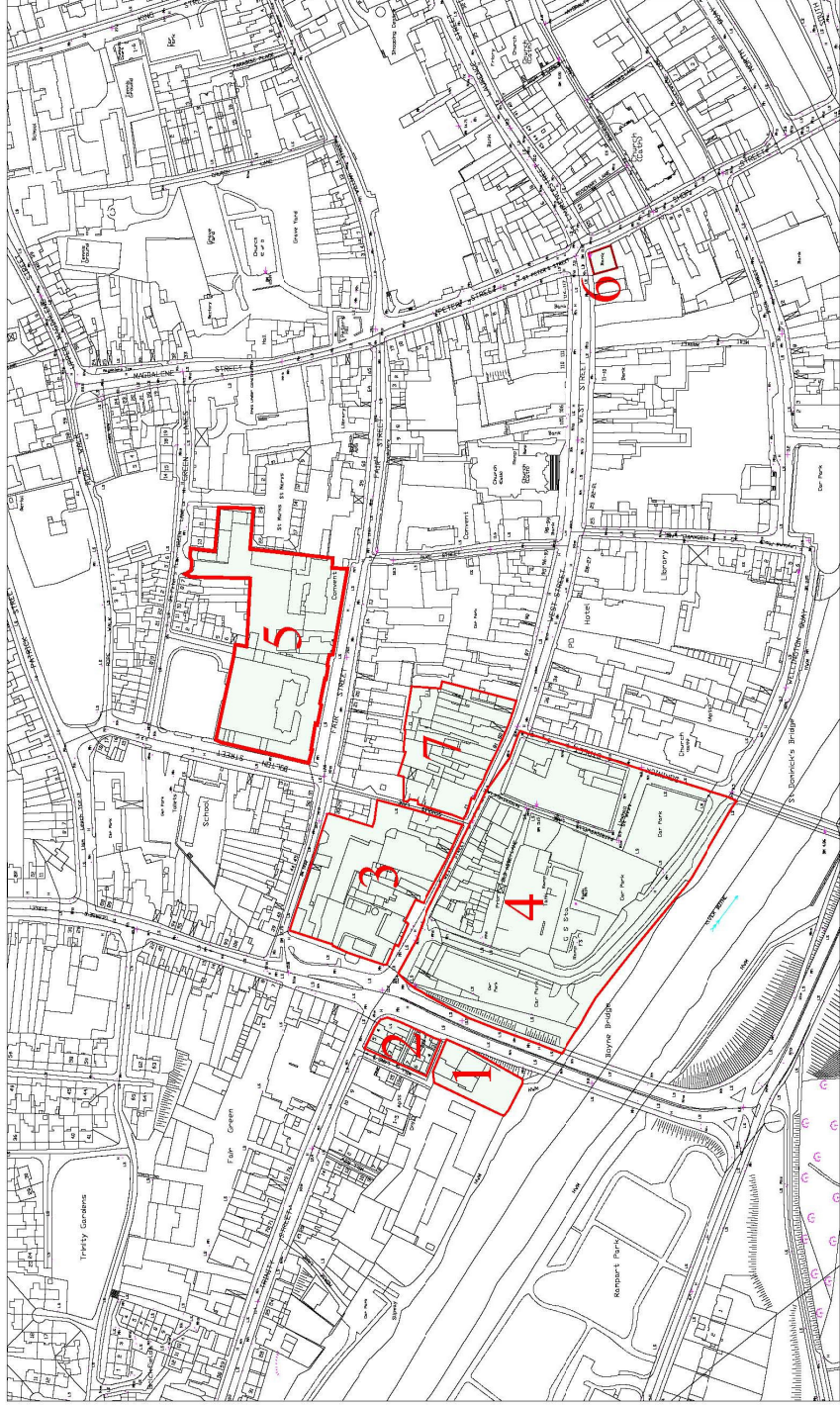
## Chapter 4 Town Centre

The Drogheda Borough Council Development Levy Scheme 2010-2014 offers a 50% reduction in the contributions due for development on Opportunity Sites. It is anticipated that this shall encourage regeneration proposals to ensure that Drogheda is an attractive place to live, work and visit which in turn, will result in widespread economic benefits and attract inward investment.

### Policy TC 5

Promote and facilitate the development of key Opportunity Sites within the Town Centre

Map 4.1 Opportunity Sites



### 4.3 Town Centre Zoning and the Core Retail Area

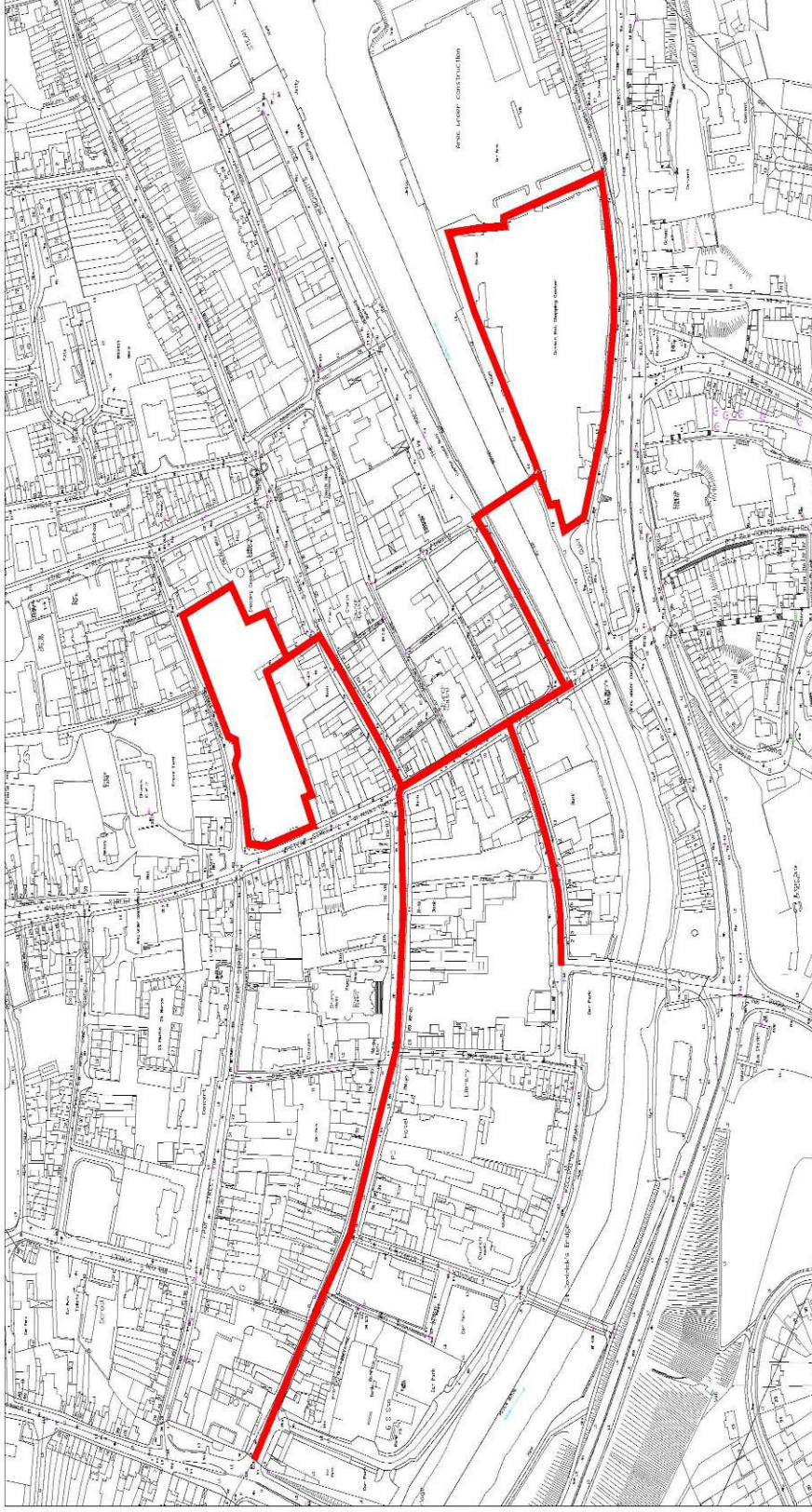
The Town Centre encompasses the Core Retail Area. The Core retail area is formed by the following streets and areas; West Street, Narrow West Street, Shop Street, Dyer Street, Laurence Street, North Quay, St Laurence Town Centre Shopping Centre and the Scotch Hall Shopping Centre. The core retail area forms the historic heart of the town, with important buildings such as St Peter's Church, the Tholsel, High Lanes Gallery and the Augustinian Church being located in the area



The Louth Retail Strategy 2009 has provided a spatial definition of the core retail area. The shopping core has been defined as West Street, Narrow West Street, Shop Street, Dyer Street, North Quay, Scotch Hall Shopping Centre, St Lawrence Town Centre Shopping Centre. For the purposes of the Plan, Dominic Street, Stockwell Lane, Meatmarket Lane, Peters Street, and all intervening lanes and courts are also defined as falling within this core retail area given the connectivity and continuity which they provide to the key retail streets. The key aim of the retail strategy is to ensure that the primacy, as a focus for retail activity, of West Street and its environs is maintained. Refer to Map 4.2, Drogheda's Core Retail Area.

The enhanced retail offer now available in the newer areas of the Town Centre centred around the Scotch Hall Shopping Centre and St Lawrence Town Centre has tended to diminish the role of the older areas of the core retail area located along West Street and Narrow West Street. In order to address these trends a range of targeted interventions will be introduced for those areas of the core retail area which have suffered some decline since the retail focus moved geographically south and eastwards. These are outlined below in the section on Opportunity Sites. The detailed policies associated with retailing in the Town Centre are detailed in Chapter 3.

Map 4.2 Drogheda's Core Retail Area



### 4.3.1 Retailing: General Principals

Within the defined core retail area, any proposed development that would involve a net loss of convenience or comparison shopping floor space at ground level will be resisted.

Permitted uses at ground floor level should be predominantly retail but may also include financial and professional services, where the premises are frequently visited by the public and where an active window display is maintained at street level. Proposed development within upper floors should seek to include residential development in order to enhance the vibrancy of the Town Centre, particularly outside of business hours.

There has been increasing pressure placed on the shopping core for non-comparative shopping uses. In order to protect and safeguard the retail uses and street frontages in the core retail area and to reinforce the attractiveness of the core retail area, it will be necessary to restrict change of uses from comparison shopping and encouraging the further development of retail frontages.

Throughout the core retail area, applications for retail service outlets such as internet cafés, call centres, bookmakers, take-aways, off-licences, amusement arcades, car rentals, financial institutions, pubs, cafes and restaurants at ground floor level will be assessed on their merits and may only be permitted where such development would not result in a predominance of similar non-retail frontages on the street, in order to protect and safeguard the retail uses and street frontages in the core shopping area.

#### Policy TC 6

To strengthen the role of the Core Retail Area by restricting change of use from comparison shopping and encouraging the further development of retail frontages

Resist the conversion of ground floors of retail premises to non retail uses in the Core Retail area. Any proposed development within the Core Retail Area shall endeavour to include provision for residential development in upper floors

#### Policy TC 7

To limit, except where specifically permitted by other policies within the Plan, retail developments outside the core retail area. The sequential approach detailed in the Retail Planning Guidelines 2005, should be adopted where it is demonstrated that no Town Centre site is available.

#### 4.4 Drogheda Docklands Area

A detailed Land Use Plan has been prepared for the Drogheda Docklands Area (Drogheda Docklands Area Plan – DAP). This area incorporates St. Laurence’s Town Centre / Laurence Street, the eastern side of Shop Street, the western side of Constitution Hill and North Quay / The Mall to the south which can be termed the Backlanes. It also extends across the river to include the south quays as far as the Dublin Road where it intersects with Poorhouse Lane and the Marsh Road to a point close to Weir Hope.



Figure 4.1: Drogheda Docklands Area



The DAP also considers wider links and connections to surrounding areas. The area contains a number of key nodes in the form of small squares, largely utilised for parking purposes, together with a variety of streets and lanes interspersed with numerous protected structures. In its entirety the DAP area forms a rich urban fabric with significant architectural merits and represents a valuable historical and cultural resource for the Borough as a whole. All proposals for development in this area must be in accordance with the Drogheda Docklands Area Plan

#### 4.5 Gateway Sites

The respect afforded to the existing townscape value of Drogheda will however not necessarily preclude consideration of taller structures at key sites particularly where such sites form gateways into the Town Centre and facilitate the development of key opportunity sites within the Town Centre.

The development of gateway sites at strategic locations should signal a distinctive entrance to the Town Centre. Such development can provide for focal points and improve legibility within the town. Gateway development sites are most appropriate along the major approach corridors where these are near the Town Centre. Suitable locations may include;

- Donore Road / James Street Area
- North Road / Georges Street Area

Other locations may be considered on a case by case basis. Consideration may also be given to the construction of gateway buildings in the Drogheda Transport Development Area, as the railway in itself constitutes a major approach corridor to the Town Centre.

In all cases, any proposed gateway building must respect the existing town landscape and fabric. Each proposal will be evaluated on its own merits but within the context of the wider policies and objectives for the Town Centre.

### Policy TC 8

Seek to develop a number of Gateway sites at key gateways to the Town Centre

## 4.6 Drogheda's Walls

Drogheda's Heritage Quarter, as defined in this Plan, is to a large extent reflective of the walled area of medieval Drogheda. This area comprised some 45 hectares making it one of the largest walled towns in medieval Ireland and indeed Europe. The circuit of the walls on both sides of the River Boyne no longer survives intact above ground however fragmentary remnants survive, the most notable structure being the imposing St Laurence's Gate. Whilst the walls themselves no longer form an immediately visible part of the Heritage Quarter, the medieval street pattern which they enclosed, remains intact. This gives Drogheda Town Centre and the wider Heritage Quarter a unique legacy which, when combined with the valley-like topography of the town, the river and the wide range of striking protected structures scattered across the Town Centre, provides Drogheda with a rich urban asset which is unrivalled on the east coast of Ireland. The potential to exploit this asset in a sustainable manner has yet to be fully realised, especially given Drogheda's geographical position as the natural centre from which visitors could base themselves whilst visiting the extensive range of visitor attractions located close by in the Boyne Valley.

### Policy TC 9

Build on the potential of the historic legacy of the Town Centre as defined by the circuit of the town defences to highlight and develop the potential of Drogheda as the natural focus point of the Boyne Valley and as a major tourist and retail attraction in its own right.

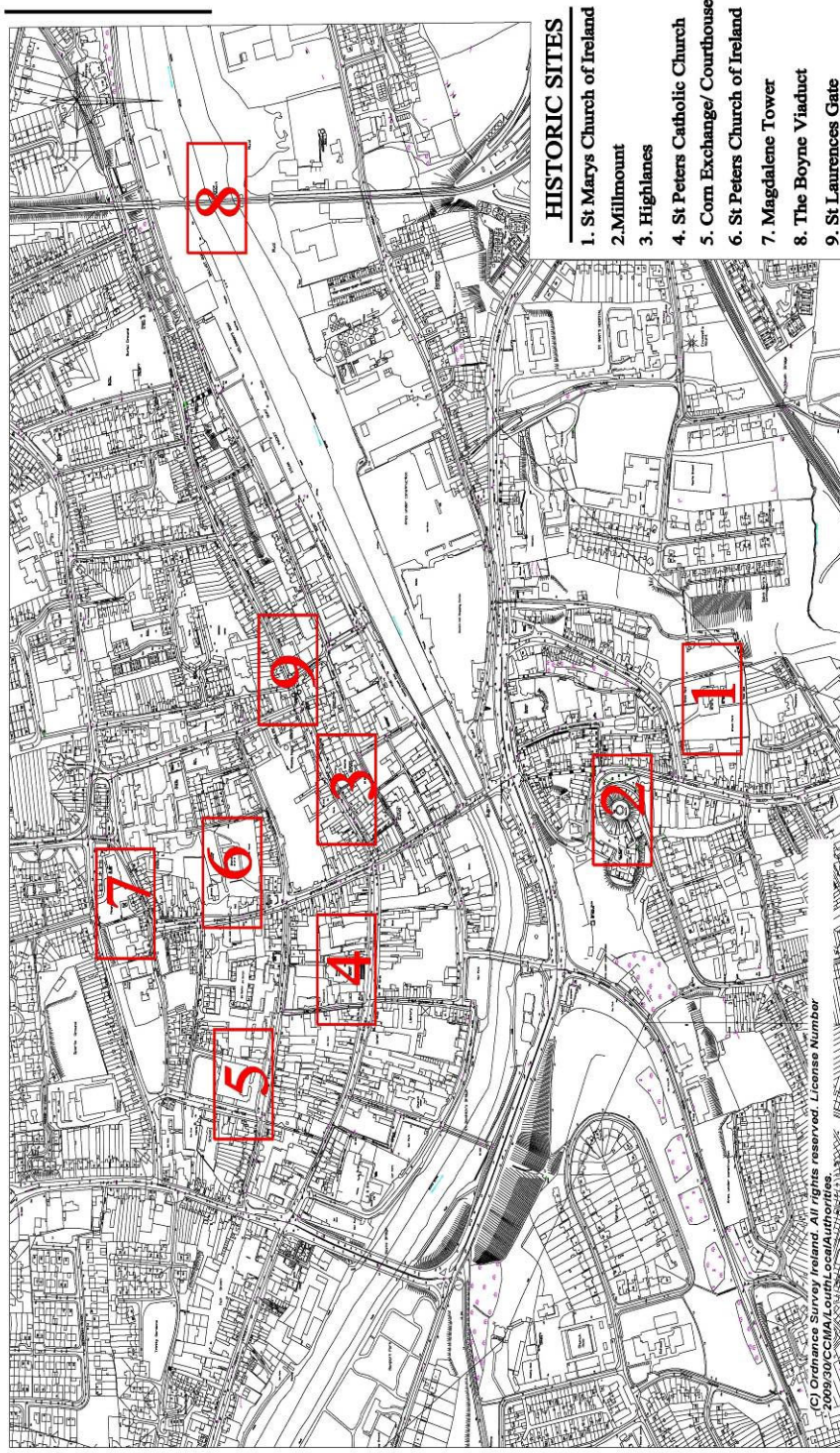
## 4.7 Townscape

The character of Drogheda is derived from an interlinked layout of streets, public spaces and buildings which in its present built form remains in large part medieval, despite the loss of much of the actual medieval fabric of the town over the years. This tremendous sense of place is enhanced by the topography of the Town Centre built as it is in a relatively narrow river valley. This basic structure has been enhanced over the centuries by later building styles such as Georgian and Victorian to blend into a unique and lively townscape.



Drogheda has numerous church towers and civic buildings in or adjacent the Town Centre which dominate the vertical elements of the townscape. These include, most notably, St. Peter's (RC) Church, St. Peter' (Col) Church, St. Mary's (RC) Church, Old Abbey Lane, The Magdalene Tower, The Augustinian Church, The Tholsel, Lawrence's Gate and Millmount. Apart from these, older buildings in the town centre do not generally exceed four storeys over basement in height. When considering proposals for development, Drogheda Borough Council will seek to ensure that they conform to good architectural standards and respect the scale and character of the existing street scene, roovescape and layout of the Town Centre. Refer to Map 2.3 Historic Buildings.

Map 4.3: Historic Buildings



#### 4.7.1 Design

Good urban design is essential for the provision of a strong sense of identity and the forging of a link between planning and design to produce a better quality built environment. A comprehensive design guidance is included at Appendix 2 and this guidance should be considered and taken on board by designers of development proposed within the Town Centre. In brief, developments should:

- Respect the character of the streetscape and area in terms of design detail and materials
- Conform to the scale, massing, layout, height and urban grain of the streetscape as far as possible to ensure continuity of street frontages and clear definition of public and private spaces
- Respect and not restrict important views, vistas or landmarks within the townscape
- Contribute to enhancing the focus of pedestrian movement within the Town Centre

#### 4.7.2 Vistas and Roofscape

The topography of Drogheda means that vistas over roofs are important. They are especially significant in views over the Town Centre at the junction of Magdelene Street / Fair Street, on the approach from the South along the Donore Road, on the approach from the South along the Rathmullan Road and on the approach from the South along the Dublin Road. This list is not definitive and the impact of proposed developments upon the vistas and roofscape of Drogheda Borough will be assessed on a case by case basis.

#### 4.7.3 Shopfronts & Signage

Good signage on shops and commercial premises can contribute to the character, appearance and vitality of the Town Centre. Drogheda has many fine examples of traditional shopfronts together with some contemporary shopfront treatments which respect traditional design. However the appearance of large parts of the Town Centre is marred by the imposition of inappropriate signage and shopfronts. This takes the form of both poor design and inappropriate use of materials. Drogheda Borough Council seeks to encourage sympathetic shopfront and signage treatment. Further guidance is contained within Appendix 2.

#### Policy TC 10

Encourage a high quality built environment within the Town Centre and ensure compliance with Urban Design Guidance outlined in Appendix 2.

#### 4.8 River Boyne Riverside Walkway

The Borough Council will endeavour to foster and develop the potential of the River Boyne for both passive and active recreational pursuits taking full account of the need to protect the natural heritage of the river and the need to avoid significant adverse impacts on Natura 2000 sites and species protected by law. Development proposals will be encouraged to address the presence of the River Boyne whilst respecting its status as key element in the local ecosystem.

### Policy TC 11

It is the objective of the Borough Council to have a continuous uninterrupted walkway on both sides of the river which links existing residential areas and the Town Centre. The design of the walkway including use of materials, finishes etc. shall be agreed with Drogheda Borough Council. Any walkway proposals which might impinge upon the integrity of a Natura 2000 site must ensure that a screening exercise for Appropriate Assessment is carried out. Where required, full Appropriate Assessment must be carried out for any plan or project which, individually, or in combination with other plans or projects, is likely to have a significant direct or indirect impact on any Natura 2000 site.

## 4.9 Connectivity in and around the Town Centre

Key components of effective connectivity and permeability in and around the Town Centre include the:

- Improvement of pedestrian and cycle connectivity between the Town Centre, Historic Quarter and other parts of the Borough.
- Enhancement of mobility and access for all sections of the community by adopting the 'Aging Cities Initiative' and by the provision of dropped kerbs, tactile paving, obstruction free footpaths, appropriate signalling and pedestrian crossings (Appendix 1).
- Implementation of the Town Centre parking strategy by requiring the provision of car parking as part of new development proposals (subject to relaxation in certain circumstances), the promotion of multi-storey car parking and the restriction of extensive surface car parking.
- Improvement of directional signage throughout the Town Centre
- Drogheda Borough Council shall investigate the possibility of improving connectivity between the historic sites of Buttergate and Millmount.

### Policy TC 12

Promote greater connectivity and permeability throughout the Town Centre through the provision of improved roads, pedestrian and cycling facilities, parking and signage

## 4.10 Town Centre Office Development

Within the core retail area it is important to maintain a predominance of shopfronts at ground level in order to retain continuity and vitality in the main shopping area. Therefore there will generally be a presumption against business office development at ground floor level in the main shopping frontages. Office development will be permitted in these areas above ground floor level and behind frontages. Separate access to office developments in these locations is desirable in order that future use of upper floors is not prejudiced. Beyond the core retail area office development will normally be permitted in established commercial areas.

The intrusion of office use into established residential areas both within the Town Centre

and immediately adjacent to it, will normally be resisted in the interests of maintaining the Town Centre housing stock. In those areas where there is already a mix of housing and commercial uses, conversion of the remaining dwellings may be considered subject to meeting normal planning requirements.

#### 4.11 Housing within the Town Centre

The Borough Council acknowledges that residential development within Drogheda's town centre can make a very positive and significant contribution to its vitality.

Town Centre housing provides continued after-hours life and activity and informal surveillance in the centre outside normal commercial hours. The provision of new Town Centre housing will be favourably considered on suitable Town Centre sites. Drogheda Borough Council will also actively encourage the conversion of disused or under used commercial or other properties for residential use.

##### Reutilisation of Upper Floors for Residential Purposes

Drogheda Borough Council will encourage residential use above shops and other business premises, within the Town Centre, provided that the primary retail core and commercial functions are not prejudiced and that they comply with normal planning environmental considerations.

Through the Development Contribution Scheme Drogheda Borough Council will offer financial incentives to encourage reutilisation of upper floors for residential purposes in designated areas of the town. The area designated for the Reutilisation of Upper Floors for Residential Purposes will be:

West Street

#### 4.12 Community Uses

Drogheda Borough Council is aware of the advantages which a central location can give to community uses and will assist in identifying opportunities for new or extended community facilities in response to identified needs.

#### 4.13 Open Space within the Town Centre

Within the Town Centre and Heritage Quarter there are limited areas of open space. It is therefore important that where such areas do exist, that they are protected through the Plan process. The protection of these small areas of open space is important for the quality of the environment and the quality of life for the residents of the Historic Town Centre and the surrounding areas.



**Policy TC 13**

Maintain and protect existing areas of open space within the Town Centre and Heritage Quarter and resist any loss of such open space.

## Chapter 5 Transportation

### 5.1 Introduction

An efficient, sustainable and safe transportation system is essential for economic growth and prosperity and maintaining a high quality of life for citizens. Drogheda is located along the principal transport corridor on the Island of Ireland, the E01 Euroroute, known as the Eastern Corridor. The importance of this corridor derives from its linking of the two largest urban areas on the island, Greater Dublin and Greater Belfast in Northern Ireland. Between them, these large urban areas account for approximately two thirds of the population of the island. Between these two conurbations and also lying within the catchment of the corridor are a significant number of other major urban areas including, in the Republic of Ireland, Dundalk and Navan and in Northern Ireland, Newry, Banbridge, Craigavon and Lisburn. Drogheda benefits from relative proximity to all these centres.

#### **Transportation Infrastructure within the Borough and Environs**

The transport infrastructure which the Borough has ready access to includes the M1 motorway, the Dublin to Belfast rail line, Dublin Airport, and Dublin Seaport. The Borough also has direct sea access via its own port at Tom Roe's Point. The Borough is also well positioned relative to other national routes such as the N51 to Navan and Mullingar and the N2 to Ardee, Carrickmacross and Castleblaney. The N51 will be realigned and improved in the early years of the Plan. This N2 route is poised to receive significant additional investment during the course of the Plan, when the proposed upgrade of sections of the joint N2/A5 (Northern Ireland) route to Letterkenny and Derry is completed. The Borough will also benefit significantly should the proposed Leinster Orbital Route proceed which proposes to link Drogheda with Navan and onwards to Naas.

An efficient and comprehensive local transport network servicing the Borough itself is also important in ensuring mobility for all sections of the community. Drogheda is a major centre for local and long distance bus services provided by both public and private operators. The Borough has an internal suburban bus service, linking the town centre with most of the dispersed suburban areas on both sides of the River Boyne. There are also a range of high frequency services linking the Borough with Dublin in particular and to a lesser extent Dundalk, Navan, Newry and Belfast. Other services link surrounding rural areas in both Counties Louth and Meath.

Whilst Drogheda has a steep topography coupled with narrow streets typical of a medieval layout, there nevertheless remains the opportunity to investigate the introduction of dedicated cycle infrastructure, such as segregated, traffic-free, routes. There may, therefore be an opportunity to develop a core network linking key sites in the Heritage Quarter and beyond.

The strategic objective for Transportation is:

**Strategic Objective 5** Provide a sustainable transportation system for Drogheda and its Environs to secure the successful integration of land use and for the convenience of the public.

### 5.1.1 Objectives:

- To ensure that Drogheda and its Environs benefits from its strategic position on the main Eastern Seaboard transport corridor and its ready accessibility to sea and air ports.
- To provide an efficient, safe and comprehensive internal mobility network through better traffic management and car parking, greater accessibility to public transport and improved pedestrian and cyclist facilities
- In conjunction with adjoining authorities encourage a modal shift away from dependency on the private motor car to provide for more sustainable travel including use of public transport, walking and cycling on main arteries to the town, be it local regional or national routes.
- To secure the provision of a new commuter railway station and park and ride facility within the northern environs of the town.
- To secure the provision of a bus route linking the existing bus and train stations.

The previous Drogheda Borough Council Development Plan 2005-2011 prescribed a clear framework which guided and facilitated public investment in physical infrastructure which helped to underpin the economic and social development of the town. Within the life span of the previous Development Plan, there were a number of major transport infrastructure projects completed. These include:

- West Street Environmental Improvement Works.
- Construction of Bryanstown Cross Route
- Partial reconstruction of Crosslanes Road
- Matthews Lane upgrade and partial cul de sac
- Reconstruction of Flaxmill Lane
- Reconstruction of Bachelors Lane
- Public lighting on the IDA Road site
- Upgrade of Bog Lane
- Termonfeckin Road to Newtown Road Link

The inclusion of policies and objectives for the provision of infrastructure (including transport, energy and communication facilities) is a mandatory requirement for Development Plans. It is widely recognised that sustainable modes of transport should be prioritised, as the private motor car is no longer a sustainable solution to the transportation needs of a community, particularly in large urban areas such as Drogheda. The provision of basic infrastructure should be accompanied by transport policies which have sustainability at their heart.

### Policy TR 1

To fully capitalise on the transportation advantages which Drogheda possesses through pursuing an integrated transport approach to development which facilitates access to a range of transport modes and provides genuine transport choice.

### 5.1.2 Transport 21

Transport 21 is a capital investment framework agreed by the Government for the development of transport infrastructure and services for the period 2006 to 2015. It provides for investment in national roads, public transport and regional airports and involves total funding of just over €34 billion in current cost terms. Transport 21 includes the objective of affecting a significant modal shift away from the private car to more sustainable modes of transport such as public transport, cycling and walking. The aim is to reduce congestion, reduce transport emissions, enhance Ireland's competitiveness and change public attitudes, thereby ensuring that the car becomes the travel mode of the last resort for the majority of journeys.

Over the course of Transport 21 Drogheda will benefit significantly through the extension of the Dublin Area Rapid Transit (DART) network northward from Malahide, County Dublin to the Borough. This extension will also be accompanied by the provision of additional electrified rolling stock. It is anticipated that this project will be completed by 2015.

Transport 21, may also enhance Drogheda's rail connectivity with the arrival during the course of the Plan of a further 33 intercity railcars. These railcars are intended for deployment on long distance routes such as the Dublin to Dundalk route on which Drogheda lies.

### 5.1.3 Other Rail Based Enhancements

Over the course of the Plan it is expected that the long distance Dublin to Belfast Enterprise rail service will be enhanced. Both rail operating companies are committed to the provision of an hourly service between the two cities.

### 5.1.4 A Sustainable Transport Future - A New Transport Policy for Ireland 2009 - 2020

In February 2009, the Government published the document *Smarter Travel- A Sustainable Transport Future –A New Transport Policy for Ireland 2009 -2020*. It is concluded in this policy document that current transport and travel trends in Ireland are unsustainable. Even with the much needed investment proposed and implemented through Transport 21, the policy concludes that continued growth in demand for road transport is not sustainable from a number of angles: it will lead to further congestion, further local air pollution, contribute to global warming and result in negative impacts to health, through promoting increasingly sedentary lifestyles. The policy recommends the promotion of a significant shift to more sustainable forms of transport.

The policy document outlines a range of actions that will have complementary impacts in terms of travel demand and emissions. These are grouped into the following overarching actions:

- Actions to reduce distance travelled by private car and to encourage smarter travel, including focusing population growth in close proximity to residential and employment areas to encourage people to live in close proximity to their place of work.
- Actions aimed at ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking.

- Actions aimed at improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies
- Actions aimed at strengthening institutional arrangements to deliver the targets set in the policy document.

It is important to understand that the targets and actions proposed are relevant to both urban and rural living. The government is committed to the implementation of this strategy, including improved bus services in rural areas and actions to promote modal shift.

### 5.1.5 The National Cycle Policy Framework

The National Cycle Policy Framework was introduced in April 2009 by the Department of Transport and has a mission to create a strong cycling culture in Ireland. The vision is that all cities, towns, villages and rural areas will be bicycle friendly.

The aim is to achieve the following by 2020:

- Transport 160,000 people a day to work by bicycle; representing an increase of 125,000 people
- Introduce cycle-friendly routes to schools, better cycle parking facilities in schools and promote safe cycling skills in school classrooms
- Reduce the volume of through traffic in the vicinity of schools and colleges
- Invest in better, safer cycle routes around the country for commuters, leisure cyclists and visitors. (Improve existing cycle routes and introduce new routes to best international standards)
- Increase cycling's share of the market, from 2% to 10%
- Ensure integration of public transport and cycling (i.e. more trains and buses, enabled to carry bikes as standard)
- Invest in new, safe bike parking facilities in towns and cities around the country
- Introduce a new approach to the design of urban roads to better recognise the needs of cyclists and pedestrians.
- Retrofit major road junctions and roadways in key cities and towns to make them cycle-friendly.
- Develop cycling demonstration towns showing best practice in cycle-friendly urban planning, design and engineering.

#### Policy TR 2

Support the implementation of government transport policy as expressed in *Transport 21, Sustainable Transport Future –A New Transport Policy for Ireland 2009 – 2020* and *The National Cycle Policy Framework*.

## 5.2 Land Use and Transportation

The need to integrate land use and transportation is crucial to delivering a sustainable transportation system. The integration of transport and land use contributes to sustainable development by reducing the need to travel and facilitating the use of more environmentally sustainable transport modes including public transport, cycling and walking options. A close positive alignment between land use and transportation also

promotes genuine choice between different modes of transport, allowing each mode to reach its full potential and offering seamless travel across modes.

At a more fundamental level, Ireland and County Louth and Drogheda Borough cannot indefinitely continue with existing transportation patterns which are predominantly based on use of the private car for virtually all trips. This extremely high car dependency has been recognised as being a major contributor to the emission of greenhouse gases and ultimately the warming of the planet.

Whilst the car brings advantages in terms of personal mobility, its use contributes to environmental and personal health problems particularly in urban areas. Also, an emphasis on the car in the planning of development, increases car dependency as well as influencing the built form and layout of urban areas. Finally increased levels of car use and car dependence often have an adverse effect on public transport service levels and patronage. This increased dependency can also contribute to social exclusion, for example, by reducing accessibility to job opportunities and services

Therefore, there is an intrinsic link between land use and transportation which has not always been fully appreciated. Consequently, there is a need to develop a strong relationship between land use planning and the transportation policies and objectives of the Development Plan. The integration of these provides for the sustainable growth of the town and will have benefits for economic activity, social inclusion, energy and resource consumption and the overall well-being of the population.

The key features of a sustainable form of integrated land use and transportation system include:

- Development that is concentrated rather than dispersed through provision of higher density development, particularly at transport nodes and along public transport routes
- Improved access to jobs, education, health and other services through the provision of a high quality public transport system
- The location of new residential development which is convenient to employment opportunities and community facilities and integrated with the public transport system
- Reduced dependency on the private motor car

Promotion of sustainable transport modes was proposed in the *Drogheda Transportation Study* which was finalised in December 2006. The transportation study outlined proposals to provide greater connectivity between the town centre and surrounding built up areas. The transportation policies and objectives of this plan have had regard to the necessity for an integrated approach to land use and transportation.

### 5.2.1 Drogheda Transportation Study 2006

The Drogheda Transportation Study focuses on all aspects of transport management in the town centre and also on the key radial, orbital and cross routes and road junctions outside the town centre. The study provided a review of traffic management within Drogheda including provisions for pedestrian and cyclist needs, parking requirements, public transport, road network management and a freight strategy. Implementation of the recommendations of the study is proposed on a phased basis.

The study recommends the implementation of seven key strategies along with a range of objectives as set out below:

### 1. Town Centre Accessibility

- Support sustainable transport measures
- Promote urban public transport systems
- Adopt a town centre traffic circulation system designed to optimise traffic flow in the town centre whilst protecting the centre from excess traffic volumes
- Introduce a Goods Vehicle Control Zone in the Town Centre where street deliveries will be limited between the hours of 7am and 11am

### 2. Walking and Cycling

- Provision of strategic pedestrian & cycle links
- Promotion of cycling and pedestrian routes to schools through the development of a 'Safe Route to School' programme.
- Facilitation of cycling to work through the provision of convenient and secure cycle parking facilities and provision of proper showering and changing facilities
- Re-distribution of road space to non car modes
- Improved pedestrian and cycle crossings
- Promotion of mobility plans
- Access for mobility impaired persons
- Provision of secure environments

### 3. Public Transport

- Reassign road space to bus services
- Increase penetration and frequency of bus services to the town centre
- Improve current service catchment levels
- Increase the number of bus stops including "real time information" facilities
- Introduction of bus priority lanes
- Integration of rail, bus and taxi services

### 4. Parking

- Implementation of a parking strategy and allocation of long, medium and short stay spaces
- Reduce town centre parking demand within the town centre by the provision of park and ride facilities on sites outside the town centre

### 5. Network Management

- Provision of new road links, junctions and one way streets
- Highway enhancements for all modes
- Removal of kerbside parking on safety and congestion grounds
- Restriction on traffic movements and regulation of speeds
- Traffic calming
- Provide advanced warning traffic information through use of appropriate technologies
- Introduction of an urban traffic control system

## 6. Freight

- Facilitate the development of the Northern Port Access Route which will have a major role in limiting traffic volumes in the Town centre and on existing links in the northern area of the Town including Cross Lanes/Crushrod Avenue/Bredin Street and Baltray Road.
- If upon completion of the Northern Port Access Route, unacceptably high volumes of HGV traffic are evident along the R132 in the Town Centre area, to introduce a HGV weight limit restriction on the Bridge of Peace.

It is important that future development is directed towards areas which can facilitate sustainable transport modes. The strategic access route diagram below demonstrates an indicative approach to the flow of traffic throughout the Drogheda Borough Council area and it is important to build on this for the effective flow of traffic which will reduce congestion in the town.

### Policy TR 3

Implement the key strategies and actions identified in the *Drogheda Transportation Study, 2006*

### Policy TR 4

Implement a selective review of elements of the *Drogheda Transportation Study, 2006* in tandem with the preparation of framework plans for each of the character areas in Drogheda

## 5.2.2 Development Control Standards

Road transport is the dominant mode of transport within Drogheda Borough and plays a crucial role in contributing to business and industrial competitiveness. National policy emphasises the need to move away from this over-dependence on the private motor vehicle. However, practicalities dictate that the Plan must continue to acknowledge the role of the private motor vehicle whilst aiming to minimise its impact and improve road safety.

### Policy TR 5

All development proposals which impact upon the road network or vehicular movements therein shall be subject to the Traffic Management Guidelines 2003 issued by the Department of the Environment, Heritage and Local Government (DoEHLG) and Dublin Transportation Office and National Roads Authority Guidelines (NRA).

## 5.2.3 Mobility Management

Development generating more than 500 vehicle trips per day or as determined by the Local Authority, will be required to include a Mobility Management Plan to minimise traffic congestion and to indicate connectivity to the local road network and facilities. Local facilities may be defined as the closest designated local centre or the town centre. A

number of major traffic generators are located in Drogheda Borough. These may be appropriate for the development of Mobility Management Plans. Such sites may include major facilities such as Our lady of Lourdes Hospital.

A Mobility Management Plan consists of a package of measures put in place to encourage and support more sustainable travel patterns amongst staff, clients and visitors. Mobility Management Plans put an emphasis on increasing travel choices and reducing single occupancy car trips to and from a trip destination.

The key principles of a Mobility Management Plan include:

- The need to provide affordable and sustainable access from the site to the surrounding environment
- The promotion of alternative sustainable modes of transport to the private car
- The need to manage parking demand at large developments
- The need to minimize traffic impact on the existing network

### **Policy TR 6**

Require applicants for any development likely to generate 500 plus vehicle trips per day to submit a Mobility Management Plan.

#### **5.2.4 Town Centre Accessibility and Mobility**

Town centre accessibility and mobility are important for the promotion of sustainable town centre development and economic activity. The Council, in promoting greater mobility within the town centre, will have regard to the provisions of the following:

- National Disability Authority Act 1999
- Age Friendly Cities Initiative 2007
- Drogheda Transportation Study 2006
- National Cycle Policy Framework 2009- 2020
- A Sustainable Transport Future A new transport policy for Ireland 2009- 2020

In respect of the mobility requirements within the town centre, the following measures will be implemented as resources permit over the course of the Plan;

- Dropped kerbs
- Raised pedestrian tables
- Shared surface roadways
- Safety bollards
- Traffic calming measures including
- Tactile paving
- Obstruction free footpaths
- Appropriate signalling and signage
- Disabled parking at appropriate locations
- Provision of town centre seating at strategic locations
- Pedestrian crossings at main transport hubs and key intersections.
- Segregated cycle links at key vehicular / cycle / pedestrian conflict locations
- Cycle parking facilities

**Policy TR 7**

Adopt a strategic approach to land use and transportation planning by prioritising development in areas where public transport facilities are available or can economically be provided and by encouraging higher density development in such areas.

**5.2.5 Green Routes**

The implementation of green routes along key road transport corridors in the Borough would assist the effective integration of land use and transportation. Green routes are high quality, bus based public transport routes which also include cycling and pedestrian facilities. Apart from the physical network, these routes could also include improved bus infrastructure and enhanced access for all non car users.

**Policy TR 8**

Improve the connectivity of developed and undeveloped lands within the town centre by the promotion and development of green routes along existing and proposed road links.

**5.2.6 Key Road Transport Corridors**

A number of key road transport corridors are identified for the purposes of increasing the number of potential person trips which could be generated along the corridor and enhancing sustainable transport measures. Along these corridors it is desirable that both high density residential proposals are progressed together with the intensification of major employment generating attractors, depending on zoning along different sections of the corridor. Higher density residential developments shall be in the range of 50-100 dwelling units per hectare. Mixed use developments incorporating a mix of residential and employment generating uses should be encouraged. Employment generating uses should be labour intensive. Proposals which seek to develop high density landmark buildings at key nodes may be considered acceptable.

Higher density development may be permissible along the following key transportation 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.

**5.3 Drogheda Transport Development Area (DTDA)**

Under the 2005 – 2011 Drogheda Borough Council Development Plan, an area surrounding the station was identified as appropriate for the development of a Drogheda Transport Development Area. (DTDA) This is a concept based on the promotion of high density mixed use development areas which are defined by their relationship with either

existing or proposed public transport networks. The area of the DTDA has been extended eastward towards the Borough boundary. The principles underpinning the previous DTDA remain in place.

The wider area surrounding the DTDA within the Borough, together with a larger contiguous area lying within County Meath and referred to as the Mill Road / Marsh Road character area within the Local Area Plan for the Southern Environs of Drogheda 2009-2015, will be subject to the preparation of a Master Plan during the lifetime of the Plan in conjunction with Meath County Council.

In the case of Drogheda, Mc Bride Railway Station has been identified in both the Drogheda Transportation Study and the Planning Strategy for the Greater Drogheda Area as being the main public transport hub for the Borough. This transportation hub revolves primarily around the provision of rail services but also attracts significant car borne traffic, cyclists and pedestrians. Due to the fixed route nature of railways, it is vital that the rail service continues to have sufficient critical mass of potential patrons in order to ensure the continued viability of services. In practice this involves the careful siting of major employment generating attractors in close proximity to the rail station. Ease of access by all modes of transport to the station site from more distant locations within the Borough and its environs is also a pre-requisite for the success of a transport hub. Thus a latent demand for transport services is created and the rail passenger market in particular is strengthened by the close spatial matching of origins with destinations and as such, further investment in improving the quality of the rail service itself can be justified.

Acceptable land-uses within the DTDA *may* include:

- Rail infrastructure and rail service projects
- Multi-modal Transport Facilities including High Capacity Park and Ride
- Car Parking facilities,
- Bus Interchange Facilities
- High Density Housing Development
- Neighbourhood-scaled community services and amenities including appropriately scaled retail provision
- Mixed Use Development including retail and high value enterprise developments
- Major employment generating attractors
- Leisure, Tourism and Recreational Facilities including Exhibition Space,
- Conference Venues
- Higher / Further Education Facilities
- Open spaces and parks including provision for both passive and active recreation such as public gardens, allotments, walking circuits, playing pitches, playgrounds

### 5.3.1 DTDA General Principles:

1. Development Proposals must prioritise access arrangements other than by private car and should therefore demonstratively contribute to the DTDA sustainable transportation aims.
2. Mixed Use Developments with significant residential elements will be considered within or adjacent to the DTDA Areas.
3. Higher Residential Densities will normally be permitted within the DTDA Areas.

4. Developments incorporating “Live / Work” principles will be encouraged.
5. All Development Proposals must be of a High Qualitative Nature
6. Priority must be given to the requirements of Pedestrians, Cyclists and those with Restricted Mobility in the design and layout of the Development

#### **Policy TR 9**

To implement the general principles outlined above associated with the Drogheda Transport Development Area

To explore the feasibility in conjunction with Meath County Council, to producing a Master Plan for those lands east of McBride Station bounded to the south by the rail line, to the north by the River Boyne and to the east by the Borough boundary.

### **5.4 Urban Traffic Control Systems**

Urban Traffic Control (UTC) systems have been in operation in many major cities to give priority to key turning movements at particular periods throughout the day via active interventions. They can also be used to assist in the management of special events and road works that may incorporate temporary road closures. As part of the Drogheda Transportation Study, the Borough Council has installed a number of UTC systems including;

- R132 at Bryanstown Link
- R132 at Railway Station
- R132 James Street-Scotch Hall
- R132 Bull ring/North Quay/South Quay
- R132 Donore Road-Haymarket
- R132 Westgate-Fair Street
- M1 Link-Cement Road-Cross Lanes

#### **Policy TR 10**

Improve accessibility and mobility within the town centre through the implementation of traffic management plans, Urban Traffic Control systems and improved cycle and pedestrian facilities.

### **5.5 Public Transport**

Drogheda is well served by public transportation including rail, bus and taxi services both internally and externally, with particular emphasis on rapid access to Dublin and the remainder of County Louth and East Meath. This public transportation network offers and provides viable alternatives to exclusive use of private transport a convenient and affordable service to the community.

#### **5.5.1 Bus Services**

Drogheda Bus Station acts as a major hub for Bus Eireann’s long distance and short distance routes. There are currently frequent long distance express services to Dublin and Belfast operated on a twenty four hour basis. In addition to this, high frequency services

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operate to Dublin, mainly on the basis of twenty minute intervals. The Dublin route operated by Bus Eireann has 42 one-way services daily. Drogheda is linked to Dundalk on an hourly basis whilst the Borough enjoys a number of services to Navan, Donore, Slane, Grangebellew, Oldcastle, Hacketts Cross and Laytown. A number of private operators also service the Borough with long distance services operating along the eastern corridor.



Public transport within the Borough itself consists of two suburban bus services which operate from West Street on the basis of a northern and southern loop. These services are provided by Bus Eireann on a high frequency basis. The northern loop route links West Street with Trinity Street, Loughboy, Moneymore, Bothar Brugha, Brookville, Crushrod Avenue and Newfoundwell. Some services also connect into the Termon Abbey housing development in the northern environs, as well as the M1 retail park at Mell

The southern loop route connects West Street with Meadowview, Marian Park, Ballsgrove, and Marley's Lane. Internal suburban bus services will only be perceived as a realistic alternative to the car if they comprehensively cover the town and its environs and can compete with other modes in terms of convenience and cost.

In addition to the Northern and Southern loop services, Bus Eireann operates a service every 20 minutes along the Dublin Road. Refer to Map 5.1 Bus Routes in Borough Council Area.

The Drogheda Transportation Study 2006 identified six additional internal bus routes which could be developed in the context of providing routes to all key development areas in the Environs (See Map). These routes have been identified in the context of the expansion of the Greater Drogheda area primarily through the implementation of the North Drogheda Environs Master Plan in County Louth and the Local Area Plan for the Southern Environs of Drogheda 2009 – 2015. These are;



**Route One (1):** Serving the northern environs of Drogheda Borough and contiguous areas of County Louth to the west of the rail line

**Route Two (2):** Serving the northern environs of Drogheda Borough and contiguous areas of County Louth to the east of the rail line

**Route Three (3):** Serving the south eastern environs of Drogheda Borough and contiguous areas of County Meath in the Colpe Cross area

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**Route Four (4):** Serving the southern environs of Drogheda Borough including Bryanstown and contiguous areas of County Meath

**Route Five (5):** A loop route serving the Donore Road, the south west of the Borough, contiguous areas of County Meath and returning to the Town centre via Rathmullan Road

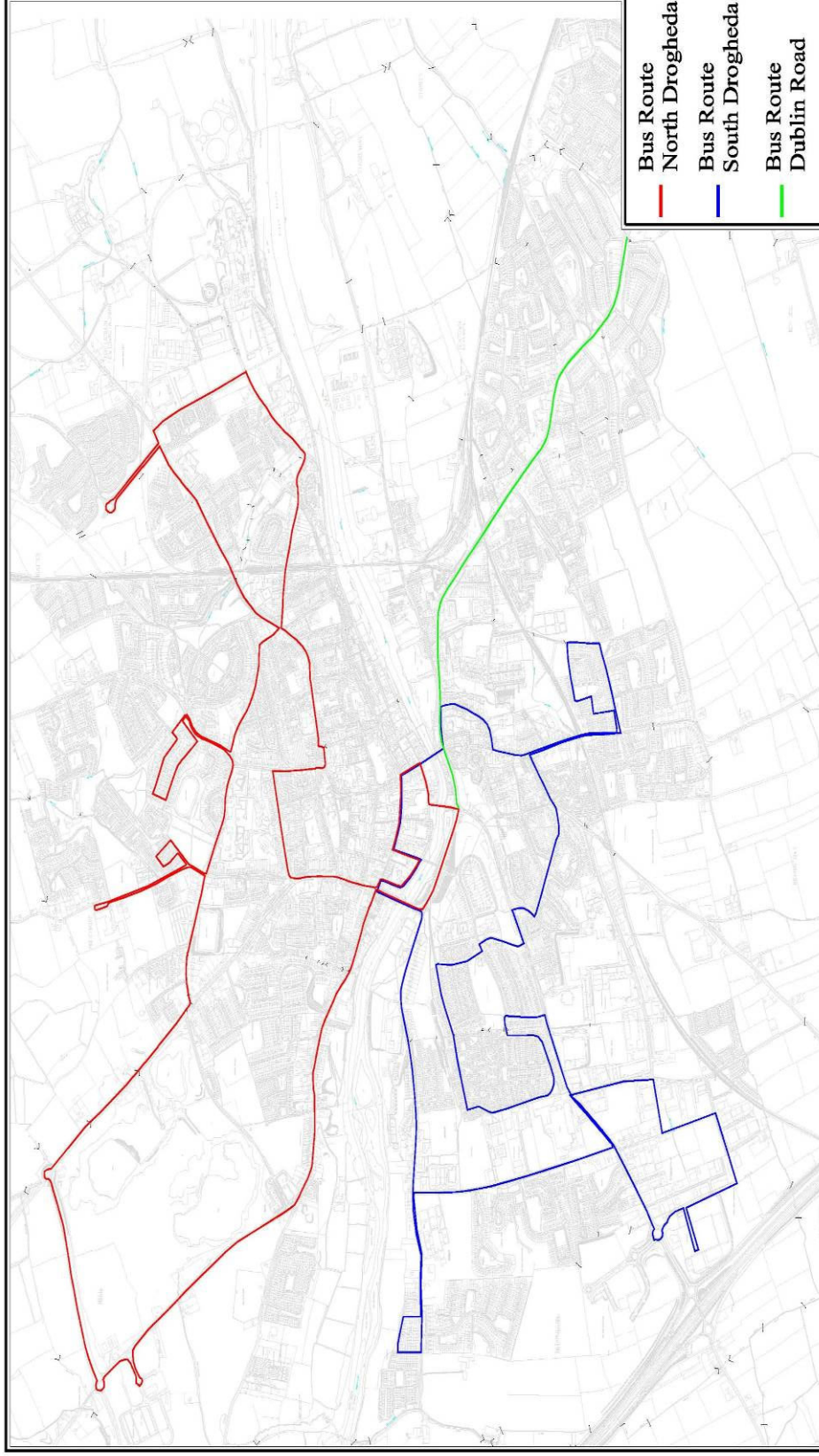
**Route Six (6):** Serving the north western environs and potential new residential developments directly to the north of the river.

It should be noted that elements of routes two, three and six have already been developed.

It is imperative that planning for additional bus services begins in the context of new residential areas that have planning permission, areas that are currently under construction or are at the preplanning stage. Routes should be planned to optimise catchments from both existing and future residential clusters and neighbourhoods, based on a desirable walking distance of 400m to a bus stop.

Where considered appropriate, the Local Authority will, by way of planning condition, require that a developer, either unilaterally or in conjunction with others, makes arrangements for the provision of a public transport service connecting the development site to the town centre. In determining what constitutes the substantial completion of the development, the Council will require that not less than 25% of the permitted units remain undeveloped. The frequency and time tabling of the service shall be agreed with the Planning Authority.

Map 5.1: Bus Routes in Borough Council Area



### 5.5.2 Bus Infrastructure

The following additional bus priority and bus passenger infrastructure enhancement measures for the Borough will be considered, where appropriate, in conjunction with bus operators;

- Carriageway infrastructure alterations to include, for example, recessed kerbing and bus stop entry / exit tapering to permit safe use by buses
- Pedestrian infrastructure alterations to include for example projecting bus boarders, and 'Kassel Kerbing'
- The provision of bus stop shelters at key locations, particularly along the main radial routes in the town and its environs
- Enhanced waiting facilities at other locations particularly at route and town centre termini
- With and contra - flow bus lanes
- Segregated bus ways at congested locations
- Selective vehicle detection for buses along congested corridors
- Bus only turning movements
- Bus gates
- Bus based park and ride facilities
- Carriageway marking and surface treatments to emphasise bus priority
- Ease of access for all users including the mobility impaired, pedestrians and cyclists through the use of physical measures such as ramps and tactile surface treatments
- Use of SMART public transport initiatives

The council will also require that the design, layout and access arrangements for all new developments should enable the public to gain access to public transport facilities by walking and cycling.

#### Policy TR 11

Promote and facilitate in conjunction with the appropriate service providers, improved bus services and passenger facilities within the Plan area.

### 5.5.3 Rail

Drogheda is a key centre for Iarnród Éireann's Greater Dublin long distance suburban rail services. In the longer term the importance of Drogheda in the Greater Dublin rail system is expected to be further enhanced by the extension of the DART (Dublin Area Rapid Transit), electric suburban rail network to the town during the Plan period. At present the Borough is served



by up to 38 trains per day towards Dublin with an equal number of return services.

Drogheda is also a major station on the cross border, Dublin to Belfast intercity route linking the two largest cities on the Island of Ireland. The Dublin to Belfast rail service is due to be upgraded during the course of the Plan, to permit an hourly service on the route. The existing railway station on the southern side of the river is heavily utilised, primarily by commuters to Greater Dublin. In recent years there have been significant capacity constraints in the railway station car park despite a significant expansion of parking on the site. The Planning Authority is presently considering an application to construct a car park along the Marsh Road this will serve Mc Bride Station. The rail station is not served by connecting bus services from other parts of the Borough which only serves to increase pressure on car parking. Many commuters travel from the northern suburbs of the town causing unnecessary vehicle flows at peak hours over the limited amount of river crossings by other means of transport to access the rail station.

### 1. Drogheda North Railway Station

The North Drogheda Environs Master Plan 2005 and the Planning Strategy for the Greater Drogheda Area 2007 both propose the establishment of a second commuter station in Drogheda, serving the expanding Northern Environs area in County Louth on the north side of the river. This would eliminate the need for commuters to travel across the town at peak hours. The proposed station would incorporate park and ride facilities. The creation of this station may necessitate the extension of some services from the Borough including road and pedestrian links. Drogheda Borough Council will co-operate with the railway operator and adjacent Local Authority in order to realise the establishment of a Drogheda North Railway Station.



The creation of this station may necessitate the extension of some services from the Borough including road and pedestrian links. Drogheda Borough Council will co-operate with the railway operator and adjacent Local Authority in order to realise the establishment of a Drogheda North Railway Station.

### 2. Drogheda to Navan Railway Line

Drogheda Borough is linked to Navan in County Meath by a freight only rail link. Whilst this line is rarely used by passenger trains, there may be potential in the future for passenger utilisation of sections of this line. The town of Navan is one of three designated Primary Development Centres in the Greater Dublin Hinterland Area. It is not connected directly to Greater Dublin by a rail link at present. However, the town is likely to be reconnected by rail during the course of the Plan. In the interim there is the possibility that a commuter service could be provided from Navan to Dublin via Drogheda.

### 3. Drogheda Port Rail Link (“Cement Branch”)

A disused but largely intact railway line (“Cement Branch”) links the environs of Tom

Roe's Point (Cement Factory) to the main rail line north of Drogheda. This link is approximately 1.0 km in length and has remained largely free from development over the course of previous Plans. It has the potential to provide a direct rail-based connection to the Drogheda Port container terminal at Tom Roe's Point in County Louth. This would accord with international policy on encouraging modal shift to environmentally sustainable forms of transport for freight movements, in this case sea and rail. As such, the rail link is of strategic significance. It is the policy of Drogheda Borough Council to maintain this rail alignment for future rail based use.

Whereas the rail service in Drogheda is of strategic importance in economic and transportation terms, the railway line itself can provide a barrier to connectivity between communities and services located on either side of the line. It is therefore important that arrangements are put in place to provide for greater permeability and connectivity across this barrier. Consequently, where development is proposed adjacent to the railway line, the council may require developers to investigate the provision of and where feasible provide, new connections across the line.

### **Policy TR 12**

Work in partnership with Iarnród Éireann in the provision of upgraded rail facilities at McBride station including extension of the DART service to Drogheda and the provision, in time, of a further rail station and park and ride facility in the northern sector of the town (within County Louth).

Co-operate with the railway operator and neighbouring Local Authorities in the event of the proposed re-opening of the Drogheda to Navan rail line to regular passenger traffic.

Maintain the abandoned Drogheda Port Rail Link ("Cement Branch") rail alignment for future rail-based use.

### **5.5.4 Integrated Public Transport Facilities**

It is widely acknowledged that there is no single solution for the provision of a successful public transport system, although a well planned integrated public transport system can revitalise an urban area and contribute to an attractive and sustainable social and economic environment. A successful system requires careful consideration and planning in order to attract significant patronage and effect modal shift away from private transport.

The key principles of a successful integrated transport system include:

- Readily accessible to all the population
- Faster journey times than the private car
- High frequency service
- Connections that are well-signposted, quick and easy to access,
- Single tickets for multi-stage, multi-mode journeys (e.g. train and bus)
- Real time information as the journey progresses
- Integrated information for all transport modes in the local area and with external connections (including the integration of all route and timetable information from all bus and train operators)
- Avoiding delays en-route

- A network that reflects the pattern of urban behaviour
- Integration with land-use planning

### 5.5.5 Rail and Bus Integration

In order for Drogheda to continue to develop and expand, yet remain as compact as possible, there needs to be increased emphasis on policies of densification and consolidation in relation to public transport facilities and routes. At present, the existing Bus Eireann station is located on the Donore Road whereas McBride Railway station is on the Dublin Road, approximately 1km away and somewhat remote from the town centre. The bus station suffers from a degree of severance from the town centre due to the presence of a major road in front of the station. Currently there are no bus service linking McBride station to the Town Centre or to the Bus Eireann terminal, which militates against the effective integration of bus and rail modes. It is recognised that the relocation of the bus station to a location adjacent to the railway station would facilitate the creation of an Integrated Public Transport hub (IPTH) in Drogheda which would improve the quality of the service to the travelling public.

In the interim, provision of suburban bus services to service the railway station is desirable. This could be by way of extensions to the existing services or through the provision of a dedicated route. Historically, bus routes did service the station. The Drogheda Transportation Study recommends that peak hour services should be extended to the rail station. This would require the development of some bus infrastructure and a turning facility on the station site. This may compromise some of the available parking space however, in the interests of developing sustainable transportation modes, it is nevertheless to be recommended.

#### **Policy TR 13**

Promote and facilitate the development of an Integrated Public Transport Hub (IPTH) at McBride Railway station and facilitate the development of integrated and co-ordinated bus and rail services within the Railway station site.

### 5.5.6 Park and Ride

Park and ride facilities at suitable locations can help promote more sustainable travel patterns and improve the accessibility and attractiveness of the town. Schemes can vary considerably in size and purpose and in the case of Drogheda are likely to be bus based.

Schemes need to be the subject of robust assessment, including consideration of alternative sites, the impact on local amenity and travel, including traffic reduction and generation. Where their use is considered appropriate, schemes need to be designed and implemented in association with other measures such as public transport improvements, traffic management and parking controls. Schemes should not be designed to over-provide public parking stock available in the Borough and care should be taken to avoid encouraging additional travel, especially by car.

In accordance with the Drogheda Transportation Study, consideration will be given to edge of town park and ride facilities with particular emphasis along the main routes into town

such as the southern edge of the Donore Road and identified sites beyond the Borough boundary in the Northern Environs area. These sites could be developed in tandem with the proposed bus routes identified in the Drogheda Transportation Study. Where such facilities are provided, it would be important that the pricing structure is such that it does not discourage their use and that regular efficient and high quality connecting services are provided directly to the town centre.

The introduction of Park and Share operations should also form an active part of any Park and Ride site considerations for Drogheda.

**Policy TR 14**

Seek the provision of integrated bus and rail services for Drogheda including park and ride facilities at key access points and adjacent to key public transport infrastructure.

Seek the provision of park and ride facilities on the edge of the town along the main approach routes.

**5.6 Roads Infrastructure**

The following comprises a list of road traffic and management objectives (RT) to be undertaken during the lifetime of the Plan subject to funding. The listings are segregated in accordance with the individual neighbourhood areas identified within the Borough to which they belong.

**Table 5.1: Road Traffic and Management Objectives within each Character Area**

<b>Development Area</b>	<b>Main Roads Infrastructure</b>
Moneymore/ Newfoundwell	<p><b>RT5: Twenties Lane:</b> undertake completion of road improvement work on the</p> <p><b>RT11: Bog Lane:</b> Upgrade Bog Lane to Borough Boundary</p> <p><b>RT19: Ballymakenny Road/Hardmans Gardens:</b> upgrading and resurfacing works.</p> <p><b>RT20: Bredin Street:</b> upgrading and resurfacing works.</p> <p><b>RT21: Windmill Road:</b> upgrading and resurfacing works.</p> <p><b>RT27: Windmill Road/ Cross Lanes:</b> junction upgrade.</p> <p><b>RT28: Windmill Rd / North Road (R132):</b> junction upgrade</p> <p><b>RT29: Patrick Street/ George’s Street (R132):</b> junction upgrade and traffic management.</p> <p><b>RT31: Crosslanes/Hardeman’s Gardens/Ballymakenny/Crushrod (Beechgrove):</b> junction upgrade and traffic management.</p> <p><b>RT35:</b> Upgrade all approach Roads to future Port Access Northern Cross Route (PANCR).</p>

<p>Stagrennan</p>	<p><b>RT7: Newtown extension west to the Termonfeckin Link Road:</b> partially completed.  <b>RT9: Marsh Road:</b> Reconstruction of Marsh Road  <b>RT35:</b> Upgrade all approach Roads to future Port Access Northern Cross Route (PANCR).</p>
<p>Heritage Quarter</p>	<p><b>RT1: Donore Road:</b> Undertake road improvement scheme including road widening as part of the accommodation works for the northern motorway  <b>RT2: King Street to Francis Street:</b> Develop road link from King Street to Francis Street adjacent to junction with William Street  <b>RT4: Town Centre Traffic Management Study:</b> Implement recommendations of Traffic Management Study undertaken by the Borough Council  <b>RT 8: Laurence’s street:</b> upgrade from Peter Street to Laurence’s gate.  <b>RT9: Marsh Road:</b> Reconstruction of Marsh Road  <b>RT10: Cord Road:</b> Reconstruction of Cord Road  <b>RT14: Bachelor’s Lane:</b> Reconstruction of Bachelor’s Lane.  <b>RT15: Dublin Road:</b> upgrading works and resurfacing continuing  <b>RT22: Fair Green:</b> upgrading and resurfacing works.  <b>RT29: Patrick Street/ George’s Street (R132):</b> junction upgrade and traffic management.  <b>RT30: George’s Street/Fairgreen/Trinity Street:</b> junctions’ upgrade and traffic management  <b>RT33: Bull Ring/Marsh Road:</b> junction upgrade  <b>RT38: facilitate</b> Scotch Hall (Phase 3) North and South of the Quays Bridge Crossing  <b>Multi storey car park:</b> facilitate multi storey car parks in the following locations, if possible: <ul style="list-style-type: none"> <li>▪ Murdoch’s yard.</li> <li>▪ Abbey Car park</li> </ul> </p>
<p>North Road / Mell</p>	<p><b>RT3: Slane Road:</b> Undertake realignment work at Slane Road/Leonard’s Cross junction  <b>RT6: Cement Road:</b> Facilitate the upgrade &amp; reconstruction of Cement Road.  <b>RT12: Barrack Lane:</b> Upgrade Barrack Lane.  <b>RT 13: Barrack Lane junction:</b> Upgrade of junction of Barrack lane with Slane Road.  <b>RT28: Windmill Rd / North Road (R132):</b> junction upgrade  <b>RT29: Patrick Street/ George’s Street (R132):</b> junction upgrade and traffic management.  <b>RT35:</b> Upgrade all approach Roads to future Port Access Northern Cross Route (PANCR)  <b>RT36:</b> Marleys Lane road upgrade with Cement Road</p>

	<p>Bridge Crossing including the section of N51 from the R132 <b>leading</b> to the M1 motorway</p> <p><b>Multi storey car park:</b> facilitate multi storey car parks in the following locations, if possible:</p> <ul style="list-style-type: none"> <li>▪ Trinity Street.</li> </ul>
Rathmullan Lagavoureen	<p><b>RT1: Donore Road:</b> Undertake road improvement scheme including road widening as part of the accommodation works for the northern motorway</p> <p><b>RT18: Platin Road/Duleek Street:</b> junction upgrade.</p> <p><b>RT23: Donore Road/Marleys Lane:</b> junction upgrade.</p> <p><b>RT24: Rathmullen road / Marley's Lane:</b> junction upgrade.</p> <p><b>RT25: Rathmullen Road / Bridge of Peace:</b> junction upgrade.</p> <p><b>RT34: Rathmullen Road:</b> road structural improvement and profile alteration.</p> <p><b>RT36:</b> Marleys Lane road upgrade with Cement Road Bridge Crossing including the section of N51 from the R132 leading to the M1 motorway</p>
Donore Road	<p><b>RT1: Donore Road:</b> Undertake road improvement scheme including road widening as part of the accommodation works for the northern motorway</p> <p><b>RT32: IDA Road north of Rathmullen Farm Bridge:</b> junction upgrade.</p>
Bryanstown	<p><b>RT15: Dublin Road:</b> upgrading works and resurfacing continuing</p> <p><b>RT16: Poorhouse Lane:</b> upgrading and resurfacing works.</p> <p><b>RT17: Cromwell's Lane:</b> upgrading and resurfacing works.</p> <p><b>RT18: Platin Road/Duleek Street:</b> junction upgrade.</p> <p><b>RT 26: Stameen / Dublin Road (R132):</b> junction upgrade.</p> <p><b>RT 37:</b> Bryanstown Cross Link Bridge between Wheaton Hall and Baltray Road at Greenhills.</p> <p><b>Multi storey car park:</b> facilitate multi storey car parks in the following locations, if possible:</p> <ul style="list-style-type: none"> <li>▪ Railway station.</li> </ul>

### Policy TR 15

Secure the provision of road upgrades included in table 5.2 in co-operation with the private sector and stakeholders.

Explore the opportunities for additional transport connectivity between Rathmullan/Lagavoureen, Donore Road and Bryanstown Character Areas and adjacent areas of County Meath in conjunction with Meath County Council and other relevant agencies and individuals.

## 5.7 Strategic Road Objectives

Drogheda enjoys strong locational advantages on the national and regional scale. However in some cases these advantages are undermined by the lack of road based connectivity within the Borough itself. This arises partially from the historic layout of the town and partly from the implementation of various traffic solutions over the years which no longer fully address the major road traffic problems experienced around the Borough. For these reasons, a number of strategic road schemes are deemed critical for the future development of the Borough during and beyond the lifetime of this plan.

1. Marleys Lane road upgrade with Cement Road Bridge Crossing
2. Scotch Hall (Phase 3) North and South of the Quays Bridge Crossing
3. Bridge at Greenhills linking the Southern Environs of Meath with the Port Access Northern Cross Route (PANCR)
4. The construction of a new road from the Marsh Road through the DTDA east of the railway station to the Borough Boundary.
5. Bryanstown Cross Route Extension to the East
6. Maintaining and enhancing social infrastructure provision throughout the Borough.
7. Facilitation of the Project Kelvin high speed broadband infrastructure within the Borough

Not all of these priorities lie within the control of the Planning Authority. It will be the policy of Drogheda Borough Council to encourage engagement with the relevant bodies with regard to resolving particular issues.

## 5.8 Pedestrians and Cyclists

*Transport 21 and A Sustainable Transport Future, A New Transport Policy for Ireland 2009 - 2020* advocates walking and cycling as alternative, environmentally friendly and healthy means of travel. Government policy as outlined in these documents, suggests that if cycling and walking are to become a realistic alternative to the private car, there is a need to ensure that they are, as far as possible, a safe and pleasant experience.

Pedestrian and cycle facilities will be most successful where they form a coherent network, place an emphasis on safety, directly serve the main areas where people wish to travel, provide priority over vehicular traffic at junctions, are free from obstructions and have adequate public lighting. In addition, infrastructural support facilities such as secure parking and changing and showering facilities at places of employment are a key factor in encouraging people to cycle.

### 5.8.1 Cycle Path and Pedestrian Network

The Plan aims to encourage the provision of a network of footpaths and cycle paths throughout the Plan area which will consist of desirable pedestrian and cycle routes along existing road networks and dedicated path provision where appropriate and practical. It is envisaged that the network will largely integrate with the existing road network, as envisaged as part of the Drogheda Transportation Study 2006. Particular emphasis will be

placed on the footpaths and cycle paths becoming a basic element of the continued and future development of the Boyne River walk as an important waterfront attraction and recreational facility for the town.



### 5.8.2 Cycle Links with Adjacent Areas

Drogheda Borough operates within a wider functional area which also encompasses contiguous suburban areas in both Counties Louth and Meath. Two Local Area Plans and a Master Plan provide detailed guidance with regard to both these areas. These Plans must inform certain aspects of the Drogheda Borough Council Development Plan including the identification of cycle links with the Borough area. Of particular importance is the provision of a segregated, traffic-free cycle link east of Mc Bride Station, providing direct linkage from the Mill Road / Marsh Road character area identified in the Local Area Plan for the Southern Environs of Drogheda 2009-2015. Similar segregated linkages are proposed for the Lagavoureen / Bryanstown and Dublin Road / Colpe areas. In the area covered by the North Drogheda Environs Master Plan, segregated cycle routes largely follow existing vehicular roadways.

### 5.8.3 Drogheda's Core Cycle Network

During the course of the plan period a core network of largely segregated and traffic-free cycle routes running through the Borough will be identified subject to funding. It is envisaged that this network will run on an east to west axis following the line of the River Boyne and utilising where possible, existing traffic free sections of route and natural features. The core network will build on existing infrastructural developments such as the Ramparts Walkway. Beyond the Borough, the core network will provide onward access to tourist and amenity attractions in both Counties Louth and Meath. These include the Louth Coast, the Meath Coast at Bettystown, and the cluster of heritage sites associated with the Boyne including Newgrange, the Battle of the Boyne Site, Slane Castle, Mellifont Abbey and a number of other tourist destinations in close proximity to Drogheda.

The key sites to be linked by the core network within the Borough include;

- The Railway Station
- The Bus Station
- The Town Centre
- The Docklands Regeneration Area

The development of the core cycle network will be subject to the availability of funding during the lifetime of the Plan. Drogheda Borough Council will endeavour to support other adjacent Local Authorities and agencies to develop associated links with the core network, however such development cannot be guaranteed.

### **Policy TR 16**

It is the policy of the Council, in co-operation with other agencies, bodies and developers, to develop an integrated pedestrian footpath and cycle path network throughout the Plan area.

It is a policy of the Council in co-operation with other agencies, bodies and developers to pursue the development of a core cycle network through the Borough. The network will, wherever possible be developed as segregated, traffic free sustainable transport facility incorporating best practice design.

### **5.8.4 Safe Routes to Schools**

A major source of traffic congestion and road usage is the school car journey. Congestion is noticeably less during school holidays. Children should be encouraged to walk, cycle or take the school bus in an effort to discourage car journeys. At present, a child must live more than three miles from the school to qualify for free or subsidised school bus travel. Children living three miles or less from their school are considered to be within walking or cycling distance. Parents are reluctant, for safety reasons, to let their children embark on this journey alone. In future, steps should be taken to supervise groups of children on their way to school by bicycle or on foot through introducing a Safe Routes to School initiative. It may also be necessary to improve existing school bus services, however this is beyond the remit of this Development Plan.

Schemes, under the general heading of *Safer Routes to School*, have been established in the UK, Canada, and Australia and throughout Europe to encourage parents and children to walk, cycle or take the bus to school. The Dublin Transportation Office developed guidelines in 2005 with regard to the concept and the overall concept is supported by the Department of Education. The Council, in partnership with school authorities, the local community and public transport providers will support the drafting and implementation of Plans for such initiatives. A Safe Routes to School Initiative identifies measures to increase the safety of children travelling to school on their own, either walking or cycling.

### **Policy TR 17**

Support the Safe Routes to Schools Initiative in co-operation with school authorities, community groups and public transport providers.

**5.8.5 Cycle Parking**

Secure cycle parking facilities should be provided in new office blocks, apartment blocks, shopping centres, hospitals, workplaces and other areas that attract larger visitor numbers in accordance with the standards set out in table 5.3. From a security viewpoint, cycle racks should not be provided in remote security compromised locations.



**Table 5.2: Bicycle Standards for Drogheda Development Plan Area**

<b>Land use</b>	<b>Requirement</b>
Dwelling	1 secure space per unit
Apartment	1 secure space per unit
Student housing	1 secure space per unit
Residential Institutions	1 secure space per 10 employees
Retail	Greater of 1 secure space per 10 employees or 1 per 200 m <sup>2</sup> gross floor area
Bar/Lounge	Greater of 1 secure space per 10 employees or 1 per 200m <sup>2</sup> gross floor area
Restaurants/Café/ Function Rooms	Greater of 1 secure space per 10 employees or 1 per 200m <sup>2</sup> gross floor area
Hotel/Motel/Guesthouse	Greater of 1 secure space per 10 employees or 1 per 10 beds
Office, enterprise and employment	Greater of 1 secure space per 10 employees or 1 per 200m <sup>2</sup> gross floor area
Bank/Financial Institution	Greater of 1 secure space per 10 employees or 1 per 250m <sup>2</sup> gross floor area
<b>Land use</b>	<b>Requirement</b>
Industrial	Greater of 1 secure space per 10 employees or 1 per 250m <sup>2</sup> gross floor area
General Warehousing	Greater of 1 secure space per 10 employees or 1 per 250m <sup>2</sup> gross floor area
Retail Warehousing	Greater of 1 secure space per 10 employees or 1 per 200m <sup>2</sup> gross floor area
Cash-and-Carry/Showrooms	Greater of 1 secure space per 10 employees or 1 per 200m <sup>2</sup> gross floor area
Cinema/Conference Hall/Theatre	Greater of 1 secure space per 10 employees or 1 per 200m <sup>2</sup> gross floor area
Churches	Greater of 1 secure space per 10 seats or 1 per 200m <sup>2</sup> gross floor area
Schools	1 secure space per 10 teachers and children
Third Level Institutions	1 secure space per 10 teachers and students
Hospitals	Greater of 1 secure space per 10 seats or 1 per 200m <sup>2</sup> gross floor area

Clinics and Group Medical Practices	Greater of 1 secure space per 10 seats or 1 per 200m <sup>2</sup> gross floor area
Leisure Centres	Greater of 1 secure space per 10 seats or 1 per 200m <sup>2</sup> gross floor area
Sports Grounds and Clubs	Greater of 1 secure space per 10 seats or 1 per 200m <sup>2</sup> gross floor area

*(Minimum cycling standards applicable to all zones)*

## 5.9 Car Parking

It is critical in terms of the development of Drogheda that an appropriate level of short and long term carparking is provided to serve the needs of commercial, retail and employment generators. An oversupply of carparking can encourage an excessive number of car trips and a loss of valuable land banks that could be used for more appropriate land uses, whereas an under provision could compromise the growth of the town.

A car parking strategy for the town was developed in the Drogheda Transportation Study 2006. The strategy addresses the number of car parking spaces required for separate land uses in accordance with best practice elsewhere. Efforts are being made on a global basis to reduce reliance on the private car because of its dependency on finite oil resources and its contribution to the generation of greenhouse gases and climate change. However, there is still a requirement to cater for the needs of car users in terms of efficient traffic management, car parking, road infrastructure improvements and provision. The desired outcome is to produce a sustainable co-existence between modes of travel, with no one form being dominant over the other. The ultimate aim is to reduce the significant impact that the use of fossil fuels is having in creating climate change and global warming.

The aims of the parking strategy are to:

- Assess the existing and future requirement for short term parking in the Town Centre in terms of location, on or off-street provision, tariff structure and overall spatial distribution.
- Assess the current parking patterns, in particular for long term parking, in the Town Centre and its impact on residential environments and traffic flow
- Address the need for parking for people with disabilities both on street and in off-street car parks.
- Consider the future provision of long term parking in term of minimising the impact on the Town Centre and surrounding residential areas, the provision of off street facilities outside the Town Centre and the potential provision of park and ride facilities
- Consider measures to protect area for residential parking within the Town Centre and on streets surrounding the Centre.
- Protect the environment
- Reduce traffic congestion
- Minimise the impact of traffic within the Town Centre
- Integrate alternative and sustainable modes of transport.

The car parking strategy addresses the availability and location of parking within the town centre, the provision of minimum and maximum parking provisions and the introduction of park and ride facilities, where feasible.

### 5.9.1 Car Parking Facilities

There are two types of car parking facilities that are required within the Town Centre, namely short stay and long stay parking. One of the most effective tools for the control of car usage is the limitations imposed by pay parking and traffic management measures. Parking in Drogheda in the commercial core of Drogheda is currently restricted to 30 minutes on West Street and Stockwell Lane whilst Bachelors Lane, Francis Street and Magdalene Street are limited to 2 hours. Beyond these areas, on-street pay parking is limited to 4 hours. These limitations discourage long term, on-street parking and free up space for short term shopping and business trips. The Council shall encourage the provision of additional long stay car parks at accessible locations where they would not contribute to additional traffic congestion and where they would free up more short term parking spaces within or convenient to, the main shopping and business areas of the town.

### 5.9.2 Short – Stay parking

The availability of short stay parking is important for economic and business activities within the town centre. Whilst a quantum of spaces should be removed from on street to facilitate the introduction of public realm enhancements to facilitate the safe and convenient passage of pedestrians and possibly cyclists on shared surfaces, nevertheless, at strategic locations where significant enhancements are proposed, a certain number of spaces will be retained for disabled parking, for general set-down and pick up and for short term parking of one hour maximum. All on street parking that is to be removed should be accommodated within the existing surplus of off street spaces in the various carparks within the Town Centre. Where further off-street carparking is to be created, it is preferable that short stay parking is provided in the form of multi-storey car parks incorporating underground levels where practical, thus avoiding large scale, surface based car parks and in order to free up sites for Town Centre development. It is ok important that the pricing mechanism for short stay car-parking in Town Centre is such that it discourages their long-stay use.

#### **Policy TR 18**

To discourage the provision of extensive surface based car parking and free up town centre sites for development. To support the provision of off street (multi-storey) car parks at suitable locations within the Town Centre.

Require the provision of basement car parking as part of, or to meet the entire car parking requirements to service Town Centre developments.

### 5.9.3 Long-Stay Parking

Long stay car parking is required, normally on a full day basis, by commuters who work in the town centre. Long-stay parking is appropriately located at the edge of the Town Centre and adjacent to transportation nodes or at major access routes to the town. The success

of a long stay car-park is dependant upon the operation of pay-parking schemes with suitable pricing regimes within the Town Centre.

**Policy TR 19**

Encourage the provision of multi-storey short stay car parks within or adjacent to the Town Centre and encourage the provision of long stay car parks at the edge of centre sites, at public transport nodes or at peripheral locations off the main access routes to the town.

**5.9.4 Car Parking Requirements**

The provision of car parking facilities in accordance with the appropriate standards is a requirement for all development taking place within the Plan area. However, the Council recognises that there can be a conflict between the provision of car parking and urban design considerations and therefore the Plan makes provision for the application of variable parking standards within the following areas:

**Table 5.3: Car Parking Standards Town Centre & Docklands LAP area.**

Land Use	Car Parking (Spaces per Unit)
Dwelling	1
Apartment	1
Residential Institutions	1 per 2 units
Retail (Shops)	1 per 50 m <sup>2</sup> Gross Floor Space.
Retail (Shopping Centres)	1 per 20 m <sup>2</sup> Gross Floor Space.
Retail Outlets with Garages	1 per 25 m <sup>2</sup> Gross Floor Space
Bar / Lounge	1 per 25 m <sup>2</sup> . Gross Floor space
Dancehalls / Discos	1 per 30 m <sup>2</sup> . Gross Floor space
Restaurant / Café / Function Room	1 per 25 m <sup>2</sup> . Gross Floor space
Hotel / Motel / Guesthouse	1 per 2 bedrooms Additionally 1 per 50m <sup>2</sup> Gross Floor space of other rooms. *
Office.	1 per 100 m <sup>2</sup> Gross Floor space
Bank / Financial Institution	1 per 100 m <sup>2</sup> Gross Floor space.
Conference Centre	1 per 60 m <sup>2</sup> Gross Floor space.
Industrial	1 per 200 m <sup>2</sup> Gross Floor space.
General Warehousing	1 per 300 m <sup>2</sup> Gross Floor space.
Retail Warehousing	1 per 60 m <sup>2</sup> Gross Floor space
Cash-and-Carry / Showrooms	1 per 100 m <sup>2</sup> 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	1 per 2 patient beds
Nursing Homes	1 per 2 employees and 1 per 5 beds (0.2 per bed)
Clinics and Group Medical Practices	1 space per consulting room

## Chapter 5 Transportation

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 <sup>2</sup> Gross Floor space.
Bowling Alley	6 per lane

\* Excluding Function Room / Restaurant / Bar.

*Additional uses not mentioned above will be treated individually upon their merits on a case-by-case basis.*

**Table 5.4: Car Parking Standards all other Zoning Designations**

Land Use	Car Parking (Spaces per Unit)
Dwelling	2
Apartment	1.3
Residential Institutions	1 per 2 units
Retail (Shops)	1 per 30 m <sup>2</sup> Gross Floor Space.
Retail (Shopping Centres)	1 per 20 m <sup>2</sup> Gross Floor Space.
Retail Outlets with Garages	1 per 20 m <sup>2</sup> Gross Floor Space
Bar / Lounge	1 per 15 m <sup>2</sup> . Gross Floor space
Dancehalls / Discos	1 per 20m <sup>2</sup> . Gross Floor space
Restaurant / Café / Function Room	1 per 15 m <sup>2</sup> . Gross Floor space
Hotel / Motel / Guesthouse	1 per 2 bedrooms Additionally 1 per 40m <sup>2</sup> Gross Floor space of other rooms. *
Office.	1 per 50 m <sup>2</sup> Gross Floor space
Bank / Financial Institution	1 per 50 m <sup>2</sup> Gross Floor space.
Conference Centre	1 per 30 m <sup>2</sup> Gross Floor space.
Industrial	1 per 50 m <sup>2</sup> Gross Floor space.
General Warehousing	1 per 100 m <sup>2</sup> Gross Floor space.
Retail Warehousing	1 per 40 m <sup>2</sup> Gross Floor space
Cash-and-Carry / Showrooms	1 per 50 m <sup>2</sup> 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	1 per patient beds
Nursing Homes	1 per 4 employees and 1 per 5 beds (0.2 per 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 <sup>2</sup> Gross Floor space.
Golf Driving Range	1 per 2m of base line /per trap

\* Excluding Function Room / Restaurant / Bar.

*Additional uses not mentioned above will be treated individually upon their merits on a case-by-case basis.*

### 5.9.5 Change of Use

Additional parking will not be required where evidence indicates that the proposed use is less intensive than the existing. Where additional car parking is required, an allowance will be made in respect of the existing use of the site or building.

### 5.9.6 Disabled Parking

It is a requirement that:

- 5% of car parking spaces provided are set aside for disabled car parking. Where the nature of a particular development is likely to generate a demand for higher levels of disabled car parking, the Planning Authority may require a higher proportion of parking for this purpose.
- Disabled car parking spaces are, as far as possible, provided within streets and in areas as close as possible to building entrance points. All disabled parking should comply with the relevant guidelines.

## Chapter 6 Housing and Community Facilities

### 6.1 Introduction

This Chapter deals with planning at community and neighbourhood level. Physical planning at this level is not merely about the physical environment but rather extends beyond this aspect to include the concept of stable integrated communities. This involves issues such as the timely provision of education facilities and / or the provision



of facilities for all sections of the population including community facilities, playgrounds, or public transport for example. In essence, planning objectives at the neighbourhood level must encompass the broad themes outlined below;

- Provision of community facilities
- Efficient use of resources
- Amenity and quality of life issues
- Conservation of the built and natural environment

A total of seven character areas have been identified across the Borough. Each of these character areas have been the subject of a community facility audit. Detailed descriptions of each character area are contained within Appendix 7.

In relation to the provision of housing, the plan aims to secure the provision of sustainable new residential communities supported by a range of essential community facilities and services. This requires residential areas that are capable of accommodating the requirements and aspirations of a wide range of household types, sizes and tenures including the provision of supporting community infrastructure. Housing needs and policies are in compliance with the provision of the *Louth Housing Strategy 2009* and national guidelines issued by the Department of the Environment, Heritage and Local Government.

There has been much interest in the provision of residential development in Drogheda over the last decade and this has resulted in significant growth within the town and its environs. Development within the Town Centre, in particular, has resulted in a more effective use of land and enhanced the profile of Drogheda as a major urban centre.

The Council will seek to secure the provision of sustainable neighbourhoods where supporting infrastructure and community facilities are delivered in tandem with the provision of dwellings.

The strategic objective for Housing and Community is:

**Strategic Objective 6** Ensure the provision of socially inclusive residential communities supported by the provision of high quality dwelling units and community facilities.

## 6.2 The Louth Housing Strategy

The *Louth Housing Strategy* is being reviewed as part of the process involved in the review of the Louth County Development Plan and the housing policies contained in this plan for Drogheda are reflective of the provisions and recommendations of the Housing Strategy at county level.

The *Louth Housing Strategy* aims to ensure that:

- Sufficient land is zoned and serviced to meet the housing needs of all sections of the population, both existing and anticipated.
- Affordable housing is available to those on lower incomes.
- A mix of house types and sizes are provided.
- Integration between people of different social backgrounds.
- The strategy requires that 20% of residential development sites, including mixed use development where residential is included, is utilised for social or affordable housing.

### Policy HC 1

Ensure that all applicable development complies with the requirements of the Louth Housing Strategy.

### 6.2.1 Residential Zoning

There are five principal residential land use zoning categories contained in the plan. These are detailed below. It is envisaged that a number of mixed use schemes developed during the course of the plan period will deliver additional residential areas within a wider mixed use context.

At present, there are 121 hectares of undeveloped residentially zoned lands within the Drogheda Borough Council Plan Area. Of these lands 24.27ha are serviced and 96.64 hectares are un-serviced.



If all the residentially zoned lands available were to be developed (both serviced and un-serviced) the current land bank within the Borough could accommodate 4,840 additional dwellings. The resultant population would amount to some 13,135 additional residents. When added to the 2006 population of the Borough (28,973 persons) this would equate to a population of 42,108. This figure

excludes the wider population of the contiguous urban area. This calculation is based on an average density of 40 units per hectare and an occupancy rate of 2.72 persons per housing unit. (Census 2006)

If the current residentially zoned and serviced land bank were to be developed the resultant population increase would be in the order of 2,640 persons. The total Borough population which would result from this development would equate to 31,613 persons.

The population projections set out in Chapter One indicate that the Borough should grow to a population of 36,038 by the end of the plan period in 2017. It is clear therefore that there is more than sufficient zoned land within the Borough to cater for the anticipated growth over the plan period. As such there is no need or justification for the zoning of any additional lands for residential purposes. The only exceptions to this may be for some minor adjustments considered necessary in the interests of orderly development.

### 6.2.2 Social and Affordable Housing

Part V of the *Local Government, (Planning and Development) Act 2000* (as amended) requires, subject to the preparation of a housing strategy by the local authority, that provision be made in residential developments of four or more houses or sites in excess of 0.1 hectares for social and affordable housing. The Louth Housing Strategy states that 20% of sites so



affected must be reserved for social and affordable housing. In making a planning application for residential development, applicants must indicate how they propose to comply with Part V. A planning condition will be imposed requiring the developer to enter into an agreement with the planning authority for the purposes of the delivery of social and affordable housing. However, to encourage the regeneration of the character areas with a large concentration of social housing, the provisions of the Housing Strategy may be relaxed. In the Moneymore/ Newfoundwell and the Rathmullen/ Lagavoureen character areas a relaxation in Part V may apply.

#### Policy HC 2

Secure the provision of 20% of residential sites for social and affordable housing developments except within the Moneymore/ Newfoundwell and Rathmullen Lagavoureen character areas.

### 6.2.3 Housing Mix

An appropriate mix of dwelling sizes and types to accommodate different housing needs and changing demographic patterns within the community is required under the provisions of Louth Housing Strategy.

It is the aim of Drogheda Borough Council to cater for the housing needs of the community on a housing for life basis. Thus housing provision should provide for a range of housing needs which cater for all sectors of society from young single individuals through to families at various stages to older people and those in society with distinct mobility or other needs.

Such an approach is considered appropriate in order to avoid large homogenous housing developments occupied predominantly by a single socio-economic group and to allow families the opportunity to upsize or downsize their accommodation without the need to relocate outside their existing community.



### Policy HC 3

Secure greater social integration, and community ties through the provision of an appropriate mix of house types within residential areas.

#### 6.2.4 Specialised Housing

The Housing Strategy establishes the importance of ensuring an adequate supply of housing suitable for a range of accommodation needs including older people and those with particular physical or other requirements. Where such needs have been identified, the provision of such specialised housing units, including nursing homes, within private developments may be secured through the developer's obligation under Part V of the Planning and Development Act 2000.

Louth Local Authorities currently provide and assist in the provision of specialist housing accommodation under their social housing programmes. These programmes are regularly updated and their provisions in respect of housing needs will continue to be renewed within the period of the plan.

The location for such specialised housing should have regard to the importance of accessibility by the occupants to local community facilities and services.

### Policy HC 4

Require the provision of special needs housing as part of the implementation of the Housing Strategy and to ensure that such provision is located close to local facilities and services that are appropriately landscaped and wheel chair accessible.

#### 6.3 Social Housing

##### 6.3.1 Housing Programme

Drogheda Borough Council maintains a rented stock of 1,308 housing units (as of the 2<sup>nd</sup> November 2009) which included an increase of 282 units since 2004 as a direct result of the accelerated building programme delivered by the Council during this period.

Building programmes by the Local Authority are based on an allocation of new home starts from the Department of Environment, Heritage and Local Government on a four year multi-annual programme basis. A Housing Services Plan outlining intended capital projects prepared under the Housing (Miscellaneous Provisions) Act 2009 will be undertaken.

### 6.3.2 Affordable Housing Scheme

Under the 1999 Affordable Housing Scheme, Local Authorities are directly involved in the provision of affordable housing units on council land. A total of 58 houses have been provided by Drogheda Borough Council under this scheme up to November 2009. A further 22 units have been provided under Part V of the Planning and Development Act 2000, as amended, during the same period and this number will continue to grow during the lifetime of the Development Plan.

### 6.3.3 Rental Accommodation Scheme (RAS)

The Rental Accommodation Scheme is an initiative introduced to cater for the accommodation needs of people who are in receipt of rent supplement for more than eighteen months and who have a long-term housing need (excluding students or asylum seekers or non-nationals who do not have leave to remain in the state permanently). The scheme is being administered by the Council and it is intended to provide an additional source of good quality rented accommodation for eligible persons to enhance the response of Local Authorities to meet long-term housing need. Drogheda Borough Council has, to date, a total of 57 housing units rented to persons on the Housing List.

### 6.3.4 Social Housing Investment Programme 2009

In February 2009, the government issued the *Social Housing Investment Programme – Licensing Arrangements 2009*. This scheme provides for Local Authorities to lease dwellings for periods of 10 to 20 years from private developers and to rent houses so leased to qualifying applicants instead of the construction of new local authority housing.

### 6.3.5 Voluntary Housing and Co-operative Sector

A number of voluntary housing organisations contribute to the social housing stock within Drogheda. The Council recognises the valuable contribution made by the voluntary housing sector and will continue to cooperate with such groups in the delivery of housing units within the Drogheda area.

#### Policy HC 5

Implement Louth Local Authorities Housing Services Plan so as to ensure that all who are in need of housing are provided with suitable accommodation.

### 6.3.6 Travellers

The *Traveller Accommodation Programme 2005- 2008* is currently being reviewed in accordance with the requirements of the Housing (Traveller Accommodation) Act, 1998.

Drogheda Borough Council has one Traveller Halting Site with 10 bays and also a Traveller Group Housing Scheme with 4 houses at Cement Road.

**Policy HC 6**

Implement the Traveller Accommodation Programme 2009.

**6.4 Regeneration of Residential Areas**

The emphasis and need for greater social inclusion requires that in certain residential areas inclusive of adjacent green spaces, regeneration is required. In Drogheda seven areas, namely Moneymore, Yellowbatter, Pearse Park, St Finian's Park, Rathmullen Park, Ballsgrove, Marian Park have been designated as areas for future regeneration.

The aim of the regeneration in the aforementioned areas is to deliver vibrant, sustainable communities with enhanced social and physical infrastructure that will deliver on people's expectations, where people want to live and work now and in the future.

**6.4.1 Revitalising Areas through Planning, Investment and Development (RAPID) programme.**

There are seven designated RAPID areas within Drogheda namely Moneymore, Yellowbatter, Pearse Park, St Finian's Park, Rathmullen Park, Ballsgrove and Marian Park. Refer to Map 6.1 Rapid Areas.

An Area Implementation Team (AIT) comprising of community representatives is responsible for the planning and implementation of the RAPID programme at local level it. In co-operation with residents the team seeks to provide innovative

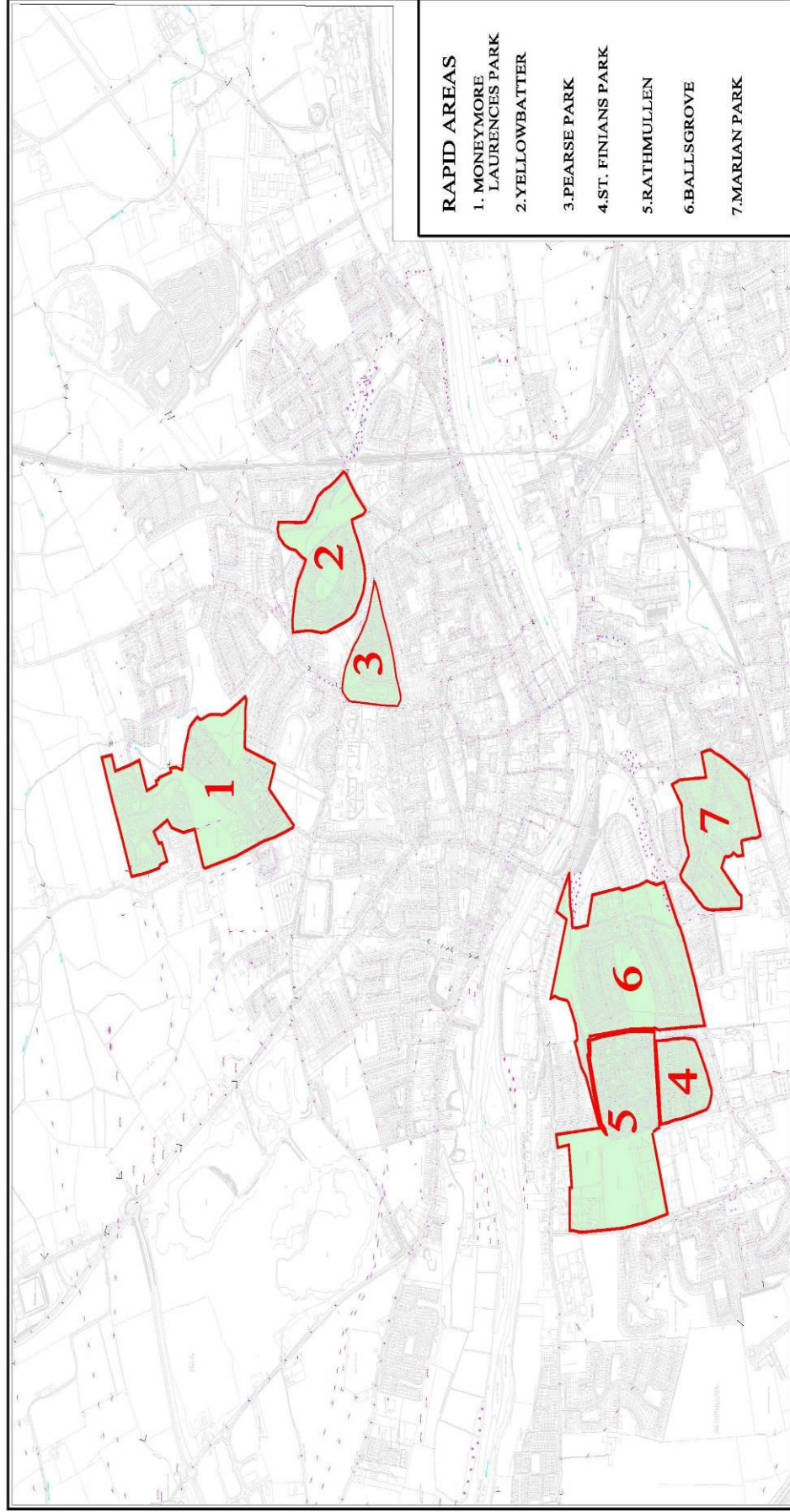


solutions to a range of concerns likely to undermine quality of life. Projects to be implemented in each RAPID Area are based on the outcome of local consultation processes.

The RAPID programmes are implemented under the guidance of a steering committee consisting of representatives of the local community, the voluntary sector, the Council, the VEC, FÁS and the Gardaí. The groups are being facilitated by a programme co-ordinator and report to the Social Inclusion Measures Group. RAPID enables an interagency response to the identified needs of the seven estates.

In Moneymore, Yellowbatter, Pearse Park, St Finian's Park, Rathmullen Park, Ballsgrove and Marian Park, the RAPID programmes have improved community safety by targeting anti social behaviour, delivered new and improved services , developed health initiatives and public education programmes, provided new community facilities and implemented environmental improvements.

Map 6.1: Rapid Areas



Some of the projects that RAPID have been involved in the seven areas are outlined below:

- Creation of a purpose built childcare facility at Ballsgrove and Moneymore
- Development of the Holy Family Community Centre (Ballsgrove) consisting of a café, hall area and offices catering for different age and user groups.
- Refurbishment of a community facility (Lourdes Community & Recreation centre)
- Refurbishment of an estate house for community use in Rathmullen.
- Provision of two multi user games areas, a playground and two all-weather pitches in Moneymore and Marian Park.
- Implementation of St. Finian's Park Remedial Works Scheme.
- Open space regeneration projects at The Meadow, The Glen, and Rathmullen greens.
- Development of new sensory garden at Marian Park.
- Encouraging participation in soccer, hurling and gaelic through a number of targeted initiatives.
- Providing a range of courses on health, parenting drugs awareness etc.
- Establishing a Family Resource Centre in Moneymore.
- Setting up the RAPID Community Environmental Initiative which operates in seven estates.
- Refurbishment of an Alzheimer's Facility.
- Installation of six community based CCTV's.
- Employment of an advocate for older persons.
- Provision of home and /or personal security systems for seventy persons over 65 years old.
- Completed four Youth Training Employment Initiatives.
- Accessed funding for a project manager for Drogheda Breakfast Club, the IT centre at Drogheda Youth Development, Lifestyle Development and Lourdes Community and Recreation Centre.
- Establishment of a traveller primary care unit.
- Endorsing and receiving capital funding for five sports groups.
- Resourced funding to set up a bowling club for older persons.
- Initiation of Drogheda Young person's Network.
- Setting up Drogheda RAPID Forum-Phase 1.
- Initiation of two Estate Leadership Training programmes.
- Progressing development of an integrated youth service with a youth café.
- Development of environmental initiatives such as the Big Hog recycling project
- Joint county wide RAPID Youth & Enterprise Initiative in partnership with Junior Achievement Ireland launched on Feb 2<sup>nd</sup> 2009.
- Introduction of three new training initiatives for 18-25 year olds targeting RAPID areas

### **Policy HC 7**

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

## 6.5 Sustainable Residential Development

In order to secure the provision of sustainable residential development and communities, it is important that areas are properly planned and delivered in a phased and co-ordinated fashion in order to ensure that the full range of community facilities, services and infrastructure is provided in tandem with the development of the dwellings. This plan led and co-ordinated approach to new residential development is supported by government policy as articulated in a range of guidance documents and best practice guides that have been published in recent years.



### 6.5.1 Sustainable Neighbourhoods

Sustainable neighbourhoods are described as areas where an efficient use of land, high quality urban design and effective integration of physical and social infrastructure such as public transport, schools, amenities and other facilities combine to create places where people want to live. The Department of the Environment, Heritage and Local Government has recently published a number of guidelines in relation to residential developments. These include the following: *Urban Design Manual - A Best Practice Manual 2009*, *“Delivering Homes, Sustaining Communities”*, *“Sustainable Urban Design Guidelines–Standards for Apartments”, 2007* and *“Quality Housing for Sustainable Communities”* as well as the recommendations contained in the Guidelines on *“Sustainable Residential Development in Urban Areas”* and the accompanying *Urban Design Manual*. The Council will require that all residential developments comply with the Department’s guidelines.

These guidelines contain a number of high level aims for successful and sustainable residential development in urban areas as follows:

- Deliver a quality of life which residents and visitors are entitled to expect in terms of amenity, safety and convenience
- Provide a good range of community and support facilities, where and when they are needed
- Present an attractive and well maintained appearance, with a distinct sense of place
- Are easy to access and find ones way around,
- Facilitate walking, cycling and public transport and minimise the need to use cars
- Promote the efficient use of land and of energy and minimise greenhouse gas emissions
- Promote social integration, and provide accommodation for a diverse range of household types and age groups
- Enhance and protect the built and natural heritage.

*“Urban Design Manual- A Best Practice Guide”* accompanies the Sustainable Residential Guidelines in order to ensure that best practice is employed in the implementation of the

guidelines and in the design of residential areas. The guide is based on answering 12 core questions which encapsulate the range of design considerations for sustainable residential areas and these are summarised in the table 6.4.

**Table 6.1: Design Principles for Sustainable Communities**

Scale	Policy Issue	Objectives
<b>Neighbourhood Area</b>	1. Context	To promote places that are locally distinctive, having regard to their setting and context.
	2. Connectivity	To promote places that allow for ease of movement, permeability and integration.
	3. Inclusively	To promote places that are designed to be accessible to all in terms of social integration, providing physical access to all and configuration of appropriate services and respond to local need.
	4. Variety	To promote places that contain a mixture of uses, are viable and able to respond to local needs.
<b>Site</b>	5. Efficiency	To promote places that make efficient use of land and are designed to respond to the challenge of climate change.
	6. Distinctiveness	To promote places that build upon existing site assets, have a clear identity, are legible and easy to navigate.
	7. Layout	To promote places with layouts and streets and spaces that are people friendly.
	8. Public realm	To promote public spaces that are successful, have vitality, are safe and secure, attractive and accessible to all.
<b>Building</b>	9. Adaptability	To promote places through the design that are adaptable over time.
	10. Privacy and amenity	To promote the design of buildings that provide good standards of amenity.
	11. Parking	To promote the integration of car parking in the urban environment in a way that is well located, secure, and attractive.
	12. Detailed Design	The design of the building should make a positive contribution to the locality.

**Policy HC 8**

Implement the guidelines and best practice manuals issued by the Department of Environment, Heritage and Local Government as contained in the policy documents

Urban Design Manual - A Best Practice Manual 2009, Quality Housing for Sustainable Communities; Best Practice Guidelines for Delivering Homes, Sustaining Communities 2007 and Sustainable Urban Housing: Design Standards for New Apartments. Guidelines for Planning Authorities 2007 - in the planning for and provision of sustainable communities within new residential areas .

### 6.5.2 Master Plans

Master Plans are a valuable tool in ensuring that the development of large areas of land, particularly where such land is in multiple ownership, is appropriately planned and developed in a site sensitive and sustainable fashion. Master Plans should be prepared by the applicant in consultation with the Planning Authority and should establish strategic planning principles and objectives for each area including phasing, infrastructure provision, community facilities, density, layout, open spaces, landscaping and development design briefs and statements.

The principles elements of Master Plans are detailed below. Whilst this checklist provides a guide to the preparation of a Master Plan, it is not intended to be an exhaustive list. Therefore, it is recommended that applicants and designers engage in a scoping exercise with the Planning Authority in advance of the preparation of Master Plans in order to ensure that all relevant aspects of the proposed development are included. The agreed Master Plan shall be submitted with planning applications for all areas within the Master Plan boundary.

### 6.5.3 Checklist for the Preparation of Master Plans

- Is the Master Plan consistent with the policies and objectives of the Development Plan or Local Area Plan?
- Is the Master Plan in compliance with the range of guidance documents issued by the Department of Environment, Heritage and Local Government with regard to design, density, the provision of educational and other facilities and flooding risk.
- Are the Master Plan and design brief reflective of the twelve key considerations set out in The Urban Design Manual - A Best Practice Guide?
- Does it establish an overall urban design framework for the development of the area, including design guidance on quality architectural treatments (materials, height) in respect to topography, urban structure and built form, consistent with the established character of the town and village?
- Is an integrated infrastructure Framework Plan included for roads, cycle and pedestrian paths, bus routes, public lighting and water services?
- Has the principles of sustainable urban drainage systems (SUDS) and water conservation measures been incorporated?
- Have an audit of the availability of essential community facilities such as school places, crèches and local shops been carried and where deficiencies have been identified, has provision been made to address these in the Master Plan?
- Does the Master Plan demonstrate how the development connects with the town or village centre, adjoining residential neighbourhoods and planned employment areas in terms of safe and accessible pedestrian and vehicular linkages?
- Does it contain a detailed design brief and guidance on the provision of high quality urban design and built form consistent with or complementary to the established character of the town or village or adjoining areas?

- Particular cognisance should be taken by developers of the provisions contained within the Department of Environment, Heritage and Local Government's guidelines on The Planning System and Flood Risk Management 2009.

### Policy HC 9

Require developers and landowners to prepare Master Plans to ensure integrated and coherent development of large scale development sites and areas.

#### 6.5.4 Homezone Principles

Homezones can facilitate higher density development due to the provision of on street parking and by designing the streets to act as attractive public spaces, thus reducing the requirement for private amenity space for each dwelling unit. As such, they are most suitable for closely built up urban areas such as much of Drogheda and edge of centre sites. The principals are however, generic and therefore applicable across a range of instances, being especially suitable in areas where higher density schemes are proposed.

Homezones characteristics include:

- Shared surface for vehicles, pedestrians and cyclists, with no separate raised pavements. A variety of surface treatments suited to a pedestrian environment, including trees, planting and street furniture. Bollards and street lighting should be incorporated to afford pedestrian protection.
- Features which require drivers to drive slowly, such as speed bumps, ramps, chicanes, unclear junction priorities, and restricted carriageway widths designed for a normal peak flow in the region of 100 vehicles per hour.
- Vehicle pathways should be not less than 3.0m with passing opportunities provided in the carriageway at least every 50m.
- Entrance(s) that are clearly marked by localised signage and physical changes in the street surface.
- A high degree of permeability is important throughout the development, therefore extensive use of cul-de-sacs is not desirable.
- Bus routes within comfortable walking distance in the range 100 – 200 metres.
- One-way streets are not encouraged due to the tendency for vehicle drivers to increase speed in such areas.
- Effective pedestrian and cycle desire lines should be provided.
- Careful consideration of the requirements of people with mobility impairment, including people with physical disabilities, people with sensory impairment, parents with prams, young children and older people. Special attention should be given to surface treatments.
- Incorporation of a wide variety of housing designs and development layouts, including variations in building lines, building heights, deviations in the width and alignment of vehicle paths, a variety of surface treatments and extensive use of street furniture and planting.



**Policy HC 10**

Encourage the use of homezone principles in the design of residential layouts, particularly where higher density developments are proposed.

**6.5.5 Energy Performance of Dwellings**

The EU Directive on the Energy Performance of Buildings (EPBD) contains a range of provisions aimed at improving energy performance of residential and non-residential buildings, both new-build and existing. As part of the Directive, a Building Energy Rating (BER) certificate, which is effectively an energy label, will be required at the point of sale or rental of a building or on completion of a new building.



The current minimum energy performance requirements for residential buildings are set out in the Second Schedule to the Building Regulations 1997 (S.I. No. 497 of 1997). Amendments to the statutory regulations came into effect from the 1st of July 2008 (Building Regulations (Amendment) Regulations 2007 (S.I. No. 854 of 2007)). The provisions of these regulations be must be complied with.

The Council will encourage both passive and active solar design principles in residential developments in the interest of energy conservation and the reduction of green house gases. Passive solar design refers to matters such as orientation, size of openings and glazed areas, internal layout and avoidance of overshadowing. Active solar design does not rely on site orientation or layout but is incorporated within building design to maximise energy efficiency and includes the use of technology such as solar panels, geothermal heat pumps, and wood pellet burners in conjunction with very high levels of building insulation. In this regard, the council considers it appropriate that at least 25% of all residential energy requirements should be obtained from renewable energy sources. Proposed residential developments should also take into consideration the energy principles detailed in Chapter 9.

**Policy HC 11**

Require applicants for residential developments to demonstrate that a minimum of 25% of the energy requirements of the building is from renewable sources.

## 6.6 Design Guidelines

### 6.6.1 Framework Plans for Seven Character Areas

Over the Plan period Drogheda Borough Council shall develop framework plans for each of the seven character areas. The Framework plans shall examine the existing townscape character of each area and shall make detailed policies on the various design issues including the heights of buildings.

### 6.6.2 Layout

New residential layouts should have user friendly designs to the forefront and high levels of connectivity and integration with existing areas. The aim of all residential layouts should be to prioritise the requirements of non motorised movements thus placing the needs of pedestrians, cyclists and other vulnerable road users to the fore. Development proposals should have layouts which provide for and facilitate all forms of movement based on natural desire lines in order to create a permeable interconnected series of routes that are easy and logical to navigate. Thus, for example, excessively long cul-de-sac layouts should be avoided.



Housing units should be focused on the streets and create active frontages by facing the front door directly onto the street. The streets should be designed as places where people live, instead of roads, thereby helping to creating a suitable environment whereby pedestrians, cyclists and children have priority. Traffic calming measures should be incorporated into the design and layout of the development rather than by the retro fitting of measures such as speed humps.

### 6.6.3 Security / Defensible Space

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 passive surveillance and some degree of control over access, thus enhancing the “ownership” of an area by its residents.

Public lighting should be designed to ensure that there are no dark alleys or other un-illuminated public areas. Housing should overlook car-parking areas and bus stops. Designers are advised to liaise with the local Gardaí at an early stage in the design process in order to secure advice in relation to the elimination of aspects of the design that might give rise to anti-social behaviour.

#### 6.6.4 Flexibility

Housing units should be designed so as to be flexible, allowing for extensions to be built at a later stage. Larger housing units, designed to be split into separate residential units or home based workspaces, may be acceptable if such an option is designed into the building at the outset, including appropriate provision of car parking and concerns regarding residential amenity have been addressed.

#### 6.6.5 Access for all

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 of people with mobility impairments should be included at the design stage. Such provision should include access to open space, public transport facilities and other public areas.

#### 6.6.6 Lifetime Housing

Lifetime housing developments and units are designed to accommodate the changing needs of the groups, families and individuals who will occupy them over the course of the house's lifetime. These needs will vary as each individual's circumstances change and the homes are designed to be inherently flexible in this respect. Lifetime homes should be physically accessible and easily adaptable at minimum cost with minimum disruption. The principles of universal, inclusive, barrier free design must be demonstratively applied where possible.

#### 6.6.7 Building Lines

The desirability of creating different urban forms will require more varied building lines in order to reduce the often regimented appearance of suburban layouts. However, where there are established building lines, particularly on infill development sites, these should be respected.

#### **Policy HC 12**

Ensure that a high degree of building flexibility is incorporated into the design of new dwellings, including adaptability to lifetime housing needs and provision of accessibility for people with impaired mobility.

#### 6.6.8 Infill / Backland Development

Infill development is development located in gaps between existing buildings. Backland development is development located to the rear of existing buildings which has due regard to the character and scale of surrounding built development and respects the historic development of the area. Development on these sites should have due regard to existing surrounding development in terms of design, scale, height and building line should be in keeping with the existing development and should not be detrimental to the local existing residential amenities in the area.

## Density

In the case of backland housing developments outside of the Town Centre, it will be at the discretion of the Planning Authority to permit a higher density, only if such higher density is considered appropriate to the character of the area and to that of adjoining development and would not be detrimental to the residential amenities of the existing adjoining properties.

Piecemeal or ad-hoc backland development will not be permitted where such development would jeopardise the comprehensive and integrated development of adjoining backland areas. Only comprehensive assemblages of suitable sites will be considered, particularly in the Town Core.

## Design and Scale

The design and scale of the proposed development should be in keeping with the surrounding character of the area. The proposed design, orientation and massing shall not cause any unacceptable overbearing or overshadowing on existing dwellings and the applicant will be required to demonstrate that there are no adverse effects on the existing buildings. The following design principles should be considered:

- Where taller buildings are proposed within an established residential area-building heights tapering downwards towards the boundary.
- Avoidance of overlooking.
- Provision of adequate private and public open space, including landscaping where appropriate.
- Adequate internal space in apartments.
- Suitable parking provision close to dwellings.
- Provision of ancillary facilities which are linked effectively with local neighbourhood centres.

## Access

Access to backland development shall be by way of a separate designated access and shall not interfere with the existing accesses to residences. Proposed developments shall provide for access to surrounding lands which have potential for backland development and proposed arrangements and shall be submitted for agreement by the Planning Authority with the planning application.

## Materials and Form

Materials and form shall respect those which are prevalent within the immediate vicinity of the site. Photographs and examples shall be submitted with the planning application for agreement with the Planning Authority.

## Open Space

The proposal shall demonstrate that an adequate supply of informal and formal public open space is available within the development site. However, on brownfield sites in schemes of exceptionally high architectural quality and whose innovative layouts are in close proximity to public parks or other natural amenities, a relaxation of the open space

standards may be permitted. The emphasis in these cases will be on qualitative open space rather than on quantitative standards in line with the Department's Sustainable Residential Development in Urban Areas Guidelines.

#### **6.6.9 Extension to Residential Properties**

Planning applications for extensions to residential properties should ensure that the proposal does not:

- Detrimently affect the scale, appearance and character of the existing dwelling
- Conflict with the existing building in terms of materials and finishes
- Cause any overshadowing or overlooking on adjoining properties
- Lead to a reduction in garden size of more than 25% or 25sq.m whichever is greater.

#### **6.6.10 Accommodation for Older People and Dependent Relatives**

The demand for accommodation to meet the needs of older people and dependent relatives will inevitably increase due to the rise in average life expectancy. In recent years this has led to a demand for custom built extensions to family dwellings or the conversion of garages or other structures within the curtilage for this purpose. The Planning Authority sees considerable merit in this form of accommodation for older and dependent people and will favourably consider any such proposal subject to the following.

The proposed development shall:

- Be single storey and attached to the existing dwelling
- Be linked internally to the existing dwelling
- Must not have more than 2 bedrooms and the gross floor area must not exceed of 50 square metres
- Not have a separate access provided on the front elevation of the dwelling

Where it is proposed to convert and/or extend an existing garage or outbuilding within the curtilage for this purpose, planning permission will depend on whether the development provides a modest scale of accommodation only and whether or not the unit remains in the same ownership as that of the existing dwelling on the site. Where an extension to an existing garage or outbuilding is required in order to provide a satisfactory level of accommodation, the existing and proposed additional floor area shall not exceed 50 square metres.

Proposals must also accord with normal planning considerations such as the ability of the site to accommodate the unit, compliance with environmental standards governing, drainage, water and amenity.

Applicants seeking to provide for accommodation for dependants may, at the discretion of Drogheda Borough Council, be requested to provide proof of need, in writing, for the extension.

**Policy HC 13**

Facilitate the provision of accommodation for older people and dependant relatives within the curtilage of the existing family home subject to compliance with the above criteria.

**6.6.11 Bus Routes and Stops**

Within larger new residential developments, provision should be made for penetration by public transport when designing internal circular distribution routes. The overall layout should contribute to the efficient and logical movement of buses around the area. Bus routes should be identified and included in proposed layouts.

**6.6.12 Public Transport Catchments.**

A bus route will only be viable if there are enough people within a 400m radius (or approx. 5 min. walk) of each stop. If bus stops are provided at 250 – 350 m intervals, a minimum density of 98 – 100 persons per hectare (35 units per hectare) along a corridor 400m wide each side of the route will provide a potential passenger market which will prove attractive to bus operators.

The arrangement of land uses so that journeys are busy both ways (rather than full buses departing residential areas in the morning, and returning empty), increases the viability of the route.

Careful consideration should be given to the design of bus routes including the location of bus stops and lay-bys. Bus stops should be provided in locations where the majority of dwellings are at a maximum distance of 400m and should be located as close as possible to the main public road.

Bus passenger facilities should be located as close as possible to the main pedestrian access in accordance with logical pedestrian desire lines. Pedestrian routes from the bus arrival and departure areas should avoid the need to cross any heavily trafficked roads and the route should avoid unnecessary changes in level and unnecessary street furniture. The design of surface treatments adjacent to bus infrastructure should highlight pedestrian needs and include dropped kerbs, tactile surfaces and clear signage.

**Policy HC 14**

Require that Master Plans and planning applications for large scale residential developments design and provide bus routes, bus stops and lay-bys in such a manner as to ensure that the majority of residents are no more than 400 metres from a stop.

**6.6.13 Pedestrian and Cycle Infrastructure: General Principles**

Pedestrian & Cycle routes should be as direct as practicable between commercial and residential areas and major attractors such as shops, schools and other community

facilities including public transport. 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” configurations.

### **Cycle Requirements**

In order to promote greater cycle usage, developers will be required to provide cycle facilities within development sites and to provide linkages beyond the site. Development proposals should identify the optimal clear cycle desire lines both within the development site and to major local attractors such as housing areas, shopping, leisure, educational and public transport facilities. These desire lines should then be prioritised within layouts in order to give safe priority and advantage to cyclists over motorised traffic.

Segregated or shared pedestrian / cycle tracks should be provided throughout developments. Excessive gradients should be avoided where possible. Where only a limited number of vehicular entrances are proposed, the possibility of providing additional horizontally controlled cycle / pedestrian accesses should be investigated. Bicycle parking areas equipped with suitable upright parking features should be provided at locations as close to pedestrian entrances to the development as possible.

### **Pedestrian Facilities**

Pedestrian facilities share much of the features of cycle provision and both can often be provided in tandem. Pedestrian facilities should be as direct as practicable in relation to local facilities both within and beyond the development. Routes through and around the development should be both attractive and safe.

#### **Policy HC 15**

Require that Master Plans and planning applications for large scale residential developments identify pedestrian and cycle paths within the site and externally to adjoining residential areas, existing services and community facilities.

#### **6.6.14 School / Educational Transport Requirements**

Schools have become the focus for debate in relation to the journey to school; this has become a significant element particularly in morning rush hour traffic. In relation to existing schools, much thought is being given to initiatives seeking to provide safe and viable alternatives to the car, such as the “walking bus” and dedicated cycling routes.

**Policy HC 16**

Encourage the provision of safe and viable alternatives to the car for school traffic such as walking buses and dedicated cycling routes.

**6.7 Residential Development Standards**

**6.7.1 Density**

The Planning Authority recognises the benefits of increased residential density as recommended in the DoEHLG's '*Residential Density Guidelines for Planning Authorities 1999*'. The need for higher densities was based on consideration of trends towards smaller average household sizes, the need to encourage the provision of affordable housing and to support a more efficient use of energy in the residential developments. *Sustainable Residential Development in Urban Areas 2007* reviewed and revised the 1999 *Residential Density Guidelines for Planning Authorities*, particularly with regard to appropriate densities in smaller towns and villages.

The revised guidelines recommend that new development should contribute to maintaining compact forms and its scale should be in proportion to existing development. The guidelines also require that new development should provide for easy connectivity to existing facilities, especially by pedestrians and cyclists, and that 'leap-frogging' of development at some distance from the existing built up area should be avoided.

Having regard to the DoEHLG guidelines on residential density and the need to maintain compact urban form, residential development within the Plan area shall comply with the density requirements set out below.

**Table 6.2: Residential Density Targets for Drogheda Borough (Dwellings per ha)**

Location of Development	Density per Hectare
Town Centre	Minimum 50
Brown field sites	Minimum 50
Drogheda Transport Development Area	Minimum 50
Development within identified district / neighbourhood centres	Minimum 50
Public transport corridors out of town centre	Minimum 50
Inner suburban infill	50- 100
Outer suburban /green field sites	35-50 (overall average 40)

**6.7.2 Permitted Densities along Key Transportation Corridors and within District and Neighbourhood Centres**

Residential development in excess of 50 units per hectare (20 units per acre) will be considered in new Neighbourhood Centres. These higher densities may also be permissible in the immediate environs of existing District Centres and Neighbourhood Centres subject to the agreement of Drogheda Borough Council. Higher density

development may also be permissible 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.

In all cases 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 quality, aesthetically pleasing residential environment.

#### **Policy HC 17**

Apply the density standards as detailed in sections 6.7.1 and 6.7.2 above.

### **6.7.3 Private Amenity Space**

The provision of some form of external private amenity 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.

#### **Private Amenity Space Design Characteristics**

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

#### **New Houses (Terraced / Semi-detached / Detached)**

Private amenity 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 developments.

#### **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 for occupiers.

**Table 6.3: Private Amenity Space Standards**

<b>Dwelling Unit Type</b>	<b>Min. Private Open Space Standard</b>
Houses - 1 & 2 bedrooms (Greenfield/suburban)	60 m <sup>2</sup>
Houses – 3 plus bedrooms (Greenfield/suburban)	80 m <sup>2</sup>
Houses (Town Centre / Brownfield)	50 m <sup>2</sup>
Apartments/Duplexes (Greenfield/suburban)	
1 bedroom unit	20 m <sup>2</sup>
2/3 bedroom unit	40 m <sup>2</sup>
Apartments/Duplexes (Town Core / Brownfield)	
1 bedroom unit	10 m <sup>2</sup>
2/3 bedroom unit	20 m <sup>2</sup>

Where it is considered appropriate in the interests of protecting residential amenity, the Planning Authority will attach planning conditions requiring that certain categories of exempted development permissible within the curtilage of a private dwelling shall not take place. This may include domestic garages, sunrooms and extensions among others.

#### **Policy HC 18**

Require that private amenity space is provided in accordance with the quantitative standards set out in table 6.6.

### **6.7.4 Public Open Space**

#### **Qualitative Requirements**

The provision of public open space within residential developments is a key requirement for high quality residential areas. The basic principle governing public open space is that provision should be made for both 'active' and 'passive' recreation. Accordingly, open space networks should be an integral part of an overall development and provide linkages to adjoining areas of residential and community facilities. Open space networks should be organised along passive green linear parks, with local or pockets of active open space, community facilities and schools located close to or alongside them.

In proposed developments, public open space should be arranged to facilitate the retention of existing landscape features such as mature trees, hedgerows, biodiversity rich areas, streams, rivers and archaeological remains. The provision of high quality landscaping, including the provision of semi mature trees, should be an integral part of any residential development. Finished levels for public open space relative to adjoining

areas and full details of hard and soft landscaping, play equipment and street furniture should be provided with the planning application.

Passive surveillance, accessibility and linkages to other public open spaces, existing and proposed, should be incorporated into the layout. Peripheral areas, narrow tracts, back land areas and poorly proportioned areas will not be acceptable. No area of public open spaces should be less than 200 square metres in area and no edge or boundary shall be less than 10 metres in length.

It is recommended that public open space should be provided in a variety of forms, to cater for the active and passive recreational needs of the community, including the provision for:

- Informal 'kick-about' areas
- Playgrounds for a specific age group i.e. local equipped areas for play (LEAPS) as specified by the National Playing Fields Association for 4-8 year olds and neighbourhood equipped areas for play (NEAPS) for 8-12 year olds.
- Circuit training facilities
- Formal playing fields
- Village greens in larger developments
- Landscaped gardens
- Small parks or natural parkland accommodating native flora and fauna
- Seating and rest areas
- Paved areas should be designed using sustainable urban drainage principles

Table 6.4 contains standards that apply to the provision of playing facilities and pitches within residential areas.

**Table 6.4: Provision of Play Facilities**

Number of dwellings	Min Quantity & type of multi use sports facilities required.
100- 199	Children's play area within designated open space
200- 499	One juvenile playing pitch sized up to GAA/ Soccer pitch size.
500- 599	One full size pitch sized to GAA/soccer dimensions
600- 999	One full sized pitch to GAA/soccer dimensions and a training area.
1000+	At least two full sized pitched and a training area.

( Source: Louth Local Authorities, Sports and Recreation Strategy 2006-2012)

Smaller housing developments falling within the range of 50-100 dwellings may be required to provide a children's play area within designated open space at the discretion of Drogheda Borough Council.

### Quantitative Standards

A minimum of 14% of the total site area shall be provided as public open space within new residential developments. Where the site includes an area which is zoned for recreation and amenity purposes in the Plan, applicants may be permitted to provide up to 10% public open space within the area so zoned. In such circumstances, a minimum of 4% public open space shall be provided as pocket parks at convenient locations throughout the development.

In green-field sites or those sites for which a Local Area Plan is appropriate, public open space should be provided at a minimum rate of 15% of the total site area. This allocation should be in the form of useful open spaces within residential developments and, where appropriate, larger neighbourhood parks to serve the wider community;

In other cases, such as large infill sites or brown field sites, public open space should generally be provided at a minimum rate of 10% of the total site area;

In institutional lands and 'windfall' sites which are often characterised by a large private or institutional building set in substantial open lands and which in some cases may be accessible as an amenity to the wider community, any proposals for higher density residential development must take into account the objective of retaining the "open character" of these lands, while at the same time ensuring that an efficient use is made of the land. In these cases, a minimum requirement of 20% of site area should be specified; however, this should be assessed in the context of the quality and provision of existing or proposed open space in the wider area. Whilst the quantum of open space may be increased vis-à-vis other sites, the amount of residential yield should be no less than would be achieved on any comparable residential site. Increasing densities in selected parts of the site subject to the safeguards expressed elsewhere may be necessary to achieve this.

Where open space standards cannot be achieved in restricted town core, infill or brown field sites, more intensive recreational facilities may be provided. A financial contribution towards public open space or recreational facilities in lieu of the provision of public open space may be acceptable in certain circumstances e.g. infill sites where the area is already served by adequate open space and recreational facilities. Any such contribution will be spent on the provision, upgrading or maintenance of facilities in the area.

The quantitative standards for open space required in residential developments are set out in Table 6.8.

**Table 6.5: Quantitative Standards**

	Percentage of the site area
Standard Requirement*	14 %
Institutional Lands	20 %

*\*Where residential developments are in close proximity to public parks or other natural amenities or in the town core, a relaxation of the above standards may be permitted. Where open space standards cannot be achieved, more intensive recreational facilities may be accepted by the Planning Authority. Where neither of the aforementioned options are deliverable, a contribution in lieu may be acceptable towards the costs of the provision of recreational amenities in the area by the Local Authority.*

**Policy HC 19**

Require that the quantitative standard of a minimum of 14% of the gross site area is provided as public open space in all new residential developments and that the qualitative requirements described above are adhered to.

Ensure that no area of public open space is less than 200 square metres in area and no boundary is less than 10 metres in length.

**6.7.5 Car Parking**

Car parking provision is important, particularly in low density suburban sites but less so within the town core or close to public transport facilities. Car parking spaces should be provided in accordance to table 6.9 below and designed to comply with the principles of passive surveillance.

**Table 6.6: Residential Car Parking Standards**

Land Use Zoning	Car Parking (Spaces per Unit)	
	Dwelling	Apartment
Town Centre & Docklands	1	1
All Other Zonings	2	1.3

The above standards are applicable in respect of both conventional housing and apartments/duplexes. However, within the Town Centre and Docklands the above standards may be relaxed and a financial contribution in lieu of the provision of car parking by the developer may be acceptable.

**Policy HC 20**

Ensure that car parking provision in residential areas is in accordance with the standards set down in table 6.9, except within certain town centre developments where a financial contribution in lieu may be acceptable.

**6.7.6 Privacy and Spacing between Buildings**

The design and layout of a development should ensure sufficient privacy for its intended residents both inside and outside the dwelling.

A distance of at least 22 metres is recommended between the windows of habitable rooms which face those of another dwelling. In the case of windows of non-habitable rooms within 22 metres of another facing window, obscure glazing may be acceptable.

Roof terraces and balconies are not acceptable where they would directly overlook neighbouring habitable rooms or rear gardens.

Where new dwellings are located very close to adjoining dwellings, the planning authority may require that daylight and shadow projection diagrams are submitted. The recommendations of 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (B.R.E.1991) or B.S. 8206 'Lighting for Buildings, Part 2 1992: Code of Practice for Day lighting' should be followed.

### 6.7.7 Internal Space Requirements

Recommended minimum internal space requirements for houses and apartments are set down in the DoEHLG documents *Quality Housing for Sustainable Communities 2007* and *Sustainable Urban Housing: Design Standards for New Apartments (2007)*. Internal space requirements and room sizes are primarily determined by the use of individual rooms and spaces. Living room and bedroom space should be well proportioned in terms of floor shapes and ceiling heights so as to provide a high quality living environment for the occupants.

It is important that the recommended standards should be applied to provisions made for storage areas, balconies, patios and acceptable room dimensions. In line with the recommendations set out in the guidelines, this Plan requires that the minimum standards for apartment sizes should not be taken as the norm and the majority of apartments in any scheme should exceed the minimum standard. It is considered that this is a reasonable and necessary requirement to ensure that new apartment development will provide for a sustainable and attractive living environment for future residents. The requirement of the Council in respect of apartment developments are set out in Appendix 3.

#### Policy HC 21

Require that all proposed residential developments, including apartments, comply with the internal space provisions as set out in Appendix 3.

Require that the minimum apartment sizes set out in Appendix 3 are exceeded by at least 20% in respect of not less than 50% of the total number of units in the scheme.

Ensure that in any apartment development of 30 or more units, 40% of the units should exceed 80sqm in floor area.

### 6.7.8 Waste Storage General Principles

Adequate provision should be made for the storage, segregation and recycling of refuse and for convenient access for its deposit and collection as detailed in table 6.10 below. Refuse enclosures should be designed so that they are integrated with the building or boundary enclosures and are well screened from public view or adjoining residences.

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 into a number of receptacles.

**Table 6.7: Provision for Waste Storage**

Unit type	Provision requirements
Detached/Semi Detached houses	Direct external access should be made available from the rear of the dwelling to the public road for collection.
Terraced / Duplexes	Communal bin storage facilities should be provided at secure, well screened locations convenient to the units served and for the purposes of collection
Apartments	Communal bin storage facilities should be provided in a secure well ventilated space within the basement of the apartment block convenient to the units served and for the purposes of collection

**Policy HC 22**

Ensure that provision is made for the storage, segregation and recycling of refuse and for convenient access for its deposit and collection.

**6.7.9 Naming of Estates**

The Planning Authority will require the naming of residential development to reflect local or historical place names in accordance with the Department of the Environment and Local Government circular entitled '*Naming of Streets and Roads, Numbering of houses and the Use of Irish*'. The naming of all residential estates shall seek and gain the approval of the Louth Local Authorities Place Names Committee.

**6.7.10 Estate Management**

Where it is intended that roads, services or public spaces will be retained in private or communal ownership, estate management schemes should be prepared and implemented. These arrangements must be approved by the Planning Authority and covered by a condition attached to the relevant planning permission.

**6.7.11 Taking in Charge of Housing Estates**

Local Authorities are required under the provisions of Section 180 of the Planning and Development Act, 2000 to take in charge roads, open spaces, car parks, sewers, water mains and drains where requested to do so by the person carrying out the development or by a majority of the owners or occupiers of the houses involved. The Council's policy and procedures in relation to taking in charge of housing estates is set down in the policy document *Procedures for Taking in Charge of Recently Completed Housing Estates*. This document is attached as Appendix 4 of this Plan.

**Policy HC 23**

Take in charge, on request, housing developments where the development has been completed to the satisfaction of the planning authority in accordance with the permission granted and any conditions to which the permission is subject.

**6.7.12 Conversion of Dwellings to Apartments**

Conversion of dwellings to apartments will normally be permitted in the Town Core where:

- The building is considered suitable for sub-division and the proposal provides for acceptable residential amenity provisions
- The proposal would not hinder traffic movement or prejudice the safety of road users or pedestrians
- The proposal includes amenities comprising refuse disposal facilities, drying areas and access to private outdoor amenity space
- The proposal is for self contained flats
- Where appropriate, the proposal should include convenient off-street car parking without detracting from the amenity and character of the property itself or neighbouring properties
- The proposal is in accordance with the guidance and other policies set out in this Plan

**6.7.13 Utility Services**

All service cables including ESB, Eircom, Broadband and television shall be laid underground throughout residential areas. Service facilities such as transformer stations shall be sited in an unobtrusive manner.

Meter boxes should not be positioned on the front elevation of dwellings so as to be visible from the adjoining public road.

Public lighting in residential areas and along pedestrian and cycle ways should be provided in accordance with the latest ESB requirements at the time of the commencement of development and should be the most energy efficient models available.

It shall be the responsibility of the developer to provide public lighting in accordance with ESB requirements. In considering whether to take lighting in charge, the Council will have regard to whether the lighting in any particular area serves the wider general public.

All individual water and drainage pipelines serving individual dwellings shall be connected to the mains system in public areas and in general, no mains systems shall be provided on what are intended to be private areas such as front gardens of dwellings. In addition, all stopcocks, sluice valves and hydrants shall be placed in public areas.

### 6.7.14 Boundary Walls

#### Rear Boundary Treatment

A 2 metre high masonry wall should be provided along the rear boundary of all new residential proposals.

#### Front boundary treatment

Where residential proposals front directly onto local distributor roads or other high capacity routes a set back and boundary treatment shall be provided to such a standard as to protect the safety of the residents.

## 6.8 Community Facilities

Successful communities require a wide range of local services and facilities. These include employment, commercial, childcare, educational, health, civic amenities and leisure based activities. All community facilities, insofar as it is practical, should be readily accessible from residential areas by safe, convenient and direct walking and cycle routes. In this regard, the layout of new residential estates needs to facilitate pedestrian and cycle movements to nearby services and facilities.

It is essential that large scale residential developments in the Plan area are carried out in such a manner as to provide for the provision of childcare facilities, healthcare, nursing

homes, community buildings, sports facilities and amenity schemes in tandem with the completion of houses. To facilitate this, applicants for planning permission for residential developments on



sites over one (1) hectare (2.47 acres) or for more than 50 residential units, will be required to submit an audit of community facilities as part of the planning application. This should provide details of all available community facilities in the locality and where a shortfall in facilities exist, demonstrate how this should be made good, either through provision on site or such other means as are acceptable to the Planning Authority.

### Policy HC 24

Require applicants for residential developments on sites of one (1) hectare or over or for more than 50 residential units to provide an audit of existing community facilities in the locality and where a shortfall in facilities exist, demonstrate how this should be made good, either through provision on site or such other means as are acceptable to the Planning Authority.

### 6.8.1 Schools and Education

In July 2008, the Department of Education and Science and the Department of the Environment, Heritage and Local Government published a joint document entitled *The Provision of Schools and the Planning System - a Code of Practice for Planning Authorities*. This is part of a package of initiatives designed to facilitate the timely and cost-effective provision of schools, particularly primary schools and school related infrastructure within the planning system, coupled to new mechanisms for site identification and acquisition

The existing schools within the Drogheda Plan area are included in Table 6.8

**Table 6.8: Existing Schools within Drogheda Borough Council area**

Primary School	Secondary Education
Presentation Convent, Ballymakenny Road	St Oliver C.C, Rathmullen
Scoil Aonghusa, Sundays Gate	Drogheda Institute of Further Education, Twenties Lane
Marymount National School, Ballsgrove.	St Mary's Diocesan, Beamore Road
Christian Brothers, Sundays Gate	St Josephs CBS, Newfoundwell
St Patricks, Bothar Brugha	Sacred Heart, Sunnyside
Scoil Mhuire Fatima, Dublin Road	Our Ladys College, Greenhills
St Mary's Congress Avenue	
St Peter's, Bolton Square	
St Bridget's, Bothar Brugha	
St John's and St Paul's, Rathmullen	
Ballymakenny Girls School, Ballymakenny Road.	
St Joseph's, Mell	

The Department of Education and Science calculates that an additional 55 classrooms shall be required to cater for increasing annual primary enrolments in the wider Drogheda Area up to 2014/15. This is based on a calculation of 28 pupils per classroom. For the town of Drogheda (including environs) itself, it is estimated that approximately 40 new classrooms will be required. The Department of Education will facilitate the creation of additional capacity at existing sites where appropriate. There may be a potential solution during the lifetime of the Plan for the provision of such capacity at a new school to be provided in Mell. A further new school may be required in the Borough area during the lifetime of the Plan.

New schools should generally be located close to, or within the main residential areas so that there is the opportunity for children to walk or cycle to school. Schools should also be as close as possible to community facilities such as playing fields and libraries. Multi-campus school facilities will be encouraged with allowance for reduced land take for shared facilities. The school should be designed so that the wider community may benefit from the building outside school hours. Given the spread of new housing within the Borough boundary it is anticipated that a new school will be required on either side of the River Boyne. The Council will cooperate with the Department of Education and Science in the identification of suitable sites.

The Department of Education shall carry out a detailed analysis of the post-primary school requirement for Drogheda and the wider area.

**Policy HC 25**

Co-operate with the Department of Education and Science, County Louth VEC and other relevant agencies in the identification of need for and provision of school sites.

**6.8.2 Drogheda Institute of Further Education (DIFE)**

The original Drogheda Institute of Further Education (DIFE) building is located on King Street. The new building along Twenties Lane opened in September 2003. DIFE provides a valuable tertiary educational facility for Drogheda and its wider hinterland.



DIFE offers almost 40 courses in a variety of disciplines. The courses are validated by the Further Education and Training Awards Council (FETAC) and other recognised professional bodies. Further Education courses are offered to school leavers, and adults returning to education. The courses facilitate the transition either to employment or further study. DIFE works closely with employers to ensure that courses are relevant and up to date.

The college is expanding rapidly, in May 2009 planning permission was granted for a 590sq.m extension accommodating demonstration rooms, a commerce/computing room, additional classrooms, a large lecture hall, as well as ancillary accommodation. It is anticipated that DIFE will continue to grow over the Plan period.

**Policy HC 26**

Support the expansion and development of Drogheda Institute of Further Education.

**6.8.3 Third Level Education Facility**

At present there is no facility for third level education in Drogheda. During the course of the plan, this is likely to be addressed at a location yet to be determined. Further details of this initiative are contained in Chapter 3, Economic Development, Tourism and Retailing.

#### 6.8.4 Childcare Facilities

Childcare may be defined as “full day-care and session facilities and services for pre-school children and school-going children out of school hours”. It is recognised that the increased female participation in the labour force, together with social change, has resulted in a major increase in the demand for childcare. Access to good quality childcare facilities contributes to the social, emotional and educational development of children. *The Childcare Facility Guidelines for Planning Authorities* which were published by the DoEHLG in 2001, advocates a more pro-active role by the planning authority in the promotion of increased childcare provision while at the same time protecting residential amenities. The Department’s guidelines recommend the provision of a twenty unit crèche or child care facility for every 75 houses within new developments. Where it is demonstrated to the satisfaction of the Planning Authority that there are sufficient childcare spaces available in the locality, the Council will not require that additional child care facilities be provided. Where this applies, developers will be required to provide other community benefits by way of direct provision or financial contribution in lieu, as agreed with the Planning Authority.

*The National Childcare Strategy 2006 - 2010* produced by the Department of Health and Children and the *Louth Childcare Strategy* both aim to improve the availability and quality of childcare facilities to meet the needs of both children and parents. A new National Childcare Investment Programme 2006-2010 is expected to create a further 50,000 childcare places over the prescribed period. It may be anticipated that this programme will be replaced during the course of the Plan.

There are at present 30 childcare facilities in Drogheda. These are registered with the Louth Childcare Committee and these facilities, both private and public, provide sessional and full-day services. It is recommended that prospective applicants for residential development should consult with the Louth Childcare Committee and the Health Service Executive in order to ensure that childcare facilities are appropriately deigned and to avoid duplication, where adequate facilities currently exist.

##### **Policy HC 27**

Ensure that adequate and suitable childcare facilities are provided as required within new residential development having regard to DoEHLG guidelines and the *Louth Childcare Strategy*.

Seek the provision of additional community benefits by way of direct provision or financial contribution in lieu of the provision of childcare provision where it is demonstrated to the satisfaction of the Planning Authority that there are sufficient childcare spaces available in the locality.

#### 6.8.5 Nursing Homes

Due to better nutrition and the advances of modern medicine, the life expectancy of Irish people is extending. As the average age of the population increases, the need for nursing and care facilities for older people will continue to grow. A nursing home may be defined as a facility where care of older, sick or disabled people is provided. Such facilities can range in size from a small domestic dwelling with a capacity of two or three bed spaces to large institutions with hundreds of bed spaces.

Nursing homes generally fall into three categories:

- Custom built facilities on green field or brown field sites
- Change of use of existing buildings such as large dwellings, guest houses and hotels
- Small scale conversions or extensions to existing family homes

The Planning Authority considers that nursing homes should be located within or adjacent to built up areas where:

- Public utilities such as water and sewerage facilities are available
- Opportunities for greater social inclusion and integration into the community exist
- Accessibility by means of public transportation is available
- Visitors can combine trips to see patients and relatives with other trips such as shopping and worship.

In assessing planning applications for nursing homes the Planning Authority will have regard to the following:

- Site location and suitability - having regard to the zoning objectives for the area and the site's size, shape and adjoining buildings and its compatibility with other uses in the area.
- Accessibility –access must be provided in a manner that is safe and adequate to meet the traffic flows anticipated and adequate parking provision in accordance with the standards set down in this Plan. The location of nursing homes along public transportation routes is highly recommended in the interest of sustainability and to facilitate employees, relatives and visitors who depend upon public transport.
- Design and layout – should respect the characteristics of the site and fit in comfortably within the landscape and adjoining properties. Applicants should consult with the Health Service Executive with regard to internal design and layout at the design stage.
- Amenity - sufficient amenity space and landscaped areas should be provided to meet the needs of the residents and provide an attractive setting.
- Utilities – connection to public water supply and foul drainage will be required. Private water supply and foul drainage will only be considered as temporary measures where connection to public facilities will shortly be available.

### **Policy HC 28**

Support the provision of nursing homes, day care and respite facilities for older people

#### **6.8.6 Primary Health Facilities**

The provision of high quality health services is considered vital in providing for the needs of the Borough. There are a number of public, voluntary and private agencies responsible for the provision of health-care facilities in the Borough with the Health Service Executive (HSE) - being the primary body responsible for the management and delivery of health and personal social services. It is necessary that good quality, accessible health care is provided within the local community.

Our Lady of Lourdes Hospital, Drogheda located on Cross Lanes provides a general acute hospital service to a large catchment area of Louth, Meath and North Dublin. It is also the centre for many regional services including



Emergency Medicine/ Trauma and Symptomatic Breast Care.

The Council fully supports the continued operation and development of hospital facilities within the town. The Hospital is the largest single employer in the Study Area, accounting for approximately 1,300 employees. There is a link between health and economic development, and in turn to quality of life. Populations with poor health as well as poor education conditions find it harder to achieve sustained economic growth and generally have a poor quality of life. Our Lady of Lourdes Hospital is recognised for the vital role it plays in health care provision and employment.

#### Policy HC 29

Support the continued development of Our Lady of Lourdes Hospital as a major acute hospital

#### 6.8.7 Private Medical Centres and Hospitals

A private medical centre or hospital is owned by a for-profit company or a non-profit organisation and privately funded through payment for medical services by patients themselves, by insurers, or by foreign embassies. In Drogheda and across Ireland as a whole, people are increasingly opting to avail of private medical facilities. As such the demand for private medical centres and hospitals is on the increase. It is anticipated that this trend shall continue over the Plan period.

Private hospitals and medical care facilities are often based on the development of multidisciplinary medical teams. New medical facilities require a substantial amount of space and must be accessible to all members of the public including the elderly and less able bodied.

When accessing applications for private medical facilities and hospitals the Planning Authority shall have regard to the following matters:

- **Locality.** The Planning Authority considers that private medical facilities and hospitals would be best located within or adjacent to existing Neighbourhood Centres. They would also be considered on civic community or institutional lands and at upper floor level on Town Centre lands or where there is an existing agglomeration of community

uses. The Planning Authority shall have regard to the existing character of the area in which the proposal is to be located and the compatibility of the use in such an area.

- **Siting.** Due regard should be had to the size of site, its configuration and any physical characteristics and constraints attaching thereto, including the position of the buildings.
- **Traffic.** That access requirements can be met. That the existing road network can satisfactorily accommodate any additional traffic from the proposal. On and off street parking and servicing requirements can be met taking into account provision for staff, (full-time and part-time) visitors, ambulances, service vehicles, taxis etc and bearing in mind the capacity of the site/area to accept them.
- **Amenity.** Due regard will be given to the effect of Private hospitals and medical care facilities on the amenity of area in question, both visually and with regard to noise, nuisance and general disturbance.
- **Design and Layout.** In cases other than change of use it is important to ensure that the design and layout of buildings on site are satisfactory in themselves and in relation to adjoining properties. The Planning Authority will have regard to the height, scale, massing, space around buildings, distances from boundaries etc and to the provision of garden amenity space for use by residents.
- **Landscaping.** The impact of any proposals on existing landscaping will be considered together with the need for the provision of new or additional landscape treatment on any proposed site.
- The facilitation of public transport needs should be met in terms of road layout, carriageway layover provision, passenger waiting facilities and the siting of such infrastructure in close, safe proximity to the principle entrances of the medical centre / hospital. Public transport infrastructure should, wherever possible avoid the need for users to negotiate vehicular traffic when accessing the building (s)

### Policy HC 30

Promote the development of Medical facilities within the town, Neighbourhood centres and close to public transport nodes.

#### 6.8.8 Community Buildings and Sports Facilities

Community buildings, sports and recreational facilities play a very important role in fostering a sense of community identity and well being. With the substantial increase in population in the County and projected further growth, it is important that the necessary facilities are provided in the town and in new residential developments.



In 2006 the *Louth Local Authorities Sports and Recreation Strategy 2006-2012* was published. The aim of this strategy is to establish a set of strategic objectives to increase opportunities for sport, recreation, play and leisure for the inhabitants of the County. The Council will seek to secure the implementation of this strategy over the period of this Plan. A specific set of actions for Drogheda have been established through the strategy. A number of the actions have already become reality and it is anticipated that more of the infrastructural matters will be addressed during the course of the Plan.

#### **Policy HC 31**

Ensure that adequate provision is made for community building, sports and recreational facilities, including playing fields and childrens play areas in Master Plans and residential proposals, and other developments having regard to the Louth Local Authorities Sports & Recreation Strategy 2006-2012. These may include facilities such as a cycle network for the Borough.

Resist the loss of existing social and community facilities and playing fields.

#### **6.8.9 Dual Usage of Existing and New School Buildings**

Drogheda Borough Council recognises the importance of providing existing communities with a varied range of community facilities but acknowledges that it is difficult to retro fit new community buildings into existing built up neighbourhoods. Often schools are the hubs of neighbourhoods and accessible to a wide section of the population. School buildings are seldom used in the evening time, at weekends or during holiday periods. The opportunity therefore arises to utilise existing and new school buildings for community purposes at times when the school is not in operation. Drogheda Borough Council considers that this would result in an effective use of resources and would contribute to sustainable development.

#### **Policy HC 32**

Encourage and facilitate co-operation between relevant bodies to ensure that existing and new schools can be used for community purposes.

#### **6.8.10 Disabled Persons**

The Barcelona Declaration 2002, of which Ireland is a signatory, advocates the right of disabled people to equal opportunities and recognises their contribution to society and the environment they live in. Under the terms of the Barcelona Declaration, the Council consulted with people with disabilities and adopted the *Louth Local Authorities Disability Implementation Plan 2008 -2015*. This Plan outlines actions that the Local Authority will take to ensure that persons with disabilities and impaired mobility have unrestricted access to their buildings and services.

In addition, Part M of the Building Regulations 1990 requires that all public and private buildings should have provision for suitable access for disabled persons.

There has been much criticism in the past of public buildings where the available facilities are inadequate and in particular the location of the public rest rooms. Although

all public buildings shall be compliant with Part M of the Building Regulations, it is also essential to require the provision of resting facilities and public toilets adjacent to all entrances/ exits.

**Policy HC 33**

Seek to ensure that public buildings include rest facilities for those with special needs and public toilets at main public entrance/ exit.

**6.8.11 The Library Service**

Louth County Council is the authority responsible for the library service in the town. The library facility is not merely concerned with the lending of books but it also hosts numerous visits by school classes, adult students and other groups. Progress has been made in the expansion of IT facilities for the public. This includes courses for public use on a number of terminals, public cards for use on public internet terminals and the provision of a wide selection of CD ROMs.

The Mobile Library which is managed by Louth County Council is a service that aims to reduce inequalities in accessing information brought about by a variety of reasons such as a lack of transport. The Mobile Service also serves the less advantaged areas in the community, visiting Local Authority housing estates throughout Drogheda. Special attention is given in stock provision to provide a service to mothers and young children and to the elderly. The mobile library also services some of the settlements beyond Drogheda Borough which act as feeders to the town.

**Policy HC 34**

Support the continued development of library service in Drogheda and the wider south Louth area.

## Chapter 7 Recreation and Amenity

### 7.1 Introduction

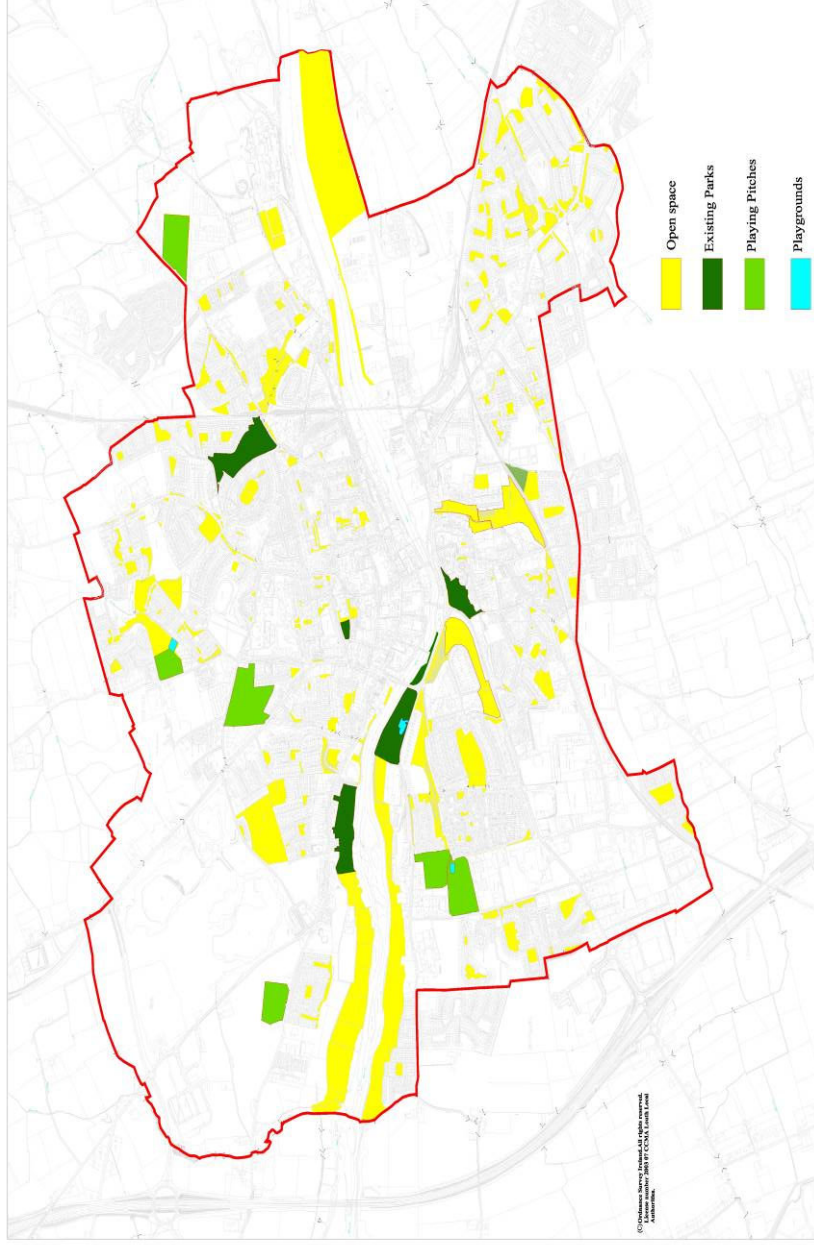
Recreation and amenity are essential components in the creation of a high quality of life. Drogheda Borough Council recognises the importance of an adequate provision of attractive and conveniently located open spaces throughout the town. Drogheda has a wide variety of open spaces including outdoor sports facilities, parks and gardens, amenity green space and children's play areas, as well as also natural and semi-natural urban green spaces, green corridors and civic spaces. It includes not just land, but also inland bodies of water that offer important opportunities for sport and outdoor recreation and which can also act as a visual amenity. Open spaces can provide a variety of functions including active recreation, passive recreation, visual amenity, ecology, drainage management and socio economic needs. The protection of public open space is consistent with the principles of sustainable development.



Drogheda has an attractive physical setting. The Boyne River flows through the heart of the town and there are a number of designated environmental areas of national importance. Drogheda also boasts a rich historical fabric. The integration of Drogheda's natural and built heritage and recreational facilities combine to form an indispensable resource in terms of quality of life for residents.

It is acknowledged that due to lack of land and resources, the opportunities for the development of new facilities e.g. playing fields are limited. Notwithstanding this, the Borough shall endeavour to protect and enhance existing recreation and amenity facilities. The Borough will also resist development that would result in the loss of public or private open space, playing fields, parks, children's play areas and public amenities and facilities.

Map 7.1: Areas of Public Open Space



**Strategic Objective 7** Protect and enhance existing recreation and amenity facilities within the Borough and secure the provision of additional facilities subject to demand and availability of land and resources.

### 7.1.1 Objectives pertaining to Open Space

- Protection of existing green areas and public open spaces which provide for the passive and active recreational needs of the population
- Improvement in the quality and range of recreational uses provided within parks and public open spaces
- Provision of new parks and green spaces with recreational facilities which are designed to a high standard
- Development and improvement of access and linkages between parks and public open spaces

It is important to increase levels of local participation and promote the development of opportunities for all groups to become involved in sports and amenity activities. This is particularly relevant in the case of disadvantaged groups and specific target groups such as the elderly, females, people with disabilities, unemployed people, ethnic minorities and those who live in disadvantaged communities. The provision of both passive and active recreational opportunities should be included in public open space and park lands in order to meet the needs of all sections of the community.

### Policy RA 1

Secure the provision of public parks, open spaces and recreational facilities which are well designed, suitably proportioned and accessible to all sections of the community.

### 7.1.2 Local Authorities Sports and Recreation Strategy and Play Policy

The *Louth Local Authorities Sports and Recreation Strategy 2006 – 2012* outlines the Councils' commitment to the development of quality opportunities and facilities for sport, recreation and leisure activities for all through the protection and development of both leisure and amenity resources. The adoption of the *Louth Play Policy in 2006* and its implementation has raised awareness of the need to provide high quality, age appropriate play facilities and opportunities throughout Drogheda for all children.

There is presently a playground at St Dominick's Park, two playgrounds at Moneymore one of which is a multi use games area (MUGA) and a MUGA within the sports grounds at Rathmullen. Planning permission was also recently granted for a MUGA at Rowan Heights. The Council shall endeavour to upgrade existing facilities and provide further playgrounds subject to demand and resources



There is presently a playground at St Dominick's Park, two playgrounds at Moneymore one of which is a multi use games area (MUGA) and a MUGA within the sports grounds at Rathmullen. Planning permission was also recently granted for a MUGA at Rowan Heights. The Council shall endeavour to upgrade existing facilities and provide further playgrounds subject to demand and resources

**Policy RA 2**

Implement the *Louth Local Authorities Sports and Recreation Strategy 2006 – 2012* and the *Louth Play Policy 2006*.

Require developers to provide play and recreational facilities in new residential areas where there is an identified need.

Resist the loss of recreational and amenity land and facilities and ensure that new developments do not impact negatively on either existing facilities or designations.

**7.1.3 Public Parks**

Urban parks are a desirable asset. Existing parks in Drogheda contribute to the quality of life and overall sense of well being of those living in the town. Drogheda has experienced significant growth in recent years and large depositories of land have vanished. Public parks and open space should be dispersed in a coherent fashion according to a defined hierarchy and should provide for district, neighbourhood, local and pocket parks. Ideally, all households should have access to each level of open space within the hierarchy, at an acceptable distance. Despite the scarcity of public parks, many of the green open spaces within the town remain underutilised. Drogheda Borough Council shall endeavour to provide a hierarchy of public parks to meet the needs of residents by developing new public parks on open spaces which are presenting underutilised.



The following table contains details of existing parks in Drogheda and objectives for their upgrading and future development.

**Table 7.1: Existing Parks in Drogheda**

<b>Name</b>	<b>Approx Size</b>	<b>Objective</b>
St Dominick's Park and the Ramparts walkway	4.9ha	To protect and enhance the existing amenities of the park.
The Glen including the Glen Children's Garden.	4.2ha	To protect and enhance the existing amenities of the park.
Northern side river walk way	5.04ha	To protect and enhance the existing amenities of the park.
Buttergate	1.4ha	To protect and enhance the existing amenities of the park & to protect the town walls.
Rope Walk	0.29ha	To protect and enhance the existing amenities of the park.
The Dale	7.6ha	To enhance the existing amenities for recreation purposes. Protect the areas rich bio-diversity.
Lands adjacent to the bus station, Ballsgrove & Grove Hill	7.2ha	To enhance the existing amenities for recreation purposes. Protect the areas rich bio-diversity.

### **Policy RA 3**

Protect and enhance existing public parks in Drogheda in order to provide for passive and active recreational needs of all sections of the community.

#### **7.1.4 Sports and Recreational Organisations operating in Drogheda**

Drogheda has a wide range of sport, leisure and recreation facilities and organisations. The Borough recognises the importance which these play in the quality of life enjoyed by the Borough. There may be benefits to be gained by encouraging the multiple usage of sports, recreational



and community facilities which could help achieve greater efficiencies thus giving wider access to a variety of sports clubs, organisations and the general public. In recent years a number of recreation and sporting facilities have opened in Drogheda including a new purpose built swimming pool and gym on Marleys Lane. This facility will be expanded during the lifetime of the plan. There are also a number of private gyms and leisure facilities within the Plan area including the Boyne Valley Hotel and Country Club, Jackie Skelleys at the MI Retail Park and Westgate Fitness and Leisure Centre at the Boyne Business Park.

## Chapter 7 Recreation & Amenity

It is acknowledged that some sporting facilities within the Borough such as the athletic facilities at the Lourdes Stadium are in need of modernisation and upgrading. The Lourdes Stadium covers 3.75 acres of land, 60% of which is owned by Drogheda Borough Council and the remainder by the parish of St Peter's. The stadium was built in the 1950's and will undergo redevelopment during the course of the plan.

Louth County Council's, North Drogheda Environs Master Plan has identified lands to the north of the Borough in a newly designated "Neighbourhood Three" where a new campus and sports centre is to be located. This will include provision of a public park and sports facilities catering for the sports and recreational needs of those residing in the Northern Environs Area and also those residing in the Borough itself.

**Table 7.2: Sports and Recreational Facilities in Drogheda**

<b>Name of Sports Facility</b>	<b>Sports &amp; Recreational Clubs Listed as within Drogheda and Environs</b>
Adventure Sports	Funtasia
Angling	Drogheda & District Anglers & Drogheda Course Anglers Club
Athletic Clubs	Drogheda & District A.C, Boyne A.C
Australian Rules	Drogheda Dockers
Badminton Clubs	Greenhill College Badminton Club & O'Raghallaighs
Basketball Clubs	Bullets & Drogheda Basketball Clubs
Bowls Clubs	Boyne Bowls Club & St Patricks & Stoney Lane Bowls Club
Bridge Clubs	The Gate Bridge Club Donore Bridge Club The Star and Crescent Bridge Club
Road Bowls Clubs	Drogheda and District Road Bowls Club
Boxing Clubs	Drogheda Amateur and Holy Family
Chess Club	Drogheda Chess Club
Cycling Club	Drogheda Wheelers Cycling Club
Gaelic Football Clubs	Newtown Blues GFC; Oliver Plunketts GFC; O Raghallaighs GFC, St Nicholas GFC; Wolfe Tones GFC,
Soccer Clubs	St Lawrence's Gate F.C. River Celtic F.C Drogheda Boys F.C Cedarfield F.C Bay F.C Drogheda Town F.C Boyne Rovers F.C Drogheda United F.C
Handball & Squash	O' Raghallaigh GFC

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Hillwalking	Tredagh Trekkers Hillwalking & Mountaineering Club.
Kayaking, canoeing Club	Silverbridge KC
Martial Arts	Boyne Valley Taekwon Do School & Drogheda School of Karate Judo Club Drogheda.
Pigeon Racing	Boyne Valley
Pitch & Putt Clubs	Cement Road Mc Bride
Rugby	Boyne R.F.C
Snooker	Whitworth Leisure Centre
Special Needs club	One in existence
Swimming and Water Sports	Drogheda Swimming Club Drogheda Water Polo Club
Table Tennis	Saint Paul's Table Tennis Club
Tennis	Boyne Valley Leisure Centre

**Policy RA 4**

Resist the loss of private sporting and recreational facilities within Drogheda Borough.

Co-operate with local sporting / recreational organisations, community groups and schools to facilitate grouping of sports activities and multiple usage of sports, recreational and community facilities.

Co-operate with local sports and recreation organisations to establish their requirements in relation to space and facilities.

Encourage the development of public private partnerships in the development of the recreational facilities.

Drogheda Borough Council will identify opportunities for the provision of playing fields for the benefit of all citizens of the Borough where such opportunities arise including provision through the Borough Council in conjunction, if appropriate with adjacent local authorities, voluntary groups, the private sector and / or other stakeholders.

Seek to develop strategic partnerships with key stakeholders in developing clustered playing fields for the benefit of all sports and recreational organisations with the Borough, within the lifetime of the Plan.

Drogheda Borough Council will identify opportunities for the provision of playing fields for the benefit of all citizens of the Borough where such opportunities arise including provision through the Borough Council in conjunction, if appropriate with adjacent local authorities, voluntary groups, the private sector and/ or other stakeholders, delivered within the lifetime of the Plan.

Seek to develop strategic partnerships with key stakeholders in developing clustered playing fields for the for the benefit of all sports and recreational organisations within the Borough.

**Table 7.3: Playing Fields and Pitches in Drogheda**

<b>Name</b>	<b>Approx Size</b>	<b>Policy Objective</b>
O' Raghallaighs GFC	4.45ha	To protect and preserve the existing pitch and ancillary facilities.
Newtown Blues GFC	3.36ha	To protect and preserve the existing pitch and ancillary facilities.
Jim Pentony Park	2.93ha	To protect and preserve the existing pitch and ancillary facilities.
Sports Ground along Marleys Lane	4.08ha	To protect and preserve the existing playing fields and ancillary facilities.
Oliver Plunketts	2.66ha	To protect and preserve the existing pitch and ancillary facilities.
Moneymore Playing Fields	3.38ha	To protect and preserve the existing playing fields and ancillary facilities.

Drogheda Borough Council will resist the loss of playing facilities and insist that where proposed developments would result in a reduction or loss, provision of replacement facilities be provided at an accessible location.

#### 7.1.5 Integration of Natural Heritage and Recreation

Open space, whether or not there is public access to it, is important for its contribution to the quality of urban life. Open space contributes positively to the character, attractiveness and vitality of Drogheda. Open space also provides a range of other functions including;

- Providing valuable areas for nature conservation and promotion of biodiversity
- Acting as a buffer between conflicting land uses
- Helping to reduce and alleviate flood risk
- Providing pedestrian linkages
- Providing 'green lungs' which can assist in meeting improving air quality which is vital in built up urban areas such as Drogheda

Ultimately open space and the use of such space contributes to the health and quality of life for all. Drogheda Borough Council shall strive to improve access to existing open spaces through the provision, where feasible, of pedestrian accesses and routes to form a town wide network.

#### 7.1.6 Riverwalk Way along the Boyne

The River Boyne flows through the heart of the Drogheda. The people of Drogheda have benefited from the attractive natural environment provided by the River Boyne with the opening of the Ramparts River Walk on the southern side of the Boyne. This provides an active recreational open space where people from all sections of society can enjoy walking, jogging and cycling in a safe and secure environment. In order to capitalise fully on the river's potential, all developments fronting the Boyne will be required to provide a continuous public boardwalk or walkway along the stretch of the river and adhere to specific development criteria for this walkway. Any proposals for walkway development must comply with policy HC 12 (Chapter 4) with respect to design and impact on Natura 2000 sites beyond the Heritage Quarter.

#### 7.1.7 Public Rights of Way

Public rights of way enable the enjoyment of high quality amenity areas and are an economic asset to the Borough. Drogheda Borough Council is committed to preserving public rights of way, creating new ones where deemed appropriate and promoting greater use of existing ones.

#### **Policy RA 5**

Develop a public pedestrian / cycle network by preserving and protecting existing rights of way and by creating new rights of way in the interest of amenity and as the opportunity or need arises.

### 7.1.8 Ecological Corridors

An ecological corridor is used by wildlife, potentially allowing movement of flora and fauna between two areas. Ecological corridors are a key element in the creation of an ecological network.

Ecological corridors have the vital role of facilitating the movement and migration of species between core and adjacent areas. Ecological corridors can be provided by roadside verges, railway lines, rivers and other such features. They may vary in size and shape.

Drogheda Borough Council will investigate the feasibility of designating ecological corridors linking the selected potential biodiversity rich sites identified in the Drogheda Biodiversity Strategy 2008. The Council shall also examine the possibility of integrating and linking ecological corridors with areas of public open space.

#### **Policy RA 6**

Identify and protect and enhance ecological corridors, based upon existing natural and manmade features.

Link and integrate ecological corridors with areas of public open space.

### 7.1.9 The Boyne River

The Boyne River is an important amenity feature for the inhabitants of the town and the surrounding area. It requires protection particularly having regard to Loughboy Callows designation as part of the River Boyne and River Blackwater SAC as well as, the designation of Stragrennan Polder as a part of the Boyne Estuary SPA. Stragrennan Polder has been rezoned as open space thereby reflecting its ecological and biodiversity importance

A strip of land to the south of the Boyne has been also been rezoned as public open space providing an important ecological corridor between the existing open space to the south of the Boyne and the Stragrennan Polder.

The Council shall investigate opportunities to provide access for passive recreational and amenity purposes in these areas subject to the preparation of an appropriate assessment where there may be infringement upon a Natura 2000 site.

#### **Policy RA 7**

To investigate the potential of facilitating non invasive access to the River Boyne utilising, where feasible buffer zones between Natura 2000 sites and surrounding development. Any proposals which might impinge upon the integrity of a Natura 2000 site shall ensure that a screening exercise for Appropriate Assessment is carried out. Where required, full Appropriate Assessment shall be carried out for any plan or project which, individually, or in combination with other plans or projects, is likely to have a significant direct or indirect impact on any Natura 2000 site.

## Chapter 8 Conservation and Heritage

### 8.1 Introduction

Drogheda is one of Ireland's most historic towns and has a unique and diverse urban character thanks to its rich built and natural heritage. Drogheda was built as two planned, walled towns, one on either side of the Boyne, more than 800 years ago. It was one of the most important towns and ports in the English Pale in medieval Ireland (its walls surrounded a much larger area than did those of Dublin). The two towns were united in 1412 and Drogheda retained County Borough status until the setting up of the County Councils in 1899, when it became part of Louth. Drogheda has distinctive street and lane patterns, streetscapes, historic sites, fine public buildings and buildings of historic significance. The town



also has an abundance of archaeological sites. Drogheda has an exceptionally rich natural heritage with its two European wildlife sites (one SPA and one SAC) containing a considerable diversity of plant and animal species some of which are of international importance. The protection of this built and natural heritage is vital as it is the cornerstone of the town's appeal as a place to live, work and visit. The built and natural heritage also provides a sense of character and identity to Drogheda.

The built environment of Drogheda is of particular note given the town's historical importance and the fact that much of the medieval grain remains intact and is interspersed with a variety of notable buildings which together combine to provide a rich urban tapestry.

The natural and built environments of the Plan area play an intrinsic part in the character and development of the town and environs. They must be protected in order to enhance the quality of life for residents and visitors alike. If Drogheda is to develop in a sustainable way which accommodates economic diversity and conservation of its natural and built heritage then environmental, heritage and economic development strategies must be closely integrated and mutually supportive.

In order to secure the protection of the natural and built environment of the town and its environs it is important to provide appropriate guidance to potential developers. The National Biodiversity Plan promotes shared responsibility for environmental protection by public bodies, private enterprises and the general public. This principle of shared

responsibility will be applied to all aspects of the conservation and protection of heritage in order to achieve the strategic objectives of the Plan. The Biodiversity Action Plan for Louth 2008-2012 provides the framework for the protection and enhancement of Louth's biodiversity.

**Strategic Objective 8** Protect and enhance the natural and built environment as an inherent part of the heritage of the Drogheda Borough Council Plan area.

Objectives:

- To protect and enhance the natural and built heritage of the Drogheda Plan area.
- To safeguard the natural and built environment as a resource in its own right and ensure that future generations can understand and appreciate their heritage.
- To interpret and promote the importance of archaeological, architectural and other aspects of the built and natural environment of cultural significance
- To protect and enhance the quality of the natural and built environment as an asset in promotion of tourism and enhancing the image of Drogheda as a place to live and visit.

## 8.2 Natural Heritage and Biodiversity

### 8.2.1 Heritage

Heritage is defined as items such as monuments, archaeological objects, heritage objects, architectural heritage, flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, heritage gardens and parks and inland waterways. The Louth County Heritage Plan 2007-2011 provides guidance on these issues and other topics which the people of Louth have identified as being part of their heritage. Heritage can extend to include place names, local history and traditions. The aim for the Louth Heritage Plan is to *'coordinate the conservation, management and sympathetic development of the county's heritage and to encourage community pride in, and responsibility for, the implementation of the Plan'*. The Development Plan will support the objectives and actions contained in the Heritage Plan.

#### Policy CH 1

Support the implementation of the County Heritage Plan which aims to *'coordinate the conservation, management and sympathetic development of the county's heritage and to encourage community pride in and responsibility for, the implementation of the Plan'*.

### 8.2.2 Biodiversity

According to the National Parks and Wildlife Service, biodiversity is a term intended to describe all of nature's variety. It refers to all aspects of variety in the living world, including the variety of species on the planet, the amount of genetic variation that exists within a species, the diversity of communities in an ecosystem, and the rich variety of landscapes that occur on the planet. Biodiversity comes under threat through habitat destruction, invasive species, pollution and overharvesting of natural resources.

The Convention on Biological Diversity (CBD) 1992 was the first global agreement on the conservation and sustainable use of biodiversity. The Convention refers to the ecological, genetic, social, economic, scientific, educational, cultural, recreational and aesthetic values of biological diversity. Ireland ratified the Convention in 1996 and it was translated into an Irish context through the publication of the *National Biodiversity Plan in 2002*. The parties to the convention have committed themselves to reducing the rate of loss of biodiversity by 2010, while the European Union has determined to halt the loss of biodiversity in the Union by the same year. One of the actions of the National Biodiversity Plan was for each Local Authority to prepare a Local Area Biodiversity Plan in consultation with relevant stakeholders. Louth Local Authorities have adopted a Biodiversity Action Plan for Louth covering the 2008 – 2012 period. As a sister document to this, a localised version for Drogheda, has been developed.

The Biodiversity Action Plan for Drogheda was approved by Drogheda Borough Council in 2009. The Plan contains a set of actions focussed particularly on specific geographical areas which are specifically designed to protect the ecology and biodiversity of the Borough including both flora and fauna and the habitats which they occupy.

### Policy CH 2

Support the implementation of the recommendations of the Biodiversity Action Plan for Louth 2008-2012 and support the implementation of the Biodiversity Action Plan for Drogheda 2009

#### 8.2.3 Special Protection Area (SPA) and Special Areas of Conservation (SAC)

Special Areas of Conservation (SACs) are wildlife conservation areas designated and protected under the EU habitats directives and supported by Irish legislation. The relevant Irish law is the European Union (Natural Habitats) Regulations, 1997 as amended in 1998 and 2005. The Directive lists certain habitats and species that must be protected within SACs.

The EU Birds Directive designates Special Protection Areas (SPAs) throughout the Union which protect the breeding and wintering grounds of migratory birds.

Both SACs and SPAs are 'European sites' under the meaning of the Planning and Development Act 2000 and are also jointly referred to as 'Natura 2000' sites. Refer to Map 8.1 Special Protection Area and Special Area of Conservation and Map No.2 in Appendix 11..

#### 8.2.4 Boyne Coast and Estuary SPA

The Boyne Estuary, including Stragrennan Polder, is designated as a SPA under the European Union's Birds Directive. The Boyne Estuary SPA is of conservation interest for the following species: Shelduck, Oystercatcher, Golden Plover, Grey Plover, Lapwing, Knot, Sanderling, Black-tailed Godwit, Redshank, Turnstone and Little Tern. Stragrennan Polder which straddles the Borough boundary, is included in the Boyne Estuary SPA. Stragrennan Polder is a large inter-tidal wetland owned by Drogheda Port Company, situated on the southern bank of the Boyne, to the east of the town. The habitat has been created from river dredging and includes islands, mudflats, wet

grassland, reedbeds, dry grassland, sandbanks and hedgerows. The site supports a rich biodiversity containing an extensive range of plant species which provide an important habitat for birds. The Boyne Coast and Estuary SPA is also a proposed Natural Heritage Area (pNHA).

### 8.2.5 River Boyne and River Blackwater SAC

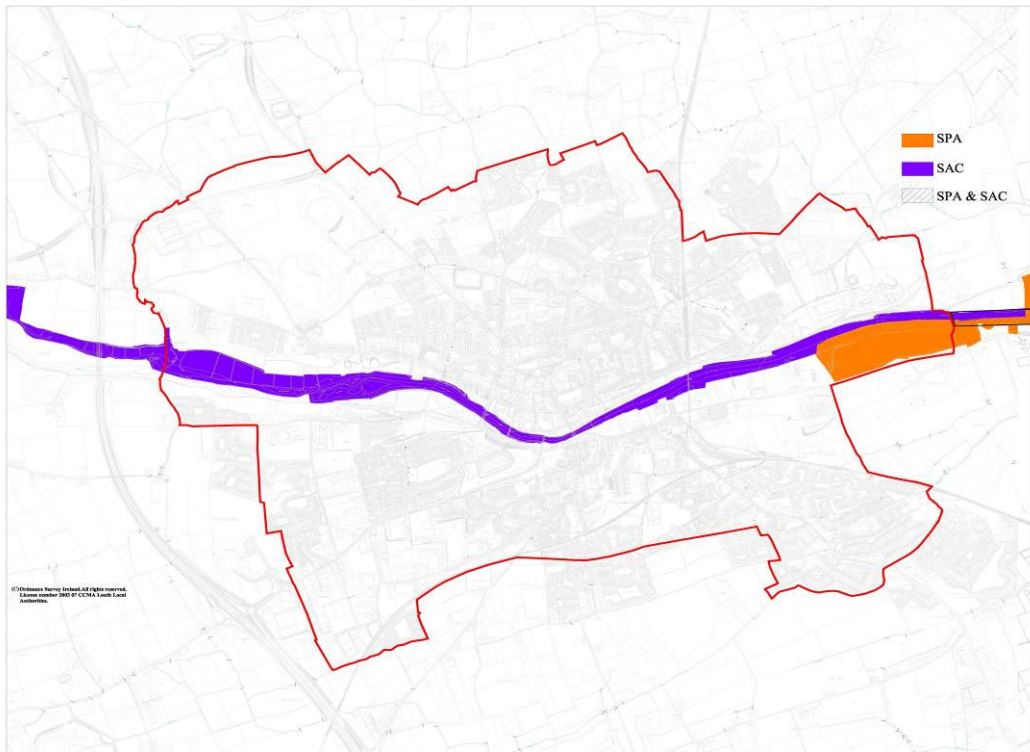
The River Boyne and River Blackwater SAC comprises the freshwater element of the River Boyne from where it abuts the Boyne Estuary SAC (downstream of Drogheda town centre) as far upstream as the Boyne Aquaduct (which carries the Royal Canal over the river at Longwood, County Meath), the Blackwater River as far as Lough Ramor and the Boyne tributaries including the



Deel, Stoneyford and Tremblestown Rivers. The site is a candidate SAC selected for alkaline fen and alluvial woodlands, both habitats listed on Annex I of the E.U. Habitats Directive. The site is also selected for the following species listed on Annex II of the same directive – Atlantic Salmon, Otter and River Lamprey.

The River Boyne and River Blackwater SAC includes the section of the Boyne River running through the Borough of Drogheda. Callows and reed beds, commonly known as Loughboy Callows, are located to the west of the town and are partly incorporated in the aforementioned SAC. The Loughboy Callows are made up of a mosaic of habitats including reed bed, alluvial islands, freshwater, species-rich grassland, mature hedgerow and native scrub providing a diverse habitat for a variety of species including bats, butterflies, moths and birds.

**Map 8.1: Special Protection Area and Special Area of Conservation.**



### 8.2.6 Sites with a European/ Natura 2000 Designation

Development proposals which may have an impact on a Natura 2000 site will be required by Drogheda Borough Council to submit an Appropriate Assessment which must be carried out by a suitably qualified expert. Where the development is of such a scale or nature that an Environmental Impact Statement is required by law, the appropriate assessment may be carried out as part of the EIS

#### Policy CH 3

Protect the designated Boyne Estuary SAC and SPA and the River Boyne and Blackwater SAC from any adverse impacts of development and to require appropriate assessment of any development likely to have an impact on such sites.

### 8.2.7 Appropriate Assessment / Habitats Directive Assessment

The Habitats Directive requires that the impacts of any plans or projects likely to affect Natura 2000 sites are assessed by the planning authority. This process is known as Appropriate Assessment or Habitats Directive Assessment. Appropriate Assessment means an assessment, based on best scientific knowledge, of the potential impacts of a plan or project, wherever located, on the conservation objectives of any Natura 2000 site and the development, where necessary, of mitigation or avoidance measures to preclude negative effects. The impacts assessed must include the indirect and cumulative impacts of approving the plan or project. While the responsibility for carrying out appropriate assessment lies with the planning authority, applicants for planning permission must provide sufficient information with a planning application to enable the authority to complete the screening process and full appropriate assessment if screening cannot

exclude significant effects on Natura 2000 sites. For projects requiring full appropriate assessment it is the responsibility of the project proponents to have a Statement for Appropriate Assessment prepared for submission to the planning authority as part of the planning application.

Drogheda Borough Council will consult with the Prescribed Bodies, and other Government agencies where appropriate, when considering plans or projects which are likely to affect Natura 2000 sites. In accordance with Article 6(3) of the Habitats Directive the Council will normally only grant permission in cases where it is clearly demonstrated that, a proposed development either individually, or in combination with other plans and projects, will not adversely affect the ecological integrity of a Natura 2000 site or sites. Following a finding that a proposed development will adversely affect the integrity of a Natura 2000 site, planning permission may only be granted in exceptional cases, in the absence of any alternatives, for imperative reasons of overriding public interest subject to the strict requirements of Article 6(4) of the Habitats Directive.

#### Policy CH 4

Ensure screening for appropriate assessment and, where required, full Appropriate Assessment is carried out for any plan or project, which individually, or in combination with other plans and projects, is likely to have a significant direct or indirect impact on any Natura 2000 site or sites.

#### Policy CH 5

Ensure planning applications for proposed developments likely to have significant direct or indirect impacts on any Natura 2000 site or sites is accompanied by a Statement for Appropriate Assessment prepared in accordance with the Guidance issued by the Department of the Environment, Heritage and Local Government (Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, December 2009). Strictly protect areas designated or proposed to be designated area plans or amendment/variation to it proposed under the Planning and Development Act 2000 (as amended) must be screened for any potential impact on areas designated as Natura 2000 sites [normally called Special Areas of Conservation (SACs) or Special Protection Areas (SPAs)].

### 8.2.8 Ecological Corridor

Biodiversity is short for biological diversity. It is the term given to the variety of life on Earth and refers to habitats, species and the variety within species that exist on our planet. This includes animals, including man, plants, fungi, micro-organisms and their habitats.

In terms of biodiversity, urban habitats are sometimes considered to be less important than their rural counterparts. Towns such as



## Chapter 8 Conservation & Heritage

Drogheda have a wide variety of habitats where plants and animals live, grow, eat, breed and rest. These are outlined below:

- Door step and communal green space.
- Private gardens
- Institutional land,
- Groups and lines of trees
- Hedgerows
- Open Space
- Local parks,
- Playing fields.
- River and stream corridors,
- Disused quarries
- Grass verges

Drogheda is rich in biodiversity, this is reflected in the designation of the Boyne Estuary SAC and SPA and the River Boyne and Blackwater SAC. Past wildlife conservation has focused on key sites, of which many have become protected areas. These sites do not operate in a vacuum. It is now recognised that the approach of protecting individual sites is insufficient to ensure the survival



of valued habitats and species, many of which utilise the wider landscape outside protected areas. Therefore it has become clear that individual sites supporting biodiversity need to be linked into a wider network of ecologically important habitats. This is just as important in urban areas such as Drogheda, which have been found to harbour a surprising range of biodiversity.

With the assistance of funding from the Heritage Council, consultants were appointed by Louth County Council in 2008 to inform and assist Drogheda Borough Council with the management and implementation of biodiversity initiatives in the Borough. The Drogheda Biodiversity Action Plan examined eight areas of open space for potential biodiversity. These included

- Drogheda landfill and disused quarry at Mell,
- Bully's Acre,
- St Dominick's Park,
- Stragennan Polder,
- The Dale,
- Loughboy Callows,
- Stameen Woodland Walk
- The area around the Bus Station.

Drogheda Borough Council considers that the most appropriate means of linking areas rich in biodiversity is to designate an ecological corridor or corridors. Ecological

corridors have the vital role of facilitating the movement and migration of species between core and adjacent areas. Ecological corridors can be provided by roadside verges, railway lines, rivers and other such features.

The River Boyne flows through the centre of the town, providing an important habitat for birds and other wildlife. It is considered that this should provide the green spine for the ecological corridor linking other sites of biodiversity importance including Loughboy Callows, St Dominick's Park and Stragrennan Polder, as well as the area around the Bus Stop and also the Dale. The Dale links with Bully's Acre, both of which are identified in the Biodiversity Plan for Drogheda as being of high conservation value. Existing back gardens, trees and grass verges provide stepping stones, enabling flora and fauna to move between habitats.

The most significant trees and woods in Drogheda are located close to or south of the River Boyne. This linear woodland feature extends west along the river. The woodland is also connected eastward and downstream through areas of scrub at the Ramparts Walk and St Dominick's Park to the large area of recently planted woodland at Highfield. From there, areas of mature trees (retained within the grounds of the grand houses that once dominated the southern banks of the river) extend along the Dublin Road providing an important link with the Stameen Woodland, which is identified as a biodiversity rich habitat in the Drogheda Biodiversity Plan Action 2008.

Donor's Green is located to the North of the River Boyne and it provides an important ecological link to 'the Glen' which consists of rough grassland and the public park including the fish pond and children's play area at Yellowbatter.

Drogheda Borough Council cares about the environment and maintaining the town's rich biodiversity is a challenge. Preserving connections between habitats, allowing free flowing movement of species from one to another helps to maintain and improve the town's biodiversity. The size, number and location of patches contribute to how they function as habitats within the landscape and the degree that species can move between them.

There is also the potential to provide linkage and integration of ecological corridors with areas of public open space. This will improve the overall accessibility of areas rich in biodiversity to members of the public. Refer to Map 8.2 Ecological Corridor

### Policy CH 6

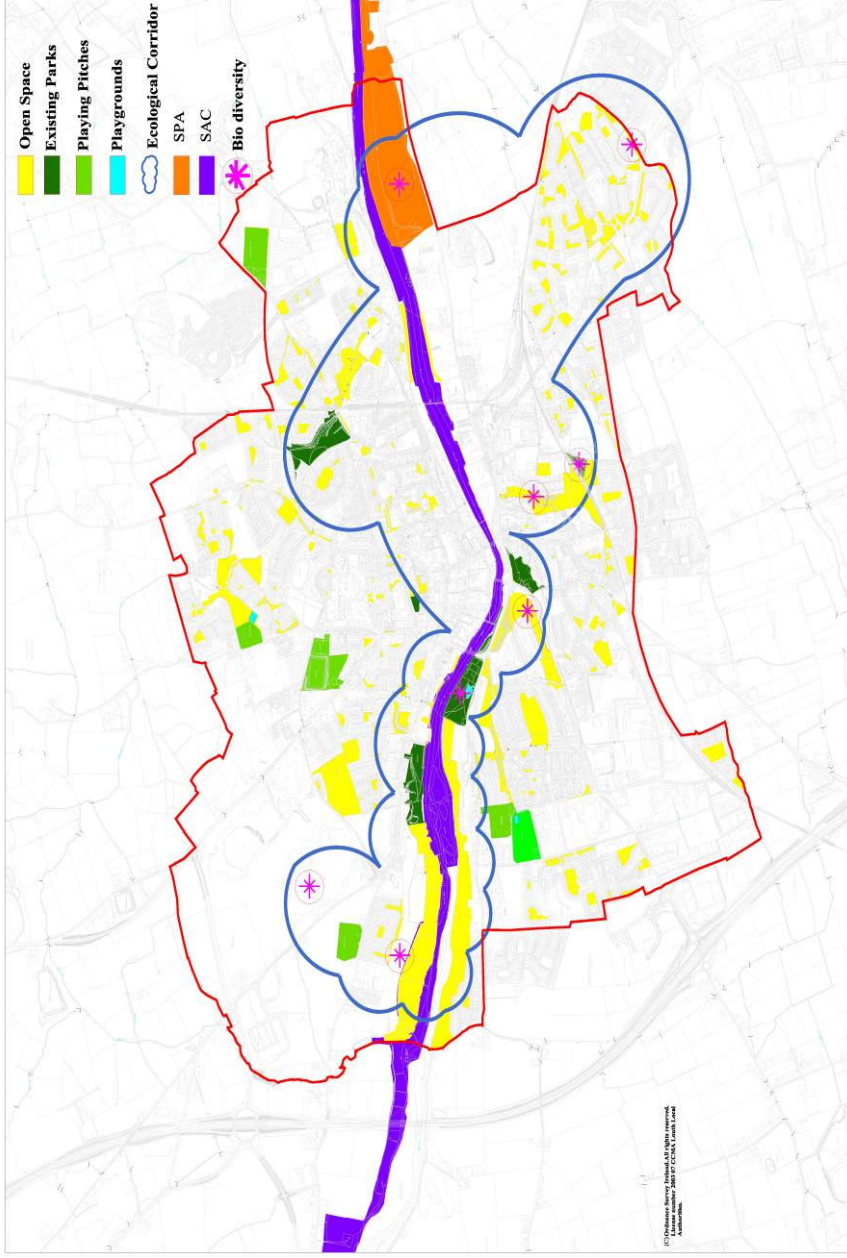
Identity, protect and enhance ecological corridors based upon existing natural features. Implement recommendations contained within the Drogheda Biodiversity Action Plan 2008.

Demonstrate and inform the public of the value of and need to protect and enhance bio diversity in Drogheda including through the provision of interpretation boards and public events.

Link and integrate ecological corridors with areas of public open space.

Where feasible and appropriate outside the core town area, buffer zones between Natura 2000 sites and surrounding development may be established.

Map 8.2: Ecological Corridor



### 8.2.9 Landscape

Landscape character is determined by the interaction of human activity and the natural environment and Drogheda has its own unique landscape heritage dominated by its riverside location. The River Boyne, which runs through the centre of the town, forms a distinct and attractive natural feature. On either side of the river a carboniferous limestone escarpment slopes steeply downward to form a valley. There are many important tree groups within the Borough which contribute to the town's attractive natural setting. The Borough has a rich biodiversity, this is reflected in the designation of the River Boyne and River Blackwater SAC and the Boyne Estuary SAC and SPA.

Drogheda's natural landscape has been shaped by human activity over a considerable period of time. The town walls, a largely intact medieval street layout and a dense concentration of built heritage of national historical interest contribute to the town's distinctive character. To the north of the Borough a number of disused limestone quarries have pitted the natural landscape. The river corridor through the town is heavily built up.

The Millmount tower complex is located at the highest point within the town and provides a dramatic landmark. Drogheda's townscape is also interspersed with modern buildings.

The amount of undeveloped land in Drogheda is limited however it is important that, where any future development is to take place, key landscape features are protected.

The Council will seek the protection of important natural and man-made landscape features and strategic views of the town.

Designers of new developments should therefore take into consideration important landscape features and views in their designs and incorporate measures and design solutions that will minimise the impact of the development on such features and views.

### 8.2.10 Strategic Views

There are a number of sites, areas and vantage points within Drogheda from which fine views of the town can be had. There are also vantage points within the Town from which particularly good views of the Town's most important historic features and



buildings and natural landscape features may be obtained. Of particular importance are views of and from Millmount. In the wider environs area views of the town eastwards

over Loughboy Callows from the Boyne Bridge carrying the M1 Motorway over the river are particularly notable. In assessing development proposals the impact on existing views and prospects will be taken into account by Drogheda Borough Council. Refer to Map 8.3 Strategic Views.

**Table 8.1: Strategic Views**

<b>View</b>	<b>Location</b>
<b>V1</b>	Views of the town from Millmount.
<b>V2</b>	Views of the town from Ballsgrove
<b>V3</b>	Views of Millmount looking southward from the Town Centre
<b>V4</b>	Views of Millmount from the west.
<b>V5</b>	Views of the Boyne and the Loughboy Callows from Loughboy
<b>V6</b>	Views of the Boyne east and west from the vehicular and pedestrian bridges.
<b>V7</b>	Views of the town from the Rathmullen Road.
<b>V8</b>	Views of Millmount and the Presbytery from Donor's Green
<b>V9</b>	Views of the railway viaduct from the town centre, the Bridges along the Boyne and the Termonfeckin Road and from the West

#### **Policy CH 7**

Protect important natural and man made features, landscape and strategic views within the Plan area and require that proposals take into consideration the protection of landscapes and views in the design of new developments.



### 8.2.11 Tree Preservation Orders

Trees are of immense importance, both as habitats and by providing a strong visual element which helps create a varied, interesting and attractive landscape. Drogheda Borough Council will seek to protect trees, groups of trees, and woodland areas of particular importance because of their nature conservation value or their contribution to the amenity of a particular locality.

Careful consideration will be given to the potential impact of proposed development upon trees. Landowners and developers will be encouraged to retain existing trees, where practicable and to plant additional trees. Wherever possible,



existing trees, woodlands and important hedgerows will be protected by the imposition of conditions on the grant of planning permission. Opportunities will also be taken to secure new tree planting in development schemes.

There is presently one TPO on the trees at Bayview House on the Dublin Road. An inventory and survey of trees within the urban area of Drogheda was undertaken in 2006, with funding support from the Heritage Council. The report documented approximately 44 groups of trees in the urban area including a condition survey and recommended treatment. A list of the groups of trees surveyed is available in Appendix 5. Over the lifetime of the Development Plan the Council shall endeavour to update the Tree Report. Please note that this list is not exhaustive and other trees or groups of trees may be considered. Refer to Map 8.4 Areas covered by Tree Survey.

Development proposals which are likely to cause destruction or significant damage to any tree which makes a significant contribution to the ecology, character or appearance of the area, should be accompanied by a tree survey. Tree surveys should be carried out by a qualified arboriculturist who shall record on site information independently before a specific site layout or design is proposed. The report shall include the following: Tree Constraints Plan, Arboriculture Method Statement and Arboriculture Impact Assessment.

The survey documents should include the following:

- All trees and groups of trees should be recorded and categorised as per their quality and value
- Individually numbered specimens, distinct individual and or groups of trees.
- A table that shows the tree species, height in metres, stem diameter in millimetres, branches' spread, height of crown clearance, age class, physiological, condition, preliminary management, recommendations, estimated safe useful life expectancy in years and retention category grading.



Any development permitted by the Local Authority which recommends the removal of trees or groups of trees shall contain a planning condition requiring the planting of replacement native, semi-mature trees at a ratio of four new trees per single tree removed.

#### Policy CH 8

Seek the protection of important trees and groups of trees within the Plan area and require that designers take into consideration the protection of trees in the design of new developments.

Require replacement trees at a ratio of 4:1 where the removal of trees is required in order to facilitate development.

### 8.3 Archaeology

The 'Framework and Principles for the Protection of the Archaeological Heritage', (published by the former Department of Arts, Heritage, Gaeltacht and the Islands) states that the planning process *'is an essential mechanism for ensuring the protection of the archaeological heritage and is indeed, often the primary means of doing so'*. The framework defines archaeology as 'the study of past societies through the material remains left by those societies and the evidence of their environment'. Archaeology is a valuable resource which can contribute greatly to the attractiveness of a place.

It is an objective of the Council to secure the preservation in-situ or by record (very much a less preferred option) of all archaeological monuments included in the Record of Monuments as established under Section 12 of the National Monuments (Amendment) Act, 1994 (known as recorded monuments) and all sites, features and objects of archaeological interest generally. The area of Drogheda shown in Volume 2, Map entitled Record of Protected Structures and Zone of Special Archaeological Interest has been designated as an area of Special Archaeological Interest. 'National Monuments' are a particular class of recorded monument for which the State has assumed direct responsibility, through ownership or guardianship or a preservation order. Any development that might impact upon a national monument requires positive consent from the Minister (under the National Monuments Act 2004). Drogheda Borough Council is considered to be the guardian of the circuit of the town walls of Drogheda, which also constitutes a national monument.

Developers should consult with the archaeology section of the Department of the Environment, Heritage and Local Government with regard to any proposed development that would be likely to impact, either directly or indirectly, on any designated archaeological site and in respect of any as yet undocumented site or artefact discovered during construction. Where archaeological features are known or are likely to exist within a particular area, applicants for planning permission will be required to submit an archaeological assessment of their site as part of the planning process. Drogheda's area of archaeological potential is shown on the Map entitled Protected Structures and Area of archaeological potential attached to Volume 2 of the Plan.

**Policy CH 9**

Safeguard the archaeological heritage of Drogheda and its environs by protecting designated archaeological sites and Special Archaeological Interest areas and requiring that applicants for planning permission for development in areas known to contain archaeological features submit an archaeological assessment of the site together with the planning application.

**8.4 Conservation of Built Heritage**

The Council is required under the Planning and Development Acts to protect, enhance and preserve the built heritage of the Plan area. The built heritage provides character and identity to a place which is of benefit aesthetically, socially and economically. The contribution of conservation as an element in the wider process of physical and economic regeneration should not be underestimated.

The Town Walls and Defences, Protected Structures and Architectural Conservation Areas are a valuable material resource for the Borough and can make a positive contribution to economic prosperity and overall quality of life, provided that they are properly maintained and their historic integrity is respected. Archaeological sites and monuments are attractive visitor locations but can rarely be redeveloped. However, Drogheda Borough Council shall encourage the continuing use or active re-use of the Town's rich residential, commercial and industrial heritage.

Drogheda Borough Council will promote economic vitality and growth through the ongoing regeneration of its built heritage. The new Development Contribution Scheme 2010-2014 provides incentives for the sensitive restoration or refurbishment of Protected Structures and buildings within ACAs. Conservation of Drogheda's built heritage will ensure that it is an attractive place to live, work and visit which in turn will result in widespread economic benefits and attract inward investment.

It is therefore essential to protect, enhance and promote Drogheda's built heritage. The Department of the Environment, Heritage and Local Government provides guidelines for the protection of our built heritage in 'Architectural Heritage Protection, Guidelines for Planning Authorities, 2004'. These guidelines also provide detailed guidance on the principles of conservation.

In the context of sustainable development, a commitment to reusing and maximising the retention of buildings will further protect and enhance buildings and structures for future generations. Appropriate materials and techniques must be incorporated during refurbishment. In this regard, underused buildings will again become an intrinsic part of the urban landscape and add vitality and liveability of the Plan areas.

**Policy CH 10**

Encourage the appropriate reuse, renovation and rehabilitation of older buildings which are not protected but have some architectural, historic or heritage merit.

To protect and maintain the existing grain of the town centre plots.

### 8.4.1 Protected Structures

In accordance with Part 4 of the Planning and Development Act, the Drogheda Record of Protected Structures (RPS) (Volume 2) lists all buildings, features and sites to be protected. A 'protected structure' is defined as a structure or part of a structure, which is included in the Record of Protected Structures. In relation to a protected structure or proposed protected structure, the meaning of the term includes the interior of the structure, the land lying within the curtilage of the structure, any other structures lying within that curtilage and their interiors, all fixtures and features which form part of the interior or exterior of that structure. Any features specified as being in the attendant grounds (curtilage) are also protected.



The map contained in Volume 2 is considered as a guide and should only be used as an aid to identification. It does not seek to indicate or define the curtilage of any building. This is a matter that shall be subject to the individual assessment of planning applications and/or following a request for a declaration.

It is an offence under Part 4 of the Planning and Development Act as amended in 2002 to demolish, alter, damage or carry out works to a protected structure without planning permission, where necessary. Where there is doubt regarding whether or not proposed works to a protected structure are exempt under Section 57 of the Planning and Development Acts, the developer may request a 'declaration' as to what is and is not exempted development in relation to a particular building.

Outline permission cannot be granted for works to a protected structure or for any works within its curtilage. Applications may be made for extensions, alterations or a change of use. Permission shall not be granted for the demolition of a protected structure or proposed protected structure, save in exceptional circumstances.

There are currently 297 structures on the Record of Protected Structures (RPS) in the Drogheda Borough Council Area. A further 91 structures are proposed to be added to the record, as a result of Ministerial Recommendations for additions following the survey of Louth (including Drogheda) by the National Inventory of Architectural Heritage. Drogheda currently has seven Structures of National Importance.

Structures may be added to the Record of Protected Structures, outside of the Development Plan without the requirement to make a variation of the Development Plan and updated records and proposals for new additions are available for inspection in the offices of the Planning Authority. Developers and persons proposing to purchase historic buildings are advised to check the updated Record of Protected Structures.

Any person or organisation who wishes to propose a structure to be added to the record may send details of their proposal, which should include a location map, photographs and any historical references available, to the relevant Planning Authority.

The owner or occupier of a protected structure may make a written request to the Planning Authority, to issue a declaration as to the type of work which it considers would or would not materially affect the character of the structure or of any element of the structure defined in the record of Protected Structures.

### Policy CH 11

Protect and safeguard structures within Drogheda Borough which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest and which are included in the Record of Protected Structures contained within Volume 2 of this Plan.

#### 8.4.2 Architectural Conservation Areas

Architectural Conservation Areas (ACAs) are designated in accordance with Section 81 of the Planning and Development Act 2000 (as amended), where the Planning Authority is of the view that this designation is necessary for the preservation of the character of a place, area, group of structures or townscape which is of special interest or which contributes to the appreciation of protected structures. Architectural Conservation Area Guidance is available in Appendix 6. Over the life time of the Development Plan, Drogheda Borough Council shall endeavour to deliver guidance on each ACA.



The Drogheda Borough Council Development Plan 2011-2017 has identified 18 Architectural Conservation Areas. Details regarding their location are available in Volume 2. The ACAs are listed below:

**Table 8.2: ACA Number and Location**

ACA Number	Location
1	Bolton Square
2	Clinton's Lane
3	Dalebrook Cottages
4	Fair Street
5	Laurence's Street
6	Lagavoureen Park
7	Magdalene Street North

ACA Number	Location
8	Saint Mary's Cottages
9	Millmount
10	North Quays & Back Lanes
11	Saint Peter's Church & Environs
12	Railway Terrace
13	Windmill Road (part)
14	West Street & surrounding Shopping
15	Leyland Place
16	Ship Street
17	Old Abbey Lane & Narrow West Street
18	Merchants Quay

The effect of having a building within the Architectural Conservation Area, has the effect of de-exempting works to the exterior of any structure within the A.C.A where the proposed works would materially affect the character of the area concerned.

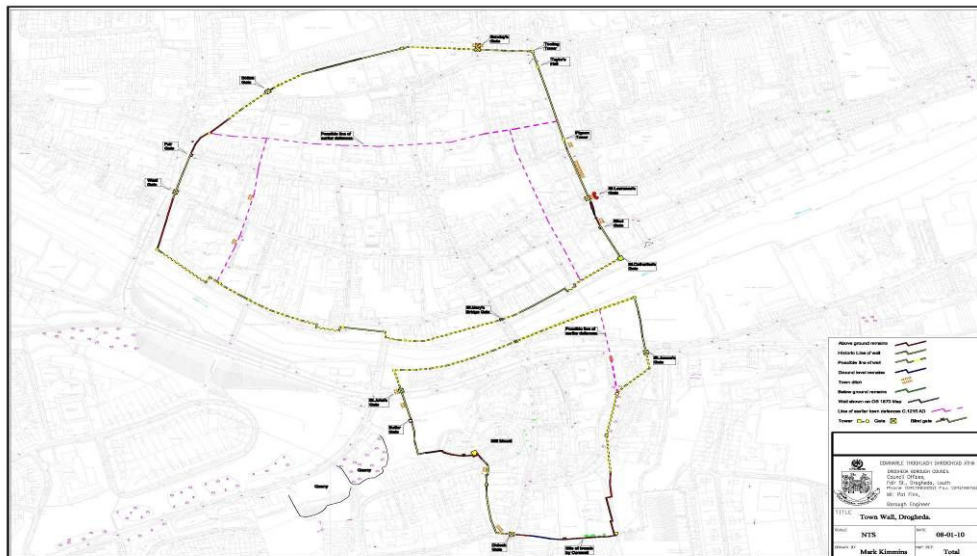
### Policy CH 12

Preservation of the designated Architectural Conservation Areas listed in Volume 2 and require that new development within such areas is sensitively designed so as not to detract from the character of the areas

### 8.4.3 The Walled Town Circuit

Drogheda was founded by Hugh de Lacy sometime before 1186. It was one of the largest and most successful port towns in medieval Ireland. In the thirteenth century the process of building the town walls and defences began. Drogheda's town walls and defences extended to both sides of the River Boyne enclosing an area of 113 acres. Refer to Map 8.5 Drogheda's Walled Circuit and Volume 2 Record of Protected Structures and Architectural Conservation Areas.

**Map 8.5: Drogheda's Walled Circuit**



Despite numerous attacks and invasions throughout County Louth, including a major siege in 1641-2, Drogheda remained relatively unchallenged, in large part because of the town's fortifications. The town defences were repeatedly strengthened. The walls failed to protect the town in 1649 when Oliver Cromwell attacked and captured the town. The walls were breached to the east and south. Between 1689 and 1690 there was a programme of strengthening and rebuilding the town walls in anticipation of a further siege, which never actually happened instead the Battle of the Boyne took place a few kilometres upstream of the town.

Up to the 1800's the walls and defences in Drogheda were one of the town's most striking features. Throughout the 1800's Drogheda grew and prospered. The need for town defences waned and they were seen as inhibiting development. For this reason the late 1800's many sections of the wall and defensive structures were removed. Due to lack of understanding of the important historical and cultural value of the town's defences their destruction continued for many years (the Buttergate was effectively demolished in the late 1950s). Probably one of most identifiable of Drogheda's surviving defences, aside from Millmount, is St Laurence's gate, which was protected by the Office of Public Works in 1981.

The town wall and defences now survive in a fragmentary condition. Some of the above ground defences are readily visible, such as the upstanding sections at Murdock's Car Park, George's Street & Fair Street, St Laurence's Gate, Featherbed Lane, The Mollies, St Mary's (former) Church of Ireland, Duleek Street, Millmount and Butter Gate. The above ground portions which have remained intact still provide a sense of place. There are also sections of the wall at ground level such as at Patrick Street, Palace Street, Duleek Street and at Sarah Gibney's Lane. Below ground archaeological investigations have revealed sections of the circuit remaining at numerous locations throughout the town. The original medieval town walls, which survive below ground level have lost part of their original form due to road widening, alterations to street alignment etc... It is widely acknowledged that the walled circuit has lost its cohesion and is no longer easy to read.



Drogheda Borough Council, as the successor to the Corporations which built the walls, is considered by the Department of the Environment, Heritage and Local Government to be the guardian of Drogheda's Town Walls. The whole of the town walls circuit is considered to be a National Monument, i.e. a Recorded Monument which is in the ownership or guardianship of a statutory body. This places a higher threshold for consultation and permission on any proposed works on the town walls circuit than would be the case for the more usual 'Recorded Monument' (the whole of the town of

Drogheda is listed as a Recorded Monument). The National Monuments Act 2004 requires positive permission from the Department of the Environment, Heritage and Local Government for works that would affect national monuments, such as Drogheda's town walls.

Drogheda Borough Council considers that the remaining town defences require conservation and management as:

- They are Drogheda's most significant civic historic monument.
- The circuit has had a defining influence on the overall development of Drogheda and is a symbol of its rich and varied history.
- The walled town relates not only to the history of Ireland but also to other walled cities in Europe.
- The formerly enclosed 'old town' areas are topographically interesting, diverse and potentially immensely attractive.
- A substantial part of Drogheda's tourism experience is based on its history, heritage and culture. The conservation, management and enhancement of the walled circuit would therefore have the potential to attract more visitors to the town and make a positive contribution to economic prosperity.



#### 8.4.4 Establishing a Vision for the Walled Circuit

Drogheda Borough Council acknowledges that the greatest issue facing Drogheda's medieval walls is their lack of identity. Consequently a vision for the Walled Circuit has been created:

"The above and below ground surviving fabric of Drogheda's Walled Circuit will be enhanced, protected, conserved and managed in perpetuity for the enjoyment of citizens and visitors alike".

This can be achieved through the implementation of the following policies:

##### **Policy CH 13**

When considering development in the vicinity of the town wall circuit, Drogheda Borough Council will aim to achieve a satisfactory buffer area between the development and the town wall circuit defences in order to ensure the preservation and enhancement of the amenity associated with the presence of the walls within the historic urban pattern.

Drogheda Borough Council will have regard to the preservation and enhancement of the town wall circuit when considering development proposed in their vicinity. Disturbance, removal and alteration of the line of the town wall circuit shall not be considered appropriate within the Heritage Quarter of Drogheda.

It is an objective of Drogheda Borough Council to retain the existing street layout, historic building lines and traditional plot widths where these derive from medieval or earlier origins.

In securing such preservation Drogheda Borough Council will have regard to the advice and recommendations of the Department of Environment, Heritage and Local Government, both in respect of whether or not to grant planning permission and in respect of the conditions to which permission, if granted, should be subject to.

When considering development in the vicinity of all upstanding monuments, including the town wall circuit, Drogheda Borough Council will require the preparation and submission of an archaeological assessment report detailing the potential impact of any development on upstanding, buried structures and deposits. The report will also include a visual impact assessment to ensure adequate consideration of any potential visual impact the proposed development may have on any upstanding remains.

To protect, preserve, conserve and restore, where appropriate, the upstanding remnants of the town wall circuit

To protect the essential character and setting of the town wall circuit through the control of the design, location and layout of new development in their vicinity and through the control of changes of use of lands so as to ensure that there are no adverse impacts; by the protection of adjoining streetscapes and site features where appropriate, and by protecting views to and from the walls from obstruction and/or inappropriate intrusion by new buildings structures, plant and equipment, signs and other devices; and where opportunities arise to create additional views of the walls

To utilise the town walls circuit as an ordering device within the urban form, by protecting and preserving and maintaining the upstanding elements and by delineating the line of the defensive system where opportunities arise.

To utilise the town walls circuit as an educational and tourism resource and to facilitate the publication and dissemination of interpretative material to the general public, and to facilitate public access to the walls

A signage strategy providing clear directional guidance to the circuit of the wall will be prepared during the course of the plan. This shall include provision for indication on the floor, road or pavement surface, of the location of the town wall circuit, where this is no longer extant above ground.

## Chapter 9 Telecommunications and Energy

### 9.1 Introduction

This chapter contains the policies and objectives of Drogheda Borough and Louth County Councils with regard to ensuring the provision of a competitive, high-quality telecommunication network and encouraging more efficient and sustainable use of energy throughout the Plan area.

**Strategic Objective 9** Provide a framework for sustainable development through the provision of quality telecommunications infrastructure and energy end use efficiency and encourage the facilitation of an increase in the use of renewable energy in buildings.

### 9.2 Telecommunications

The vital role of telecommunications in enabling Drogheda to reach its full economic potential is recognised. The importance of high quality telecommunications infrastructure for efficient free flow of information is critical to the functioning and further development of the modern economy. The core policy of the “*National Communications Strategy 2003*” published by the Department of Finance is;

*“To contribute to sustained macro-economic growth and competitiveness and ensure that Ireland is best placed to avail of the emerging opportunities provided by the information and knowledge society, by promoting investment in state of the art infrastructures, by providing a supportive legislative and regulatory environment and by developing a leading edge research and development reputation in the information, communications and digital technologies”*

The provision of a quality and price competitive telecommunications service promotes industrial and commercial development, improves personal security and allows for better communication and networking in the business and commercial sectors.

#### 9.2.1 Broadband

Over the course of the previous Plan, there has been a roll-out of quality broadband services in Drogheda, funded largely by the National Development Plan, but also with significant private sector involvement. The Metropolitan Area Network (MAN) programme has delivered a high quality and high capacity broadband infrastructure to Drogheda, Dundalk, and Ardee. The remaining deficiencies in the broadband network will be addressed under the National Broadband Scheme (NBS) during the course of this Plan.

Internet access including Broadband is higher in Drogheda compared to the state as a whole, which is seen as an economic strength for the town. This is a distinct advantage considering that there are some areas within Ireland which are not currently served. The Council recognises the need to continue the provision of a quality broadband network for

both domestic and commercial use and will encourage and facilitate the provision of new and improved facilities in the town.

Enhancing access to Broadband services, especially access to high speed broadband services by business, is an important requirement for economic development.

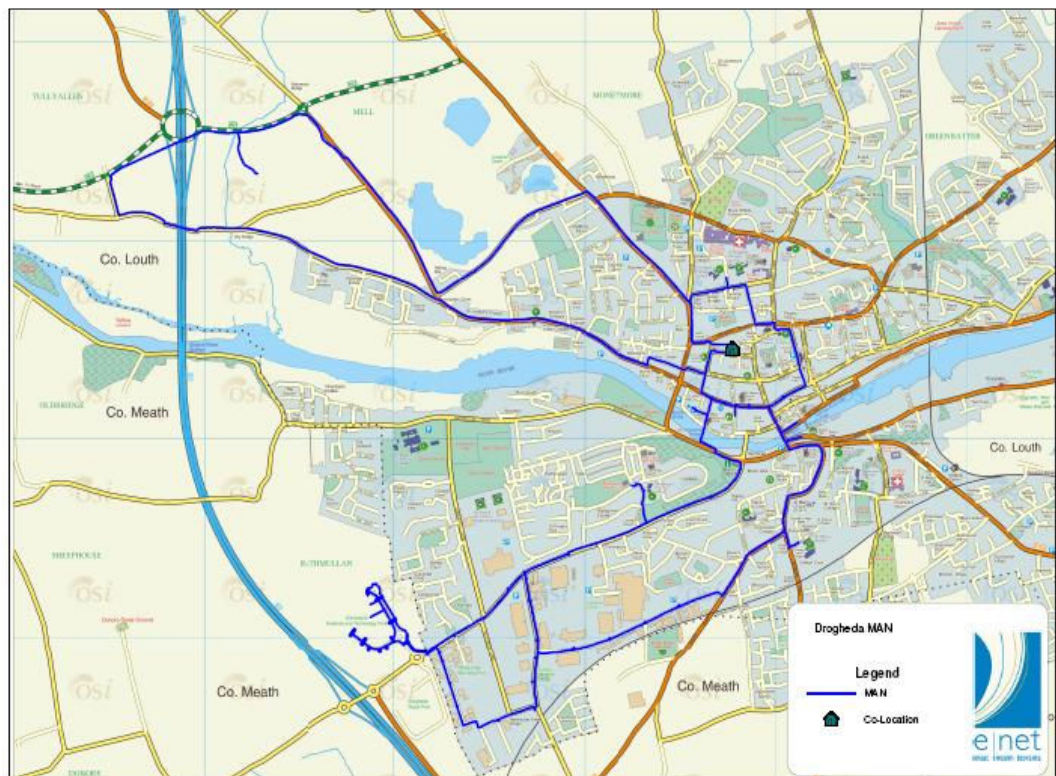
**Policy TE 1**

Secure the expansion of high quality broadband and telecommunication infrastructure within the town and its environs, in the interests of promoting economic growth and competitiveness.

**9.2.2 Metropolitan Area Networks (MAN)**

MANs are telecommunication networks that have been funded by the Government to enable business/ employers in larger towns in Ireland to gain Access to high – speed broadband. Refer to map 9.1 Metropolitan Area Network (MAN) in Drogheda.

**MAP 9.1 Metropolitan Area Network (MAN) in Drogheda**



### Policy TE 2

Enhance access to the Metropolitan Area Network in Drogheda.

#### 9.2.3 Project Kelvin

Project Kelvin is a cross border Ireland/Northern Ireland project aimed at bringing a direct link to the transatlantic submarine communications network into the northwest of the Island.

Objectives include reducing the time it takes to exchange data with North America (latency), making the cost of international communications the same as it is in major UK cities and Dublin and increasing competition in the telecommunications market. The project will also greatly improve connectivity with Europe. It is a joint venture between Department of Enterprise Trade and Industry and the Department of Communications, Energy and Natural Resources, and is partly funded by the EU INTERREG IV 2007 - 2013 programme.

The project will involve the laying of a new submarine communications cable which will be brought ashore in the North West of Ireland. The cable will travel through various towns in Northern Ireland and southward to Dublin through Drogheda and Dundalk. Access to the transatlantic submarine communication cable will greatly improve Drogheda's competitiveness in the international market.

### Policy TE 3

Facilitate access to the transatlantic submarine communication cable

#### 9.2.4 WiFi

Wi-Fi enabled device such as a personal computer, video game console, mobile phone, MP3 player or personal digital assistant can connect to the Internet when within range of a wireless network connected to the Internet. The coverage of one or more interconnected access points — called a hotspot — can comprise an area as small as a few rooms or as large as many square miles covered by a group of access points with overlapping coverage. In drogheda there are five Wifi hotspots in Drogheda, The Westcourt Hotel, Kylemore Scotch Hall, Maxol Service Station Donore Road, Eastern Seaboard Bar and Grill, Costa at the M1 Retail Park and Scholars Hotel.

#### 9.2.5 Open Access Ducting

The Councils will require that open access is made available to all ducting networks provided within the Plan area in order to support a competitive telecommunications service and to safeguard existing roads and footpaths from unnecessary excavation. These networks will remain in the ownership of the developer until taken in charge by the Council. The Councils will require, by way of condition attached to any grant of planning

permission, that the service provider enter into an agreement with the Local Authority to ensure that open access at an economic cost is provided.

**Policy TE 4**

Require that access to cable ducting within new developments is made available to all service providers on a non-exclusive lease basis at an economic cost.

**9.2.6 Land Based Telephony**

The importance of the traditional land based telephony has decreased over recent years due to the rapid upsurge in demand and developments in mobile telephony. Nevertheless, land based telephony remains as an essential part of the telecommunications networks. The service is well developed and of a high standard throughout the County and is continually being upgraded by the service providers. The two major telephone exchanges located within the County are located in Dundalk and Drogheda.

**9.2.7 Mobile Telephony**

There have been considerable advances made in extending the mobile telephony network and service in the County in recent years. A high quality reliable phone service is a necessity for both business users and the general public. It is important that the Plan contains guidance for the appropriate provision of the required infrastructure. When suitably located and designed, this infrastructure can go largely unnoticed to the general public.

**Policy TE 5**

Promote the provision of a competitive and comprehensive mobile telephony network throughout the Plan area.

Operate a presumption against the location of antennae support structures where such structures would have a serious negative impact on the visual amenity of sensitive sites and locations and require operators to share antennae support structures and sites where feasible.

**9.2.8 Obsolete Telecommunications Structures**

Technology in the field of telecommunications is constantly advancing. This results in infrastructures rapidly becoming outmoded. In order to prevent a proliferation of such infrastructures which would be detrimental to the visual amenities of the town and its environs, planning permission will normally be granted for a period of 5 years only, where after obsolete mobile telecommunication infrastructures must be removed by the operator and the site re-instated. A bond or cash deposit will be sought to ensure compliance with any such condition imposed. Any permission granted for a further period on the site will be conditional on the replacement of the obsolete technology with more modern and environmentally friendly designs where these have become available.

### Policy TE 6

To grant planning permission for telecommunications related structures for a specified period only and to require the removal of all obsolete telecommunication structures and re-instatement of sites to the satisfaction of the Planning Authority. A cash bond and development levies will be imposed.

#### 9.2.9 Development Management Assessment Criteria (Telecommunication Structures)

Planning applications for telecommunications infrastructure will, in addition to the above policies, be assessed having regard to the following:

- Applicants should demonstrate that they are locating telecommunications equipment in accordance with the sequential approach outlined in the telecommunications guidelines *Telecommunications and Support Structures, Guidelines for Planning Authorities (1999)*. Only as a last resort should free standing structures be permitted where there is no perceived threat to the visual or aesthetic amenity of the area.
- Ensure that the proposed siting for free standing antenna support structures is suitably located and designed in order to reduce visual impact. It is accepted that operators require certain sightlines in order to provide coverage, however it must be demonstrated that the location is not unduly obtrusive. Setting installations against an appropriate backdrop may mitigate negative impacts. The site should be made secure using appropriate fencing and natural landscaping. Anti-climbing devices should be employed
- Applicants must undertake to make their antenna support structures available and/or ducting to other service providers at an economic cost.
- All installations attached to structures should employ the latest technology and stealth techniques (wall mounting, painting, cable tray covers, set back distances from roof edge etc.) in order to minimise their size and visual impact. Each piece of equipment should be justified.
- Considering the ongoing changes and advancement in the technology and in order to secure the removal of obsolete technology, planning permission will be granted for a limited period only. On expiry of the period for which the planning permission was granted, the owners/operators of the infrastructure shall remove it and re-instate the site to its original condition unless planning permission for its retention has been granted by the council.

### 9.3 Energy

The *European Council Energy Action Plan 2007*, the *National Climate Change Strategy 2007-2012* and the *Government's White Paper Delivering a Sustainable Energy Future for Ireland (2007)* establish targets and actions to address issues of greenhouse gas emissions and global warming. Under EU and international agreements, Ireland is committed to generating 33% of the electricity requirement from renewable sources and 10% of transport fuels from bio fuels by 2020.

Sustainable land use and transportation planning is essential to energy conservation and should be a key consideration and component in any strategy aimed at reducing greenhouse gas emissions. By providing for more compact urban forms, land use

planning can promote the economic provision of public transport facilities and other sustainable modes of transport, thereby reducing dependency on the motor car. The recently published suite of guidance documents by the Department of the Environment, Heritage and Local Government covering issues such as residential density and the provision of sustainable communities in both urban and rural areas, seek to encourage a planned and sustainable approach to energy conservation and reduction in greenhouse gases through the planning process.

**Policy TE 7**

Promote and encourage the provision and use of sustainable energy in line with EU and government policy and guidelines.

**9.3.1 Sustainable Energy Ireland (SEI)**

SEI was set up by the government in 2002 as Ireland's national energy agency to promote and assist the development of sustainable energy.

SEI has been instrumental in the development and implementation of a number of innovative energy use and conservation projects in Louth. They are presently working in close conjunction with Louth County Council and Drogheda Borough Council to develop Green Initiatives which support the Green Economy in Drogheda.

Drogheda Borough Council will work in partnership with and support existing and proposed initiatives by SEI in Drogheda.

**Policy TE 8**

Work in partnership with and support proposed initiatives by SEI in Drogheda to promote more efficient and sustainable energy use within the Plan area which will benefit the economy.

**9.3.2 Natural Gas Supply Network**

Bord Gais Eireann has a substantial distribution network in County Louth, including the Drogheda area and has sufficient network capacity to meet anticipated domestic and industrial demand.

**Policy TE 9**

Support the expansion of the natural gas supply network in Drogheda.

**9.3.3 Renewable Energy**

Ireland has significant renewable energy resource potential in terms of wind, wave, solar, tidal, ocean and bio energy and it is important that these resources are developed and fully utilised in order to reduce dependency on costly, imported fossil fuels.

*The National Climate Change Strategy (NCCS) 2007 – 2012* details the measures by which Ireland will meet its Kyoto 2008 - 2012 commitment. It states that 'electricity

*generation from renewable sources provides the most effective way of reducing the contribution of power generation to Ireland's greenhouse gas emissions'.*

The development of renewable energy will assist in the provision of a secure and stable energy supply for the long term and will also provide employment in indigenous renewable energy projects. The Council will encourage the production and use of energy from renewable sources including wind energy, solar, ground heat source, biomass, tidal, wave and generation from waste material, subject to normal planning considerations, including in particular, the impact on areas of environmental or landscape sensitivity.

The new Drogheda Fire and Emergency Station incorporates a sustainable and eco-friendly design using solar energy. The design also features a rainwater retention tank and heat exchanger unit. The Drogheda Fire and Emergency Station is an example of how new buildings can efficiently harness sustainable and renewable energy technologies. Drogheda Borough Council will support similar innovative alternative energy projects throughout the Plan area, subject to the protection of visual and residential amenities.

### **Policy TE 10**

Support innovative alternative energy projects and seek to ensure that 25% of the energy requirement of new buildings is obtained from renewable energy sources. This should be calculated on the basis of an approved method carried out by a qualified and accredited expert in the field.

#### **9.3.4 Electricity Infrastructure**

The development of secure and reliable electricity transmission infrastructure is recognised as a key factor for supporting economic development and attracting investment into the area. The Council supports the infrastructural renewal and development of electricity networks within the Plan area where these are laid underground.

### **Policy TE 11**

Support the inclusion of ducting for electricity infrastructure and require that all networks are laid underground.

#### **9.4 Guidelines for Sustainable Design and Energy Efficiency in Buildings**

This section sets out guidelines for the sustainable design, siting and construction of buildings, particularly with regard to energy efficiency and energy conservation, as well as waste management, waste disposal and sustainable urban drainage systems. These standards need to be read and adhered to in conjunction with improved national standards which came into effect from the 1st of July 2008 (Part L of the Building Regulations 2007, as amended).

Measures that promote energy conservation and efficiency in buildings include air tightness, appropriate use of glazing, high insulation standards and more efficient heating. Alternative forms of electricity and heat generation should also be considered. The various elements in relation to energy conservation and ecological building design are further outlined in this section.

### 1. Passive Solar Design

Passive Solar Design (PSD) techniques relate to the siting, layout, built form and the landscaping of a development. The use of PSD techniques is cost effective, as it requires little or no cost to the developer and can amount to substantial savings on behalf of the owner/occupier. It also reduces the long-term use of fossil fuels and thereby reduces CO<sub>2</sub> production.

The main elements for the application of PSD with regards to design, siting and layout are as follows:

- Orientation - To maximise solar access and its benefits, the principal façade of a building should be orientated to within 30 degrees of south (where feasible). A southerly orientation maximises solar gain in winter.
- Wind – Buildings should be designed and located to reduce the impact of wind chill and suitable shelter belts should be incorporated.
- Openings - Large glazed surfaces should be located on the southern face of the building. These surfaces must be highly insulated through high performance glazing to prevent the loss of heat.
- Internal planning - The internal layout of buildings should be designed by setting occupied spaces to the south and service spaces to the cooler north.
- Avoidance of overshadowing – Where feasible, buildings should be carefully spaced to minimise the loss of solar gain due to overshadowing.

### 2. Low Energy Performance Buildings

All new buildings should be designed to comply with low energy performance standards. The current minimum energy performance requirements for residential buildings are set out in the Second Schedule to the Building Regulations 1997 (S.I. No. 497 of 1997). Amendments to the statutory regulations came into effect from the 1st of July 2008 (Building Regulations (Amendment) Regulations 2007 (S.I. No. 854 of 2007)). It will be a prerequisite of all development in the Plan area that the provisions of the amended building regulations be complied with.

### 4. Active Solar Design

Active solar systems can work in unison with passive systems and provide an alternative mechanism for harnessing solar energy. This system does not rely on site orientation or layout but can be incorporated into any building design to maximise energy efficiency. Active solar technology involves the installation of a solar collector device; this device absorbs the sun's heat to provide space or water heating. A correctly sized unit can provide around half of a household's water needs over a year; large buildings can introduce several systems to increase solar absorption. Photovoltaic panels can also be used, enabling solar radiation to be converted directly into electricity.

Such installations may be ground-mounted (and sometimes integrated with farming and grazing) or built into the roof or walls of a building.

### 5. Alternative Heating Systems

Energy efficient heating systems such as wood pellet stoves and boilers and geothermal heat pumps can greatly help to reduce energy consumption. Geothermal heat pumps (GHP) work by extracting heat energy from a low temperature source and upgrading it to a higher temperature so that it can be used for space and water heating. Heat pumps are very economical. For every unit of electricity used to power the heat pump, 3 to 4 units of heat are generated. They work best in conjunction with low temperature heat distribution systems e.g. under floor heating. Wood burning systems do emit carbon dioxide. However, as the wood fuel is cultivated, it absorbs the exact same amount of carbon dioxide as is released when burnt. As such, it does not add to the carbon dioxide in the atmosphere. An eligible system can be used for heating a single room, hot water or a whole house.

### 6. Reduction in Water Consumption

Fresh water resources are increasingly becoming an issue of environmental and economic importance. According to the European Environment Agency, the average consumption for all household purposes is about 150 litres per capita (1999). On this basis, the average water consumption per person in Ireland comes to a staggering 55,000 litres per person per year.

The third biggest user of water is the WC, accounting for almost 35% of a person's average daily water consumption. In this regard, the use of dual flush or low water capacity cisterns should be used.

### 7. Rain Water Harvesting

Rain water recovery systems harvest rain water which can then be used for the flushing of toilets, washing machines and general outside use. A rainwater holding tank is installed below the ground that gathers water from the roof of buildings. This water is pumped into a tank within the building's roof space where it is stored until required. This water would otherwise have to be treated and pumped by the local authorities presenting a substantial saving. The system filters and collects between 20% and 30% of total water consumption used by a family of four. The system is isolated from the mains water system to eliminate any possibilities of contamination. In the event of using all of the rainwater reserve, an automatic change over system switches over to using mains water until the rainwater tank starts to refill. The rainwater system generally has three separate filters which reduce particles down to 130 microns. These systems should have the British Board of Agreement approval to meet the Building Regulations.

### 8. Wind Energy

The use of wind turbines to provide a self-sufficient power source or to supply power in combination with other energy sources merits investigation for any large scale development. The Planning and Development Regulations 2006 exempts from planning permission certain types of renewable energy structures including small scale wind

turbines. The use of these technologies should be incorporated into the design of buildings from the outset. Proposals for the provision of small and medium size wind turbines which fall outside the exempted development categories will be favourably considered by the Council provided that they do not significantly impact on visual or residential amenities of the area.

### 9. Construction Methods

Consideration should be given to the use of renewable building materials such as wood from sustainably managed forests and locally sourced building materials for development projects. Other features of construction should also be considered, such as off-site construction and prefabrication, to minimise the impact of building on the site, reductions in levels of on-site waste and also minimising cost. The re-use of construction waste such as excavated material and topsoil should also be considered.

### 10. Waste Management and Disposal

All future developments should seek to minimise waste through reduction, re-use and recycling. Waste management and disposal should be considered as part of the construction process and in the operation of the development when completed.

### 11. Construction Waste

Construction-related waste accounts for about one-third of total land filled waste in Ireland. Therefore, developers and builders should minimise construction waste generated in development projects. During the construction process, measures should be implemented to minimise soil removal (as part of the scheme design process), properly manage construction waste and encourage off-site prefabrication where feasible.

### 12. Domestic Waste

Everyday domestic waste produced by residents and businesses shall be minimised through reduction, reuse and recycling. All new developments should provide for waste separation facilities, recycling banks and compost units.

### 13. Precipitation and Climate Change

Buildings should, insofar as is practical, be future proofed against increased precipitation and storm frequency likely to result from climate change. The following check list should be applied:

- Check existing water table and natural patterns of drainage
- Calculate rainwater guttering and pipe work on the basis of up to 30% increase in precipitation
- Use soft landscaping to reduce storm water runoff and help the rain to percolate naturally back into the water table
- Use porous paving schemes to allow water to flow down through hard landscaping directly into the water table to minimise drainage requirements and relieve pressure on existing drainage

- Retain robust roofing details including sarking in preference to battens
- Preserve and increase planting of trees to absorb CO<sub>2</sub> to help reduce global climate change

#### 14. Micro climate enhancement

Trees and shrubs can make a significant contribution to energy conservation by providing shelter and modifying climate at the micro level. Designers and developers should plant deciduous trees and use hard landscaping on the south side of buildings to enhance the micro climate and minimise energy use.

The varied nature of renewable energy technologies presents the potential to develop an indigenous renewable energy industry and provides a range of opportunities to support the local economy including:

- direct and indirect employment opportunities during the construction and operational phases;
- revenue to the owners of the land on which they are built;
- employment in the manufacture of components and services
- a beneficial route for the utilisation of residues and wastes that might otherwise be difficult or expensive to dispose of.

## Chapter 10 Water Services and Environment

### 10.1 Introduction

This Chapter outlines the policies and objectives of Drogheda Borough Council in relation to water services and the environment. The increase in population in the Plan area in recent years and the predicted further population increase over the Plan period will place greater pressure on the receiving environment as regards environmental and water services. It is vital that the Plan protects the water resources and environmental quality of the Borough and its environs in order to ensure that new development is sustainable and does not jeopardise the quality of life of future generations.

The National Strategy for sustainable development, '*Sustainable Development; a Strategy for Ireland 1997*', intrinsically links economics, environment, social needs and heritage. The strategy outlines the Government's commitment to ensuring that the economy and society can develop to their full potential within a protected environment, without compromising the quality of that environment and ensuring responsibility towards present and future generations and the wider international community.

**Strategic Objective 10** Secure a high quality, clean and healthy environment while facilitating the sustainable development of Drogheda Borough and its Environs through the continued improvement of infrastructure, including water, drainage, and waste management facilities.

### 10.2 Regulatory Context

The provision and operation of water services' infrastructure is a key element in supporting economic growth and providing a satisfactory quality of life for existing and future residents within the Plan area, through sustaining a high environmental quality. In particular, water infrastructural capacity is a pre-requisite for new development within the Borough.

Whilst universal access to these services is the ideal, the reality is that there are limitations on available resources. This stems from a combination of organisational capacity, environmental, planning and other constraints, coupled with economic reality, all of which dictate that resources must be focused in a manner that will maximise potential benefit to the Borough. Water standards are regulated by national and EU legislation and policy directives, the more important of which are outlined below.

#### 10.2.1 The Water Services Act 2007

The *Water Services Act 2007* provides the legislative context governing functions, standards, obligations and practice in relation to the planning, management and delivery of water services. Legislation broadly covers water and wastewater "*in the pipe*" as distinct from broader water resources and quality issues.

### 10.2.2 The Drinking Water Regulations 2007

The *Drinking Water Regulations 2007* set out the standards, requirements and procedures relating to the maintenance of a quality supply of water to consumers. The regulations also empower the Environmental Protection Agency (EPA) in a supervisory and monitoring role over Local Authority operations. This has major implications in how the Local Authority operates and manages its facilities and may impact on the resource requirement needed to operate and upgrade existing facilities to comply with these regulations.

### 10.2.3 The Wastewater Discharge Regulations 2007

The *Wastewater Discharge Regulations 2007* set out requirements relating to the licensing of wastewater treatment plants and other discharges from wastewater infrastructure and empowers the EPA to licence and regulate council facilities. Licences specify both quantum and quality of discharges permissible from plants and may, where environmental constraints exist, limit the Council's scope for expansion of facilities and thus prevent further development in an area. They may then require significant investment to ameliorate the impacts of existing developments.

### 10.2.4 Nitrates, Habitats, Urban Wastewater and Shellfish Directives

Nitrates, Habitats, Urban Wastewater and Shellfish Directives emanating from the EU directly impact on Drogheda's capacity to both harness existing water resources and the capacity to treat and dispose of wastewater and associated bio-solids. In particular, they will impact on the Council's capacity to increase overall outputs, ability to upgrade the existing plant and limit operational costs.

### 10.2.5 Assessment of Needs 2007 – 2014

Louth County Council's Assessment of Needs was carried out to cover the period from 2007 - 2014 and sets out a strategic investment programme of some €169.4 million with prioritised projects based on objective assessment criteria. This in turn informs the Department of Environment, Heritage and Local Government in drawing up the Water Services Investment Programme. Prioritisation and advancement of projects therein will depend on Department approvals and resource availability. A key constraint on such projects is the requirement that the Council funds a significant element of project costs in accordance with the implementation of the Water Pricing Policy.

Local Authorities will be required to draw up a Water Services Strategic Plan during the time span of the Development Plan. The adoption of the Water Services Strategic Plan is a reserved function. The Plan will set out a strategy for the provision of water services in the County as a whole, taking cognisance of sustainable development, affordability, environmental constraints, service quality and regulatory criteria.

Louth County Council, acts as the water authority. The Council has a primary role in providing and or facilitating the provision of water services. However other bodies also have a role to play including, developer led schemes.

### Policy EN 1

Ensure the provision of a high quality water and wastewater infrastructure to support both existing and future developments within Drogheda Borough consistent with sustainability principles and the availability of financial resources whilst prioritising those areas where serious deficiencies are in evidence or where further sustainable development can be reasonably anticipated.

Require that developers submit water services solutions consistent with sustainable urban drainage systems (S.U.D.S.) designs for the management of surface water from new developments.

Ensure that the provision and operation of water and wastewater treatment facilities is undertaken in accordance with EU policies and directives, relevant national legislation and national / regional policies.

Ensure that satisfactory arrangements with the capacity necessary to service proposed developments are in place prior to any proposals for developments being considered. The Council, where deemed appropriate, may require developers to provide water services or enter into a binding legal agreement to supply them either wholly by themselves or in partnership with other developers and/or the Council, prior to granting of permission and subject to conditions as set down by the Council.

Require developers to provide water services infrastructure in excess of that which they require, in the interests of integrated, long-term development of the area where appropriate.

Implement the Water Services Strategic Plan when completed.

Include the measures identified in the Eastern River Basin Management Plan in so far as they relate to Drogheda to mitigate the impacts of water abstraction and discharges of treated effluent from wastewater plants and storm drains on a prioritised basis, subject to affordability.

### 10.3 Water Supply

The Council recognises the importance of a high quality and reliable water supply, both in terms of economic development and the health and welfare of the inhabitants of the Borough. They will therefore, seek to ensure that a high quality, well managed water supply is available to domestic users and to support economic and physical development.

The Plan area is largely served by the Staleen Water Treatment Plant which currently has a capacity to produce 32,000m<sup>3</sup>/day. The supply is supplemented by the smaller Rosehall Water Treatment Plant which has a capacity of 2,400m<sup>3</sup>/day.

A strategic review of the Drogheda and Environs Water Supply requirements has examined the future water needs of Drogheda and its Environs. This has been completed as part of the East Meath, South Louth and Drogheda Water Improvement Scheme. Remedial works regarding water quality and capacity have been identified at

the Staleen WTP and are being undertaken in two stages. Stage 1 works have been substantially completed. Stage 2 works are ongoing. Advancement of the expansion of the Staleen WTP to meet projected growth in population and industry and compliance with quality standards will be required during the lifetime of this plan. There is an adequate potable water supply capacity to meet the demand from development under this Plan. Table 10.1 outlines the water capital investment programme covering the Plan period.

**Table 10.1: Capital Investment Programmes**

Project	Service	Status
East Meath South Louth & Drogheda Water Improvement Scheme	<ul style="list-style-type: none"> <li>▪ 30 year strategic study of water requirement and provision for Drogheda and hinterland.</li> </ul>	Preliminary Report completed
Staleen Water Treatment Plant – Emergency Works	<ul style="list-style-type: none"> <li>▪ Stage 1 substantially completed</li> <li>▪ Stage 2 - ongoing</li> </ul>	Contract Stage
Staleen Water Treatment Plant	<ul style="list-style-type: none"> <li>▪ Expansion &amp; Upgrade of plant &amp; Abstraction Order</li> </ul>	Preliminary Report completed
Staleen – Donore Water main	<ul style="list-style-type: none"> <li>▪ To install a new trunk water main to improve recharge of service reservoirs</li> </ul>	Contract documents prepared

### Policy EN 2

Ensure an adequate water supply is provided in a sustainable manner to meet existing and future demands of the Drogheda and Environs area.

Ensure the quality of water supplied complies with Drinking Water Regulations and to address that impact on same in a prompt and appropriate manner.

Implement a policy of effective metering and in the case of non-domestic developments, facilitate charging for services in accordance with Article 9 of EU Water Framework Directive.

Implement incrementally the recommendations set out in East Meath, South Louth & Drogheda Water Improvement Scheme Report, consistent with sustainability principles, taking due cognisance of environmental, financial and technical constraints.

#### 10.3.1 Water Conservation

The Water Conservation Project team was established in August 2005 and within the first 18 months of its operation, action was prioritised on the establishment of District Metered Areas (DMAs). The second phase commenced in November 2008 which consisted of active leak detection in all D.M.A.s. The Council is integrating ongoing active leakage detection into their work programmes and will seek to ensure prudent use of water resources through ongoing implementation of their water conservation policies.

Future developments should have regard to the need to conserve water and as a means of addressing this, may include the following measures:

- Sensor taps
- Pressure and flow regulations on fittings
- Appropriately sized meters
- Prohibition on direct feeds to heating and appliances
- Low flush toilets
- Rainwater harvesting and reuse
- Installation of meters to non domestic premises
- Installation of meters to housing developments
- Replacement of old boundary boxes/stop cocks
- Programme for replacement combined connections

### Policy EN 3

Promote the conservation of water through an ongoing active water conservation programme, implementing best practice in the maintenance and operation of distribution networks and developing appropriate public awareness programmes.

## 10.4 Surface Water Drainage

### 10.4.1 Surface Water Drainage / Sustainable Urban Drainage (SUDS)

As new developments are constructed, less rainfall is absorbed into the ground and an increased volume of water (up to 10-15 times pre-development volumes) runs to drains at increased rates of flow. This has the potential to cause localised flooding in streams and piped drains, as well as bringing surface contaminants and spillages directly into watercourses, thereby causing pollution. Thus, new developments can often lead to flooding problems for existing upstream and downstream developments as well as impacting on overall water quality, particularly in respect of dangerous substance contamination, habitat deterioration and deterioration of river/stream channels. Furthermore, a number of Drogheda's existing collection networks are partially combined and are operating near or at capacity.

#### Road Sustainable Drainage Systems (SUDS)

The principles of Sustainable Urban Drainage Systems are increasingly being applied to road design, where appropriate, in Ireland. At present, best international practice is followed with regard to such methods and incorporated at the detailed design stages of individual road schemes where appropriate and feasible. Sustainable Drainage Systems (SUDS) can best be summarised as offering a "total" solution to rainwater management while traditional drainage can be considered as only providing a "collection and disposal" approach. The traditional purpose of providing drainage for roads is to convey water as quickly as possible from the running surface, thus ensuring a clear safe path for road traffic, and to prevent water penetrating the road pavement structure to avoid potential damage to the structure of the road. Traditional road surface water drainage techniques involved collecting runoff in roadside gullies, drainage kerbs or other collection devices which convey runoff to underground closed pipe systems. Historically, many road and

other surface water drainage systems in urban areas such as Drogheda were combined with foul sewage in a single combined sewer. More recent designs have encouraged the use of separate surface and foul water drainage systems to reduce this burden. Unfortunately these design approaches are flawed as, in transferring the surface water downstream, it provides the potential for flooding of other areas subject to the capacity further down the system. In addition the pollution in the wash-off from the urban environment is conveyed into the natural environment.

To provide an alternative method of drainage which does not have these failings therefore requires a completely new approach. Sustainable Drainage Systems (SUDS) can best be summarised as offering a “total” solution to rainwater management while traditional drainage can be considered as only providing a “collection and disposal” approach. The concept is based upon the free surface-flow of water through a series of sequential linked shallow ponds vegetated with a range of emergent plant species. This diversity of plant species facilitates biodiversity and is generally more appealing for recreation and amenity. Due to the slow movement of water through the ponds suspended matter is deposited, and there is adequate time for both aerobic and anaerobic digestion of organic matter.

The introduction of Sustainable Urban Drainage Systems (SUDS) is seen as a means to manage surface water runoff within the urban environment in a fashion that minimises the impacts of development on the quality and quantity of road runoff, whilst maximising amenity and biodiversity opportunities.

Within highly urbanised locations such as Drogheda, the use of SUDS methods in large scale new road schemes will be considered at design stage.

### Policy EN 4

Ensure that the incorporation of sustainable drainage measures in all settlements is mandatory. An integrated approach to drainage shall be adopted and all development proposals shall be accompanied by a comprehensive SUDS assessment which shall address runoff quantity/ runoff quality /habitat and water quality impacts. Best practice guidance is available from the Greater Dublin Strategic Drainage Study Surface water issues and submissions will be required to meet with design criteria (adjusted to reflect local conditions) and material designs therein.

Prevent excessive discharges of untreated sewage from overflows and to maximize the utility of piped services, new developments shall preferentially provide / connect to separate surface water drainage systems.

Ensure that when developers are required to Master Plan areas within and adjacent to settlements, sustainable drainage will be adequately addressed. Master Plans shall identify appropriate aerial features e.g. ponds / basins etc. based within the overall Plan area that can provide both amenity and surface water management facilities for the full area rather than a large collection of small, development-based units.

To investigate the feasibility of utilising Sustainable Drainage Systems (SUDS) when progressing new road schemes during the lifetime of the plan.

Ensure that where appropriate the Code of Practice on Wastewater Treatment and Disposal Systems serving Single Houses is applied.

#### 10.4.2 Foul Drainage

The *Urban Wastewater Directive 1991* is the primary EU legislation relating to wastewater. The *Waste Water Discharge (Authorisation) Regulations 2007*, which came into effect in 2007, have placed obligations on the Water Service Authority to license the discharge of treated effluent from waste water treatment plants.

Drogheda and Environs is going through a period of growth that must be sustained by adequate and efficient drainage infrastructural provision. The Plan area is serviced by the Newtown Waste Water Treatment System, Marsh Road which currently has a capacity of close to 101,000 population equivalent (p.e). The treatment system serves a number of industrial users who impose variable loading on it. As such, a surplus capacity buffer will have to be retained in order to accommodate load variations. The WWTP capacity may, if required, be extended further up to 125,000p.e. This increased capacity will primarily be achieved through process optimisation. It is likely that during the course of the plan, measures will have to be taken to decrease nitrate levels in discharges.

The Drogheda Sewerage Feasibility Study (Network Improvements – Stage 1) is currently being undertaken within the Drogheda drainage network. This Study is scheduled for completion in the first half of 2010. In the case of sewer systems, infiltration and exfiltration impact upon the deployable capacity of networks, the surrounding environment and the cost of providing treatment both from an operational and capital investment perspective. Initial findings from the Study in Drogheda suggest that a significant reduction in volumes escaping from / infiltrating to the network and passing forward for treatment can be achieved. Remediation programs will be developed and implemented contingent on the outcomes of the Study and appropriate cost benefit assessments.

Continuing the development of infrastructure within Drogheda and Environs is imperative for its development as a Primary Development Centre. Drogheda Borough Council has undertaken, in conjunction with Louth County Council, an 'Assessment of Needs 2007-2014' which feed into the National Water Services Investment Programme. The report identified and prioritised water service schemes for inclusion in the Water Services Investment Programme in the period up to 2009 and developed an indicative list of schemes for the period 2010 – 2014. A number of these relate to Drogheda and its Environs. Prioritisation and advancement of projects therein will depend on Department and statutory approvals and resource availability. A key constraint on delivering such projects is the requirement that the Local Authority funds a significant element of project costs and as such, their delivery will be demand driven and incremental where possible. There is adequate wastewater treatment capacity to meet the demand from development under this Plan.

The Council will be required on foot of *Water Services Act 2007* to draw up a Water Services Strategic Plan during the life of this Development Plan. The adoption of the Water Services Strategic Plan is a reserved function. The Plan will set out a 5 year

strategy for the provision of water services in the county, taking cognisance of sustainable development, affordability, environmental constraints, service quality and regulatory criteria. It is likely that this will supersede the Assessment of Needs Study and will differ significantly to it in that specified objective criteria will be used to prioritise schemes and affordability both from a capital and operational perspective must be demonstrated.

**Table 10.2: Wastewater and Surface Water Schemes**

<b>Project</b>	<b>Service/ comments</b>	<b>Status</b>
Drogheda Sewerage Network Improvements – Stage 1	<ul style="list-style-type: none"> <li>▪ Study undertaken of existing drainage network.</li> <li>▪ Remediation program identified.</li> </ul>	Study
Drogheda Sewerage Network Improvements – Stage 2	<ul style="list-style-type: none"> <li>▪ Implementation of Remediation Program</li> </ul>	Follow on from Stage 1
Drogheda WWTP – Phosphorous/Nitrate Treatment	<ul style="list-style-type: none"> <li>▪ Discharge Licence for the WWTP – possible requirement for installation.</li> </ul>	Being processed
WWTP Phase 3 Extension to 125,000 p.e.	<ul style="list-style-type: none"> <li>▪ Primarily achieved through process optimisation</li> </ul>	Implement through O&M Contract as required

### Policy EN 5

Adopt an incremental approach to provision of additional treatment capacity. This will relate both to the scale of existing developments, and appropriate growth at these locations. Availability of services shall not be a precursor to large scale growth in inappropriate locations.

Minimise the impact of storm overflows on receiving water quality through implementation of programmed upgrade of units and networks.

In accordance with output from Drogheda Sewer Network Improvement - Stage 2, implement a programmed upgrade of networks to minimise the impact of infiltration / exfiltration in sewer system.

To eliminate as far as it is practicable to do so, surface water from waste water sewerage network.

The Council will not generally permit the use of pump stations for conveyance of sewage unless the proposed pump station will cater for a significant catchment of zoned development lands that otherwise cannot be drained. Where deemed appropriate, temporary pumping arrangements may be considered as an interim measure, pending the provision of more permanent arrangements within a reasonable timeframe. In such instances, the full cost of providing, operating and decommissioning interim arrangements shall be paid in advance by developer along with normal development levies.

Ensure that all developments have regard to policies expressed in the Greater Dublin Strategic Drainage Study with particular reference to:

- (a) Infiltration and exfiltration
- (b) Climate Change
- (c) Basements
- (d) New developments
- (e) Environment
- (f) Surface Water

## 10.5 Environment

Drogheda Borough Council and Louth County Council are aware of the need to preserve, enhance and protect the quality of the environment whilst facilitating and encouraging development. A good quality environment is not only of intrinsic value in itself, but is also extremely important for economic development and quality of life. Water resources, in particular, are extremely important but have often been neglected in the past, in the name of economic progress and advancement. This has also been the case in relation to air quality. The protection of the water and air quality of Drogheda and Environs is therefore of great concern to both Councils.

### 10.5.1 European, National and Regional Policy

The environmental policies contained in this Plan have been devised having regard to the large body of European and national legislation, directives and regulations.

The Environmental Protection Agency (EPA) and the Local Authorities are the bodies charged with the responsibility for overseeing environmental protection in the state.

The Environmental Protection Agency in its *State of the Environment Report 2004*, identified five overall environmental priorities for the state. These are:

- Meeting international commitments on air emissions
- Eutrophication prevention and control
- Waste management
- Better integration of environmental and natural resources - considerations into the policies, plans and actions of economic sectors
- Improving enforcement of environmental legislation.

The Council will pursue environmental policies that will seek to safeguard the long-term economic, social and environmental wellbeing of the town and will lead by example in the compliance with EU, national and regional policies. They will also seek to ensure that the highest possible environmental standards are maintained so that a high quality environment can be bequeathed to future generations.

#### Policy EN 6

Implement European, national and regional policy in relation to the protection of the environment and the pursuance of sustainable development principles in respect of the Council's policies and procedures

Pursue the precautionary and the polluter pays principles in relation to permitted development in the Plan area.

Promote and maintain the highest achievable standards of air, noise and water quality in the Plan area.

### 10.5.2 Environmental Noise

Environmental noise refers to noise emitted by means of road traffic, rail traffic, air traffic and noise in urban areas over a specified size. It is regulated under the *Environmental Noise Directive (END)* which was transposed into Irish law by the *Environmental Noise Regulations 2006*. The aim of the Directive is to provide for the implementation of a common EU approach to the avoidance, prevention and reduction, on a prioritized basis, of the harmful effects, including annoyance, of exposure to environmental noise.

### 10.5.3 Noise Action Plan 2008

In accordance with the Environmental Noise Directive, (END), which was transposed into Irish Law by the Environmental Noise Regulations 2006, S.I. No. 140 of 2006 (Regulations), Louth Local Authorities have prepared a Noise Action Plan to address environmental noise from major roads with more than six million vehicles per annum. In the county these routes are the M1, and the R132 Monasterboice to Meath border. The National Roads Authority (NRA) has prepared noise maps for the sections of the M1 and R132 that have been confirmed by verified vehicle count data to be a major road for the purposes of the Regulations. These maps are included in the noise action plan. The overall aim of managing environmental noise within the framework of the regulations is to avoid, prevent and reduce the harmful effects due to long term exposure to environmental noise which will in turn promote good health. The Noise Action Plan is therefore designed with the twin aims of:

- Avoiding significant adverse health impacts from noise
- Preserving environmental noise quality where good

The Noise Action plan contains a review of the use of the planning system to help manage the effects of environmental noise. A Guidance document, Advice Note 2, setting out measures and appropriate criteria for dealing with environmental noise for new development is appended to this plan. The Borough Council shall avoid prevent and reduce the harmful effects due to long term exposure to environmental noise which will in turn promote good health.

#### Policy EN 7

Implement the Louth Local Authorities Noise Action Plan.

#### Policy EN 8

New developments shall comply with the requirements of the Guidance Document, Advice Note 2, on Environment Noise Exposure Criteria

### 10.6 Water Quality

The long term economic, social and environmental wellbeing of Drogheda and Environs requires water quality to be of the highest possible standard. This includes surface water, ground water and sea water, all of which are vital to life and therefore must be managed wisely.

The quality of water in Drogheda is monitored on a regular basis against a list of quality measurement criteria. This includes the licensing and monitoring of trade effluent discharges and the assessment of proposed development in order to ensure that water quality is maintained. Increased awareness through educational and other means is essential for informing the public of the need and importance of maintaining the highest possible water quality standards.

### 10.6.1 Water Framework Directive

*The Water Framework Directive 2000* sets an agenda for the protection and improvement of water bodies such as rivers, lakes and streams, groundwater, coastal and estuarine waters, on the basis of river basin districts. The Directive is concerned with all waters and their uses and brings all water-related directives under one framework, including those dealing with bathing water, drinking water wells and supplies, water taken from rivers, sewage disposal and the protection of salmon and shellfish habitats. The Water Framework Directive requires that river basin management plans be prepared for each identified river basin within the European Union's boundaries. Drogheda is located within the Eastern River Basin District. The Plan is currently in draft form and Drogheda Borough Council in conjunction with adjacent Local Authorities will take cognisance of its recommendations when finalised.

### 10.6.2 River Basin Management Planning Guidance for Public Authorities

In 2008, the Department of the Environment, Heritage and Local Government issued the *River Basin Management Planning Guidance for Public Authorities*. These guidelines explain the relationship that exists between the river basin management plans and other plans and programmes, including statutory development plans. It stipulates that local authority Development Plans will need to, both influence and be influenced by, river basin management plans and that planning authorities should ensure that any relevant objectives of any Water Quality Management Plan be included in the Development Plan. The guidelines also highlight the need for the strategic environmental assessment to take into account the impact that the Development Plan will have on the environmental protection objectives established for waters in the area covered by the plan.

#### Policy EN 9

Increase awareness through educational and other means in order to inform the public of the need and importance of maintaining the highest possible water quality standards.

Implement the recommendations contained in the Eastern River Basin District Management Plans for the Drogheda Borough Council area and specifically the River Boyne.

### 10.6.3 Waste Management Plan for the North East 2005 -2010

*The Waste Management Plan for the North East*, including the counties of Louth, Cavan, Meath and Monaghan, covers the period 2005 - 2010 and will be subject to further review during the period of this plan.

The aim of the Waste Management Plan is to decrease the amount of waste generated and disposed of to landfill throughout the region by promoting the principles of reduce, reuse and recycle and to provide sustainable measures of waste disposal. In any area where there is conflict in relation to environmental policies contained in the Development Plan and the waste management plan, the latter will take precedent.

#### 10.6.4 Derelict Sites

Under the 1990 *Derelict Sites Act* and the *Litter Pollution Acts, 1997-2003*, the Planning Authority can require improvement of neglected lands, the renewal of structures and the removal of unsightly vehicle parts and general refuse.

##### Policy EN 10

Implement the provisions of the *Derelict Sites Act* and the *Litter Pollution Acts, 1997-2003* in respect of derelict and obsolete areas.

#### 10.6.5 Litter Prevention and Control

Louth Local Authorities recently adopted the '*Litter Management Plan 2009-2011*' that sets out a range of objectives in relation to the prevention and control of litter. The plan's overall policy is to reduce the problem of litter throughout the County.

At a more localised level, Waste Management initiatives, supported by the above policy and the National Development Plan, within the Plan area include nine individual bring bank facilities. Currently, there are bring banks located at the following sites:

- Bolton Street Car Par,
- King Street Car Park,
- Murdocks Car Park (opposite Garda Station),
- Trinity Street Car Park,
- Wheaton Hall Shops,
- Ballsgrove Shops,
- Platin Road/IDA Road (beside DPL),
- Old Hill Car Park, Millmount
- McMahons Timber Yard, Moneymore.

A new Civic Amenity Facility was opened in 2006 in Drogheda and is located in the vicinity of the former landfill site on the Collon Road. This Civic Amenity Facility facilitates the general public in the disposal of a wide range of large and small items such as green, brown and clear glass, newsprint, magazines, cardboard and cardboard packaging, mixed paper, food and drink cans, plastic bottles and bags, reusable clothing, household batteries, lead acid car batteries, fluorescent tubes and lamps, WEEE (Directive 2002/96/EC of the European Parliament and of the Council of 27 January 2003 on waste electrical and electronic equipment) timber, garden waste and scrap metal.

Furthermore, householders within the Borough have access to the 'Green Bin' kerbside collection system. Householders are able to put their dry recyclables (newspapers, magazines and cans) into a green bin that they have received from their waste service operator, which is collected on a regular basis.

The old landfill site on the Collon Road is closed and a remedial and restoration plan has been completed at the site. However, Drogheda Borough Council will continue with the monitoring requirements in accordance with the EPA Licence.

It is proposed as an objective to identify and develop suitable sites for additional neighbourhood recycling facilities to cater for the increase in and to promote waste recycling.

#### **Policy EN 11**

Implement the Louth Local Authorities Litter Management Plan to promote greater awareness of the importance of litter control in terms of both economic development and environmental pollution.

#### **10.6.6 Contaminated Lands**

In some situations, the use of land can result in its contamination by chemicals, posing a risk to human health or the environment and precluding later development of a site for particular uses. While development on contaminated lands will not generally be prohibited, the Council will require that a detailed investigation is carried out and appropriate measures are taken to ensure that the land is treated properly before development takes place.

#### **Policy EN 12**

Require site specific quantitative risk assessment based on the conceptual site model in relation to contaminated sites. The assessment should define all known aspects of the site that could impinge upon or affect the contaminant/ pathway/ receptor scenario. Risk assessment must be developed by suitably competent persons having regard to international best practice and published EPA guidance documents including the Environmental Liabilities Directive.

#### **10.7 Flood Protection**

Flooding is a natural process and can happen at any time in a wide variety of locations. Different types of flooding present different forms and degrees of danger to people, property and the environment. With climate change, the frequency, pattern and severity of flooding are expected to change, becoming more uncertain and more damaging.

The River Boyne is tidal for 14km of its length, with the town of Drogheda located in this tidal reach. Downstream from the town, the river is bounded by stone training walls that extend above normal high water level, but are overtopped by very high tides. In this stretch of the river, there are tidal lagoons that fill and empty with the rise and fall of the tide. The town of Drogheda is built on a bend in the river and in this reach the river has no natural flood plain and is confined by continuous walls. Upstream of the town the river flows through low lying lands that act as a natural flood plain.

Some areas of Drogheda are liable to flood due to a combination of tidal and fluvial flows, i.e. interaction between the river and the sea. The Office of Public Works (OPW) which is the lead agency for implementing flood risk policy in Ireland, is carrying out an assessment of coastal flood risk at a strategic level. Key objectives of the Irish Coastal Protection Strategy Study (ICPSS) include establishing extreme flood outlines around the Irish coastline and deriving flood plain maps for a range of probabilities. Drogheda is

part of Phase 3 of the ICPSS and flood maps are included in the Draft Final Technical Report of this study. It is important to note that the flood mapping undertaken in the ICPSS study is for strategic purposes and furthermore any flooding defence works are not taken into account. This means that areas may be shown to flood even though at present a flood defence is protecting them.

The Minister for the Environment, Heritage and Local Government has issued the document *The Planning System and Flood Risk Management – Guidelines for Planning Authorities – November 2009 (Flooding Guidelines)* under Section 28 of the Planning and Development Act 2000. Planning Authorities and An Bord Pleanála are required to have regard to these Guidelines in carrying out their functions under the Planning Acts.

The key principles of a risk-based sequential approach to managing flood risk in the planning system are set out in the *Flooding Guidelines* document. They are:

- Avoid development in areas at risk of flooding.
- If this is not possible, consider substituting a land use that is less vulnerable to flooding.
- Only when both avoidance and substitution cannot take place should consideration be given to mitigation and management of risks.
- Inappropriate types of development that would create unacceptable risks from flooding should not be planned for or permitted.
- Exceptions to the restriction of development due to potential flood risks are provided for through the use of a *Justification Test*, where the planning need and the sustainable management of flood risk to an acceptable level must be demonstrated.

Where flood vulnerable development is considered in areas that are at moderate or high risk of flooding, the Flooding Guidelines require that the zoning satisfies the Justification Test outlined above. Drogheda is identified in the Border Region Regional Flood Risk Appraisal (RFRA) as a key settlement within the core settlement strategy. The RFRA concludes that it is possible to facilitate the continued growth and expansion of these urban centres based on the consolidation of the urban core. In line with the sequential and justification criteria, it is considered that these locations should be encouraged to consolidate and grow in order to bring about a more compact and sustainable urban development form in parallel with a clear flood risk management policy framework.

In line with the sequential approach the justification test was applied to the Development Plan. The Core area consisting of the Town Centre (Zoning Objective T Cr) and the Town Centre Docklands (Zoning Objective T Cd) currently meets the growth, planning and sustainable development criteria for the justification test as it applies to development plan preparation.

Development that is vulnerable to flooding may be open for consideration in areas at moderate or high risk of flooding within the Core area, subject to a full detailed flood risk assessment being carried out which demonstrates that residual risks can be successfully managed and that there are no unacceptable impacts on adjacent lands. All development proposal must have regard to the Planning System and Flood Risk Management Guideline Lines for Planning Authorities (DoEHLG / OPW 2009). In all cases a precautionary approach shall apply.

**Policy EN 13**

Have regard to the findings of the Irish Coastal Protection Strategy Study in so far as it relates to Drogheda.

Have regard to the document The Planning System and Flood Risk Management – Minister Guidelines for Planning Authorities – November 2009 (Flooding Guidelines) issued by the of the Environment, Heritage and Local Government.

Require that a site specific flood risk assessment be carried out for development in areas that are at moderate or high risk of flooding.

Development will not normally be permitted in areas at moderate or high risk of flooding unless a flood risk assessment clearly demonstrates that flood risk to the development can be adequately managed and that the development will not cause unacceptable adverse impacts elsewhere.

## Chapter 11 Implementation and Monitoring

### 11.1 Introduction

The Drogheda Borough Council Development Plan 2011-2017 sets out the Council's vision and strategy for the sustainable development of the town over the next six years. It contains a wide range of objectives and policies covering the broad range of functions of the Council. It is essentially a contract between the Council and the people of Drogheda and there is a statutory obligation on the Council to implement its provisions. This will present many challenges in the years ahead, particularly since the economic climate has changed significantly for the worse over the period of the previous Plan which is now replaced. Therefore, there is no guarantee that the range of specific objectives and projects included in the Plan will be carried out in full or in part, as this will depend on the availability of funding. However, the policies in relation to the manner in which the Council seeks to protect the heritage, environment and well being of the people of Drogheda is not, by and large, funding dependent. Therefore, in this regard, the Council will implement all relevant policies and objectives as contained in the Plan.

The implementation of the policies, targets and projects contained in this Development Plan does not fall to the Council alone. The people of the county, as individuals and through community groups, developers, Government agencies and others with the good of Drogheda at heart, will be required to play a significant role if the Plan is to be fully delivered.

The Plan will also be regularly reviewed to assess progress and to determine whether amendments are required. Therefore, the Council may carry out variations of the Plan from time to time where it considers that such amendments are warranted.

### 11.2 Local Plans

It is an objective of the Development Plan to prepare a Framework Plan for the Heritage Quarter which includes Old Abbey Precinct and West Street Backlands and also to work in conjunction with Meath County Council to prepare a Framework Plan for the Drogheda Transportation Development Area. Over the course of the Plan period Framework Plans shall be completed for Drogheda's Seven Character Areas. The area bounded by Cement Road, R132, and the proposed PANCR, and the Collon Road, will also be subject to a development feasibility study within the time frame of the Drogheda Borough Council Development Plan.

### 11.3 Public Funding

Funding for the various projects, programmes and objectives of the Plan will be dependent on capital funding from the Government under the National Development Plan 2007 – 2013 and from other sources such as the National Roads Authority. The Council's own funds will also be allocated under the annual budget adopted by the

Members in November of each year. As already mentioned above, the availability of funding, even for important maintenance and capital projects may be under threat due to the deterioration in the Government's finances.

### 11.3.1 Section 48 Contributions Scheme

In accordance with the provisions of Sections 48 of the Planning and Development Act 2000, Drogheda Borough Council prepared a Development Contribution Scheme for the period 2010-2014. All development proposals are required by conditions attaching to planning permissions to make a financial contribution towards the costs incurred by the Council, or likely to be incurred, in the provision of public infrastructure.

During the building boom of the past decade, especially since the introduction of the scheme, significant funding has been acquired for worthwhile and important capital projects provided for under the scheme. The scheme has been reviewed and a new scheme will be introduced in 2010. However, having regard to the decline of the building industry, the amount of funding from this source is likely to be reduced significantly over the period of the Plan, unless there is a marked upturn in the economy and the building sector, in particular. The making of, or review of the Development Contribution Scheme, is a reserved function of the Council

Special contributions may also be imposed under Section 48 (2) where specific public works not covered under the general scheme and which facilitate development, have been carried out or will be carried out.

### 11.3.2 Section 49 Contribution Schemes

Under this provision, the Council can require financial contributions for major infrastructural works such as roads, railway lines or major drainage projects. Like the Section 48 scheme, this is also a reserved function.

## 11.4 Private Funding

### 11.4.1 Private Sector

The bulk of the development and investment proposed in this Development Plan will come through the private sector. This refers specifically to the industrial, residential and commercial development that will take place in the County over the Plan period. The Council will also consider entering into arrangements with the private sector to secure the delivery of essential infrastructure and investment where appropriate and subject to any infrastructure provided being available to all who might require access to it.

### 11.4.2 Public Private Partnerships

Public Private Partnerships are agreements between public sector organisations and private sector investors and businesses for the purposes of delivering specific projects related to public services and infrastructure. Such an approach can involve a number of different types of project, including:

- Design and build

- Design, build and operate
- Design, build, operate and finance
- Operating contracts

The PPP Fund for Local Authorities provides start-up funding for projects outside the main investment programmes (roads, water, etc.) covered under the NDP e.g. feasibility studies, the preparation of business plans and preliminary design work. Projects that have already received funding include a feasibility study for developing an area for tourist and amenity purposes and a feasibility study to examine the future leisure and recreational needs of another area. Programmes that are particularly innovative and offer opportunities to create greater integration in the delivery of local services are particularly welcomed.

### 11.5 Bonds

Developers will be required to give security to the Council in the form of a cash deposit, to ensure satisfactory completion of the estate until such time as they are taken in charge by the local authority. The amount of cash deposit shall be in accordance with the DBC Development Contribution Scheme 2010-2014 and the wholesale price index for the construction sector.

### 11.6 Enforcement

The Planning Authority has extensive powers under the Planning and Development Act 2000 to take enforcement action where unauthorised development has occurred, is occurring or where permitted development has not, or is not being carried out, in compliance with the planning permission granted. The Council will seek to enforce the planning legislation to ensure that the environmental, visual and economic development of the Borough is not jeopardised by inappropriate and environmentally damaging development and to ensure that any relevant policies and objectives of this Plan are implemented and adhered to.

### 11.7 Monitoring and Review

The purpose of monitoring and evaluation is to assess the effectiveness or otherwise of policies and objectives in terms of achieving stated aims and objectives. Section 15(2) of the Planning and Development Act 2000 (as amended) states that the Manager shall, not later than two years after the making of a Development Plan, give a report to the Members of the Authority on the progress achieved in securing the objectives whilst section 95(3) (a) of the Act expressly requires that the two year report includes a review of progress on the housing strategy.

Following adoption of the Plan, key information requirements will be identified focusing on those policies and objectives central to the aims and strategy of the Plan. These will be utilised in the review process.

In addition to the Manager's progress report, the Council will continue to monitor the implementation and operation of the Plan on an ongoing basis. Where it is considered that modifications or adjustments are required in the interest of the proper planning and sustainable development, variations of the Plan may be introduced.

**Appendices**

- Appendix 1 Principles of an Age Friendly Society**
- Appendix 2 Urban Design Guidance including Plot Ratio and Design Standards**
- Appendix 3 Internal room standards**
- Appendix 4 Taking in charge of estates**
- Appendix 5 Tree Survey of Drogheda**
- Appendix 6 Architectural Conservation Areas Guidance**
- Appendix 7 Maps showing Drogheda's Seven Character Area**
- Appendix 8 Community Facilities within Drogheda's Seven Character Areas**
- Appendix 9 Guidance Document, Advice Note 2, on Environment Noise Exposure Criteria**
- Appendix 10 Strategic Flood Risk Assessment for the Draft Drogheda Borough Council Development Plan 2011-2017**
- Appendix 11 Map 1: Zoning - Draft Drogheda Borough Council Development Plan 2011 -2017  
Map 2: SPA and SAC**

## Appendices

# Appendix 1

## Appendices

**Appendix 1      Principals of an Age Friendly Society**



# Checklist of Essential Features of Age-friendly Cities

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

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

## **Outdoor spaces and buildings**

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

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

## **Transportation**

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

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

## **Housing**

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

## **Social participation**

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

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

### **Respect and social inclusion**

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

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

### **Civic participation and employment**

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

### **Communication and information**

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

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## Appendix 2

## Appendices

## **Appendix 2                    Urban Design Guidance**

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

### **Plot Widths**

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

The following guidelines will apply to plot widths:

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

### **Building Lines**

The following principles will apply:

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

Building lines may be relaxed in the following circumstances:

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

### **Building Heights**

The following principles will generally apply:

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

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

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

### Roofline

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

Designers shall have regard for the following:

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

### Roof Extensions

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

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

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

Extensions and additions may be considered acceptable where:

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

### Shopfront Guidelines

#### Design Approach

##### *All Areas*

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

##### **All Areas except Heritage Quarter**

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

#### Framework

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

### Access for People with Disabilities

#### *All Areas*

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

### Materials

#### *All Areas*

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

### Signage

#### *Town Centre*

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

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

In these circumstances, the following guidelines must be observed:

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

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

### Lighting

#### Heritage Quarter

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

#### All Other Areas

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

### Colours

#### All Areas

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

### Security Features

#### All Areas

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

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

### Relationship with Overhead Building

#### *All Areas*

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

### Relationship with Adjoining Buildings

#### *All Areas (as appropriate)*

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

### Windows & Doors

### **All Areas**

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

### **Stall Risers**

#### ***Core Retail Area within Town Centre***

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

### **Canopies**

#### ***Core Retail Area within Town Centre***

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

### **External Seating**

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

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

### Interior

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

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

### Removal

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

### Repair

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

### Materials

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

### New Design

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

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

### **Existing Redevelopment**

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

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

## Plot Ratio and Site Coverage

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

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

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

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

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

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

The indicative plot ratios for Drogheda Borough are as follows:

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

Suburban Plot Ratio 0.5 - 1.0

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

Proximate is defined as:

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

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

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

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

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

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## Appendix 3

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### Appendix 3 Internal Room Standards

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

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

#### Space Provision and Room Sizes for Typical Dwellings

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

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

### Sustaining Urban Housing: Design standard for new apartments, 2007

#### Minimum floor areas & Standards for apartments

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

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

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

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

#### Minimum Bedroom floor areas / widths

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

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

#### Minimum Aggregate Bedroom floor areas

## Appendices

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

### Minimum Storage space requirements

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

### Minimum Floor Areas for main apartment balconies

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

## Appendices

## Appendix 4

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## Appendix 4 Taking in Charge of Estates

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

#### 1. INTRODUCTION

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

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

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

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

Assessment will be carried out by:

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

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

#### 2. COMMENCEMENT OF PROCESS

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

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

- **Drawings**

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

- **Certificates**

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

- **Wayleaves and easements**

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

- **Surveys**

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

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

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

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

### 3. **WORK ITEMS TO BE TAKEN IN CHARGE**

#### **Sanitary Services to be taken in charge**

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

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

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

#### ***Roads and footpaths to be taken in charge***

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

#### ***Grass Areas and Open spaces***

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

#### **4. TAKING IN CHARGE FILE**

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

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

##### **4.1 Mapping and Drawings:**

###### **4.1.1 General**

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

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

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

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

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

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

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

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

###### **4.1.2 Water Services**

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

All pipelines shall be shown coloured blue.

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Diameter and class of each pipe shall be indicated.

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

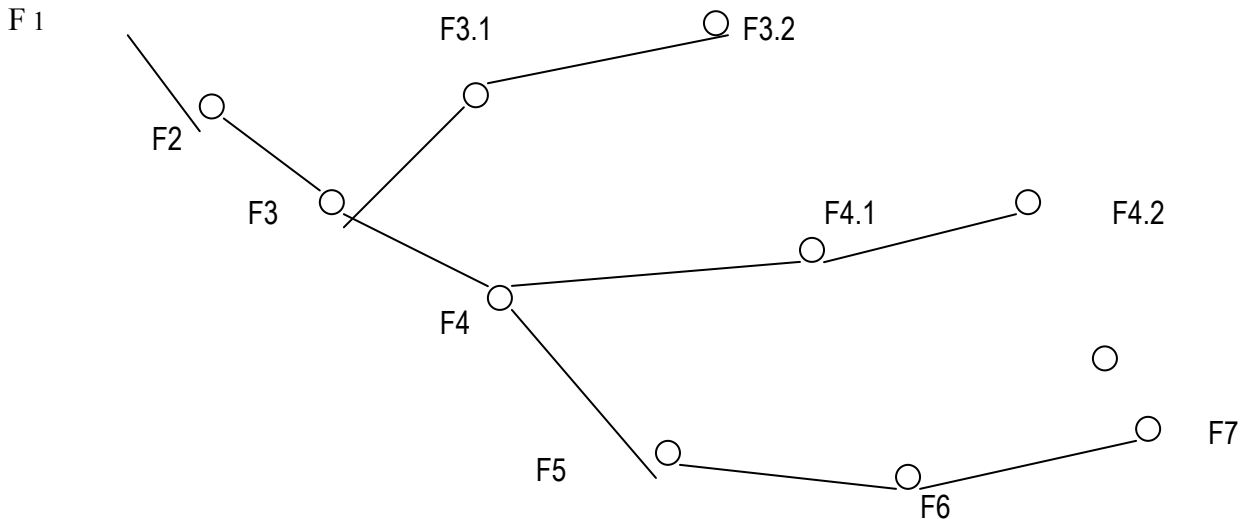
Crown level of pipe and finished ground level shall be indicated at each valve/hydrant. Vertical tolerance  $\pm/10\text{mm}$ .

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

### **4.1.3 Foul Sewerage**

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

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All pipelines shall be coloured red.

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

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

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

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

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

All pipelines shall be coloured green.

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

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

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

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

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

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

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

Details of duct sizes and type shall be provided.

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

#### **4.1.6 Roads and Footpaths**

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

### **4.2 Test Results**

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

#### **4.2.1 Generally**

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

#### **4.2.2 Water Supply**

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

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

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

#### **4.2.3 Foul Sewerage and Storm Water Drainage**

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

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

#### **4.2.4 Sewage Treatment Plants**

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

Maintenance agreements for the above plants must be furnished.

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

#### **4.2.5 Roads**

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

#### **4.2.6 Public Lighting**

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

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

### **5. DEVELOPER INSPECTION**

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

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

### **5.2.1 Water Supply**

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

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

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

### **5.2.2 Foul Sewerage and Storm Water Drainage**

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

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

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

### **5.2.3 Roads and Footpaths**

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

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

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

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

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

## **6. SITE INSPECTION**

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

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

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

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

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

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

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

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

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

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

## **7. FEES FOR ADDITIONAL INSPECTIONS**

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

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

### 8. TAKING IN CHARGE

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

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

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

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

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

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

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

**Water Supply**

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

**Storm Drainage**

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

### Roads

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

### Ducting and Public Lighting

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

### PROCEDURES FOR TAKING IN CHARGE OF OLD ESTATES

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

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

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

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

### Implications for the Borough Council

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

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

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

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

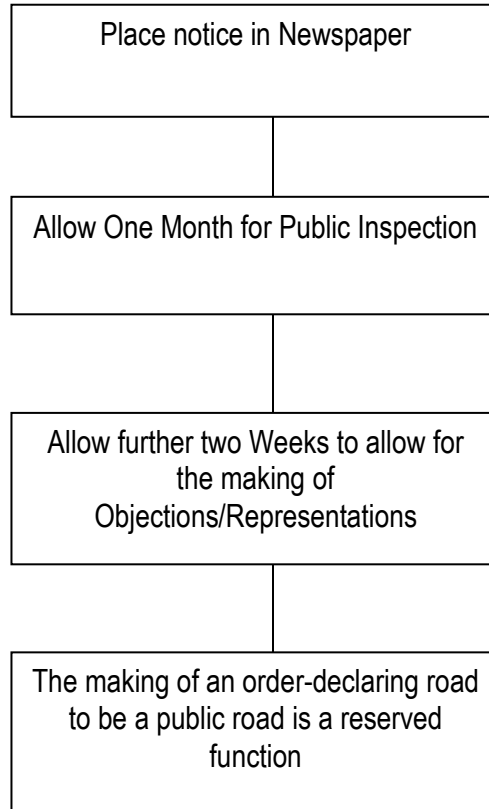
Newly taken in charge estate roads will be included in the existing estate roads schedule – if the road requires major reconstruction work it may be placed on the Road Restoration Programme. The actual year in which work is completed will be dependant on available funds and the prioritisation of the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

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

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

**Section 11 of 1993 Roads Act**

**Section 11 of 1993 Roads Act:**



## Appendix 5

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## Appendix 5 DROGHEDA TREE SURVEY

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

### Methodology

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

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

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

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

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

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

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

A survey of trees is available for the following areas:

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

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

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## APPENDIX 6

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## Appendix 6 Architectural Conservation Area

### Development Management Guidelines for ACA's

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

#### Plot Widths

The following guidelines will apply to plot widths:

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

#### Building Lines

The following principles in relation to building lines will apply:

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

#### ***Building lines may be relaxed in the following circumstances:***

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

#### Building Heights

The following principles will generally apply:

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

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

Under the following circumstances in assessing applications for higher buildings:

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

### **Skyline in ACA Area**

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

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

### **Roof Extensions**

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

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

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Extensions and alterations may be considered acceptable where:

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

### Advertising structures

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

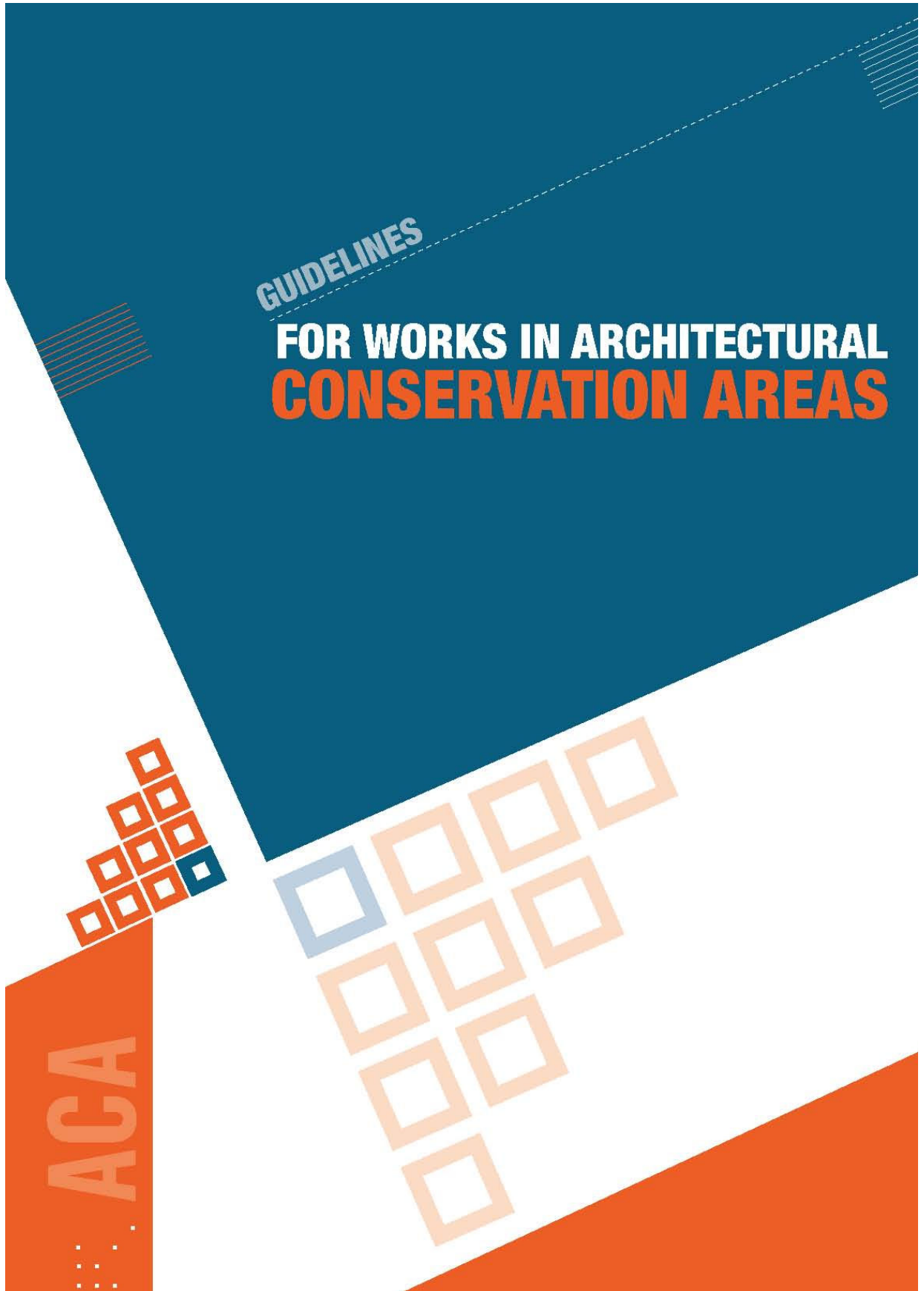
### Demolition or Alteration

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

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

### Shopfronts and Shutters

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



## REPLACEMENT OF EXISTING BUILDINGS

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

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

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

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

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

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

## REFURBISHMENT OR ALTERATION OF EXISTING BUILDINGS



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



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



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



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



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

## ROOF-SCAPE AND CHIMNEYS

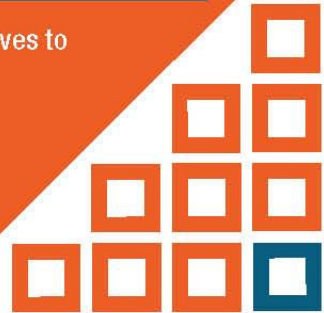
- Roof extensions where deemed to be appropriate should always complement the appearance of the existing and adjacent buildings in keeping with the character as set out in the character appraisal or character statement for the ACA.
- Changes to roof pitch angle, ridge height and span of roof can have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

## FAÇADES

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

## OVERHEAD WIRE-SCAPE AND DISTRIBUTION POLES

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



## EXTERNAL LIGHTING OF BUILDINGS AND FEATURES

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

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

## ADVERTISEMENTS AND SIGNAGE

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

# OPENINGS

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

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

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

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

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

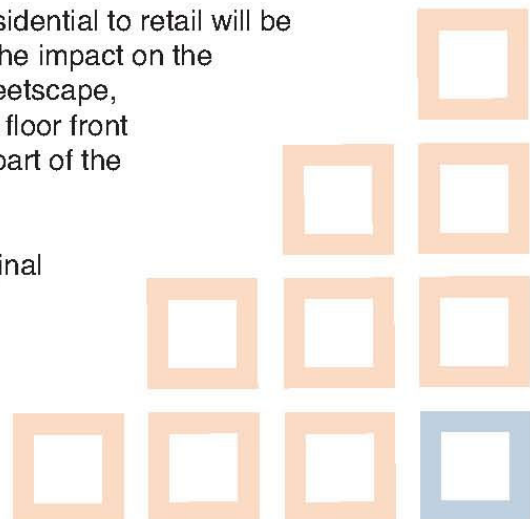
# SHOPFRONTS

Detailed guidance notes on shopfront will be available separately

## USES:

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

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



## TRAFFIC, STREET FURNITURE, PLANTING

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

## DEMESNES

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

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

**GUIDELINES**

**FOR WORKS IN ARCHITECTURAL CONSERVATION AREAS**

If you have further queries regarding ACA designation please contact:

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

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

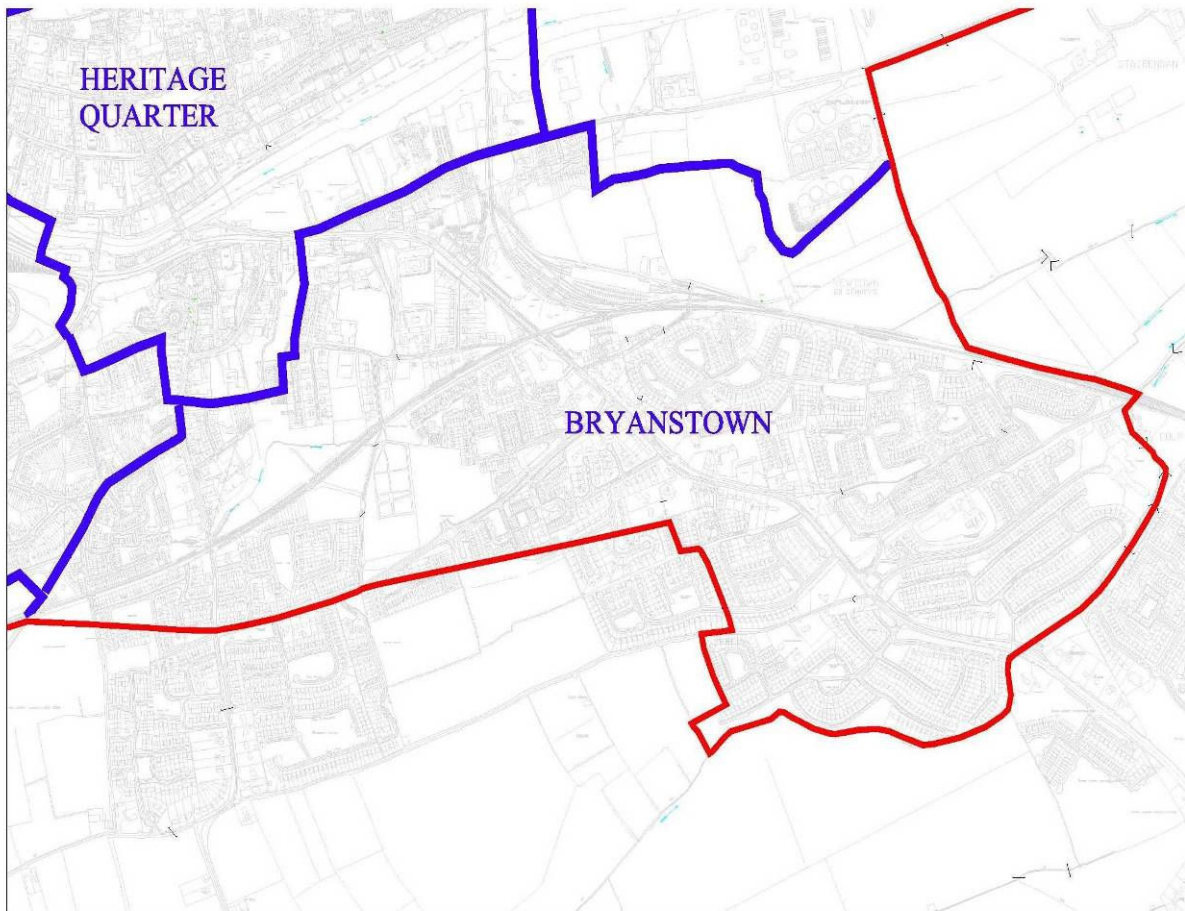
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## Appendices

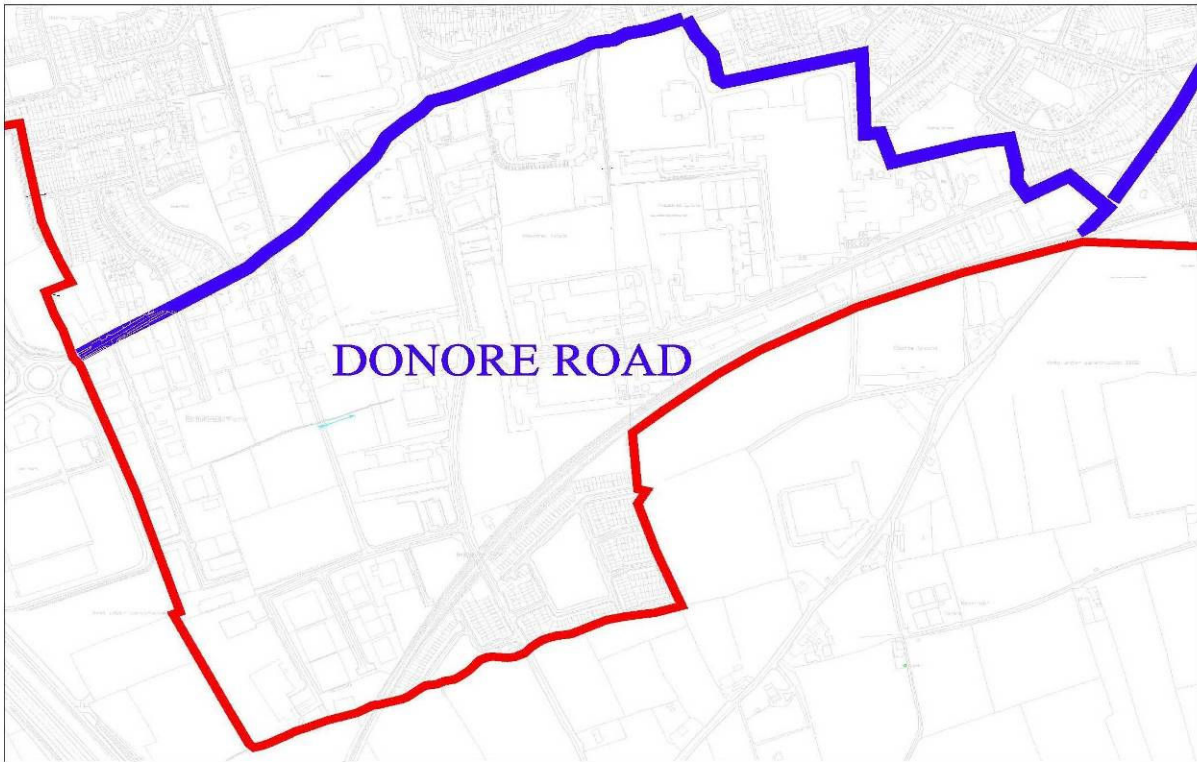
## Appendix 7

## Appendices

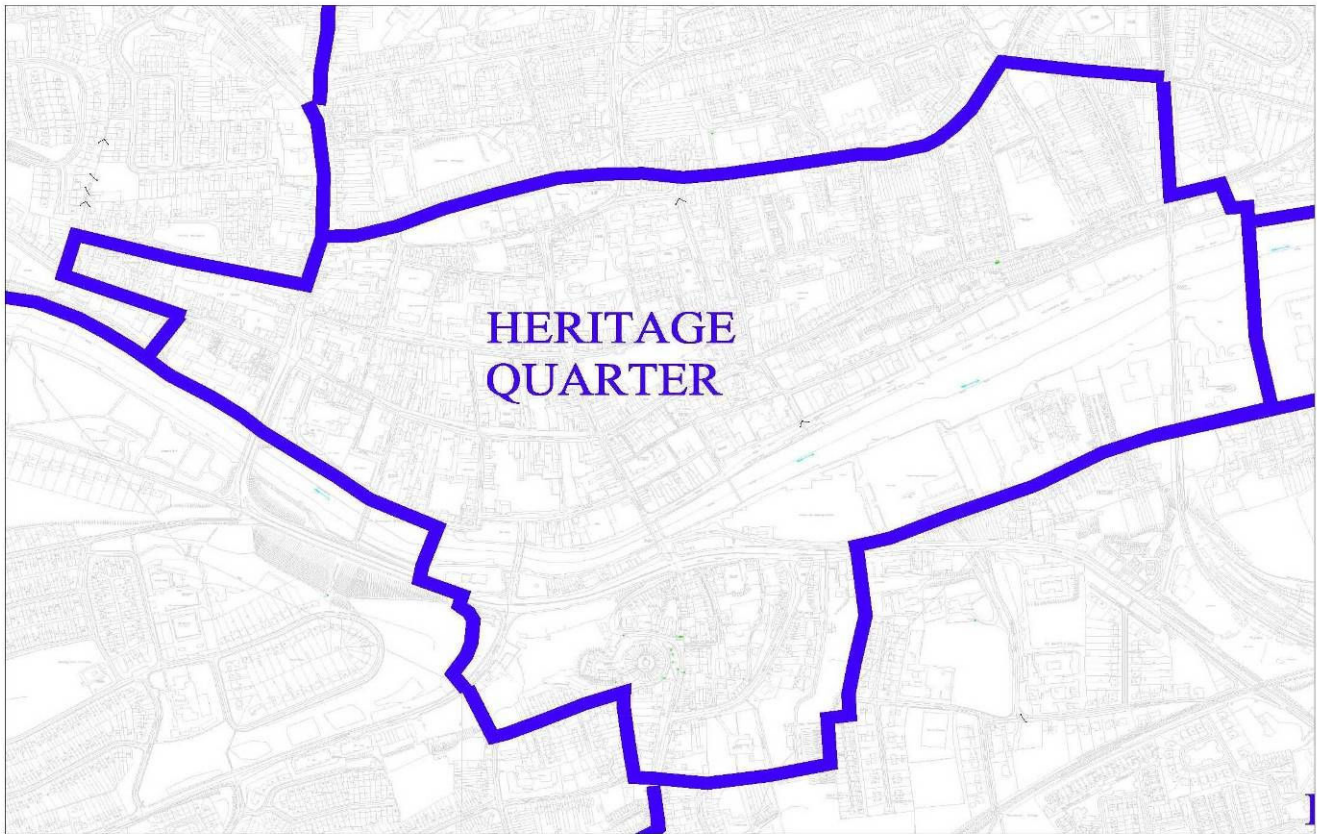
Bryanstown Character Area



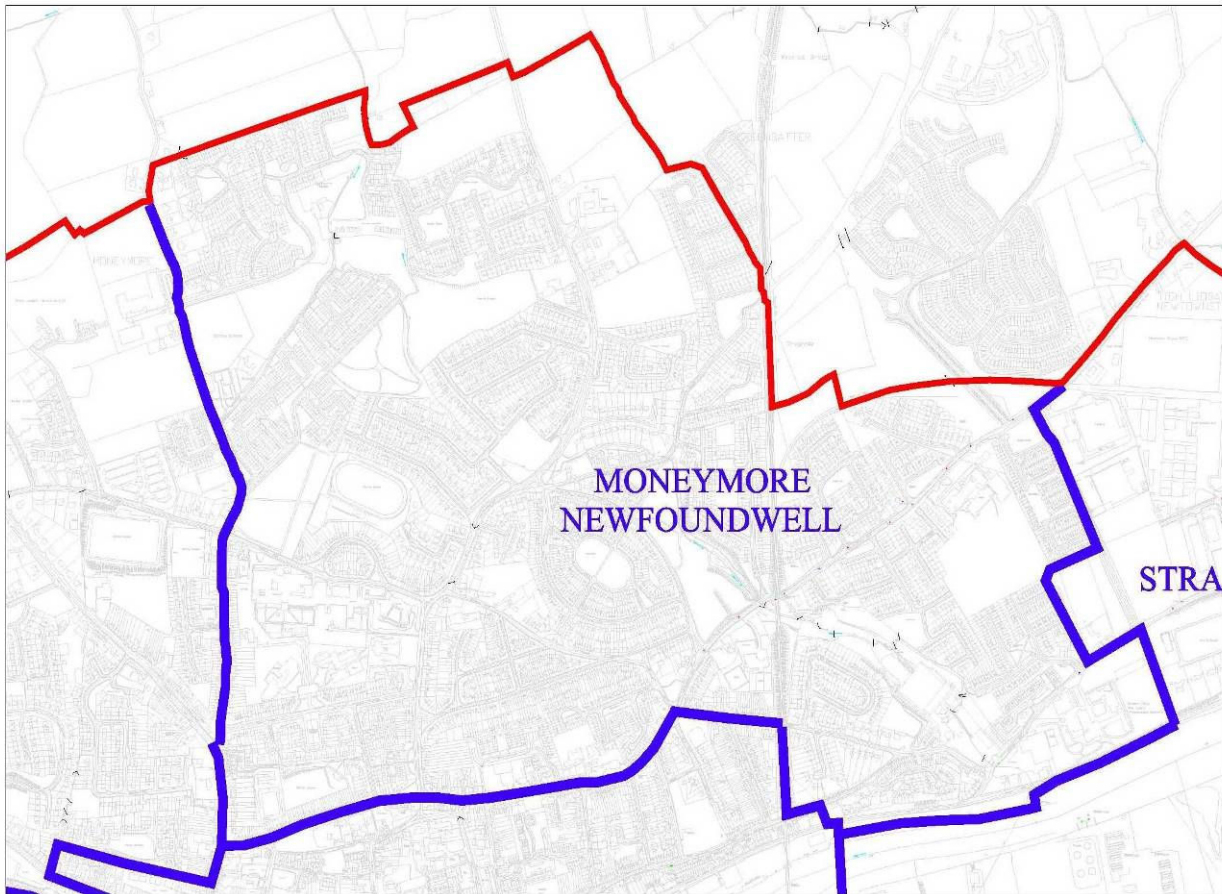
Donore Road Character Area



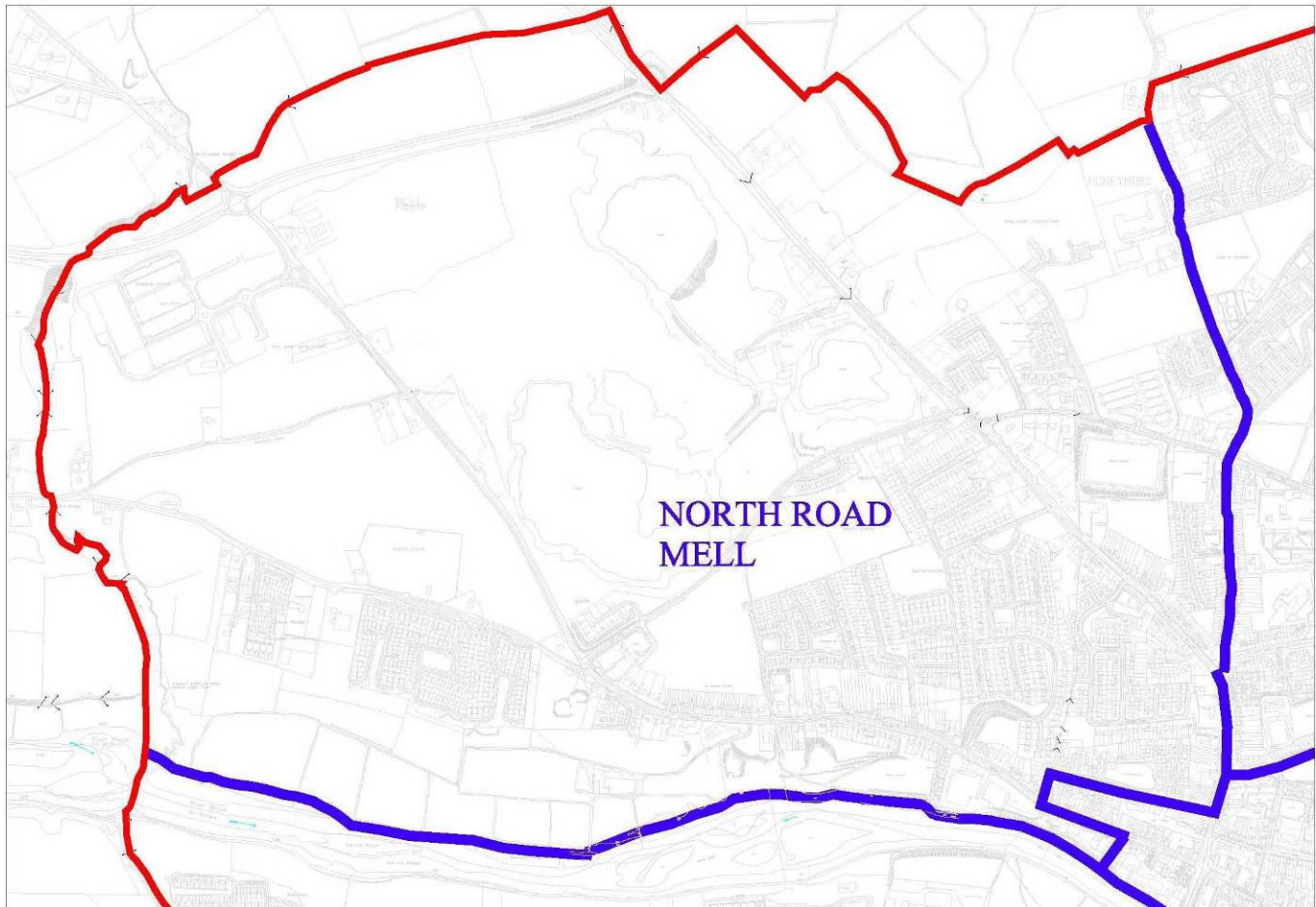
Heritage Quarter Character Area



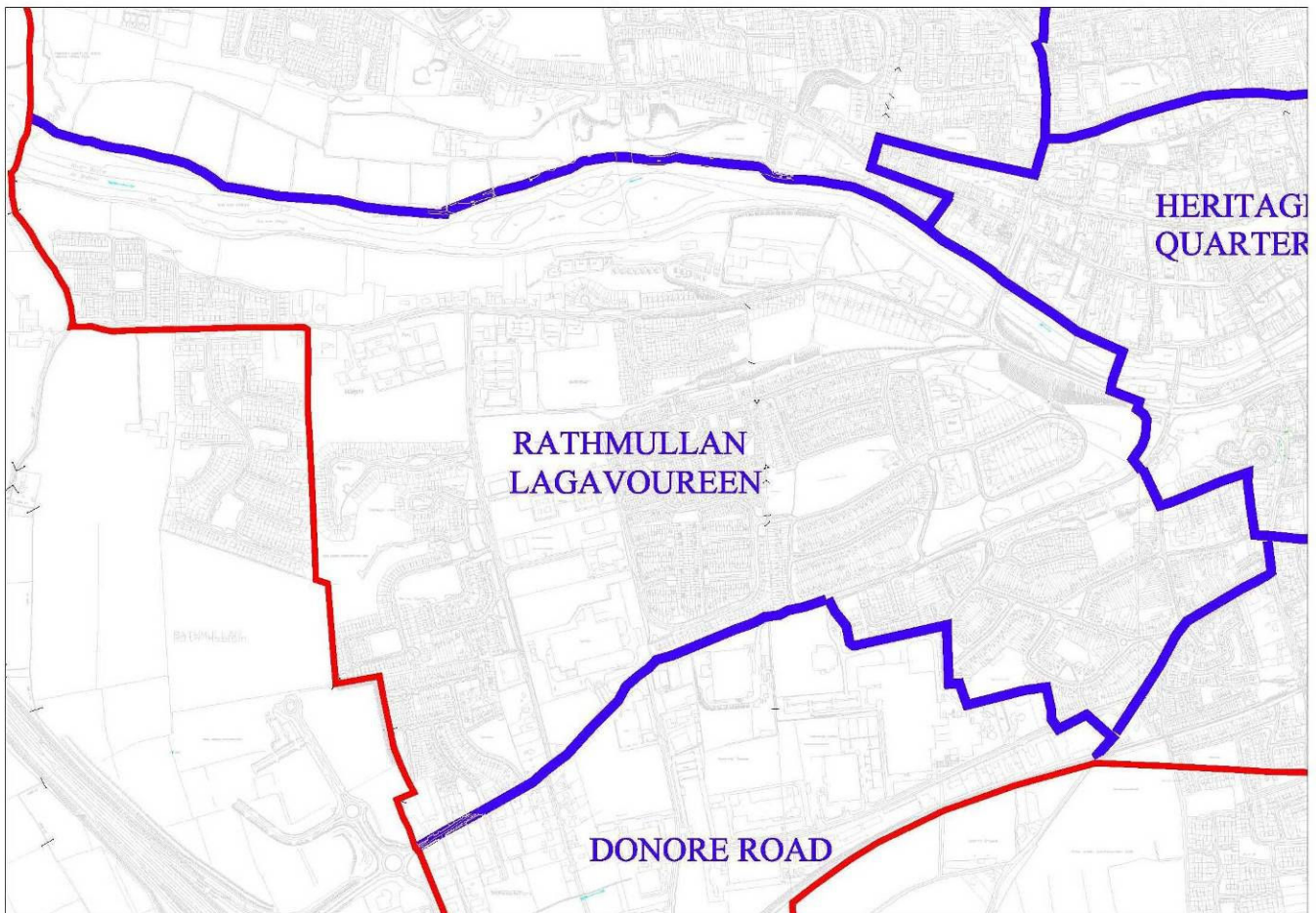
**Moneymore / Newfoundwell Character Area**



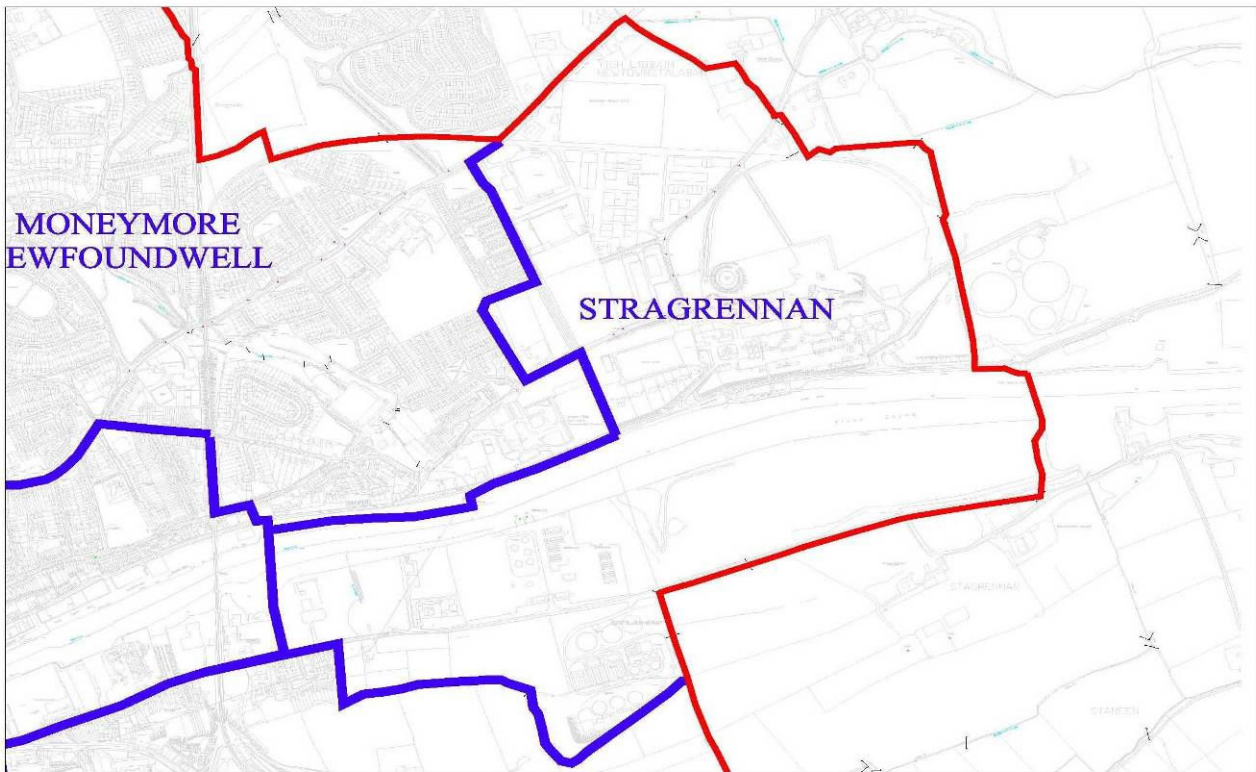
North Road/ Mell Character Area



Rathmullan/Lagavoureen Character Area



Stragrennan Character Area



## Appendices

## Appendix 8

## Appendices

## Appendix 8

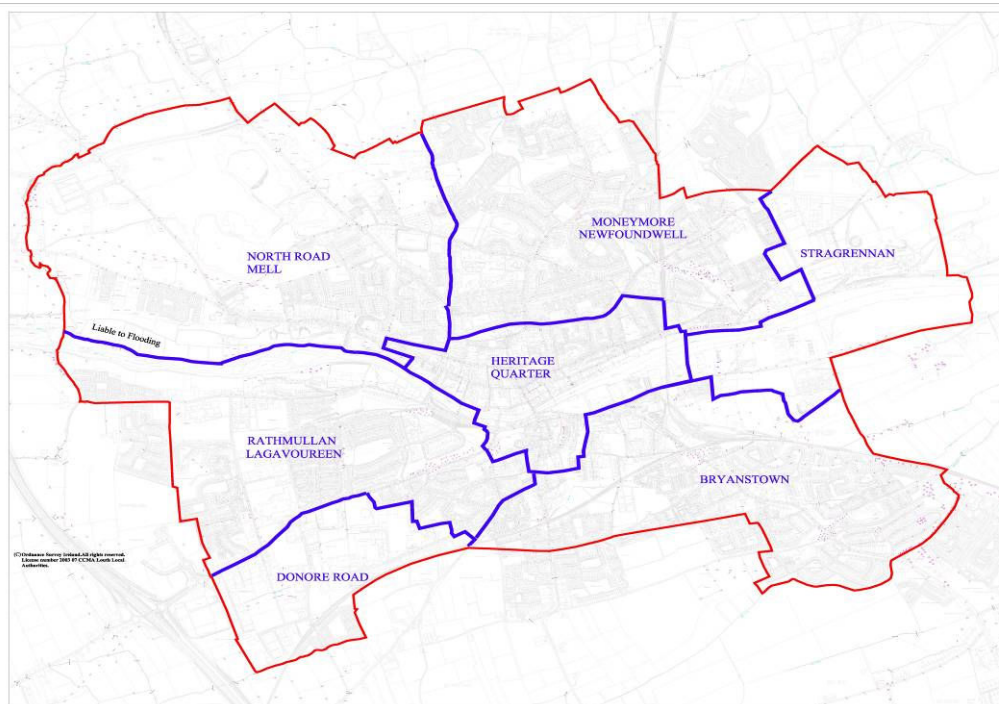
### 1.0 Community Facilities within Drogheda's Seven Character Areas

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

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

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

#### Map 1 Showing Drogheda's Seven Character Areas



**Table 1 Range of Community Facilities within the Seven Character Areas**

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

Appendices

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

Appendices

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

Appendices

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

Appendices

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

Appendices

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

Appendices

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

## 1.1 North Road / Mell Character Area

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

### Objectives

Facilitate the development of a new community facility.

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

## 1.2 Moneymore/Newfoundwell Character Area

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

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

## Appendices

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

## Appendices

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

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

### Objectives

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

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

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

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

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

Assist and promote the re-development of the Lourdes Stadium

### 1.3 Stragrennan Character Area

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

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

## Appendices

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

### Objectives

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

#### 1.4 Heritage Quarter

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

## Appendices

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



### Objectives

Secure the provision of a playground at Rope Walk.

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

### 1.5 Rathmullen/ Lagavoureen Character Area

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

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

### Objectives

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

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

## 1.6 Bryanstown Character Area

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

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

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

### Objectives

Facilitate the development of a new community facility.

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

Assist the development of The Dale as a Linear Park

Support the creation of an Integrated Public Transport Hub

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

### 1.7 Donore Road Character Area

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

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

### Objectives

Support the development of crèche facilities in the area.

Support the creation of public or private recreation facilities

## 1.8 Conclusion

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

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

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

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

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

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

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

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

## Appendix 9

## Appendices

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

### **Noise Guidance Document on Noise Exposure Levels**

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

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

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

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

#### **Noise During Construction:**

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

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

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

#### **Traffic Noise at new residential Areas**

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

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

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

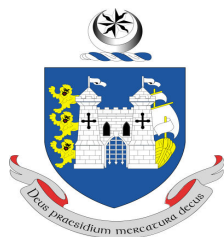
Developers should also have regard to BS 8233;1999 Sound Insulation and Noise reduction for Buildings which deals with the control of noise from outside the building as well as noise from within it. It contains appropriate guidance for internal noise levels. The criteria and limits provide a guide to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

## Appendix 10

## Appendices



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



## Appendices

## **Strategic Flood Risk Assessment**

### **1.0 Section 1**

#### **1.1 Introduction**

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

#### **1.2 Flood Risk and Drogheda Borough Council**

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

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

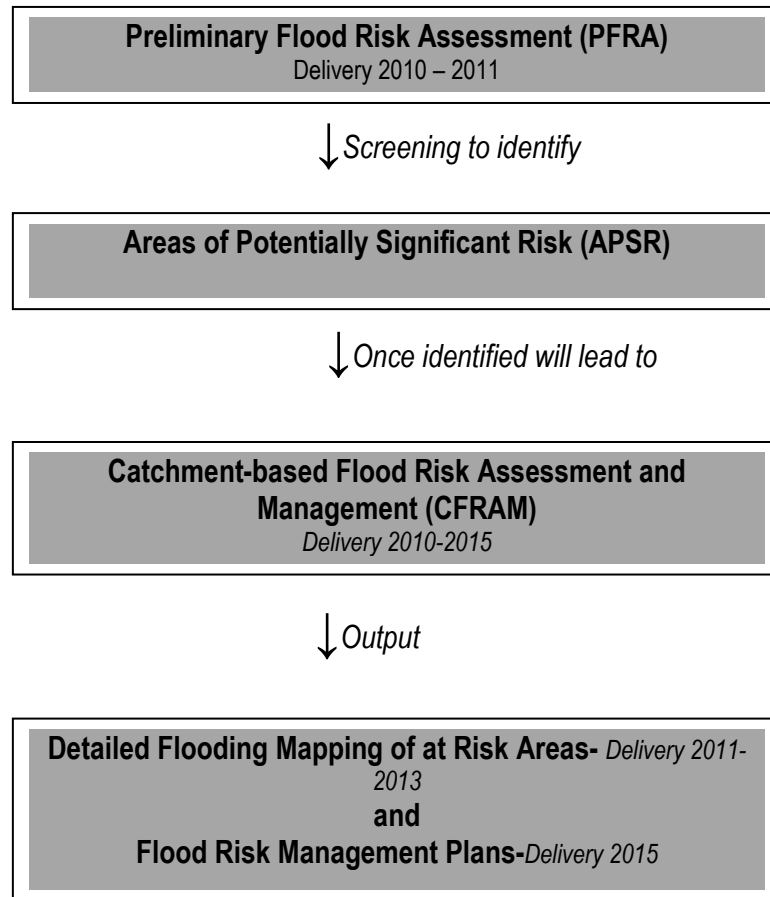
It is therefore important that assessments are carried out to identify the risk of flooding to land, property and people. *The Planning System and Flood Risk Management – Guidelines for Planning Authorities* published by the Department of Environment Heritage and Local Government (DoEHLG) in November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

#### **1.3 Existing Flood Risk Assessment (National)**

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

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

**Figure 1: Hierarchy of Flood Risk Assessment Plans**



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

#### **1.4 Regional Flood Risk Appraisal (RFRA)**

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

**Table 1: Regional Flood Risk Assessment as relevant to Drogheda**

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

### 1.5 Strategic Flood Risk Assessment (SFRA)

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

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

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

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

There are three stages in the assessment of flood risk:

**Stage 1 - Flood Risk Identification**

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

**Stage 2 – Initial Flood Risk Assessment**

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

**Stage 3 – Detailed Risk Assessment**

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

**1.6 Drogheda Borough Council Development Plan 2011-2017**

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

**1.7 Stage 1 – Flood Risk Identification for Drogheda**

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

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

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

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

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

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

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

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

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

## 2.0 Section 2

### 2.1 Sequential Approach

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

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

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

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

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

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

### 2.2 Justification Test for Development Plans

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

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

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

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

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

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

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

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

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

The lands zoned Town Centre and Docklands:

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

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

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

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

### Criterion 3

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

### Justification

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

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

## 2.4 Justification Test for Development Management

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

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

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

**Table 4: Justification Test for Development Management.**

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

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

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

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

### 2.5 Application of the Development Management Justification Test

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

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

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

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

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

## 2.6 Designing for Residual Flood Risk

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

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

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

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

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

## 3.0 Section 3

### 3.1 Conclusion

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

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

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

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## Appendix 11

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