



# **LOCAL AREA PLAN**

## **FOR THE SOUTHERN ENVIRONS OF DROGHEDA**

### **2009-2015**



for  
**Meath County Council**



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prepared by  
**KSA**



In association with  
**Tobin Engineers**



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# 1 INTRODUCTION

This Local Area Plan for the Southern Environs of Drogheda has been prepared on behalf of Meath County Council to provide the statutory and strategic framework for the orderly and sustainable development of the Drogheda Environs area. The current Meath County Development Plan 2007-2013 identifies Drogheda as a primary development centre. It recommends that the majority of the projected additional population and households in the County will be allocated to identified strategic centres such as Drogheda.

The Local Plan sets out the context, goals, objectives and structure for future development of the South Drogheda Environs area. The Local Area Plan constitutes the logical realisation of the objectives and policies contained within the Meath County Development Plan, 2007-2011. In particular, the Plan is prepared with regard to objective SS OBJ 1 of the Development Plan as follows:

**SS OBJ 1** *To prepare Local Area Plans for the urban centres contained in Table 7 within 2 years of the adoption of this County Development Plan in accordance with the provisions of Sections 18 – 20 of the Planning & Development Acts 2000 - 2002. These Local Area Plans will replace the individual Written Statements and Detailed Objectives for Towns and Villages contained in the 2001 County Development Plan.*

In line with policy SS POL 4 of the Meath County Development Plan, the preparation of the Local Area Plan for the Southern Environs of Drogheda has had full regard to the Planning Strategy for the Greater Drogheda Area, 2007 and the policies and recommendations contained therein. Further to this, the preparation of the Plan has taken cognisance of the Drogheda Traffic Management Study and the Drogheda Borough Council Development Plan, 2005 – 2011 as required.

## 1.1 Purpose of the Local Area Plan

The Local Area Plan (LAP) will seek to facilitate existing demand and to direct future development in an orderly, economic, sustainable and coherent manner. It will also define the

southern development boundary to maintain a clear physical

break between the edge of the urban settlement with the surrounding open countryside and rural villages. In accordance with Section 18 (4) (a) of the Planning and Development Act, 2000 (as amended), the Local Area Plan, once adopted, shall remain in force for a period of six years, unless amended by the Planning Authority. The Plan will replace the current policies and objectives for the plan area as contained in Section 10 of Volume 2 of the Meath County Development Plan 2001.

## 1.2 Consultation

The LAP was prepared after extensive public and stakeholder consultation. The pre-Draft consultation period began on 24<sup>th</sup> October 2007, and lasted for 6 weeks. Stakeholder consultation took place during the same period as well as consultation with the adjoining Local Authority, Drogheda Borough Council.

### 1.2.1 Public Consultation

The intention to prepare a Local Area Plan for the Southern Environs of Drogheda was advertised in the press on 24<sup>th</sup> October 2007, and submissions on the pre-Draft consultation phase were invited from members of the public. A map outlining the area and an issues paper were put on public display in various locations. The last date for submissions was the 30<sup>th</sup> of November 2007. Twenty-six written submissions were received. These were compiled into a Manager's Report on the pre-Draft Public Consultation exercise (available at [www.meath.ie](http://www.meath.ie)).

The main themes which arose included, *inter alia*:

- The need for sufficient community facilities to serve existing and proposed developments, including schools and other essential neighbourhood facilities;
- The need to protect the natural heritage and promote the tourism potential of the Boyne Valley;
- The rezoning of particular parcels of land;
- The need for mixed development to include employment opportunities;

<b>Large Growth Towns<sup>5</sup></b>	Drogheda (Environs)
<b>Moderate Growth Towns<sup>6</sup></b>	Dunboyne / Clonee / Pace Corridor, Dunshaughlin, Kilcock, Maynooth & Ashbourne,
<b>Small Growth Towns</b>	Duleek, Ratoath, Athboy, Oldcastle & Enfield
<b>Key Villages</b>	Slane, Ballivor, Longwood, Summerhill, Nobber
<b>Villages</b>	Baile Ghib, Carnaross, Carlanstown, Clonard, Crossakiel, Donacorney, Donore, Drumconrath, Gormonston, Julianstown, Kentstown, Kilbride (Dunshaughlin Electoral Area), Kildalkey, Kilmainhamwood, Kilmessan, Mornington, Moynalty, Rathcairn & Rathmolyon.

Table 1.1: Extract of Table 7 of the Meath County Development Plan 2007-2011

- The adequate provision of infrastructure, including transportation.

These issues were taken into consideration in the preparation of the Draft LAP.

The Draft Local Area Plan for the Southern Environs of Drogheda was placed on display for the period Wednesday, 20th of August 2008 to Wednesday, 1st of October 2008. The aim of the consultation process was to enable the public and interested parties to give their observations on the Draft Local Area Plan. A total of 41 written submissions were received.

Amendments to the Draft Local Area Plan were placed on public display for the period the 15th December 2008 to the 19th January 2009. A total of 44 written submissions were received.

### 1.2.2 Stakeholder Consultation

The preparation of the Draft LAP has been directed by the comments and issues raised at a number of stakeholder meetings held with statutory and local stakeholders with an interest in this area. Meetings were held with representatives of main stakeholders and interested parties who were invited to attend open meetings to explore the needs of the business and general community in respect of the development of Drogheda's southern environs.

A wide range of issues were raised which have been taken into consideration in the preparation of this LAP. A number of recurring issues were:

- The need for balanced and sustainable development, with community facilities and schools being provided in tandem with residential development.
- Traffic congestion and transportation issues.
- The protection of the amenity and heritage of the Boyne Valley and Battle of the Boyne Site.

### 1.2.3 Consultation with adjoining Local Authority

A meeting was held between key representatives from Drogheda Borough Council, the adjoining Local Authority, and Meath County Council on the 11<sup>th</sup> of December 2007. Key issues of concern to both Local Authorities were discussed at this meeting. These related primarily to the proper and sustainable development of Drogheda town as a whole, issues of traffic and transportation and the proper provision of infrastructure, in particular 'piped services'.

## 1.3 Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) is required to be carried out in order to comply with the requirements of Directive 2001/42/EC of the European Parliament and of the Council on the assessment of the effects of certain plans and programmes on the environment, hereafter referred to as the SEA Directive.

As part of the process of preparing a Local Area Plan for the Southern Environs of Drogheda, and having regard to

the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004), Keith Simpson and Associates on behalf of Meath County Council have considered whether to carry out Strategic Environmental Assessment (SEA) on the proposed plan. The assessment of the issue was based on the criteria set down in the SEA Guidelines and Annex II of the SEA EU Directive for determining likely significance of environmental effects. The screening report determined that SEA is mandatory on the proposed LAP as the projected population for the LAP lands is to be greater than 10,000.

The full Environmental Report of the SEA exercise is available as a separate document.

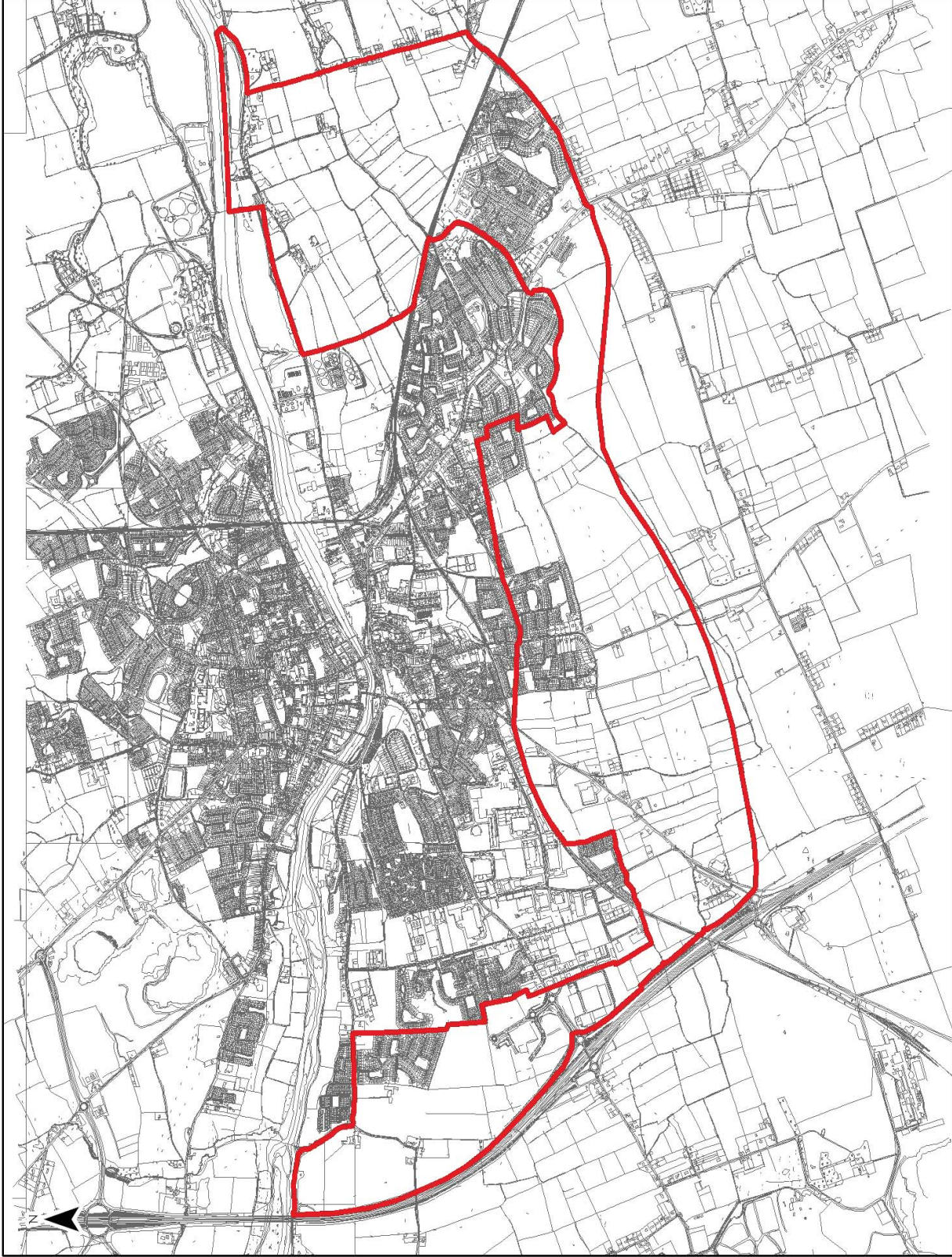
The Amendments to the LAP were screened for their potential environment impacts and these are attached to Environmental Report.

An Appropriate Assessment Screening exercise was also undertaken on the Draft LAP and the amendments which deemed that a full Appropriate Assessment was not required.





**Map 1.1  
Site Context Map**



**Legend**  
 LAP Boundary



Scale: 1:30,000 @ A4

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## 2 THE PLAN AREA IN THE CONTEXT OF DROGHEDA

### 2.1 Physical Context

Drogheda is located on the east coast of Ireland, approximately 55 kilometres north of Dublin (see Map 2.1 at the end of this section). The settlement is an industrial port town with a population of 35,090<sup>1</sup> in 2006. The town proper is under the administration of Drogheda Borough Council. However, the growth of Drogheda over recent years has meant that the built-up area of Drogheda now stretches beyond the town boundary into Counties Meath and Louth. The majority of the northern town environs falls under the administrative remit of Louth County Council. The southern environs of Drogheda, including the Local Area Plan lands lie within the jurisdiction of Meath County Council.

The town is bisected in an east-west direction by the River Boyne which runs through the town centre and reaches the Irish Sea approximately 4 kilometres east of Drogheda. The town is located within the Dublin-Belfast economic corridor, which is commonly defined as the settlements linked by a shared transport and communications network between the two capital cities. Drogheda is served on this corridor by the M1 motorway which is located to the west of the town. The R132 (old N1) runs through the centre of Drogheda and also serves outlying settlements such as Julianstown, Painestown and other settlements in the wider East Meath area. The main Dublin – Belfast railway runs through Drogheda and a freight-only line serves Navan to the west.

Drogheda forms the natural eastern gateway to the Boyne Valley, which includes the world heritage, UNESCO designated *Brú na Bóinne* site - a complex of chamber tombs, standing stones and other archaeologically important structures. Further historic significance is provided by the location of the site of the Battle of the Boyne just to the west of the built-up area of the town.

### 2.2 Population Profile

In 1996 Drogheda's population was 25,282 rising to 31,020 in 2002 and 35,090 in 2006. This represents rapid growth during

this ten year period of 38% compared to 17% for the Republic

of Ireland generally. Much of the population increase of Drogheda has been fuelled by its relative proximity to Dublin, as Drogheda is located within the 'commuter hinterland' of the Greater Dublin Area. Table 2.1 provides an overview of the population growth of Drogheda in the 10-year period 1996 to 2006.

### 2.3 Employment Profile

The town is the major industrial, service and commercial centre for the East Meath area and south County Louth. Drogheda's predominant employment sectors being manufacturing, wholesale and retail and health and social work. Much of the manufacturing focus is due to the presence of the town's port. Similarly, the large numbers of Drogheda residents employed in health and social care work at Our Lady's Hospital to the north of the city centre which employs approximately 1,200 people.<sup>2</sup>

Two other main centres of employment include the town centre, typified by retail, service and professional land-uses. The town centre is centred around West Street and adjoining streets, the St. Laurence Shopping Centre and the Scotch Hall development at the south quays.

The Drogheda Industrial Estate (Donore Road Industrial Estate) is an industrial/warehouse park located on the Donore Road in a long-established industrial area in the south-west of the town. This area contains some of the main employers located in the town.

1996 Population	2002 Population	Increase between 1996-2002(%)	2006 Population	Increase between 1996-2006 (%)	Overall % in population increase between 1996-2006
25,282	31,020	22.70%	35,090	13.12%	38.80%

Table 2.1: Drogheda Population growth 1996-2006 (CSO)



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## 2.4 Residential Development

Drogheda has experienced considerable levels of house building over the past ten years, reflecting the levels of population growth experienced during this period. Areas of the town which have seen significant levels of residential development are primarily located in the suburbs both on the south-side and the north-side of the town, as well as west of the town centre. Large residential developments of recent years on the southside of the town have been completed at Bryanstown ('Martello Village') and Colpe Cross ('Grange Rath') amongst others.

## 2.5 Retail Development

Retail development has been strong within Drogheda and its environs over the past decade, following the growth trend experienced in relation to residential development during the same period.

Significant retail developments include Scotch Hall Phase 1 Shopping Centre, providing some 13,000 total gross retail floorspace, and the St. Laurence Shopping Centre, which opened off St. Laurence Street in May 2006 providing approximately 14,865 sqm of retail accommodation<sup>3</sup> (these are identified on Map 2.1 below).

Drogheda Retail Park, served off the new Drogheda M1 bypass has also attracted trade to the western environs of the town. The retail park offers 15,000 sq. m. of retail warehousing and is anchored by Homebase.<sup>4</sup>

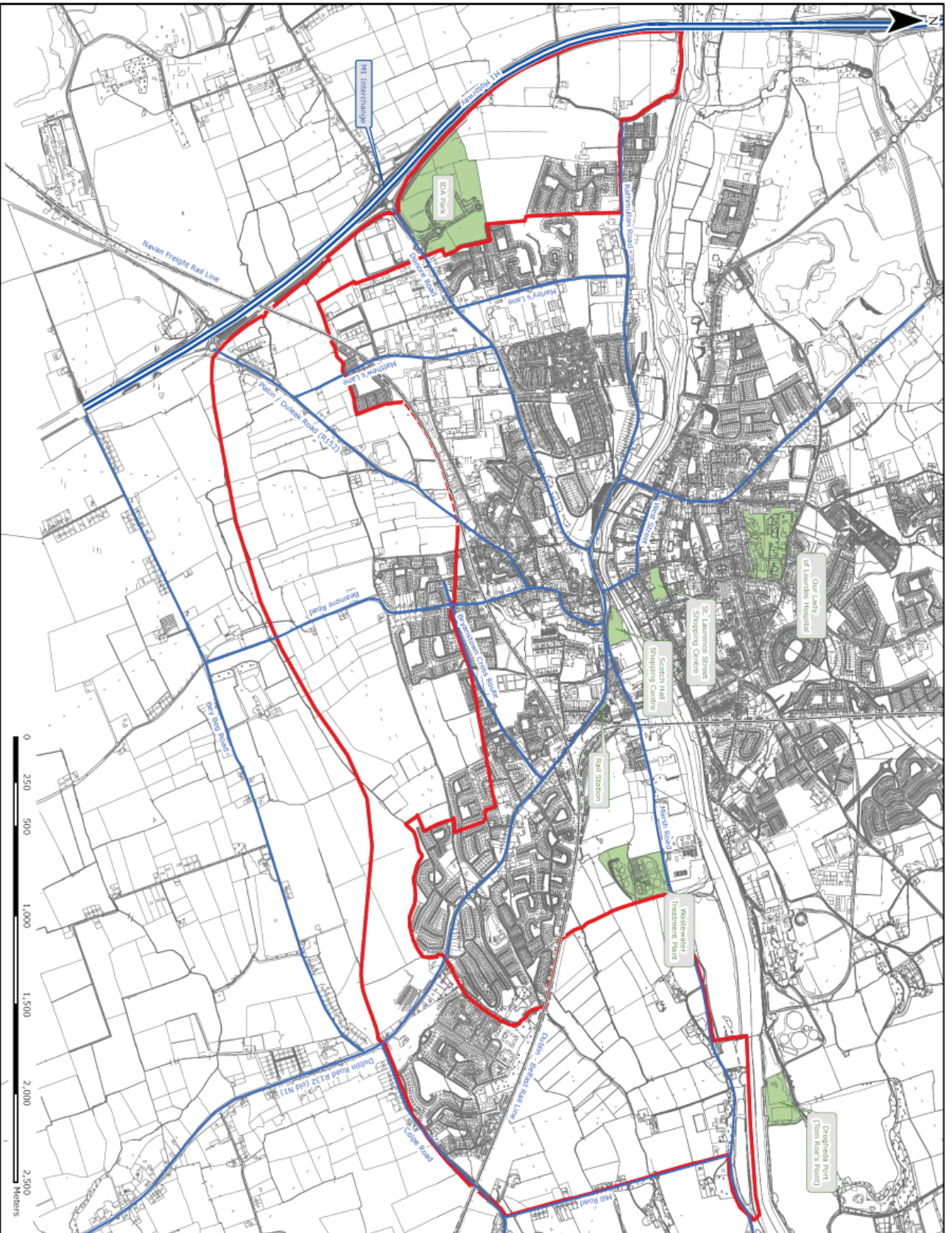
Further to this, the Newgrange Business Park (which has a discount food retailer and electrics store as well as a number of other outlets close by) and the M1 Retail Park (which has a number of DIY and furniture stores as well as discount food retailers) provide for further retail offer in Drogheda.

In summary, it can be said that Drogheda's retail offer has increased rapidly in the past decade. As with residential development growth during the same period, this expansion is reflective of recent rapid population growth. Such developments have also restricted leakage to other centres, such as those in the Greater Dublin Area.

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<sup>3</sup> Lisney Research, Ronan Diamond, March 2007

<sup>4</sup> Drogheda Retail Park website: <http://www.droghedaretailpark.com/contents/scheme.htm>



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**Map 2.1 - Site Location and Context**



**Legend**  
LAP Boundary



Scale: 1:20,000 @ A3

File Ref: K:\CH\W\DC\Map\Map\Map 2.1





## 3 LOCAL AREA PLAN LANDS - SITE CONTEXT

### 3.1 Location of LAP lands

The LAP lands are situated in the administrative area of Meath County Council, adjacent to the southern boundary of the Drogheda Borough Council administrative area wrapping in a horseshoe shape around the southern Drogheda town boundary. The LAP area represents part of the extended Drogheda urban area, but does not form part of the administrative area of Drogheda Borough Council. The area also has strong links to and is in physical proximity to the East Meath area.

The plan lands extend to approximately 680 hectares in total, with a wide range of land uses ranging from residential to industrial and agricultural. Two large landbanks in the overall LAP area remain undeveloped. These are the Bryanstown area and the Mill Road/Marsh Road area. The Bryanstown area represents a landbank of some 145 hectares primarily in agricultural use. Bryanstown was identified under the previous 2001 Meath County Development Plan as an area which was subject to an Action Area Plan prior to development of the lands.

The Mill Road/Marsh Road area was identified as a Strategic Land Reserve under the Planning Strategy for the Greater Drogheda Area which was jointly carried out by Drogheda Borough Council, Meath County Council and Louth County Council in 2007. This area extends to approximately 170 hectares. Map 2.1 in the previous section demarcates the study area.

### 3.2 Roads and Transportation

To the west, the study area is bounded by the M1 Dublin to Belfast Motorway which provides for great connectivity of the study area. Access to the M1 is provided at the Rathmullen/Donore Road Interchange. A number of regional roads dissect the area – notably the Donore Road, Platin/Duleek Road and Dublin Road (R132 - old N1). The Bryanstown Road (R108) travels north-south through the centre of the Bryanstown lands. The Mill Road forms the eastern boundary of the Local Area Plan lands.

### 3.3 Topography and Landscape

The lands within the LAP area generally slope gently downwards from south to north towards the River Boyne. The Lagavoreen watercourse is a tributary of the River Boyne and flows through sections of the LAP area. The north western and north eastern sections of the area are adjacent to the River Boyne, which is an important natural heritage and amenity area, and home to a wide variety of wildlife.

Those lands which remain undeveloped are dominated by natural hedgerows demarcating agricultural field boundaries. The hedgerows are made up of native species and contain a few sporadic mature tree specimens which would be considered to constitute strong landscape features.

### 3.4 Historic Development

Settlements have existed at Drogheda since the earliest period of habitation in Ireland, from the Celts and the Vikings to the Normans. Drogheda was originally two separate towns, with one north and one south of the river, which were united in 1412 after centuries of conflict and rivalry. The town expanded during the medieval period, and much of the layout of the town has survived.

During the eighteenth century, the town experienced dramatic change, and many new Georgian buildings were constructed, extending the town beyond its medieval defences. During the nineteenth century, Drogheda became an important industrialised centre on account of its location at the estuary of the River Boyne, with a substantial cotton industry. This industrial heritage is reflected in the eighteenth and nineteenth century mill and warehouse buildings which can be found throughout the town, particularly beside the river at the eastern end of the town.

As can be seen from the two historic maps (Map 3.1 and 3.2 overleaf), the historic development of Drogheda Town was mostly confined to the north of the Boyne in the 19<sup>th</sup> century, mostly clustered around the medieval core of West Street and Laurence Street. With the arrival of the railway in the early 20<sup>th</sup> century, the focus of residential expansion started shifting towards the south of the river. However, as can be seen from the 1912 Ordnance Survey Map, the subject lands were still far removed from the town proper.

The LAP area remained predominantly agricultural until more recent housing developments towards the end of the twentieth century. There were some country houses and demesnes within the LAP area, with complexes incorporating gate lodges, outbuildings and planned gardens.

### 3.5 Recent Development

Due to the fact that the majority of lands contained in this Local Area Plan were previously zoned for development (with the exception of the Bryanstown 'hatched area' and the lands at Mill Road/Marsh Road), a number of planning applications have been lodged over recent years.

Recent Planning applications for residential development that were granted in the LAP area include the following:

SA60309 – 575 Residential Units, incl. leisure centre; shops (6 units) and 2 no. crèches.

SA60067 – 413 residential units

SA60423 – 174 residential units

SA60649 – 165 residential units

These developments are partly under construction at time of writing and will further increase the residential and population profile of the LAP lands. For the location of these applications see Map 3.3 – Planning History (at the end of this section).

A planning application for a new football stadium to accommodate Drogheda United football club has been lodged with the Planning Authority. At time of writing this application is on appeal to An Bord Pleanála (Ref. PL17.229962). The application relates to a 10,068 seat football stadium (including associated club, hospitality and ancillary facilities); a leisure centre with a floor area of 3390m<sup>2</sup>; a three storey multiplex cinema (with 12 no. screens); a single storey retail warehouse park (10 no. retail warehouse units); a single storey motor service station, a fast-food restaurant, the phased construction of a link road from the M1 Motorway to the R132 Regional Road and a temporary wastewater treatment plant.

At Colpe Cross, an application for a neighbourhood centre was granted planning permission by Meath County Council by way of a material contravention in 2005 (Ref. SA 40196). An Bord Pleanála subsequently confirmed permission for the development (Ref. PL17.212344). The neighbourhood centre is currently under construction.

An application was granted for the redevelopment of the Europa Hotel on the Dublin Road (R132). Further to this, a number of applications have been granted in relation to the extension of the Drogheda Retail Park on the Donore Road.

In the Mill Road/ Marsh Road area, applications have been lodged for a relocation of the Rugby Club which is on appeal to An Bord Pleanála at time of writing (Ref PL 17.227203). An application for the provision of a new link road (SA70078) has been withdrawn and an application for a new primary school was granted permission (Pl. Ref. SA70296).

Also in the Rathmullen Road/ Sheephouse Lane area, 745 residential units were granted planning permission by Meath County Council in summer 2007, these are on appeal to An Bord Pleanála at time of writing (Ref PL 17.224875).

### 3.6 Education and Schools

In terms of the future planning of residential communities, a clear understanding of the existing school provision in an area is essential to be able to provide for adequate provision of new schools for an expanding population. Map 3.5 provides an overview of all primary and post-primary schools in Drogheda

Town.

In the wider Drogheda catchment area, there are 24 primary schools and seven post primary schools (see Tables 3.1 and 3.2 below).

A recent report by the Department of Education and Science<sup>5</sup> notes that in the past ten years primary school enrolments have increased by 16.7 per cent overall. At post primary level, there has been a steady increase in enrolment since 2003/04. This follows a period of decline between 1998/99 and 200/01. Overall, 2005/06 enrolments are still marginally less than they were ten years ago.

Tables 3.1 and 3.2 give an overview of enrolment figures for both primary and post-primary schools in Drogheda town. The schools are also mapped for reference purposes on Map 3.5 (at the end of this section).

Overall, it can be said that existing schools in the Drogheda area (as well as the East Meath area) have been affected by the rapid population growth experienced by this area in the last 10 years (see Chapter 2).

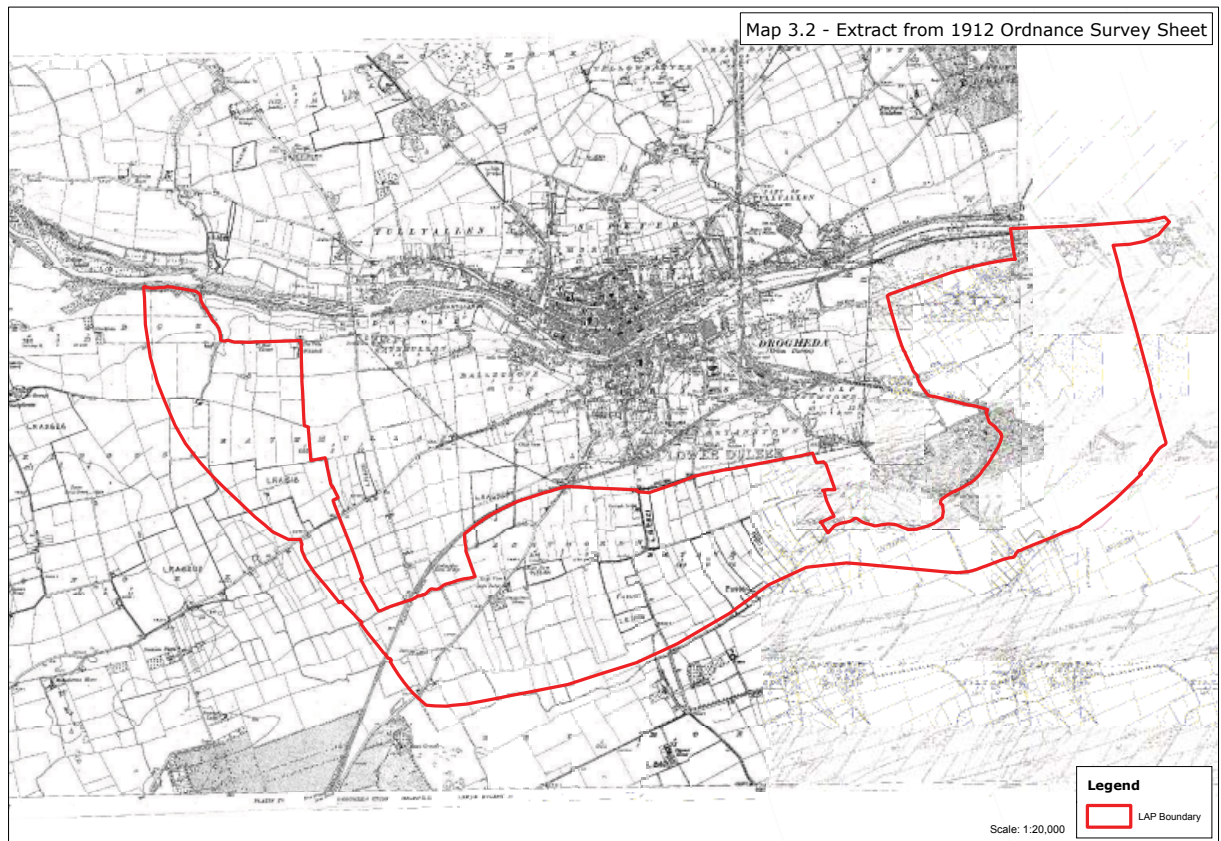
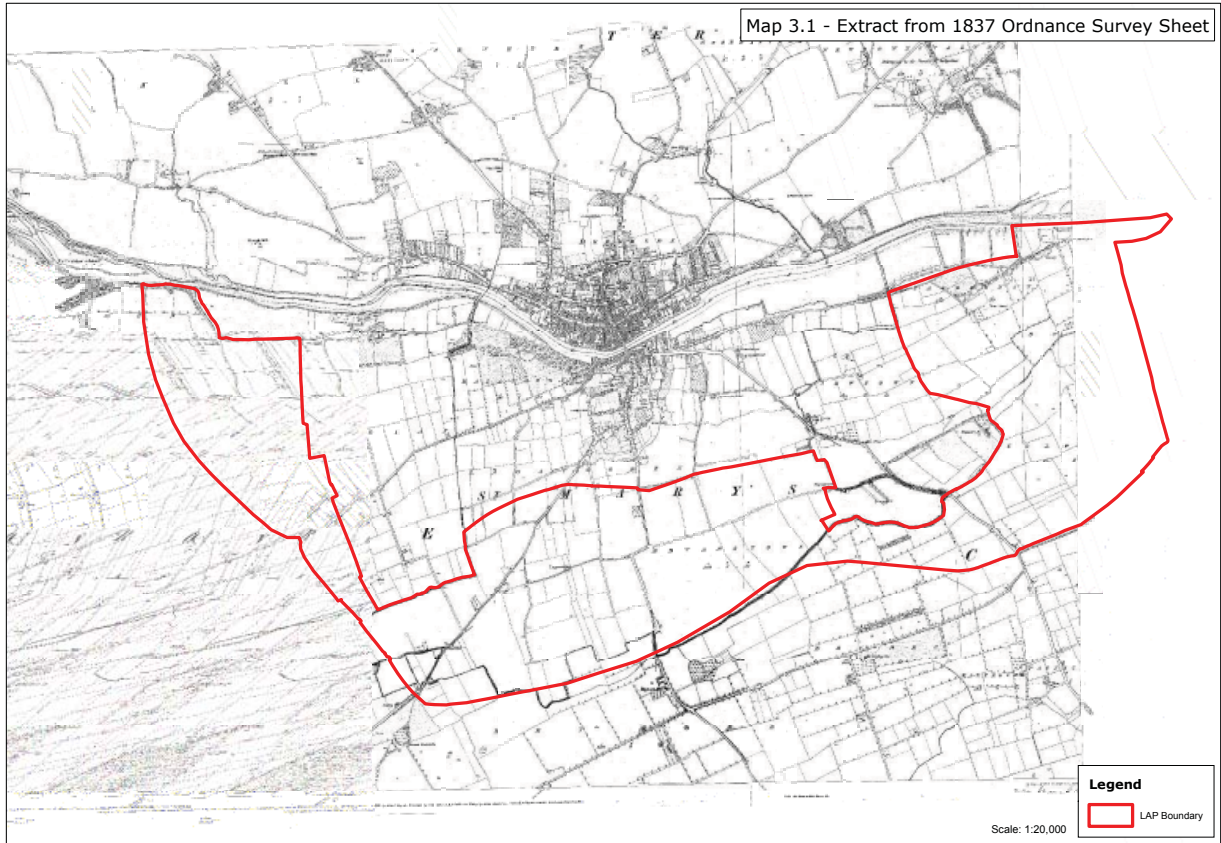
More specifically, it can be seen from the above enrolment figures for schools within Drogheda Town that the demand for school places has been steadily on the increase at both primary and post-primary level over recent years. It would appear from the figures that the existing school provision will be approaching saturation point in the near future if no additional schools are provided or existing schools upgraded.

The Draft Area Development Plan for North Dublin, East Meath and South Louth published by the School Planning Section of the Department of Education further notes with specific reference to the Greater Drogheda Area Southern Environs that two primary school sites and one post primary site should be acquired and developed commensurate with the delivery of housing. However these calculations are based on the previous Zoning Map and Plan for the area (Vol. 2 of the 2001 Meath County Development Plan) and have now been superseded by this new Local Area Plan. This Plan has included sites zoned for new schools based partly on the assessment of existing schooling need in the wider plan area as well as future population projections. Detailed requirements for the future provision of schools in the Bryanstown and Mill Road/Marsh Road area are subject to detailed Urban Design Framework Plans to be provided for these areas.

The Drogheda Institute of Further Education further provides an important regional education facility, and provides courses for school leavers and adults returning to education. Although there is no third-level education institution in Drogheda, Dundalk Institute of Technology is located 35km north of Drogheda.

<sup>5</sup> Department of Education and Science School Planning Section (January 2007) *Draft Area Development Plan for North Dublin, East Meath and South Louth*.





**Table 3.1 Student numbers attending Drogheda Primary Schools (all figures from Dept. of Education)**

Name of School	Location of School	99/00	00/01	01/02	02/03	03/04	04/05	05/06
Presentation Convent	Ballymakenny Rd	324	338	330	325	330	305	333
Scoil Aonghusa	Sunday's Gate	222	219	213	213	211	211	207
Marymount NS	Ballsgrove	252	272	274	289	322	332	351
Christian Brothers	Sunday's Gate	342	325	334	327	328	348	386
St. Patrick's	Bothar Brugha	307	316	348	408	428	425	421
Scoil Mhuire Fatima	Dublin Rd	403	388	404	401	391	368	399
St. Mary's NS	Congress Ave	470	482	482	458	455	461	462
St. Peter's	Bolton St	111	104	101	104	97	97	101
St. Brigid's	Bothar Brugha	301	284	310	362	360	385	407
St. John's & St. Paul's	Rathmullen	406	429	450	482			578
St. Josephs's	Mell	96	98	103	109	117	121	158
Le Cheile Educate Together	Marsh Road		56	46	93	129	191	246
<b>TOTAL</b>		<b>3234</b>	<b>3311</b>	<b>3395</b>	<b>3571</b>			<b>3803</b>

**Table 3.2 Student numbers attending Drogheda Secondary Schools**

Name of School	Location of School	99/00	00/01	01/02	02/03	03/04	04/05
St. Oliver's CC	Rathmullen Rd	1104	1048	1065	1050	1032	1041
Drogheda Institute of Further Education	Twenties lane	71	22	-	-	-	-
St. Mary's Diocesan School	Clinton's Lane	676	683	678	676	701	706
St. Joseph's CBS	Termonfeckin Rd	648	639	631	618	630	628
Sacred Heart	Sunnyside	516	516	516	528	540	548
Our Lady's College	Greenhills	865	858	870	862	876	871
Drogheda Grammar School	Mill Road	161	152	149	174	206	220
<b>TOTAL</b>		<b>4041</b>	<b>3918</b>	<b>3909</b>	<b>3908</b>	<b>3985</b>	<b>4014</b>

### 3.7 Neighbourhood and District Centres and Local Shops

There are a large number of local shops, mostly in the form of small convenience retailers/ 'corner shops' adjacent the study area. As well as this, there are a number of neighbourhood centres in the vicinity of the LAP area. All retail and community facilities are mapped on Map 3.6 (at the end of this section). The neighbourhood centres are located at

- Colpe Cross/ Grange Rath (currently under construction)
- Bryanstown Cross Route
- Wheaten Hall
- Rathmullan Road

The neighbourhood centres generally provide a number of different services. These vary in size and range but typically include some or all of these services: local convenience store, pharmacy, hair dressers, dry cleaners, take away restaurant, off-licence.

Further to this, the Drogheda Borough Council Development Plan, 2005-2011 provides designation for a district centre adjacent to the Drogheda Retail Park (within the jurisdiction of Drogheda Borough Council).

The provision of future retail facilities in the Plan area needs to have due regard to the existing provision of retail facilities at different levels and in different areas to avoid either an over- or under-supply in the future retail offer. The land use zoning framework contained in this LAP provides for the reservation of sites for neighbourhood centres in Bryanstown and the Mill Road/Marsh Road areas (subject to a detailed Urban Design Framework Plan).

### 3.8 Other Community Infrastructure

Most community facilities are located outside the study area in the centre of Drogheda Town. There are a number of facilities in the immediate vicinity of the subject lands. Map 3.6 (at the end of this section) provides a non-exhaustive overview of these additional community facilities. These include a leisure centre and swimming pool on Marley's Lane, a number of health centres and sports facilities.

The major sporting clubs in the town are located in the northern environs, including Drogheda United football club, the GAA, Rugby and Boxing Clubs. In addition, there are a large number of golf courses and pitch and putt clubs in the environs of Drogheda.



Drogheda provides a regional library service and there is also a mobile library service that is continually extending its range to suit the needs of the community. This mobile service incorporates as many stops as possible both urban and rural. There is a public library in Duleek and a new library in Bettystown to be completed; these provide good services to the local community.

All additional community facilities shall be provided in the plan area where the need for these arises and in line with the recommendations of the detailed Urban Design Framework Plans to be provided.

### 3.9 Heritage and Amenity

The Local Authority acknowledges the distinctive natural and built heritage of the LAP area and the significance of major historical, archaeological and natural sites in close proximity. These sites form an integral aspect of the historical, cultural and social heritage of the area, and as such are definitive aspects of the character of the wider area.

#### Architectural Heritage

Co. Meath's rich architectural heritage is reflected in the wide variety of buildings included in the Record of Protected Structures. Protected Structures are given statutory protection under the Planning and Development Act, 2000.

Within the LAP area, there are two Protected Structures, and there are another two protected structures immediately outside the boundary of the LAP area. The two structures within the boundary are a farmhouse and outbuildings to Stameen House, which is located in County Louth (see map 3.7).

#### Natural Heritage

There are several natural heritage sites of national and European significance near the LAP area, as identified on Map 3.7 - Heritage Data. The natural landscape on the Meath coast and the Boyne valley are home to a wide variety of wildlife, flora and fauna which is reflected in the designation given to them. Special Areas of Conservation (SACs) are habitats of European significance, while Special Protection Areas (SPAs) are sites which are important for rare and vulnerable species of birds. Natural Heritage Areas (NHAs) are habitats of national importance.

#### Archaeology

The archaeological heritage of an area includes structures, groups of structures and moveable objects, and is protected by the National Monuments Acts, 1934-2000. The LAP area's long history is reflected in the wide variety of archaeological monuments dating from the Neolithic period to the medieval period, as identified on Map 3.7 - Heritage Data.

#### Battle of the Boyne

The Battle of the Boyne was fought on 1<sup>st</sup> July 1690 by William III and James II. William of Orange was the Protestant husband of Catholic James's daughter. James, the Stuart king, was defeated by William, of the Dutch House of Orange. The Battle

was a pivotal event in European history, and as such the entire site is of considerable social, historical, archaeological and cultural importance. The site is located approximately 3 km west of Drogheda. The area is rich in archaeological monuments, with the battlefield site and an array of relics from the Neolithic period and the Bronze Age to the Iron Age and the Medieval period.

A report was prepared for the Office of Public Works by Brady Shipman Martin consultants in February 2007 which makes observations relating to the Battle of the Boyne site. This submission highlights the natural, historic and cultural significance of the area, and the need to preserve this as an important historic site and develop pedestrian linkages to utilise the site as an area of natural amenity and a tourist attraction.

#### World Heritage Site

The Brú na Bóinne Complex, comprising the three Neolithic sites at Newgrange, Knowth and Dowth, are situated on the north bank of the River Boyne, approximately 5 km from Drogheda. The site is considered to be Europe's largest and most important concentration of prehistoric megalithic art, and the monuments had social, economic, religious and funerary

**Table 3.3 Protected Structures in or near the LAP Area**

Meath Co.Co. Ref.	NIAH Ref	Townland	Description
MH020-123		Bryanstown	House
MH020-124		Stameen	Outbuildings to Stameen House
MH021-104	14317001	Colpe West	18 <sup>th</sup> Century Church of Ireland Church and graveyard
MH021-103	143117002	Colpe East	House c. 1900

**Table 3.4 Designated Sites in the LAP Area**

Site	Code	Designation
River Boyne	4050	cSAC
Boyne Estuary		SPA
Boyne Coast and Estuary		pNHA
Boyne River	1957	SPA

**Table 3.5 National Monuments in the LAP Area**

RMP No	Townland	Site
ME020-006	Stagrennan	Church
ME020-014	Platin	Promontory Fort
ME020-031	Beymore	Gatehouse
ME020-022	Beymore	Mound
ME020-032	Platin	Pit
ME020-014	Platin	Promontory Fort
ME020-062	Rathmullan	Excavation
ME020-053	Rathmullan	Fullacht Fia
ME020-034	Oldbridge	Pit (Neolithic)
ME021-011	Colpe West	Enclosure, burials
ME021-015	Stameen	Mill
ME021-016	Colpe West	Fulacht Fia



functions. On account of its “outstanding universal significance,” the area was designated a World Heritage Site in 1993<sup>6</sup>.

#### Amenities

There is a plentiful supply of natural amenities in the area including the East Meath coastline and River Boyne running through the town of Drogheda. The East Meath Coastline includes Laytown, Bettystown and Mornington and can be utilised for water sports, seaside walks and many other related activities. The River Boyne is a recreational asset available to residents of Drogheda and surrounding areas, and a viable tourist attraction.

### 3.10 Infrastructure

#### 3.10.1 Existing Water Supply

The main water source for East Meath, South Louth and Drogheda is the abstraction from the River Boyne at Roughgrange. Raw water is pumped from the intake at Roughgrange to the Staleen Water Treatment Works (WTW), where it is treated and distributed to East Meath and Drogheda. The nominal treatment capacity of the Staleen WTW is 31.5 Ml/day. Drogheda Borough Council (DBC) operate the Staleen WTW and have an agreement with Meath County Council (MCC) to supply up to 15Ml/d to the East Meath water supply network with the remaining 16.5Ml/d being used to supply the Drogheda network. The Staleen WTW is currently operating at the limit of its capacity. . The average supply to East Meath from the Staleen WTW for 2007 was 14.6 Ml/day.

Critical infrastructure in supplying water to Drogheda and the LAP lands are the service reservoirs at Donore (TWL = 79mOD) and the Kiltrough Water Tower (TWL = 75mOD)

The Donore Service Reservoirs located to the south – west of Drogheda is supplied via a 375mm diameter main from Staleen WTW. The Donore Reservoirs consist of two 4,545m<sup>3</sup> pre-stressed concrete cells, each with a TWL of 79Mod. A 600mm diameter trunk main runs from the Donore Reservoirs serving the DBC and environs area. Distribution mains in Drogheda Town range in size from 450mm diameter down to 50mm diameter. DBC exports water (unmetered) to Meath County Council at Rathmullen and at housing developments on the R108 (Naul Road) at Lagavooreen

A 400mm diameter trunk main runs eastwards from the clear water



tanks at Staleen towards the Kiltrough Water Tower reducing to 300mm diameter. The east coast region (Bettystown / Laytown area) is supplied from the Kiltrough Water Tower.

The Preliminary Engineering Report for the East Meath, South Louth & Drogheda Water Improvement Scheme, submitted to Meath County Council in September 2004, has indicated that the existing distribution network is inadequate to serve the significant lands, both DBC lands and MCC lands, that have been identified for development in the Drogheda environs to their full development potential. Due to expanding development many areas within the scheme are already suffering from low levels of service with increasing stress on sources, mains infrastructure and storage capacity. Deficiencies identified in the existing system include inadequate sources, inadequate storage and high Unaccounted for Water.

#### Existing Water Main Network and Water Conversation Issues

The existing water-main network is detailed on Map I.1 in Appendix I of the report. A substantial proportion of the existing water-main network in Drogheda is in excess of 50 years old. Over the years, this has been extended and augmented by the laying of new mains. There is significant leakage from the network and thus considerable Unaccounted For Water (UFW), estimated at approximately 48%. A substantial reduction in the volume of UFW would greatly help to reduce pressure on the water supply.

For this reason, Louth County Council are currently undertaking the 'Louth Local Authorities Water Conservation and network management Project'.

The project includes a number of elements that will benefit the

**Table No. 3 – Drogheda WWTP Incoming Load**

Incoming Load:	
Population Equivalent	101,000 PE
Dry Weather Flow	28,183 m <sup>3</sup> /day
3 x Dry Weather Flow	84,549 m <sup>3</sup> /day
Maximum Flow to Treatment	979 l/s

Drogheda area, including proposals to reduce UFW and hydraulic modelling, to indicate where reconfiguration can be undertaken to improve the operation of the network.

These measures may allow some new development to proceed in the South Drogheda area in advance of the proposed new mains.

#### 3.10.2 Foul Water Drainage

Prior to the completion of the Main Drainage Scheme in 2000 almost all effluent generated in Drogheda and its environs was discharged directly to the River Boyne, through a network of foul water, surface water and combined sewers.

The Drogheda Main Drainage Scheme resulted in the construction of a Wastewater Treatment Plant (WwTP) OF Phase 1 design capacity of 67,000pe and large diameter interceptor sewers laid along both the north and south banks of the River Boyne to intercept the existing foul and combined sewers and convey the sewage to a Pumping Station at Newtown, from where

it is pumped to the WwTP. Thirteen combined sewer overflow structures, 'Stormkings', were constructed on the new interceptor sewers to discharge excess flows to the River Boyne during heavy rainfall events.

Currently, the WwTP is undergoing an extension that will provide a Phase 2, design capacity of 101,000pe, with the following main design features:

The WwTP is operated by Drogheda Borough Council and Meath County Council have been allocated a reserve capacity of 27,500pe out of the Phase 2 design capacity of 101,000pe. A further 8,000pe will be provided to Meath County Council subject to approval been granted for process driven expansion plans to expand the capacity of the plant to 125,000pe.

Wastewater from the East Meath settlements of Mornington East, Bettystown, Laytown, Julianstown, Donacorney and Mornington is currently pumped to Drogheda Wastewater Treatment Plant for treatment and disposal. The East Meath Coastal Area Sewerage Scheme, which serves these settlements has been designed to deliver a dry weather flow (DWF) of 4,335m<sup>3</sup>/day, which equates to a population equivalent (p.e.) of 24,086 to the Drogheda WwTW.

The Meath County Development Plan of March 2007 estimated that, having regard to the extent of zoned lands in the settlements of North – East Meath as per the East Meath Local Area Plans and the zoned lands in Drogheda Environs as per the Meath County Development Plan 2001, Meath County Council would require a total capacity of approximately 60,000pe to service all existing zoned lands in these areas. So, even with the commissioning of the Phase 2 upgrade to the WwTP there remains significant infrastructural constraints to further large – scale development in the area.

The existing drainage network in Drogheda is also under pressure, with significant capacity constraints including structurally and hydraulically deficient elements present throughout the network. A study ("Drogheda Sewer Network Improvement Scheme – Stage 1 – Network Assessment") is currently underway to carry out a comprehensive assessment of the existing drainage network within the Greater Drogheda area as a first stage in developing a drainage framework to facilitate the further development of the Greater Drogheda area.

The topography of the LAP lands is such that four different solutions are required for the foul drainage from these lands. The lands at Rathmullen and the IDA lands on the western edge of the LAP lands will drain to the existing foul network in the vicinity of Marleys Lane. The lands to the north of the Bryanstown lands, currently being developed, will drain to the existing network along the southern edge of Drogheda and the Bryanstown lands will drain to a proposed new 900mm diameter foul sewer, the Bryanstown Trunk Foul Sewer, which will follow the valley of the Bryanstown Stream over to the WwTP. To facilitate development on lands in the vicinity of Colpe Cross, to the immediate west of the LAPS lands, a section of this Bryanstown sewer, from the WwTP to the N1 Dublin Road has already been constructed.

Lands bound by the Railway Line and Mill Road will drain towards

the Marsh Road and will need to be pumped to the Drogheda Wastewater Treatment Plant for treatment and disposal. There are no existing sewers along the Mill Road, existing dwellings are served by individual septic tanks. Meath Co Co are currently engaged in upgrading the sewerage network along the Marsh Road as part of the East Meath Coastal Sewerage Scheme by installing a 250mm dia rising main from Drogheda Grammer School to the existing WWTP. This will complement the existing 250mm dia rising main on the Marsh Road. The feasibility of utilising this proposed rising main to cater for the zoned lands draining to this area will require further detailed examination.

### **3.10.3 Existing Surface Water Regime**

The Bryanstown Stream drains the majority of the South Drogheda Environs and is a tributary of the River Boyne, providing drainage for surface water run-off from greenfield lands, as detailed on the Surface Water Drawing contained in Appendix I (Map I.2). Greenfield Surface Water run off from Lands within Rathmullen and IDA lands to the west and lands east of the Railway Line drain naturally towards the Boyne River. The existing topography is such that lands north of Bryanstown, currently under development, drain naturally towards the existing surface water drainage network along the Bryanstown Cross Route. Within the study area, flooding occurs annually at Boolies Little due to low lying land, causing the R152 to flood annually.

Surface Water run off from lands within Rathmullen to the west and lands east of the Railway Line drain naturally toward the Boyne.

### **3.10.4 Utilities**

#### *Existing Electricity Supply*

3 No. Existing overhead High Voltage lines cross the South Drogheda Environs. One overhead line passes through a section of the Rathmullen lands within the study boundary. The two remaining line pass though the Bryanstown area in a west to east direction. High Voltage underground cables are also present within the study boundary, particularly at the IDA lands and Drogheda Retail park to the west. The area has a distribution network of Medium Voltage Lines (10kV and 20kV), Refer to Map I.3 in Appendix I for details.

#### *Existing Gas Supply*

The existing Gas Supply networking the area is illustrated on Map I.4 (in Appendix I), this includes a 250mm PE 4 Bar line on the R152 Duleek Road, a 90-180mm PE 4 bar lines within the IDA site and 90mm PE 4 bar line on the R132 Road.

#### *Gas*

An existing underground BGE transmission line runs from Colpes Cross northwards towards the Marsh Road. A 14m wayleave exists for this line and neither excavation nor development may take place within a BGE Wayleave unless permission, in the form of a valid Excavation Permit is granted by BGE. Such permission will not be unreasonably withheld.



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#### *Existing Telecommunication Infrastructure*

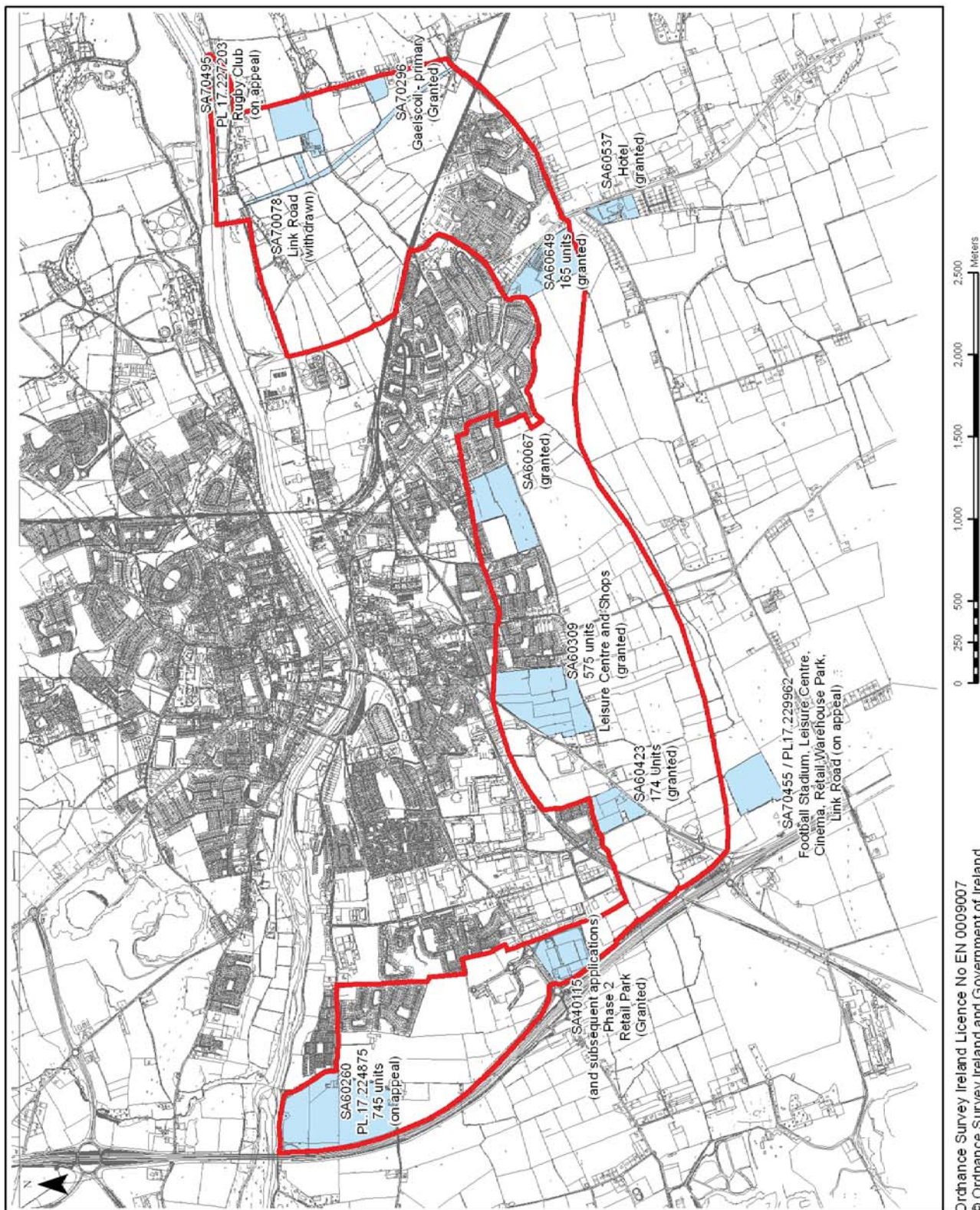
The existing Eircom Networks are detailed on the Infrastructure Map I.5 (in Appendix I). Eircom have indicated that the existing exchange on the Duleek Road is reaching capacity due to the demand for broadband .

#### *ENet*

The existing Enet Network is detailed on Map I.5 (in Appendix I). These Metropolitan Fibre Networks are available to all telecom operators. The high standard of the infrastructure build means high capacity, cost-effective and flexible bandwidth services. The existing network extends along the Platin Road to north of the railway line and then west to the Industrial Estates located between the railway line and the Donore Road.

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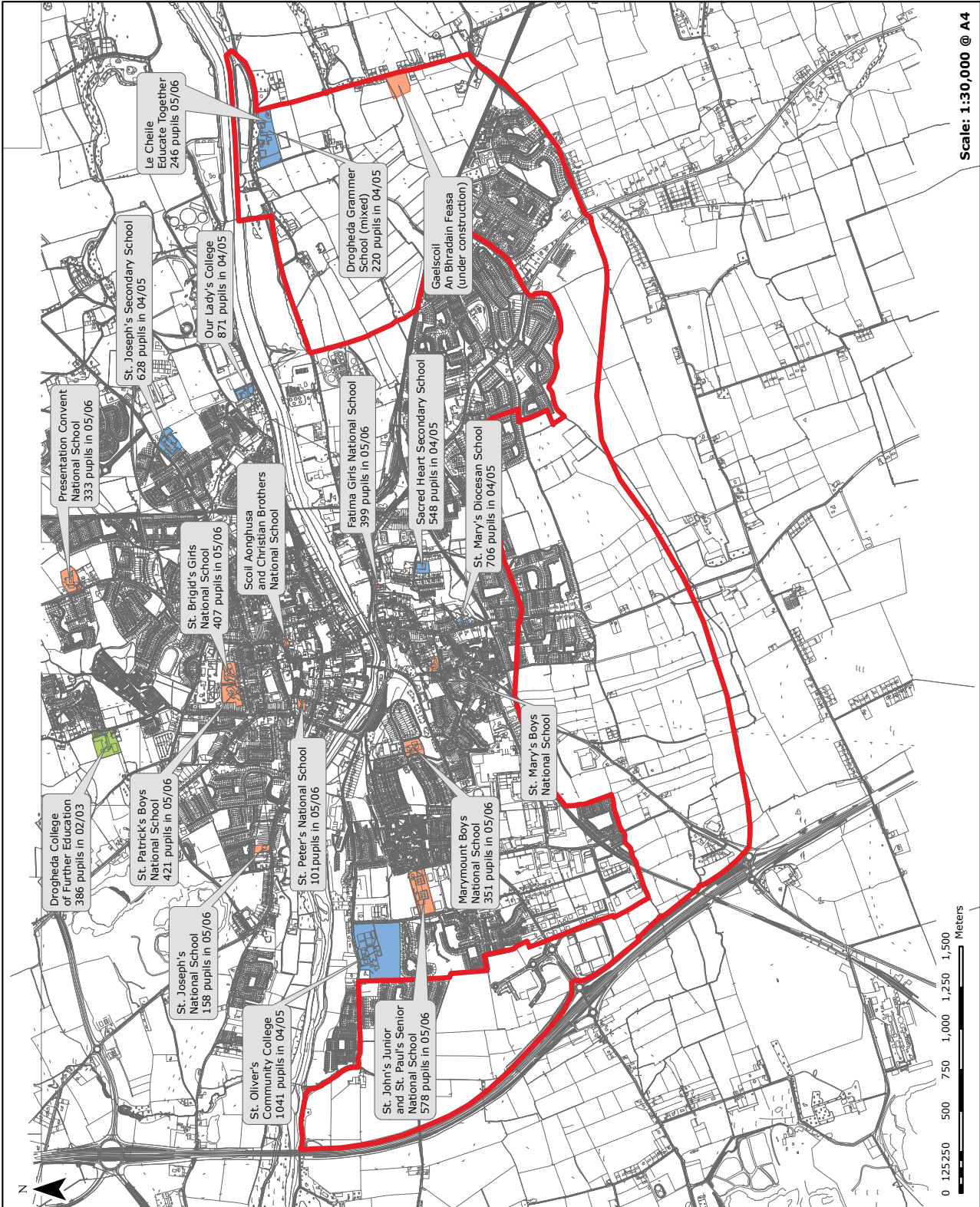
### Map 3.3 Planning History



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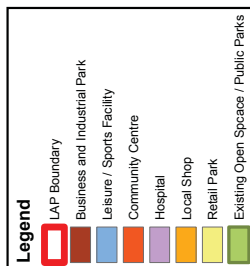
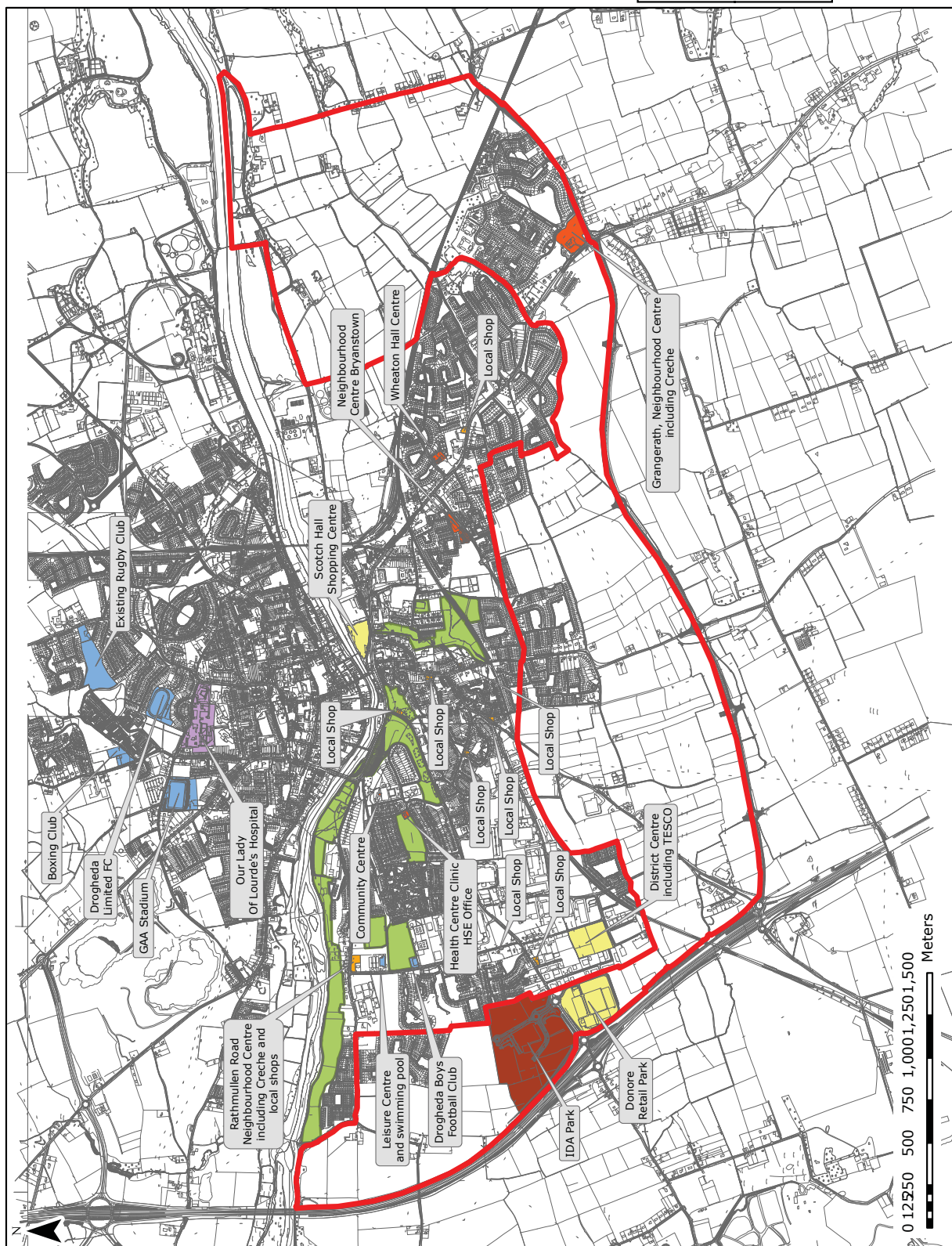
# Map 3.4 Schools / Education



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**Map 3.5**  
**Retail & Community**  
**Facilities**

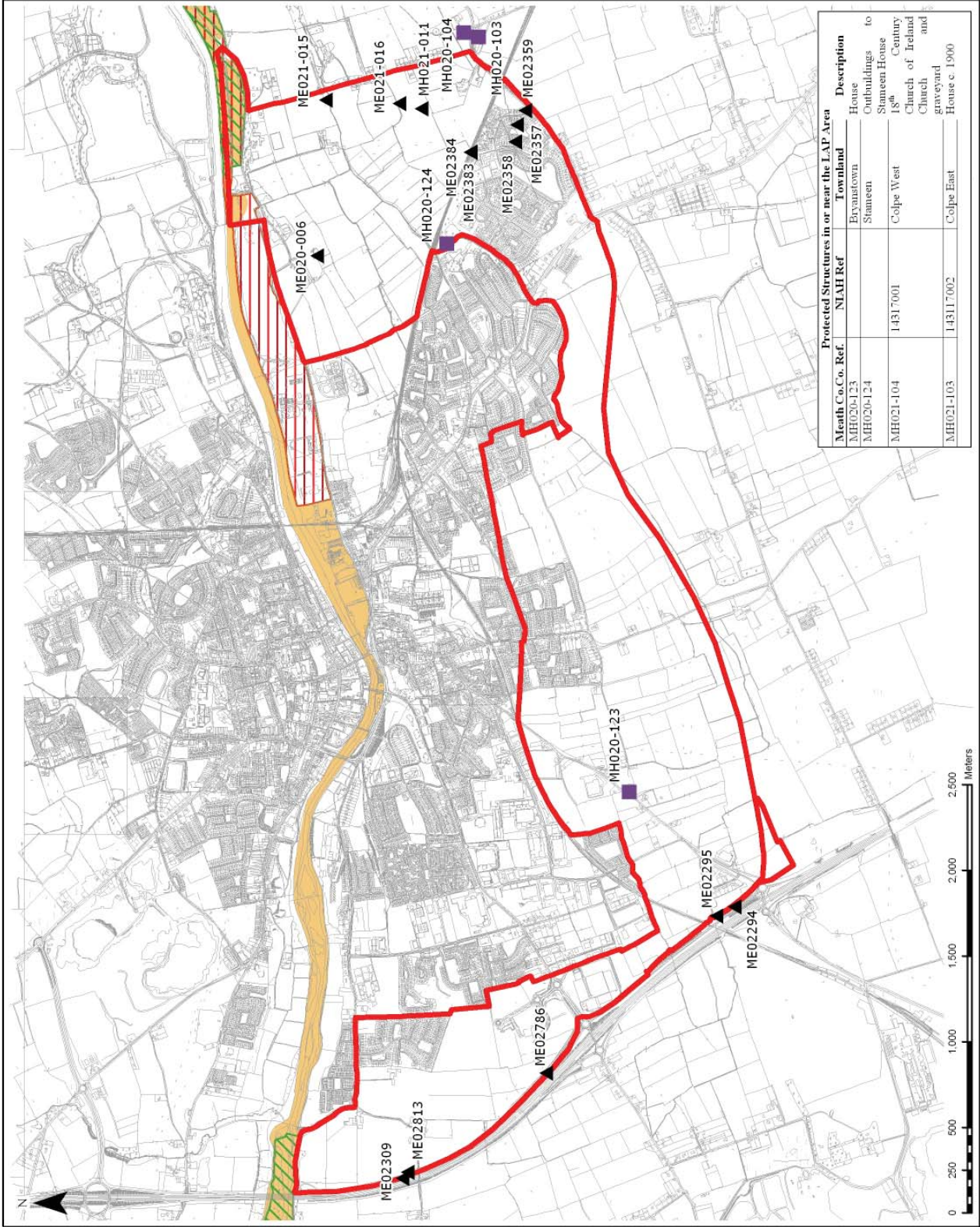


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# Map 3.6 Heritage Data



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## 4 POLICY CONTEXT

### 4.2 National Policy

#### 4.2.1 National Spatial Strategy, 2002 – 2020

The *National Spatial Strategy (NSS)* is a twenty-year planning framework designed to deliver more balanced social, economic and physical development between regions in Ireland. It provides a national framework and policy guidance for the implementation of regional, county and city plans. In order to drive development in the eight regions in Ireland the NSS proposes that areas of sufficient scale and critical mass will be built up through a network of “gateways”, “hubs” and “development centres”.

The concept of balanced regional development is central to the NSS. While it is aimed to sustain Dublin's central role to the Irish economy it is essential to strengthen other urban centres. This aims to provide for a better quality of life for everyone by resulting in less long distance commuting and therefore less congestion, as well as more regard for the quality of the environment and increased access to services such as health, education and leisure.

#### *Study Area's Role under the National Spatial Strategy*

Drogheda is designated as a Primary Development Centre in the Greater Dublin Area (GDA) under the NSS and therefore its close relationship with GDA has been recognised. The NSS states that Primary Development Centres should be aware of their relationship with the Metropolitan area. Notwithstanding this, they should be able to support and strengthen their own catchments and neighbouring regions. A population figure of 40,000 is recommended for self sustaining growth in these Primary Development Centres.

The NSS also recognises and supports the role of the Dublin-Belfast Corridor of which Drogheda forms part.

### 4.3 Regional Policy

In terms of the regional planning context, it is evident that Drogheda, being located within the Border region but having strong links with the functional area of the Greater Dublin Area, suffers from what has been deemed its location ‘*at once in both regions, and at the same time in neither*’. In this regard both the policy context provided by the Regional Planning Guidelines for the Border Region as well as the Regional Planning Guidelines for the Greater Dublin Area has been analysed.

#### 4.3.1 Regional Planning Guidelines for the Border Region (2004)

The *Regional Planning Guidelines for the Border Region (2004)* estimate that the population of the border region will reach up

to 550,000 by 2020. The guidelines recognise that it would be appropriate for the development of Drogheda to move towards a population range of the order of 50,000 to 60,000 persons in the period up to 2020 and beyond. The location and form of such future growth should be focused on achieving a compact urban form. This implies that there should be a good balance of development between the northern and southern environs of Drogheda.

Drogheda is designated as a Primary Development Centre under the Guidelines (in line with the National Spatial Strategy). This requires the town to be economically self sustaining within its own catchment area, as well as maintaining close links to surrounding areas. The area's strategic position within the Dublin-Belfast Corridor and its location particularly in close proximity to Dublin on much improved road and rail connections will drive the development of the town as a Primary Development Centre.

It is stated in the guidelines that the future development of Drogheda is dependent on a number of initiatives being put in place including the following:

- Location of new high-tech industries
- Location of third level education facilities
- Need for improved social and recreational facilities

The Border Regional Authority supports the development of the Drogheda Northern Port Access Route and the strategic development of Drogheda Port which are of regional importance for both Drogheda and its hinterland. It should be noted that the guidelines point to a lack of manufacturing and enterprise activity in the area.

#### 4.3.2 Regional Planning Guidelines for the Greater Dublin Area (2004-2016)

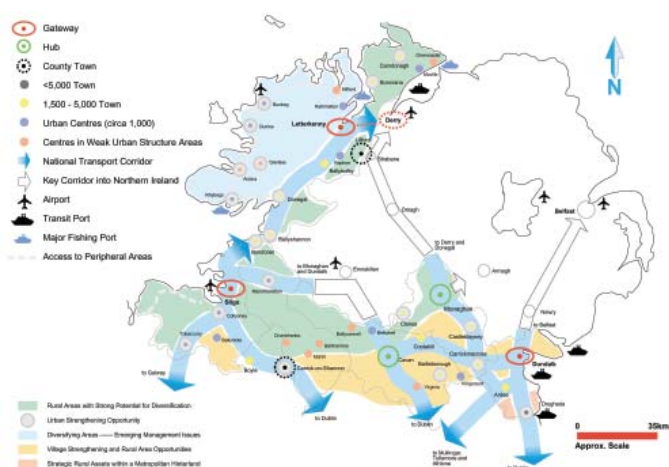
Although Drogheda town is located in the Border Region, the southern environs (in which the study area is located) are located in County Meath and therefore fall within the boundaries of the Mid East Region. In this regard, the area falls within the remit of the Regional Planning Guidelines for the Greater Dublin Area. The guidelines divide the overall strategy area into a Metropolitan and Hinterland area. The study area is located on the northern fringe of the Hinterland area. The strategy for the Hinterland area is to channel development into a number of self sustaining growth towns, which would be separated by green belts and in the long term would reduce the numbers commuting to Dublin.

The guidelines address the issues of accessibility and connectivity across the entire region and they propose to develop an outer orbital route, which was identified in previous strategies including the Strategic Planning Guidelines and Platform for Change. They recommend that measures be

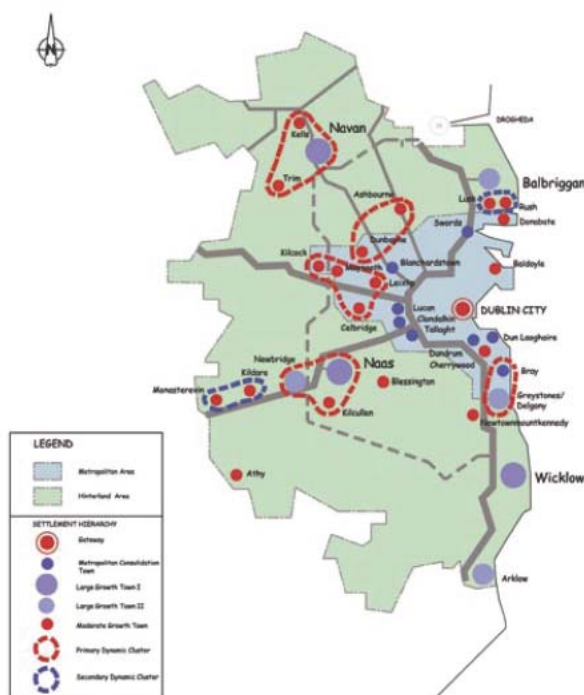


undertaken in the short term to identify and preserve a corridor or corridors including possible alignments particularly within the vicinity of urban areas such as Drogheda, Navan, Trim, Kilcock, Clane, Naas, Wicklow and Arklow. The construction of an alignment should be prioritised in the medium term after the completion of the strategic Public Transport and Road Infrastructure projects.

The guidelines recommend that relevant local authorities should liaise with the neighbouring regions to ensure that data on major urban centres which have an influence on planning and transport in the Greater Dublin Area, such as Drogheda, is taken into account when assessing and monitoring requirements in the Greater Dublin Area.



Strategy Map for the Border region from the National Spatial Strategy



Strategy Map for the Greater Dublin Area from the Regional Planning Guidelines for the Greater Dublin Area

## 4.4 Local Policy Context

### 4.4.1 Planning Strategy for the Greater Drogheda Area, 2007

The future role and function of Drogheda has been more clearly defined by the 2007 Planning Strategy for the Greater Drogheda Area. This strategy, which has a time frame of 20 years, was jointly commissioned by Louth, Meath and Drogheda Borough Councils to plan for the cohesive and interlinked development of the town going forward. The estimates contained in the Strategy indicate that the existing zoned landbank in the town and environs in counties Louth and Meath could accommodate an additional 60,000 persons thereby potentially almost trebling the population of Drogheda to 90,000 persons.

Set against this backdrop, the strategy sets out population targets for the town over four growth periods with an ultimate population horizon of 65,000 people for Drogheda and environs by 2024. This population horizon is ambitious and it is clear that the southern environs of the town, the area of this proposed Local Area Plan, will play a major part in the delivery of these objectives.

Some of the key objectives of the Greater Drogheda Planning Strategy which are of relevance to this Local Area Plan include:

- The progression of a Masterplan to guide development of the Bryanstown area.
- The provision of a road link between the M1 and R132 (Old N1).
- The development of the Bryanstown landbank in two phases in an east-westerly direction.
- The identification of the Donore Road Area as a key employment hub (incl. the IDA business park)
- Local and public transport movement through the heart of the LAP area.
- Provision of additional public transport links.
- The inclusion of a strategic land reserve for the Mill Road/ Marsh Road district.
- Provision of a range of community and other infrastructural facilities.

The Strategy further states that

*“the neighbourhood principle is fundamental to the phasing of the Strategy. Where greenfield town expansions are planned, each phase of development should create a sustainable neighbourhood, with appropriate social and physical infrastructure to be provided in conjunction with new housing. A social infrastructure deficit currently exists in many parts of the Study Area. Constructive solutions are required from developers to this problem before subsequent phases of development are allowed to proceed. To ensure flexibility, the proposed phasing schedule is aimed to be sequential rather than time-specific.”*

There are a number of other specific policies contained in the Strategy which have informed this Local Area Plan and these are referred to in the relevant sections of this Plan.

#### 4.4.2 Meath County Development Plan, 2007-2013

The Meath County Development Plan is the statutory framework for County Meath. In accordance with Section 19(2) of the Planning and Development Act 2000 (as amended), this Local Area Plan must be consistent with the policies and objectives set out under the current Meath County Development Plan.

##### Settlement Strategy

The Development Plan sets out a settlement strategy for the county which is based on a hierarchy of designated settlements into which future population growth should be channelled. The Plan notes that development should be channelled in the first instance to Navan, Drogheda Environs and the Dunboyne / Clonee / Pace Rail Corridor which are the three major designated areas of growth in the county. These centres are identified to accept the majority of the County's share of regional growth going forward and will continue to accommodate a significant level of immigrants, primarily from the Dublin region.

However, the Development Plan further states that the basis for the growth outlined for these growth areas is that they do not become dormitory towns for the Metropolitan Area. It is policy of the Plan that in such an instance, residential development would only be permitted if sufficient progress is made in providing employment, retail, social and community facilities within the settlement.

The long term objective for these centres is that they become self sustaining, with a population, including its catchment, capable of supporting facilities such as a high quality second level education service, a hospital of sufficient size to provide non specialised medical care, retail warehousing and a comparison retail centre. The medium term population horizon for Drogheda inclusive of the south environs located in Co. Meath is set out as 65,000 people.

The relevant policies contained in the Development Plan with regard to the settlement strategy are as follows:

##### Settlement Strategy SP1

*The Council will concentrate residential development first and foremost into the designated centres of Navan, Drogheda and the Dunboyne / Clonee / Pace Corridor having regard to the Settlement Strategy of the Regional Planning Guidelines for the Greater Dublin Area. These centres shall accommodate the majority of Meath's share of the Mid Eastern regional residential growth over the life of this Development Plan and beyond.*

##### Settlement Strategy SP2

*To ensure that all of the Large Growth Towns and Moderate Growth Towns will in so far as practical be self sufficient incorporating employment activities, sufficient retail services and social and community facilities. Residential development will only be permitted*

*if sufficient progress is made in providing employment, retail, social and community facilities within the settlement. The Elected Members of the Planning Authority shall resolve to agree a series of monitoring measures in this regard within 6 months of the adoption of this Development Plan. The Council will give consideration to the capacity of existing appropriately zoned, serviceable and undeveloped land to deliver sustainable mixed use communities in advance of zoning previously unzoned greenfield land for new development.*

##### Settlement Strategy SP5

*Having regard to the amount of existing residentially zoned land, the annual construction of over 3,500 housing units and the inadequacies of basic infrastructure such as water, sewerage, roads, transport, communications, etc., only strategic additional residential land use zoning shall be agreed for the life of this development plan. The location of these strategic additional residential lands shall reflect with the Settlement Strategy contained in this Development Plan and to the Regional Planning Guidelines for the Greater Dublin Area. "Strategic" in this regard refers to the Large Growth Towns of Navan and Drogheda and the Metropolitan Area Moderate Growth Town of Dunboyne / Clonee / Pace Corridor and Maynooth, the Hinterland Area Moderate Growth Town of Ashbourne and the Small Growth Town of Enfield.*

In this regard, it is noted that the Development Plan seeks to channel additional development into the designated growth centres and that additional land reserves should only be released if they are in a strategic position and accord with the overall settlement strategy set out under the Plan.

##### Population Projections

The County Development Plan further sets out specific objectives in relation to the compliance of Local Area Plans with the population projections set out under the Plan. In particular, Objective SSPOL2 states as follows:

##### SS POL 2

*The preparation of the subsequent individual or grouped Local Area Plans shall ensure that they are consistent with the objectives of this Development Plan in accordance with the requirements of the Planning & Development Acts 2000 – 2002. In particular, the population growth and household formation provided for in each Local Area Plan shall demonstrate compliance with the Household & Population Projection contained in this Development Plan, and in particular Table 6. This compliance shall be explicitly demonstrated on the basis of the amount of residential land being released for development in a particular centre being quantified by applying reasonable density and average occupancy rates to the scale and quantum of development provided for in Table 6. In all instances, the release of land must have regard to the existing and future availability of, or the capacity to provide physical and social infrastructure.*

Table 6 of the Development Plan sets out population projections for the various settlements in the county and provides details on the number of households permissible in each urban centre over the period of the Plan up to 2013. The projections for Drogheda Environs have been extracted and are set out in Table 4.1 below.

From this table, it is clear that the overall projections for the lifespan of the Local Area Plan for the Southern Environs of Drogheda is that a total of 3,500 additional units need to be provided. The table further indicates that a total of 1,338 units are already committed in the form of planning permissions granted which have not yet been built. This leaves a shortfall of 2,162 units that need to be provided to accord with the overall targets of growth up to 2013.

This figure is then contrasted with the amount of units that can be achieved on the currently zoned landbank in the Drogheda Environs. The remaining zoned, but to date undeveloped landbank in this area is 56 hectares (this does not include the substantial landbank at Bryanstown of 145 ha which was previously identified in the 2001 Meath County Development Plan as subject to an Action Area Plan). Should the 56ha currently zoned be developed at a density of 35 to the hectare a total of 1,963 units would be achieved. This would fall short of the 2,162 unit target for the area as set out above. The total shortfall would be 199 units.

Further to this, the Development Plan states that adequate headroom of 50% needs to be provided in terms of the overall zoned landbank. This means that additional lands should be zoned 50% over and above the amount required to meet population targets. In this regard, the additional zoning requirements for the Drogheda Environs can be calculated as follows:

Total No. of Units required to 2013:	2,162
Land required to meet these targets: (at density of 35 per ha)	61.2 ha
Total Area of Land required including: an additional 50% headroom	91.8 ha
Existing zoned lands:	56 ha
Zoning Shortfall:	35.8 ha

From this calculation it is evident that in the region of 35.8 hectares need to be zoned additionally to the existing zoned land in the Drogheda Environs to meet the population projections of the Development Plan to 2013.

#### **Bryanstown Land Bank and Strategic Land Reserve at Mill Road/Marsh Road**

The Development Plan notes that there is a substantial strategic landbank at Bryanstown (145 hectares) identified in the Drogheda Environs Urban Detail Map contained in Volume 2 of the existing County Development Plan. The Plan further notes that this strategic reserve at Bryanstown (which is sometimes referred to as the 'hatched area') does not have the benefit of

an 'active' land use zoning objective, however the lands were zoned "subject to an Action Area Plan".

The Plan further includes the following objective:

#### **SS POL 4**

*The preparation of the Local Area Plan for the Southern Environs of Drogheda shall have regard to and be influenced by the recently adopted Greater Drogheda Area Planning Strategy in the identification of additional significant lands for residential development and the identification of strategic infrastructural proposals. The strategic reserve at Bryanstown in addition to the lands between the Mill Road and the rail line have been identified for future residential development. The availability of adequate capacity in piped water services and roads infrastructure will be taken into account in the order of priority afforded to the release of residential lands. The preparation of the Local Area Plan shall take cognisance of the proposed Drogheda Traffic Management Study, and the Drogheda Borough Council Development Plan 2005 – 2011.*

The Development Plan thereby clearly refers to the lands between the Mill Road and the rail line (hereunder referred to as the Mill Rd/ Marsh Rd. area) as an additional area which has been identified for residential development. In line with the recommendations of the Development Plan, this Local Area Plan has included the Mill Rd/ Marsh Rd area within the development envelope of the Southern Drogheda Environs and has given land use zoning designations to the area (please refer to the Zoning Map 5.3 in Section 5 of the LAP).

#### **4.4.3 Louth County Development Plan, 2003-2009**

The *Louth County Development Plan 2003- 2009* identifies Drogheda as the largest town in the county. It acknowledges the town's role as a commuter town and states that "*the town should develop as a self sustaining settlement providing employment opportunities for its residents*".

The settlement strategy for County Louth clearly sets out the policy for the future development of the town stating that "*to promote and facilitate the growth of Drogheda as a major urban centre that can accommodate substantial population growth and act as a driver for development in the south of the county and wider surrounding region*".

#### **4.4.4 Drogheda Borough Council Development Plan, 2005-2011**

The Drogheda Borough Development Plan is the statutory planning framework for Drogheda Borough within the town boundaries, i.e. the area directly to the north of the LAP lands. The Drogheda Development Plan notes that the town has grown significantly in the past few years and is reaching its natural capacity. It is acknowledged that with the population of the Greater Drogheda Area expected to grow to 70,000 by the year 2020 there is a need to coordinate future development



Urban Centre	Planning Permission Granted – No Construct. Started	Houses Under Construct.	Committed No. of Units	Projected Number of H'holds 2006 - 2009	Projected Number of H'holds 2010 - 2013	Total 2006 - 2013	No. of Units to Meet H'hold Targets	Remain. Undev. Resid. Zoned Land (Ha)	Density per hectare	Yield of Remaining Undev. Resid. Zoned Land
Drogheda Environs	1,111	227	1,338	1,100	2,400	3,500	2,162	56	35	1,963

Table 4.1: Extract from Table 6 of the Meath County Development Plan 2007-2013

with the adjoining local authorities.

The plan also recognises that there is a need for increased density of new housing in the area and the redevelopment of brownfield sites close to the town centre and transport corridors. The plan states that:

*“Within a relatively confined area such as Drogheda Borough, it is no longer appropriate to provide new housing purely in the form of low density detached or semi-detached two storey dwellings.... The changes in the form of housing to be provided in the future is the result of a rising population and falling numbers of people per household thereby signalling the need to meet actual demand through the provision of a range of family size and small household accommodation”.*

The plan also notes that there is a need for more job creation in the area to support this growing population and to reduce the numbers commuting to Dublin. The town lacks significant Foreign Direct Investment and really only has a number of small manufacturing firms. The area also has the

potential to develop its tourism market as it boasts a number of historic sites and areas of great beauty.

Although the town has had significant improvements in transportation in the last few years including the completion of the M1 Motorway and a new fleet of trains on the suburban commuter line the plan emphasises the need for the Northern Access Route and also a Southern Access Route.

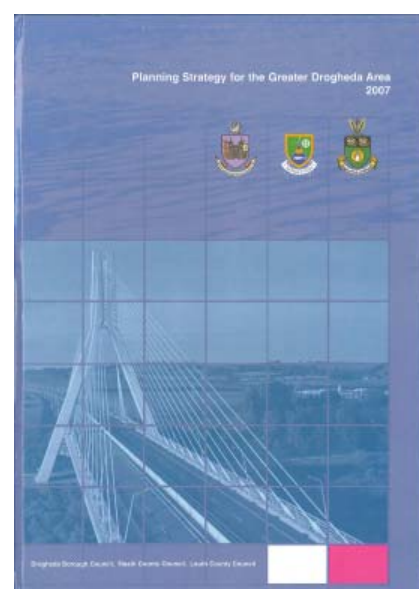
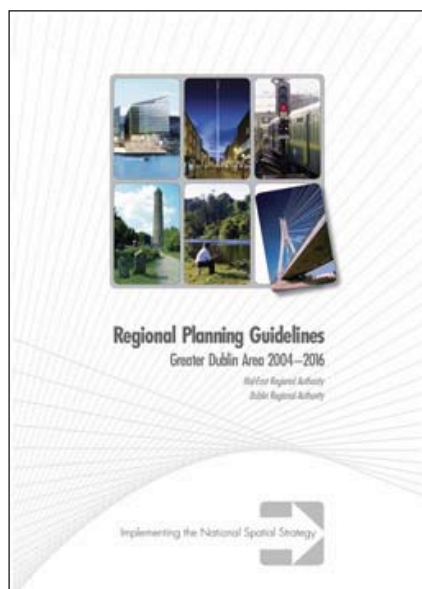
#### 4.4.5 Local Area Plan for the Northern Drogheda Environs, 2007-2013

This Local Area Plan was adopted in 2004. It states that demand for development in Drogheda and in particular the lands to the North of the town have increased in recent years. However in the absence of a development policy and insufficient infrastructure services to the north of the town many planning applications were refused. The aim of the plan therefore was to facilitate development in an orderly fashion.

Before the lands in the Northern Environs Plan can be developed it is essential that infrastructure constraints are addressed and the Northern Access Route completed. The plan states that these lands have the potential to accommodate a population of up to 20,000 people if these issues are addressed.

#### 4.4.6 North Drogheda Environs Masterplan

The North Drogheda Environs Masterplan has been adopted following the recommendations of the Local Area Plan. It sets out a detailed development framework for approximately 254 hectares of land which has been split into three separate but integrated neighbourhoods. Similarly to the Local Area Plan it provides for the Northern Port Access Route and other infrastructure essential to the area.



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#### **4.4.7 Drogheda Transportation Study**

A traffic management study for the town of Drogheda was commissioned by Drogheda Borough Council and published in 2006. This sets out a number of specific transport management recommendations for the town centre and beyond.

The majority of the report focuses on traffic improvements in the town centre. However, some recommendations are included for areas beyond the town centre and in particular to the main approach corridors to the town and new strategic road links.

The study further notes that in the context of the anticipated population growth, future public transport bus routes should be planned to cater for future residential growth. These should be based on a desirable walking distance of 400 metres to a bus stop. Some potential future bus routes are identified in the study.

The detailed recommendations of the strategy have informed this Local Area Plan and are referred to in various sections of the Plan.

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## 5 DEVELOPMENT FRAMEWORK

### 5.0 DEVELOPMENT FRAMEWORK

#### 5.1 Introduction

The lands that form part of this Local Area Plan represent a wide range of different land uses as established under the 2001 Meath County Development Plan, as well as a large tract of undeveloped lands in the form of the Bryanstown and Mill Road/Marsh Road landbanks.

For the purposes of the Local Area Plan, the overall landbanks have been further subdivided into a number of 'character areas'. These are as follows:

1. Rathmullen Area
2. Donore Road Area
3. Duleek/Platin Road Corridor
4. Bryanstown Cross Route
5. Colpe Cross Area
6. Bryanstown Area
7. Mill Road/ Marsh Road Area

This LAP therefore firstly sets out general principles and an overall development framework in this chapter (Chapter 5) and subsequently makes more specific recommendations for each of the character areas identified (Chapter 6).

#### 5.2 Key Development Principles

As outlined in Section 2, the overall development context for Drogheda is substantial given the anticipated population expansion to approximately 65,000 persons by 2024, as set out in the Planning Strategy for the Greater Drogheda Area. The main areas of development expansion are outside the Drogheda Borough Council Boundary, located to the north in the administrative area of Louth County Council and to the south, in the Meath County Council administrative area.

In this context it is important that all future expansion of the town is integrated into the existing context of the built up area. It is therefore an imperative objective of this Local Area Plan that all new housing development and residential extension areas form an integral part of the built up area of Drogheda. These areas should be integrated with the town by providing clear and legible linkages, particularly for pedestrians and cyclists and by ensuring that new built up areas integrate with the existing and established built fabric of the town.

The overall development principles for the Local Area Plan lands should strictly adhere to the objectives and policies set out in the Planning Strategy for the Greater Drogheda Area; in particular as follows

- *New expansion areas to north and south to provide for primarily residential: use, local employment and district scale recreation and amenity facilities.*
- *promote the street as the basic element of the urban area;*
- *Ensure that road infrastructure is related to,*

- *appropriate to and subservient to the roll out of development land;*
- *Ensure key services are in place before development of an area begins; avoid temporary solutions introduced by developers;*
- *Promote urban expansion in a managed, sequential manner.*

A number of key objectives apply in terms of the overall development framework of future development in the Plan area:

- |     |  |
|-----|--|
| DF1 | <i>All new development should be set in/ be mindful of the context of the existing built up area of Drogheda town and needs to demonstrate how it integrates with the town proper, both in terms of linkages and integration with the existing built form.</i> |
| DF2 | <i>The sequential approach shall apply to all new residential development in that those areas closest to the existing built up area should be developed first.</i>   |
| DF3 | <i>All necessary physical infrastructure is required to be provided in line with all new development.</i>  |

#### 5.3 Key Principles of Urban Design

A set of key principles has been established which guide the urban design aspects of the Local Area Plan. These are based on best national and international practice standards.

The key principles of Urban Design that are manifest in the development of the Local Area Plan are as follows:

- **Character**  
To develop the South Drogheda Environs into a place with its own identity and character by responding to and reinforcing locally distinctive patterns of development and landscape.
- **Continuity and Enclosure**  
To develop the South Drogheda Environs into a place where public and private spaces are clearly distinguished and where the continuity of street frontages and the enclosure of space by the built form is achieved.
- **Quality of the Public Realm**  
To promote public spaces and routes throughout the South Drogheda Environs area that are attractive, safe, uncluttered and work effectively for all in society, including older people and people with mobility impairments.
- **Ease of Movement**  
To develop the South Drogheda Environs into a place that is easy to get to and move through. To promote

accessibility and local permeability by connecting the South Drogheda Environs with Drogheda town centre, Drogheda rail station and adjoining areas by putting people before traffic and integrating land uses and transport.

- **Legibility**

To promote legibility in the South Drogheda Environs area through development that provides recognisable routes, intersections and landmarks to help people find their way around.

- **Adaptability**

To develop the South Drogheda Environs Area into a place that can change easily and to promote adaptability through development that can respond to changing social, technological and economic conditions.

- **Diversity**

To promote diversity and choice through a mix of compatible developments and uses that work together to ensure that the South Drogheda Environs area will be a place that responds to local needs.

In accordance with policies of the Meath County Development Plan 2007-2013, any new residential development over 0.2 hectares (0.5 acres) or for more than 15 residential units will require the submission of a design brief.

**UD1** All future residential development of more than 15 units or area over 0.2 hectares will require a design brief demonstrating how the proposed development complies with best principles of urban design as outlined in this Local Area Plan and the design criteria of the County Development plan.

## 5.4 Residential Development Standards

Within the overall LAP area there remain large tracts of land zoned for residential development which have not been developed to date. Going forward, all new planning applications need to comply with the development management guidelines and standards as set out in the Meath County Development Plan, 2007 as well as complying with the wider policy context and best design practice, primarily those set out in the Department of the Environment, Heritage and Local Government's publications "*Delivering Homes, Sustaining Communities*" and "*Quality Housing for Sustainable Communities*" as well as the recommendations contained in the Draft Consultation Guidelines on "*Sustainable Residential Development in Urban Areas*".

The best practice guidelines "*Quality Housing for Sustainable Communities*" set out a number of essential requirements in relation to quality housing. The documents sets out that good quality, sustainable housing should be:

***Socially and environmentally appropriate***

*The type of accommodation, support services and amenities provided should be appropriate to the needs of the people to be accommodated. The mix of dwelling type, size and tenure should support sound social, environmental and economic sustainability policy*

*objectives for the area and promote the development of appropriately integrated play and recreation spaces.*

***Architecturally appropriate***

*The scheme should provide a pleasant living environment, which is aesthetically pleasing and human in scale. The scheme design solution should understand and respond appropriately to its context so that the development will enhance the neighbourhood and respect its cultural heritage.*

***Accessible and adaptable***

*There should be ease of access and circulation for all residents, including people with impaired mobility, enabling them to move as freely as possible within and through the development, to gain access to buildings and to use the services and amenities provided.*

*Dwellings should be capable of adaptation to meet changing needs of residents during the course of their lifetime.*

***Safe, secure and healthy***

*The scheme should be a safe and healthy place in which to live. It should be possible for pedestrians and cyclists to move within and through the area with reasonable ease and in safety. Provision for vehicular circulation, including access for service vehicles, should not compromise these objectives.*

***Affordable***

*The scheme should be capable of being built, managed and maintained at reasonable cost, having regard to the nature of the development.*

***Durable***

*The best available construction techniques should be used and key elements of construction should have a service life in the order of sixty years without the need for abnormal repair or replacement works.*

***Resource efficient***

*Efficient use should be made of land, infrastructure and energy. The location should be convenient to transport, services and amenities. Design and orientation of dwellings should take account of site topography so as to control negative wind effects and optimise the benefits of sunlight, daylight and solar gain; optimum use should be made of renewable sources of energy, the use of scarce natural resources in the construction, maintenance and management of the dwellings should be minimised.*

It is a policy of the Local Area Plan that the key recommendations set out in "*Quality Housing for Sustainable Communities*" are implemented in any new large-scale residential development and that these need to be addressed as part of the design brief in line with policy UD1 of this plan.

In addition, new apartment developments need to adhere to DoEHLG Planning Guidelines "*Sustainable Urban Housing: Design Standards for New Apartments*" and the requirements set out therein. In line with the recommendations set out in the guidelines, this Local Area Plan requires that the minimum requirements for apartment sizes set out in the guidelines



should be exceeded. It is considered that this is a reasonable and necessary requirement to ensure that new apartment development in the LAP lands will provide for a sustainable and attractive living environment for future residents. In this regard, the LAP sets out the following requirements:

- RDS1** *Given the suburban nature of the Local Area Plan lands, it is considered appropriate that the minimum apartment sizes set out in the 'Sustainable Urban Housing Guidelines' should be exceeded in at least 50% of all apartments of any given scheme by at least 20% over and above the minimum requirements to ensure that apartment living can compete in attractiveness with more traditional type housing.*
- RDS2** *In addition to policy RDS1, it is a policy of this Plan that in any apartment development of 30 or more units, 40% of all apartments should be of a size of 80sqm or more.*
- RDS3** *Notwithstanding policy RDS2, the overall dwelling mix of apartment schemes should achieve a good balance of different sized apartments to provide for a wide variety of dwelling type, size and tenure.*

## 5.5 Open Space

### Public Open Space

It is the objective of the Council to retain, enhance, facilitate and promote usable Public Open Space in existing and new developments. All requirements of the Meath County Development Plan (2007) need to be adhered to. In addition, the following objectives need to be met:

- OS1** *To require a landscape Master Plan for open space to be provided as part of housing developments. This should be drawn up by a qualified landscape architect. Planting shall be of species native to the area*
- OS 2** *To facilitate and encourage the development of children's playgrounds in areas of Public Open Space.*
- OS 3** *High-quality landscaping in public and private developments, including the provision of mature trees, shall be an integral part of any application for residential development.*
- OS4** *In large housing developments, it is an objective to encourage the inclusion of one central open space in the form of a fully landscaped park.*
- OS5** *All Planning applications shall be accompanied by a tree survey of all existing trees on the application site. The survey shall be prepared by a person competent in this field.*
- OS6** *It is an objective of the Council to encourage the development of allotments in the Drogheda Environs area.*

### Private Open Space

Private Open Space standards as set out in the County Development Plan need to be adhered to. In particular policies

contained in Section 10.1.4.2 of the Plan in relation to houses and the provisions of Section 10.1.4.3 in relation to apartment developments.

## 5.6 Public Art

Public art should be provided alongside future infrastructure and development schemes through the "Percent for Arts" scheme administered by the Department of the Environment, Heritage and Local Government. The County Arts Officer should be consulted on opportunities for permanent art to enhance focal points within the town.

It is an objective of the Council to identify and exploit opportunities for public art to reflect Drogheda's heritage, and identify locations which have regard to the town's network of pedestrian and amenity spaces. Accordingly, the following objectives will apply to the LAP lands:

- PA 1** *To require major new developments in the LAP area to incorporate works of public art. In this regard, the County Arts Officer should be consulted on any planning applications for residential schemes in excess of 75 dwelling units. Commercial developments shall be assessed on a case by case basis.*

## 5.7 Neighbourhood & Community Facilities

Successful communities require a wide range of local services and facilities. These include employment, commercial, childcare, educational, health, spiritual, civic amenities and services. All services should be readily accessible from residential areas by safe, convenient and direct walking routes. A detailed assessment for the future provision of services shall also be carried out as part of the Urban Design Framework Plans to be provided for Bryanstown and the Mill Rd/ Marsh Rd areas.

Emergency Fire services for the area need to be provided by Drogheda Fire and Rescue Services Station on Rathmullen Rd, Drogheda.

All new residential development needs to ensure that the nearest facilities can be accessed by direct routes. In this regard, the layout of new residential estates needs to facilitate pedestrian and cycle movements to nearby services.

It is further an objective of this Plan that any new residential developments over 1 hectare (2.47 acres) or for more than 50 residential units will require the submission of an audit of community facilities. This should demonstrate where a shortfall in facilities might exist and how this should be addressed, either through provision on site or through financial contributions to the Local Authority. The following objectives will apply:

- CF1** *Any new residential developments over 1 hectare (2.47 acres) or for more than 50 residential units will require the submission of an audit of community facilities.*
- CF2** *If a shortfall in community facilities is identified in the community infrastructure audit, these shortfalls shall be addressed in accordance with the requirements of Meath County Council.*

## 5.8 Social and Affordable Housing

The specific requirements set out in Section 5 of the 2007 Meath County Development Plan and the Meath Housing Strategy apply in terms of the provision of social and affordable housing in the LAP area.

In particular, the Development Plan notes that the Council will require a 20% quota of social / affordable housing to be provided from each housing development within the County, on lands zoned for residential use or mixture of residential and other uses.

This requirement will be included as a condition of development, with the exception of an application for development of 4 or less houses, or for housing on land of 0.1 hectares or less as provided for under the Planning & Development (Amendment) Act 2002.

Therefore all residential developments in excess of 4 housing units or any proposed site for residential development in excess of 0.1 hectares is to be subject to the provision of "Social/Affordable" Housing.

The calculations that were carried out by the Planning Department of Meath County Council have indicated that the maximum 20% requirement must be applied across the County. In terms of the ratio for the distribution between social and affordable housing, the Plan notes that regard must be had to those areas where there are larger concentrations of existing Social Housing or a greater potential for the development of such housing on lands in the ownership of the Local Authority & Voluntary sector. In this regard, a ratio of 3% social and 17% affordable shall apply to the Drogheda Environs (in line with the Development Plan requirements).

## 5.9 Economic Development

It is a key objective of both national and regional planning guidance as well as the Planning Strategy for the Greater Drogheda Area that an adequate supply of local employment be ensured to avoid undue dependence on the Greater Dublin Area for employment and thereby reduce the demand for long distance commuting.

The Meath County Development Plan, 2007-2013 equally notes that sustainable development in County Meath will require more jobs in the county, i.e. local job creation for the existing and projected resident population.

A number of employment zoned landbanks currently exists in the Local Area Plan. These are to the west of Drogheda town and are clustered adjacent the existing employment area of the Donore Road and Matthew's Lane/ Marley's Lane ('Drogheda Industrial Estate'). A substantial tract of land is associated with the IDA Business Park located off the Donore Road.

It is considered that the Local Area Plan lands are in a strategically advantageous position to attract further investment and indigenous industry, particularly in relation to accessibility to both the national road and rail network and Dublin Airport.

The Drogheda Planning Strategy identifies a number of factors which can help optimise Drogheda's economic attractiveness. Room for improvement is outlined in relation to the following

issues:

- Physical Accessibility of employment lands within Drogheda (vis a vis the rail station and town centre)
- Adequacy and flexibility in employment space, to accommodate expansion and changes on foot of technological or procedural changes.
- Encouragement of Start-ups and SMEs.
- Availability of infrastructure (e.g. electricity, gas, water, telecoms, waste management) and services (notably top class hotel accommodation) at competitive cost.
- Creation of a good quality environment which will benefit attracting employment.

In order to make the Drogheda Environs more attractive for business and to further attract jobs into the area, some additional lands have been zoned for 'E2 – Light industry and industrial office type development' in the Bryanstown area, thereby enlarging the existing zoned landbank to achieve critical mass in this location which enjoys direct access from the Duleek Motorway Interchange.

In addition, the recent completion of the M1 motorway has created a number of highly strategic locations at the newly created motorway interchanges, notably the Duleek Road Interchange and the Donore Road Interchange. It is an objective of this Plan to capitalise on the strategic benefits of these interchange locations whilst ensuring that any future development here does not compromise the carrying capacity of the Motorway or the integrity of the surrounding rural landscape.

The following objectives apply:

- |            |   |
|------------|---|
| <b>ED1</b> | <i>It is an objective of Meath County Council to encourage and facilitate the promotion of an adequate supply of local employment provision in the plan area for the existing and projected resident population.</i>  |
| <b>ED2</b> | <i>It is an objective of the Local Area Plan to provide for a Park and Ride facility and integrated shuttle bus service in line with the recommendations of the Planning Strategy for the Greater Drogheda Area.</i>  |
| <b>ED3</b> | <i>The Duleek Road Motorway Interchange and the Donore Road Motorway Interchange have been identified as key strategic Motorway Interchanges adjoining the existing urban area of Drogheda town. It is a objective to capitalise on the strategic benefits of these interchange locations whilst ensuring that any future development here does not compromise the carrying capacity of the Motorway or the integrity of the surrounding rural landscape. In particular, the Motorway Interchange Study (now underway) will focus on the employment generating capacity of the 2 no. interchanges ie the Duleek Road Motorway Interchange and the Donore Road Motorway Interchange. Subject to a positive outcome from this assessment, the Planning Authority shall within 2 months of the completion of the Motorway Interchange Strategy commence procedures, by way of Variation to the South Drogheda Environs Local Area Plan, to zone these lands accordingly. These procedures shall be fully implemented and completed within 6 months of the publication of the Motorway Interchange Strategy</i> |
| <b>ED4</b> | <i>To have regard to objective ED OBJ 1 of the Meath County Development Plan, 2007-2013. In particular,</i>   |

*to carry out an examination of land uses at existing and proposed Motorway Interchanges throughout the County with a view to guiding and managing their future development in partnership with relevant stakeholders including the relevant adjacent Planning Authorities and National Roads Authority. The examination shall be required to be cognisant of the need to safeguard the carrying capacity and current investment in the national roads network.*

## 5.10 Heritage and Landscape Protection

It is an objective of the Local Area Plan to retain and enhance the existing archaeological, architectural, heritage and landscape features that are found within the Local Area Plan lands.

The key objectives in respect of heritage and landscape protection are as follows:

- |       |   |
|-------|---|
| HL 1  | <i>To retain landscape features and hedgerows wherever possible.</i>  |
| HL 2  | <i>To incorporate existing watercourses into new landscaping and parks.</i>   |
| HL 3  | <i>To prevent the removal of hedges and trees during nesting season.</i>  |
| HL 4  | <i>To identify and protect flood plains around the River Boyne SAC and to take full cognisance in any future development of the protection afforded to the Boyne Estuary by way of its designated status as a NHA, SPA and SAC.</i>   |
| HL 5  | <i>To protect the habitats of protected species, such as:</i> <ul style="list-style-type: none"> <li>• <i>bats in bridges, buildings and trees;</i></li> <li>• <i>badgers and bats in woodland and hedgerow habitats; and,</i></li> <li>• <i>kingfishers, otters and salmon in freshwater in wetland habitats.</i></li> </ul> |
| HL 6  | <i>To ensure that ground and surface waters are protected from pollution.</i>   |
| HL 7  | <i>To respect the historic setting of Brú na Bóinne, Newgrange and the Battle of Boyne site.</i>  |
| HL 8  | <i>To ensure the protection of buildings included in the Record of Protected Structures as set out in the County Development Plan.</i>  |
| HL 9  | <i>To ensure that any development in close proximity to the Brú na Bóinne World Heritage Site fully complies with the Brú na Bóinne Management Plan.</i>  |
| HL 10 | <i>To ensure the protection and safeguarding of the archaeological heritage of the LAP area and adjacent lands.</i>   |

## 5.11 Traffic and Transportation

### Introduction

An efficient and comprehensive transportation infrastructure is essential to the successful future development of the lands under consideration. Existing developments have increased car travel demand and pressure on the existing road network.

This plan will draw a balance between the need of motorists and pedestrians where appropriate and promoting the use of public transport. This plan constitutes a sustainable approach to the future development of the transportation system within the southern environs of Drogheda.

The plan draws on recommendations from the Drogheda Town Transportation Study commissioned by Drogheda Borough Council and issued in December 2006 in relation to junction improvements and provision for cyclists, pedestrians and public transport.

Mobility studies and proposals to maximise use of public transport will be required for all significant development proposals.

### Roads

It is the intention of Meath County Council to ensure that all roads are designed as 'people friendly' with regard to pedestrian and cycling facilities. To this end, the Council will promote the use of innovative design; this may take the form of soft engineering such as horizontal alignment of roads and/or use of green verge to road sides to segregate pedestrians and cyclists and to promote traffic calming. Hard engineering solutions such as speed ramps and speed tables will be discouraged.

### Traffic Generation

It is anticipated that a population equivalent of 12,400 within the Byranstown and Mill Road A2 and A5 zoned lands would generate an Annual Average Daily Traffic (AADT) of 32,000 across the road network based on TRICS data for 4275 residential units. Other uses, such as employment, will also potentially contribute to overall traffic volumes. Design and construction of all roads shall consider best practice at all times and shall be in accordance with the National Roads Authority Publications, Road Geometry handbook, design manual for Roads & Bridges & Manual of Contact Documents for Road Works, and the Traffic Management Guidelines, published jointly by the Department of Environment and Local Government, the Department of Transport and the Dublin Transportation Office.

### Proposed New Roads

The M1 to R132 Link Road and the distributor road linking Colpe Cross to the Marsh Road will form important components of the development of the Southern Environs. These roads will be developer driven and it will be a requirement that facilities for pedestrian and cyclists will be segregated from traffic.

### Local Collector Roads

Local collector roads will be created at locations along the Bryanstown distributor road via northern arms at five strategically located roundabouts. They will provide for local journeys and provide links to major routes. Residential and commercial access and or frontage will be permitted to these roads and they will be designed to provide safe movement of pedestrians and cyclists.



Characteristics for Roads Network			
Classification	N1- R132 Link Road	Local Collector Road	Minor Access Road
Design speed (kph)	80	50	30
Geometric Characteristics			
Min Standard Carriageway Width (m)	7.3	6.0	5.5
Standard Radius at bends			
Preferred (m)	255	40	20
Minimum (m)	127	--	--
Minimum Length of Curve per 1% Change in Gradient (m)			
Sag	13	9	6.5
Crest	17	10	6.5
Visibility Splays			
X (m)	4.5	3.0	3.0
Y (m)	120	70	50

Table 5.1: Characteristics of Road Network

#### Access Roads

The design speed for the access roads is to be a maximum of 30kph. Vehicle access to properties and access for delivery of goods and services is to be provided. Segregated cycle tracks are not a requirement on access roads, however pedestrians are to have freedom to cross the access roads.

#### Visibility Splays

Clear visibility splays shall be provided at all junctions within the development and at junctions with existing and proposed roads as per the geometric Design Table or as otherwise agreed with the Council. All property boundaries and parking bays shall be clear of the visibility splays.

#### Traffic Calming

Traffic calming measures are to be introduced in accordance with the 'Traffic Management Guidelines' and shall be designed as an integral part of any development philosophy. The horizontal alignment of roads will be the preferred method to limit the speed of vehicles, however, where this is not possible alternatives will be considered such as:

- Carriageway narrowing and chicanes
- Gateways & entry treatment
- Speed control islands
- Change of priority at junction

#### Parking

Car parking spaces shall be provided in accordance with the Meath County Development Plan. Parking spaces must be considered in the geometric design of the roads. On-street parking can also contribute to traffic calming.

#### Pedestrian/ Cyclist Facilities

Within Drogheda, there are currently little or no cycle facilities within the town centre or on the major links into town. Pedestrians are compromised by relatively high traffic volumes and inadequate footpath provision, particularly at most junctions within the town centre. The Drogheda Transportation Study

proposed a number of recommendations to provide for the safe and convenient pedestrian and cycle access to the town centre. These proposals have been adopted by Drogheda Borough Council as objectives in the draft variation to the Drogheda Borough Development Plan.

The development of the Bryanstown and Mill Road/Marsh Road areas via Masterplanning gives the opportunity to promote cycling as a real alternative transport mode.

The use of segregated footpaths and cycle path along all internal distributor roads and major distributor roads will be required. The segregation or integration of cycle traffic should

be determined with regard to the design guidance in the 'Provision of cycling facilities- National Manual for Urban Area'. The potential to provide cyclist facilities along the Bryanstown Cross Route, R132 and Platin Road, Marleys Lane, Beymore Road, Rathmullen Road Mill Road and Marsh Road should be investigated as proposed in Drawing 5.1 (overleaf).

It is proposed that pedestrian facilities along the Mill Road are provided to provide a link to the new neighbourhood centre at Colpe Cross. Similarly, pedestrian facilities should be improved along sections of the March Road to provide a complete link to Drogheda Town Centre.

It is proposed that McEvoy's lane connecting Rosevale estate to town underneath the railway lane is upgraded to provide for cyclist and pedestrian use.

#### Public Transport

Meath County Council recognises the need for a modern integrated public transport system. To this end the Council require designated bus routes through the neighbourhoods, bus stop lay-bys are to be provided along the M1 to R132 Link Road and encouraged along the Local Collector Roads where this is not possible, kerbside bus stops will be permitted.

In addition to the provincial services linking Drogheda to Dundalk and Dublin, there is a limited town bus service. This internal service will have to be expanded to serve the new residential communities that will emerge within the southern environs. Designers and developers will be required to provide for bus routes and shelters within developments and the integration of bus and railway services will be encouraged.

Further to the potential routes identified by the Drogheda Transportation Study, additional Bus Routes to service the zoned lands are identified in Figure 5.2 (overleaf). Whilst indicative only they represent routes to the key development areas within the southern environs.

Four additional routes are indicated; all serving the town centre, and are described as follows.

**Route 1** This would be a loop route serving the R132 and passing through the centre of the Bryanstown Framework plan area, serving areas zoned for community, retail, and recreational facilities. The route would return to town via the Beymore Road and Mary Street/ R132 Junction.

**Route 2** This would be a loop route serving Donore Road and returning to town via Rathmullen Road. The route would serve residential zoned lands at the urban boundary on the Rathmullen Road and existing developments along Marleys Lane.

**Route 3** This route would serve the south west environs along the Donore Road and would serve as shuttle bus to the IDA lands and the proposed Park & Ride Facility, south of the existing Drogheda Retail Park adjacent to the M1.

**Route 4** This route will serve the residential zoned lands to the east of Drogheda, in particular the Marsh Road and the new distributor road to Cople Cross, returning to the town centre via the R132. An existing bus service, the 190/191 between Drogheda Bus Station and Laytown currently serves the Marsh Road, and is used to transport pupils to Drogheda Grammar School. This provision of this new route will depend on the phasing of development in the area.

These routes have been planned to optimise catchments that would ensure that the future developments would fall within the desired 400m walking distance to a bus stop, and provide a mode choice that would reduce dependence on car travel to the town centre.

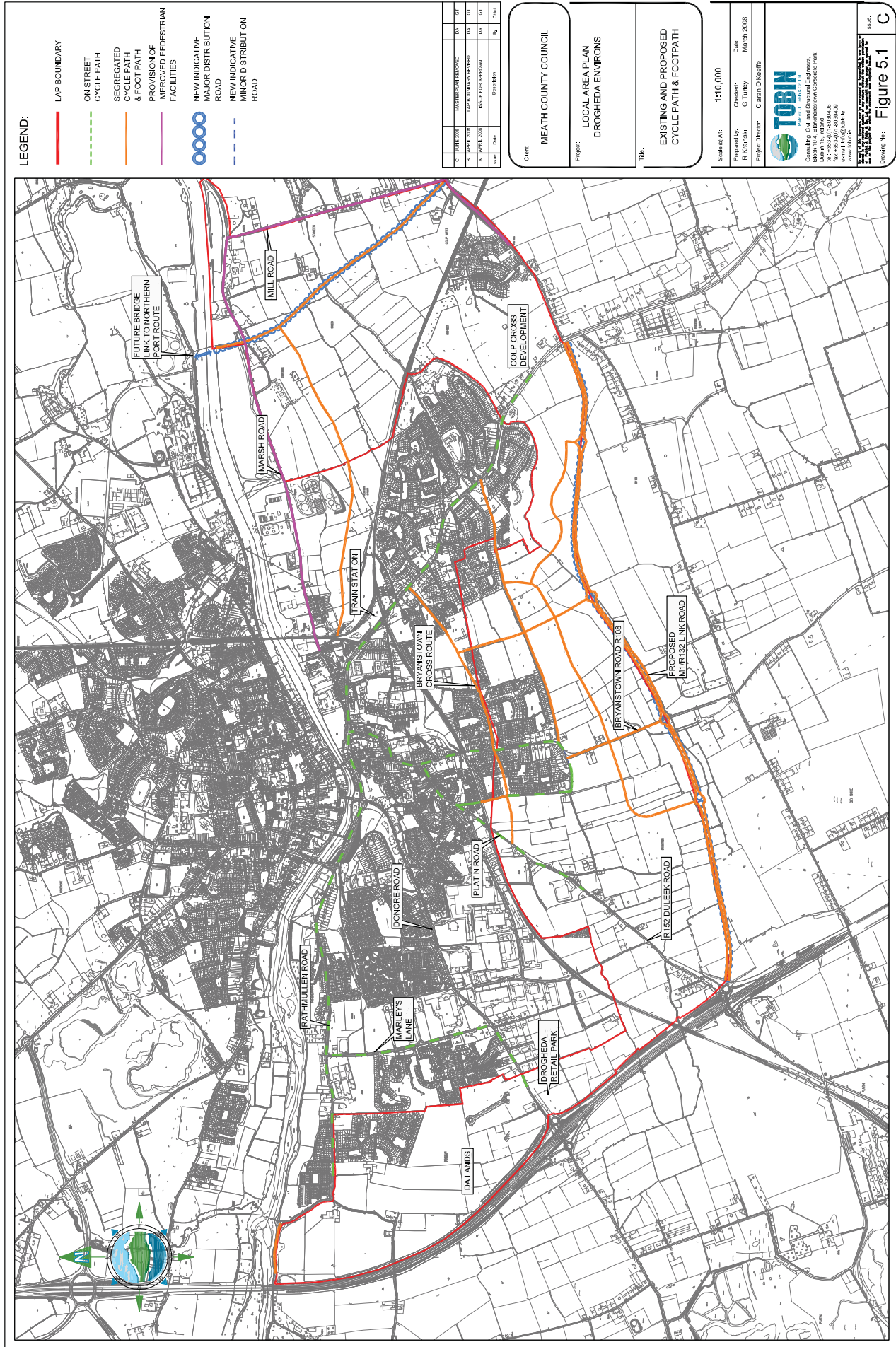
The provision of a local feeder bus is subject of an application for the new Drogheda United Stadium (Ref SA70455). However, this bus service would be limited to operating during match times only and has therefore not been taken into account in the future provision of bus services for the plan area.

#### *Roads and Transportation Objectives:*

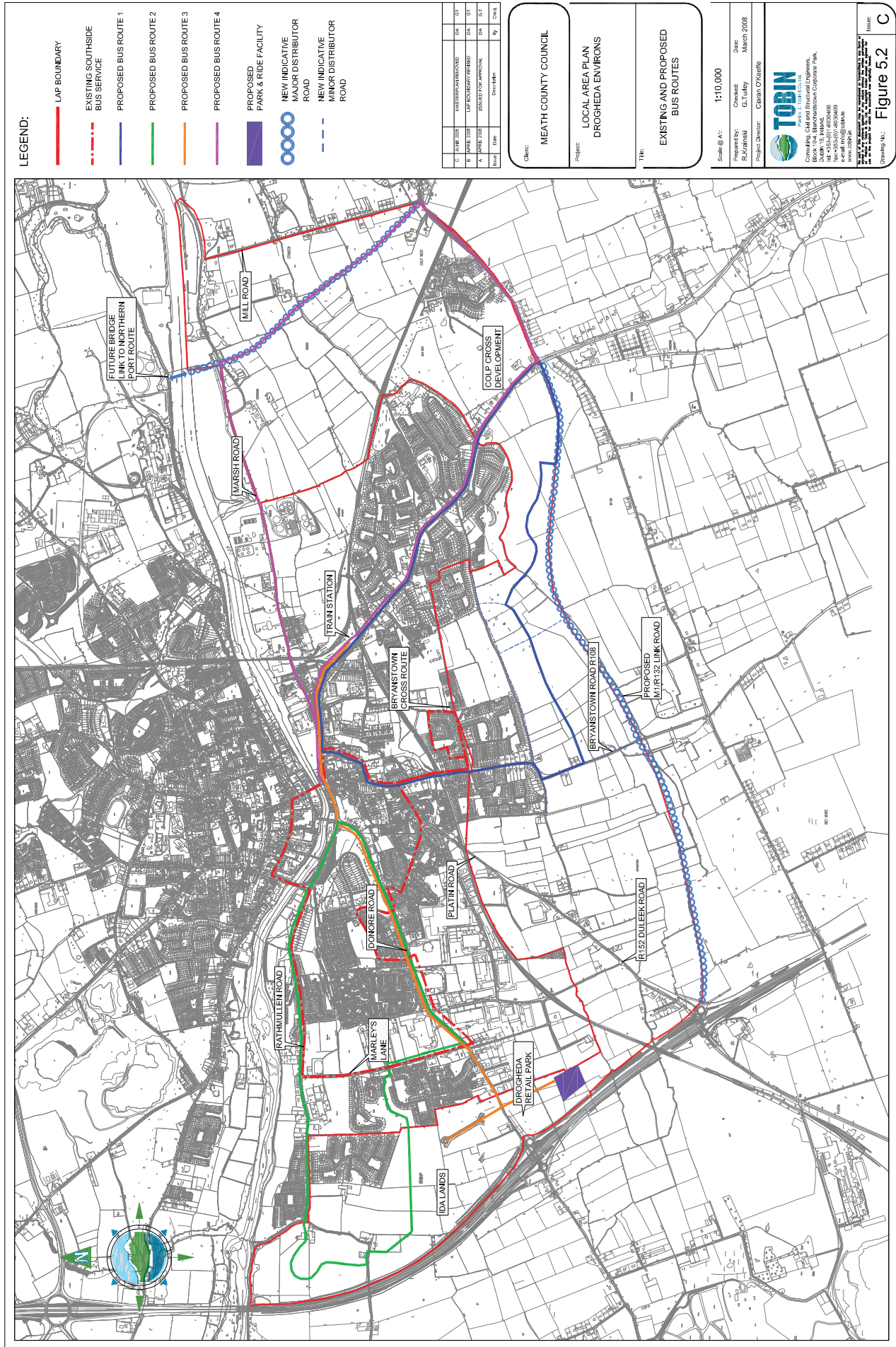
- RT1** *To achieve a balance between the use of private transport with the need to promote alternative modes of transport such as public transport, cycling and walking*
- RT2** *Meath County Council will encourage and assist in the enhancement of a public transport system in Drogheda in agreement with Louth County Council*

*and the relevant transport authorities in order to improve general accessibility to and from the town, and therefore reduce the impact of the private car on the urban environment.*

- RT3** *It is an objective of the Plan to increase the sense of safety of public spaces to encourage walking and cycling*
- RT4** *Car Parking shall be an integral part of design elements for the urban frameworks. Large expanses of surface car parking shall be discouraged, particularly in civic/ commercial centres.*
- RT5** *It is a requirement that the Construction of the link between the M1 Motorway and R132 be carried out in a single entity in its entirety. The provision of this road shall be provided as part of future development proposals for the area (i.e. developer driven).*
- RT6** *While the Council recognise certain minimum roads engineering standards are necessary, all application will be assessed against priority treatment for cyclists and pedestrians*
- RT7** *To implement the transport management recommendations outlined in the Drogheda Transportation Study commissioned by Drogheda Borough Council as they relate to the Plan area.*
- RT8** *Development of Park & Ride Facility and associated shuttle bus service on the Donore Road to reduce pressure on long stay town centre parking as outlined in the Greater Drogheda Area Planning Strategy.*
- RT9** *To cater for the increased town based traffic movements. Meath Co Co in conjunction with adjoining Local Authorities shall investigate the feasibility of a future strategic road crossing of the Boyne east of the Railway Viaduct, which would link with the Northern Port Access Road. This study shall include details on the proposed funding mechanisms for such infrastructure.*
- RT10** *To require noise mitigation measures to be implemented in any future planning applications within zones of influence of national roads or planned new national roads.*







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## 5.12 Infrastructure

### 5.12.1 Water Supply

The Preliminary Engineering Report for the East Meath, South Louth & Drogheda Water Supply Scheme, submitted to Meath County Council in September 2004 contained detailed proposals for the development of water sources to cater for the needs of the supply area to the year 2023. A review of this report was undertaken during 2007 with an updated report submitted in October 2007. This updated 2007 Report was commissioned to take account of the following:

- Findings of a groundwater trial well drilling and testing programme undertaken in the period February 2006 to August 2007.
- New targets for population growth defined by Meath County Council Planning Department, in agreement with the Department of the Environment Heritage and Local Government and Louth County Council.
- Projected water demand growth in the area served to the year 2030
- Conjunctive use of available surface water and ground water sources to meet the needs of the scheme.

This Preliminary Engineering Report contains comprehensive proposals to update and develop water sources, mains infrastructure and storage capacity within the scheme area to cater for anticipated development to the year 2030.

Included in the report recommendations are the following proposals that are of particular relevance to the LAP lands:

- Upgrade the abstraction works on the River Boyne at Roughgrange to a total abstraction of 48.0MI/d;
- Provide a new rising main from Roughgrange to Staleen (Water Treatment Works) WTW
- Treatment Works at Staleen to be upgraded to a total deployable output of 45.3MI/day;
- Provision of a new 600mm/450mm trunk main between Staleen WTW and Donore Reservoirs
- Development of a 5MI/d Groundwater Wellfield at Donore (Mellon O'Reilly lands at Rathmullen and adjacent OPW lands)
- Provision of a water treatment plant with a design output capacity of 4.5MI/d, and an additional storage reservoir of at least 10MI capacity at the existing Donore Reservoir Site;
- Development of a 15.5MI/d Groundwater Wellfield at Kiltrough
- Provision of a water treatment plant with a design output of 14.6MI/d, and additional storage reservoir of at least 10.5MI adjacent to the existing Kiltrough Water Tower.
- Provision of a new 500mm/400mm distribution main to serve lands in South Drogheda administered by Meath County Council.

The early development, on a phased basis, of the proposed wellfields at Donore and Kiltrough with provision of the associated treatment, storage capacity and trunk/distribution mains is critical for the supply of water to the LAP lands.

#### *Future Water Main Network within the LAP Lands*

Proposals for the water main network will be required to

demonstrate best practice with regard to design, construction, environment, ecological, economical and technical areas. In particular, new water mains in the South Drogheda Area will be required to be:

- Constructed to appropriate standards so as to minimise potential leakage from new mains;
- Configured and metered such that District Meter Areas can be established.

#### *Trunk Main:*

A trunk main is to be constructed along the route of the proposed N1 to R132 Link Road. This main will be fed from the proposed 500mm/400mm main from Kiltrough to South Drogheda. The main is to be designed to cater for the entire catchment as well as providing a strategic circumferential main for the overall Drogheda Network. Direct connection from the trunk main will be kept to a maximum of three or four connections.

#### *Water Supply*

The Mill Road area will be served by the proposed 450mm dia trunk watermain which crosses the River Boyne and connects into the proposed 400mm dia truck watermain supply to south Drogheda from Kiltrough Water Tower or directly from Staleen WTW. This infrastructure would provide a complete ring main around the east of Drogheda, enabling supply from either. Staleen WTW, Kiltrough Water Tower or the proposed Killineer Reservoir.

#### *Secondary Main:*

It is proposed that a secondary main will be provided with connection off the trunk main. This main will effectively provide loops within each neighbourhood. They may be used as the primary distribution mains for the temporary water supply arrangements until such time as the trunk main is delivered in conjunction with the M1 to R132 Link Road. These mains are to be located within the footpath of the distributor roads. These mains will also be required to provide interconnectivity with the existing Drogheda Borough Council network.

#### *Feeder lines:*

A number of feeder lines off the Secondary Main will provide access point for the proposed sub-catchments. These lines may also connect into adjacent developments within the Drogheda Borough Council area.

#### *Individual Development Mains:*

Water mains to serve individual housing developments will be required to be designed as looped networks. The mains are to be located in open space or, where possible, along the footpath.

#### *Water main Design Considerations*

It will be necessary to demonstrate best practice with regard to all design. The laying of distribution water mains should be in accordance with the guidelines published by the Water Services Department, Meath County Council in July 2007.

#### *Water Conservation*

Future developments must have regard to the need to conserve water and as a means of addressing this issue may include the following measures:

- Pressure and flow regulations on fittings;
- Appropriately sized meters;
- Prohibition on direct feeds to heating and appliances;
- Low flush toilets;



- Rainwater harvesting and reuse for toilet flushing;
- Apartments to include end use recycling.

#### Objectives:

- WM1** *To protect and develop, in a sustainable manner, existing groundwater sources and aquifers in the county and to restrict and control development in a manner consistent with the proper management of this resource. In addition to this, Meath County Council will carry out subject to available resources a groundwater protection scheme in the south Drogheda and East Meath area."*
- WM2** *To promote public awareness and involvement in water conservation measures by households, businesses, and industries.*
- WM3** *To implement the Water Conservation Programme, in order to conserve valuable resources by reducing wastage.*
- WM4** *To co-operate with Louth County Council and Drogheda Borough Council in implementing the key findings and recommendations of the 'East Meath, South Louth & Drogheda Water Improvement Scheme (as updated October 2007) for a water supply scheme to meet the anticipated water requirements to serve projected growth level of this area to the year 2030.*

#### 5.12.2 Foul Water Drainage

##### Wastewater Treatment

The Phase 2 upgrade works to the Drogheda Wastewater Treatment Plant are currently underway. This work when completed will provide a treatment capacity at the plant of 101,000pe. However, the upgraded works will only partially address capacity constraints and further substantial works are required to deliver a long-term solution to wastewater treatment in the region.

Two options exist for the long term provision of additional wastewater treatment in the region as follows:

- (i) In line with policies INF POL 51&52, Meath County Council to co-operate with Drogheda Borough Council in bringing forward plans for the expansion of the existing WwTP at Marsh Road beyond the current Phase 2 design capacity of 101,000pe thereby, achieving an increased reserved allocation for Meath. Such proposals to consider design modularity so that future planned expansions can be phased to coincide with future development. In planning for a future expansion of the WwTP cognisance should be taken of the land required for this expansion and the requirement to provide an appropriate buffer distance to nearby developments to mitigate potential future noise and odour issues from an expanded plant.
- (ii) In line with policy INF POL 53 of the County Development Plan, Meath County Council to pursue investigations into the provision of a sub regional wastewater treatment facility and outfall to the Irish Sea in the vicinity of Gormanston to serve the East-Meath settlements of Mornington East, Bettystown, Laytown, Julianstown, Donacorney,

Mornington, Stamullen, Gormanston and Mosney. This solution would cater for wastewater treatment of the urban centres along the east coast, exclusive of Drogheda. This would allow the capacity of the Drogheda Wastewater Treatment Plant being utilised in the medium to long term to cater for the needs of Drogheda and Environs, in accordance with the Greater Drogheda Planning Strategy. The continued achievement of Blue Flag status for bathing waters in the vicinity may depend on the quality of the effluent discharge standards set for any such wastewater treatment plant and the siting and length of the sea outfall.

The shortfall in wastewater treatment capacity in the region is such that Meath County Council needs to take immediate action in investigating both options outlined above in order that an adequate level of treatment can be provided to the planned developments

##### Reduction in Loading

Meath County Council will look favourably on measures taken to reduce the Hydraulic and Pollution Load forwarded to treatment. This may take the form of, but will not be confined to, the following mechanisms:

- Utilisation of fittings that promote conservation of water;
- Rainwater harvesting;
- Prohibition on use of in-sink macerators.

##### Foul Sewers

It is envisaged that the foul drainage network will comprise of:

- **Trunk Sewer:** It is the intention of Meath County Council that the Bryanstown Trunk Sewer is extended to serve the proposed catchment and additional sub-catchments outside the Area Plan Boundary. The trunk sewer is to be routed through open spaces, where possible, with wayleaves in accordance with GSDS recommendations unless agreed otherwise at planning application stage. Design and construction will be carried out by developers to specifications and construction standards to be agreed in writing with the Council.
- **Foul Water Drainage:** A trunk sewer should be constructed along the length of the Mill Road to serve existing dwelling and lands east of the Railway line that drain towards it. Due to the existing topography, it will be necessary that gravity sewer connects to a header manhole and is pumped along Marsh Road to the WWTP. Meath Co Co should commission feasibility studies to examine drainage options for this area.
- **Collector Sewer:** To serve sub-catchments of the development area and lands which drain naturally towards the Drogheda Borough drainage network. The collector sewers are to be constructed in open spaces, where possible. Connections from the Collector Sewer to Trunk Sewer are to be kept to a minimum; therefore medium sized sub-catchments are to be catered for by collector sewers.



### *Individual Development Drainage*

Within individual developments, collector sewers will not be permitted in individual gardens or private areas. Each house will, insofar as possible, have an individual connection to a manhole or approved saddle connection to the collector sewer.

### *Guidelines Documents*

The Council consider the recommendations of the Greater Dublin Strategic Drainage Study (Volumes 1-5) and the Greater Dublin Regional Code of Practice for Drainage Works as guidance in respect of a drainage philosophy and standards that would be acceptable. The Local Authority may specify further requirements with regards to design and construction to cater for site-specific requirements.

### **Objectives:**

<b>FWD1</b>	<i>To co-operate with adjoining authorities to continue the sustainable development and improvement of the wastewater systems to meet the anticipated drainage requirements of the region.</i>
<b>FWD2</b>	<i>To implement the policies developed for the Greater Dublin Region by the Greater Dublin Strategic Drainage Study (GSDSDS) and to ensure that all developments will have regard to the policies as expressed in the GSDSDS with particular reference to:</i>  <i>a. New Developments</i> <i>b. Environmental Management</i> <i>c. Inflow, Infiltration and Exfiltration</i> <i>d. Natural Amenities and Recreation</i> <i>e. Climate Change</i> <i>f. Basements</i> <i>g. Surface Water Management</i>
<b>FWD3</b>	<i>To co-operate with the adjoining Planning Authorities of Drogheda Borough Council and Louth County Council to increase the capacity of the Drogheda Wastewater Treatment Plant to service the settlements of North-East Meath in the immediate future, and, to jointly investigate proposals for the future upgrade/extension of the treatment plants to provide for a long-term solution for wastewater treatment in the region.</i>
<b>FWD4</b>	<i>To review and seek to implement the findings of the Feasibility Study as published by J.B. Barry &amp; Partners, Consulting Engineers (published August 2004), into wastewater treatment solutions for the East and South-East region, thus allowing the Drogheda Wastewater Treatment Plant to serve the long term needs of Drogheda and Environs.</i>
<b>FWD5</b>	<i>The construction of the Bryanstown Sewer shall be constructed in accordance with best practice from a technical and environmental perspective. Where required, sections of the proposed route of the Bryanstown Sewer shall be constructed in tandem with the construction of the M1 to R132 Link Road.</i>

### **5.12.3 Surface Water Drainage (Flood Protection and Sustainable Urban Drainage Systems)**

#### *Flood Protection*

The accepted policy response to flood protection is now to manage the risk to life and property as sustainably as possible and to consider the flood risk and its related impacts on development on a catchment basis, rather than on an individual basis. This approach facilitates sustainable development through the reduction of future flood damage, and hence reduce the associated potential economic and social costs.

The Greater Dublin Strategic Drainage Study (GSDSDS) considered the issue of flooding at a regional level and the recommendations of the GSDSDS have been incorporated into development assessment criteria and/or development management standards by Meath County Council.

All new developments must be designed and constructed to meet the following minimum flood design standards and the projected impacts of Global Warming must be taken into account in the design:

- For urban areas or where development (existing, proposed or anticipated) are involved – the 100 year flood;
- For rural areas or where development (existing, proposed or anticipated) are involved – the 25 year flood;

Developments adjacent to watercourses will be required to ensure that there is adequate provision for access to allow maintenance and clearance, future improvement works or emergency works. A set back of 5 – 20 metres is required depending on the width of the watercourse.

#### *Sustainable Urban Drainage Systems*

For future development, Meath County Council require that all developments incorporate 'Sustainable Urban Drainage Systems' (SuDS) as part of development proposals to reduce the rate and quantity of runoff.

All new developments are to provide attenuation to limit the out-flow to that which occurs prior to development.

Compliance with the recommendations contained in Technical Guidance Document, Volume 2, Chapter 4 of the Greater Dublin Strategic Drainage Study shall be required in all instances.

#### *Guidance Documents*

Guidance in respect of SUDS philosophy is also provided in the following CIRIA Publications:

- Sustainable Urban Drainage Systems-Design Manual for Scotland and Northern Ireland;
- Sustainable Urban Drainage Systems-Best Practice Manual;
- Sustainable Urban Drainage Systems-Best Practice Manual and Drainage of Development Sites-A Guide,
- The SuDS Manual (C697)

#### *Proposed Surface Water Management*

A Proposed Surface Water Management Plan will be required in respect of the overall development area, which shall be based on the SuDS Design philosophy. This will incorporate an integrated approach to the management of runoff from each individual unit, development, designated neighbourhood and the South Drogheda Environs as a whole, so that a universal

and consistent approach to provision of an overall functional solution to surface water management is adopted. The plan shall be submitted to Meath County Council for approval and modified as required prior to commencement of development worked. All developments shall be required to submit individual drainage proposals consist with the overall plan.

Design options shall recognise the importance of minimising the impact of attenuation features on the utilisation of open space for recreational purposes. All proposals relating to the alterations of streams and flood plains shall be subject to detailed landscape and ecological assessment.

The following issues shall be specifically addressed in the plan:

- Protection of water quality in receiving watercourses and groundwater;
- Stream Regime Protection – minimisation of ecological and physical impacts on receiving streams;
- Level of Service Protection – protection of site from flooding of drainage system;
- Stream Flood Protection – minimisation of risk of downstream flooding;
- Site Flood Protection – control of flooding of site during extreme events.

Subject to detailed studies (including flow studies) of the existing flow regime, alternative arrangements may be considered. Developers will be required to submit a Management and Operation Plan for construction and post construction phases of all elements of the integrated surface water drainage system, which will adequately address the on-going operation and maintenance of all elements of the system including ongoing maintenance of the stream channel, attenuation facilities, pipelines and flood plain.

#### *Upgrading of Streams*

The design capacity for the upgrading of local streams in the Bryanstown and Mill Road/Marsh Road areas shall be for 100-year flood. Due cognisance shall be taken of more severe storms in design of open spaces and developments with flood risk analysis for 200-year storm to be undertaken to identify areas that may be inundated should the stream overtop its banks.

The design capacity should also make allowances for projected impacts of Global Warming and resultant increased rainfalls.

The number of outfalls to streams shall be kept to a minimum and shall be designed such that scouring and bank damage is prevented through means of effective energy dissipation and environmentally sensitive bank and bed reinforcement.

Works on streams, culverts and bridges shall incorporate recommendations from both Eastern Fisheries Board and the Office of Public Works who shall be consulted at an early stage in the design process.

#### **Objectives:**

**SWD1** *To control development in the natural flood plain of rivers and streams and develop guidelines, in co-operation with the adjoining Local Authorities, for permitted development in different flood risk category areas. Particular regard shall be had*

*to the Draft Planning Guidelines on Flood Risk Management issued by the Department of the Environment, Heritage and Local Government, or its replacement.*

**SWD2** *Development should not itself be subject to an inappropriate risk of flooding nor should it cause or exacerbate such risk at other locations. Development that is sensitive to the effects of flooding will generally not be permitted in flood prone or marginal areas.*

**SWD3** *To require all significant developments impacting on flood risk areas to provide a Flood Impact Assessment, to identify potential loss of flood plain storage and how it would be offset in order to minimise impact on river flood regime.*

**SWD4** *To require all developments to provide 'Sustainable Urban Drainage Systems' (SuDS) as part of their development proposals.*

**SWD5** *To require all developments to provide a Surface Water Management Plan for the overall development area. Such Plan to be based on the SuDS Design philosophy.*

**SWD6** *To require all developments to submit, prior to commencement, details of Sediment and Water Pollution Control Plan, for agreement of the Drainage and Environmental Departments.*

#### **5.12.4 Utilities**

Adequate ducting is to be provided to cater for the current and anticipated future utility provision. A written agreement will be required with the duct providers and the Council to ensure that service providers will be leased ducting, subject agreeing to share duct space with competitors where this is technically feasible.

#### **Proposed Electricity Supply**

3 No. Existing overhead High Voltage lines will be required to be routed underground where the route crosses the South Drogheda Environs, the new route should be located along an accessible route. The three lines will be rerouted locally along access routes to avoid development areas. Way Leave access over the cables will be required by the ESB. There will also be restrictions on the proximity of development to the underground cables.

Future Infrastructure provision by ESB include a 38kV Substation in Bettystown and a site has been identified with IDA owned lands for 110kV sub station, from which the lands within the local area plan will be served.

Secondary distribution at 10kV will be by means of cables installed along public routes to localised 10kV/ 400V sub-stations. These sub stations shall provide power to all low voltage customers and large single users (at 10kV)

Residential and commercial schemes are to have sub-stations provided. Public and amenity lighting schemes are to have mini-pillar/distribution pillars/sectional pillars provided.

All sub-stations are to be located as determined by the developers

and local authority in conjunction with ESB Networks.

Sub-station buildings and/or compounds are to be constructed in accordance with ESB networks specifications. Connection from the network to the premises/development will comply with national code of practice for customer interface as issued by ESB networks. Generally pipe ducts shall be installed 900mm (min) below finished ground level and 500mm radially away from other services.

Compliance with standards, specifications and codes of practices shall be the edition current at time of construction.

#### **Proposed Gas Supply**

##### *Distribution Lines*

All residential and commercial developments in the South Drogheda Environs will be connected to the national gas network.

It will be a requirement to upgrade and enhance the network as necessary in consultation with Bord Gais including the installation of necessary above ground installation (AGI's). Bord Gais will require way-leave access over the pipework. There will be restrictions on the proximity of development to the underground pipes. Connections to the exiting network shall be provide where appropriate by Bord Gais or a Bord Gais appointed contractor. All trenches constructed for accommodating gas mains shall be provided by the appropriate developer and are to be constructed in accordance with the requirements as set out in the Bord Gais Guidelines and Irish Standards Publications.

General details of developers, total numbers of business and residential units required for Bord Gais Network design. Detailed site layout drawings with proposed meter positions, a project programme as well as a site location map shall also be required by Bord Gais. All information required is obtainable from Bord Gais at plans@bge.ie .

All Gas trenches are to be placed in accordance with the requirements as set out in the Bord Gais Guideline Publications.

##### *Transmission Lines*

BGE monitor activities within 400m of the Pipelines. Should developments take place that would alter the classification of a locale from 'rural' to 'urban' then BGE would take the appropriate measures, including diversions, to ensure the Pipeline is operated in accordance with the relevant Irish Standard, IS328.

Neither excavation nor development may take place within a BGE Wayleave unless permission, in the form of a valid Excavation Permit is granted by BGE. Such permission will not be unreasonably withheld.

It is likely that the Pipeline will need to be either protected or diverted to facilitate the proposed Distributor Road. If protection only is required then the Standard RC Protection Slab will be needed.

BGE may however need to divert the Pipeline should levels clash. Any such diversion would be paid for by the Developer/ Local Authority.

#### **Proposed Telecom Supply**

Meath County Council support the development of the open access ducting network to support telecommunications, this shall consist of 4 No 100mm ducts with 25mm branch connections from access chambers or swept tees to each house/unit. Such a network shall remain in the ownership of the developer until taken in charge by the Council and shall be made available to all service providers on a non-exclusive lease basis on a minimal cost. The network shall support the provision of universal access to competitive telecommunication services, broadband and digital television to further enhance the attractiveness of Drogheda for inward investment and as a place to live.

Due to the demand for broadband and its impact on the existing network, Eircom have indicated that an additional exchange is likely to be required in order to adequately service the area. This would ideally be located midway along the proposed M1 to R132 Link Road.

Ducting and site infrastructure will be placed in accordance with the requirement of the service provider. Arrangement of exchange buildings, comms towers containing antenna, microwave dishes etc, shall be agreed in advance such that their location, design and access thereto are compatible with the design strategy for the area including the Urban Design Framework of this document. Ducting shall be installed underground to provide a comprehensive network which minimises overhead cables. Final connections to premises shall be via underground ducts.

#### **Objectives:**

UD1	<i>While recognising that certain utilities have a monopoly position in respect of the supply of ducted services, the County Council will encourage an open access protocol in respect of the provision of ducting for Utilities</i>
UD2	<i>It is an objective that existing overhead lines and all new lines be placed underground throughout the Plan lands. In particular overhead cables will not be permitted within linear parkland areas. Sub stations and other facilities including gas and telecom facilities shall be placed at the least obtrusive locations.</i>
UD3	<i>It is an objective to require that all planning applications for significant new development provide for the delivery of broadband infrastructure in tandem with each phase of development.</i>

#### **5.12.5 Policies in relation to hazardous establishments**

The Local Area Plan lands located in County Meath directly adjoin a large tract of industrial lands located within the jurisdiction of Drogheda Borough Council. There are a number of existing establishments located adjacent the administrative boundary with County Meath which are major accident hazard sites. These sites are the following operations: Flogas, Marsh Oil and Irish Flavours and Fragrances. The Land Use Zoning Map (contained at the end of Section 5 of the LAP) has indicated potential zones of impact of these sites where they are relevant to the Local Area Plan which are in the case of Flogas 600m



and Marsh Oil Products 400m. The following policies apply in relation to future development within these zones:

Zone	Indicative Guideline on Development Permitted in Principle
Inner Zone Source – 600 mbar	Industrial (subject to consultation) Occasional Occupation by Small Number
Middle Zone 600 – 140 mbar	Commercial and Industrial <100 persons, retail catering <250sqm
Outer Zone 140 - 70 mbar	Commercial, Retail & Catering, Industrial, Small Housing Developments

The above is an indicative guideline only. Any future development within these areas shall be subject to consultation with the relevant statutory bodies as appropriate.

### 5.13 Sustainable Design and Building Methods

This Local Area Plan sets out parameters for the sustainable siting, design and construction of buildings, particularly with regard to energy efficiency and energy conservation, as well as waste management and 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 1<sup>st</sup> 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.

#### Objectives:

SDM1	All planning applications shall demonstrate compliance with the main relevant objectives and principles in relation to sustainable design standards as set out in the Local Area Plan.
SDM2	Large-scale planning applications for residential development (in excess of 50 dwellings) shall include a sustainable design brief compiled by a qualified engineering consultant specialising in sustainable building methods or qualified energy consultant.

#### 5.13.1 Passive Solar Design

Passive Solar Design (PSD) techniques relate to the siting, layout, built form and 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 principle façade of a building should be orientated*

*to be within 30 degrees of south (where feasible). A southerly orientation maximises solar gain in winter.*

*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 residential buildings should be designed by setting living 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.*

#### Objective:

SDM3 The orientation, detailed design and specifications of all buildings in the Local Area Plan lands shall demonstrate how they maximise passive solar gain in line with best practice guidelines.

#### 5.13.2 Low Energy Performance Buildings

All new buildings in the Local Area Plan area will need to demonstrate how they perform with regard to 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 1<sup>st</sup> 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.

#### Objective:

SDM4 All planning applications in the Local Area Plan area shall demonstrate compliance with improved energy ratings as set out under the amended building regulations (S.I. No. 854 of 2007).

#### 5.13.3 Renewable Energy Supply

It will be an overall objective of this Local Area Plan that all new buildings in the Plan area will need to utilise renewable energy supply systems to meet at least 50% of a building's space and water heating requirements as calculated on the basis of an approved method carried out by a qualified and accredited expert.

It is envisaged that the space and water heating requirements for future buildings will be met by either some or all of the following technologies:

- **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.

- **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. underfloor 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.

**Objective:**

*SDM5 All new buildings in the Plan area shall utilise renewable energy supply systems to meet at least 50% of the building's space and water heating requirements as calculated on the basis of an approved method carried out by a qualified and accredited expert.*

#### 5.13.4 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 households 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 it is an objective of the LAP that rain water recovery systems be utilised in the construction of new housing as well as the fitting of low-water use appliances.

- **Rain Water Recovery Systems**

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.

- **Low-water use appliances**

It is an objective that all new buildings in the Plan area install low water sanitary appliances to reduce water usage.

**Objective:**

*SDM6 It is an objective of the LAP that rain water recovery systems be installed in the construction of new housing as well as the fitting of low-water use appliances.*

#### 5.13.5 Wind Energy

The use of wind turbines to provide a self-sufficient power source or to supply power in combination with other energy sources should be investigated for any large scale planning applications in the Local Area Plan lands. Proposals to provide a limited number of small to medium sized wind turbines within the Local Area Plan lands will be considered favourably subject to a rigorous assessment in terms of the environmental and amenity impacts. In this regard, any proposals for wind turbines need to be subject to a detailed feasibility study taking into account wind speed and turbulence and including full visual analysis and sensitive siting of proposals.

#### 5.13.6 Construction Methods

The use of renewable building materials, such as wood from sustainable managed forests and locally sourced building materials will be a prerequisite for development in the Local Area Plan lands. 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 the reuse of excavated material as topsoil should also be considered.

**Objective:**

*SDM7 In the construction process of new buildings in the Local Area Plan lands, it is an objective to achieve the sourcing of building and construction materials locally. Generally, these materials shall be located within a 50 miles radius of the construction site. Exemptions are permissible where it can be clearly demonstrated that the sourcing of particular construction materials is not possible within this radius.*

#### 5.13.7 Waste Management And Disposal

It is an objective of this Plan that all future development should seek to minimise waste through reduction, re-use and recycling. Waste management and disposal shall be considered as part of the construction process and in the operation of the development when completed.

- **Construction Waste**

Construction-related waste accounts for about one-third of total land filled waste in Ireland. It is therefore an objective of the Local Area Plan to minimise construction waste for

all new development. 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.

- **Domestic Waste**

Everyday domestic waste produced by future residents and businesses shall be minimised through reduction, re-use and recycling. All new development shall provide for waste separation facilities, recycling banks and compost units.

**Objectives:**

<b>SDM8</b>	<i>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</i>
<b>SDM9</b>	<i>All new developments in the Local Area Plan lands shall provide for domestic waste separation facilities, recycling banks and compost units.</i>

and Mill Rd/ Marsh Rd extends to approximately 132 hectares (of which approx. 13.8 ha are zoned for low-density residential development).

Further to this, the two areas identified for major residential expansion, Bryanstown and Mill Rd/ Marsh Rd, have been designated as requiring Urban Design Framework Plans to be prepared prior to development taking place in these areas. These framework plans are guided by strict criteria which are set out in Section 5 of the Local Area Plan and relate to the phasing of residential lands and concurrent provision of social and community infrastructure.

It is of paramount importance that the future development of lands zoned under this Local Area Plan depends on the adequate provision of all necessary infrastructure services, in particular the provision of adequate water supply and provision of foul water drainage. Further to this, in the future allocation of services priority will be given to employment generating developments and provision of community facilities.

**Objective:**

<b>LU1</b>	<i>The future development of lands zoned under this Local Area Plan is subject to the adequate provision of all necessary infrastructure services, in particular the provision of adequate water supply and foul water drainage. Priority will be given to employment uses and community facilities in the allocation of infrastructure services.</i>
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## 5.14 Land Use Zoning

### 5.14.1 Rationale for Land Use Zoning

The Meath County Development Plan sets out clear population projections for the County as a whole and various settlements therein which are in line with recent, updated projections from the Department of the Environment, Heritage and Local Government. The growth projections for individual towns such as Drogheda are set within a clear settlement strategy.

An analysis of the household projections for Drogheda Environs reveals that there is a shortfall in the zoned landbank. There is an additional requirement for approximately 36 hectares (including 50% headroom) to 2013. A potential additional requirement for residential land is needed due to the fact that this Local Area Plan needs to provide for growth up to 2014.

The strategic landbank at Bryanstown (145 ha) was identified under the previous, 2001 County Development Plan as an area "subject to an Action Area Plan". Further to this, policy SSPOL4 of the Development Plan (as quoted above) identifies the Mill Rd/ Marsh Rd area as providing for additional residential land.

In order to balance the requirements of the Development Plan for further land use zonings in the Mill Rd/ Marsh Rd area on the one hand (SSPOL4) and the need to comply with the Plan's population projections (SSPOL2) on the other, this Local Area Plan has reduced the residential landbank of the Bryanstown area whilst including additional zoned lands in Mill Rd/ Marsh Rd.

Whereas previously, 145 ha were zoned subject to an Action Area Plan in the Bryanstown area, the combined residential zoned landbank under this Local Area Plan for Bryanstown

### 5.14.2 Zoning Objectives

The land use zoning objectives applicable to the Local Area Plan and as set out on the Zoning Map (Map 5.3) are in accordance with the objectives set out under the Meath County Development Plan, 2007-2013. For reference purposes, the following objectives (as set out in the Development Plan) apply to the LAP lands:

- **A1 To protect and enhance the amenity of developed residential communities.**

*"In A1 zones, the Planning Authority will be primarily concerned with the protection of the amenities of established residents. While infill or redevelopment proposals would be acceptable in principle, careful consideration would have to be given to protecting amenities such as privacy, daylight/ sunlight, aspect and so on in new proposals."*

- **A2 To provide for new residential communities and community facilities and protect the amenities of existing residential areas in accordance with an approved framework plan.**

*"The A2 and A4 zones are intended to be the main areas for new residential development. [...] It is envisaged that in the interest of sustainability that the larger tracts of A2 and A4 zoned lands could accommodate ancillary uses such as employment generating uses, community facilities,*



*local shopping facilities, etc. provided they are appropriate in scale and do not unduly interfere with the predominant residential land use."*

- **A5 To provide for low density residential development in accordance with an approved framework plan and individual dwelling design.**

*"In A5 zones where lower densities are envisaged it will be encouraged that given development proposals will be set in a framework plan context, developed by the applicant under the direction of the Planning Authority with special cognisance being afforded to the setting and visual qualities of the subject lands."*

- **B3 To protect, provide for and improve local and neighbourhood shopping facilities.**

*"In B1, B2 and B3 zones, it is intended to accommodate the majority of new commercial and retail uses in towns and villages. In particular, B2 zones have been identified to accommodate new retailing functions such as shopping centres and malls. B3 zones apply in some cases to new development areas where it is intended to secure the provision of local shopping facilities but not major centres."*

- **B4 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.**

*"The objective of B4 zones is to provide for the development of retail warehouse parks. These zones will also allow the displacement of motor car sales outlets from non compatible town centre and edge of town centre locations, subject to their suitable integration within an overall development proposal in the form of a Framework Plan. The preparation of the individual Local Area Plans shall ensure that suitable sites with good access to strategic transportation routes are identified commensurate with the needs of the settlement."*

- **E1 To provide for industrial and related uses subject to the provision of necessary physical infrastructure.**

*"E1 zones provides for industrial and related uses subject to the provision of necessary physical infrastructure. They allow the full range of industrial processes to take place within a well designed and attractive setting that provide employment opportunities. Non industrial uses are limited to prevent land use conflicts."*

- **E2 To provide for light industrial and industrial office type employment in a high quality campus environment subject to the requirements of approved framework plans and the provision of necessary physical infrastructure.**

*"E2 zones provides for light industrial and industrial office type development in a high quality campus environment subject to the requirements of approved framework plans addressing issues such as built form and general overall layout, transportation, integration with surrounding uses and the range of uses to be accommodated and the provision of necessary physical infrastructure."*

*The main difference between the two land use objectives relates to the nature of the manufacturing process whereby light industrial is defined in the Planning & Development Regulations 2001, as amended, as "the processes carried on or the plant or machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit."*

*The areas identified for "E2" land use in the individual Written Statement and Detailed Objectives for Towns and Villages were primarily new areas that had not been previously developed whereas the areas identified for "E1" land use tended to be existing industrial estates or extensions to same.*

*It shall be the policy of Meath County Council to apply a more flexible approach to large scale office type development in excess of 200 sq. m. of gross floor area in significant areas (i.e. in excess of 3 hectares of land that is currently undeveloped) of E1 land use zoning objective under the following conditions:*

- *The preparation of a Framework Plan to ensure the provision of the necessary physical infrastructure, the appropriate density and design of layout and the interface between proposed uses and existing development;*
- *That all processes being operated in the vicinity of the site, similarly zoned E1, are classified as light industrial in nature, as defined in the Planning & Development Regulations 2001, as amended;*
- *That the site is located adjacent to a public transport corridor and is served by an adequate road network, and;*
- *That the application is accommodated by a viable mobility management plan which is to the satisfaction of the Planning Authority and provides for the achievement of acceptable modal shares for both public and private transport within an appropriate timeframe.*

*No office shall be permitted on E1 zoned lands where the primary use of the office (or service) are provided principally to visiting members of the public e.g. solicitors, health clinic, accountants, etc."*

- **E3 To provide for transport and related uses including the provision of park and ride facilities in association with proposed road or rail based rapid transit corridors.**

*"E3 zones have been identified for "park and ride" type facilities near existing and or future public transport corridors."*

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

*"F1, G1 and H1 zones are self-explanatory and relate to community and amenity uses or designations. No residential development shall be permitted on lands that are subject of a deed of dedication or identified in a planning application as open space to ensure the availability of community and recreational facilities for the residents of the area."*

- **WL (White Lands) - To provide for a Strategic Land Reserve to ensure the consolidation of future development in the Drogheda Environs.**

*"The purpose of this zoning is to outline the direction of future development in the Mill Road/marsh Road area of Drogheda. It is envisaged that lands presently zoned WL will act as a strategic land reserve and develop in a sequential approach thereby consolidating development in future plans for the Drogheda Environs subject to a detailed feasibility assessment with regard to the necessity for the development in this area"*

### 5.15 Specific Development Objectives

The zoning map for the Local Area Plan lands (Map 5.3) sets out a number of specific local objectives for the Local Area Plan lands. These are as follows:

#### Specific Local Objectives

DE1	<i>To protect the integrity and setting of the Boyne Valley, Boyne Navigation and Battle of the Boyne site from intrusive development in nearby residential or industrial areas.</i>
DE2	<i>To provide for a Park and Ride facility and integrated shuttle bus service. The Park and Ride facility should be accessed off the Donore Road (via the access road to the retail park) and new pedestrian linkages to the surrounding employment area from the Park and Ride facility should be provided.</i>
DE3	<i>To facilitate and encourage the development of the area bounding Mathews Lane for housing development and providing for the upgrading of this lane, and the provision of acceptable wastewater disposal arrangements in co-operation with Drogheda Borough Council.</i>
DE4	<i>To protect Eagle Lodge House, a Georgian era dwelling on the R152 Duleek Road.</i>
DE5	<i>To provide for an upgrade of the Beymore Road as a strategic link between Drogheda Town Centre and new development at Bryanstown.</i>
DE6	<i>To develop a link road between the M1 Motorway and R132 at Colpe Cross as a local distributor road.</i>
DE7	<i>To upgrade the Mill Road and Marsh Road to provide for pedestrian footpaths and to provide on-street cycle tracks along the entirety of these roads. Further to this, a transport study should be carried out to ascertain the appropriate size, specification and location of a new river crossing</i>

*to link the proposed distributor road with the proposed Northern Port Access Route provided on the Northside of Drogheda in Co. Louth (in line with the recommendations of the Planning Strategy for the Greater Drogheda Area).*

DE8	<i>To provide for a link road through the Mill Road/ Marsh Road District providing access to the lands and functioning as a local distributor road.</i>
DE9	<i>To provide a segregated pedestrian and cycle link from the Mill Road/ Marsh Road Area to Drogheda train station.</i>
DE10	<i>To provide for an education campus incorporating a primary school, post-primary school and associated adult education facilities.</i>
DE11	<i>To safeguard access to the lands behind the IDA Business park. Access shall be provided from the Donore Road via the IDA Park.</i>
DE12	<i>To pursue the development of the Bryanstown Cross Route in association with Drogheda Borough Council and to ensure individual developments on or about its corridor do not prejudice its development or facilitate it as appropriate.</i>
DE 13	<i>To provide for a new minor distributor road which shall include the provision of cycle lanes from the proposed Major Distributor Road in the Mill Road area to the McBride train station located in Drogheda Borough Council area.</i>





## 6 SPECIFIC POLICIES FOR CHARACTER AREAS

### 6.1 Introduction

For the purpose of this Local Area Plan, the overall plan area has been subdivided into a number of smaller areas, each of which has some defining characteristics relating to existing zoning, existing roads and other landscape features and natural barriers.

These areas are as follows:

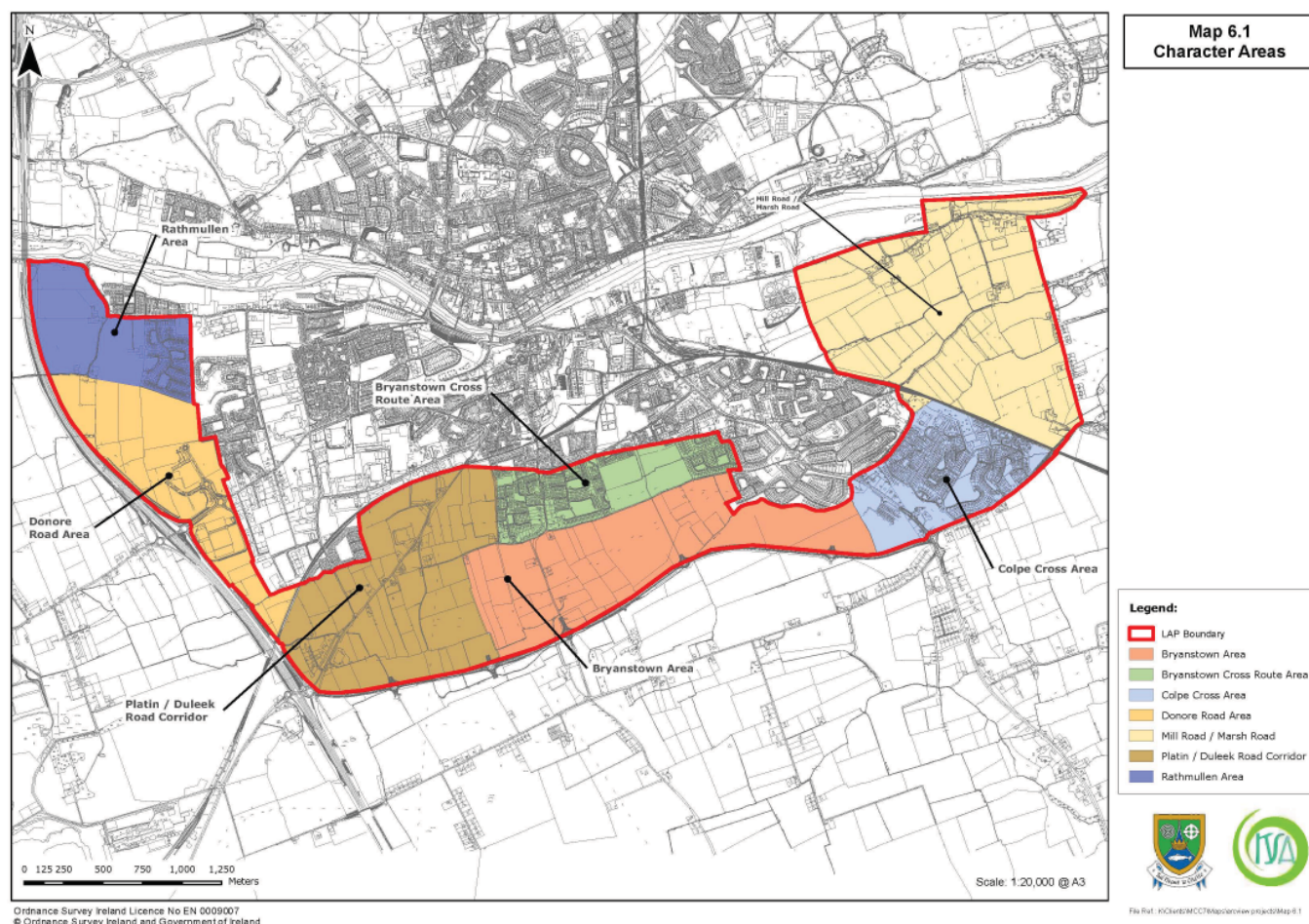
- Rathmullen Area
- Donore Road Area
- Duleek/Platin Road Corridor
- Bryanstown Cross Route
- Colpe Cross Area
- Bryanstown Area
- Mill Road/ Marsh Road Area

This section of the Plan contains a description and delineation of each the areas and a brief analysis of the land use characteristics. Specific policies for each of the areas identified are then set out.

Source of the areas identified in this chapter have been previously zoned for development and a substantial amount of development has taken place since the last plan was produced for the environs of Drogheda in 2001 (as part of the Meath County Development Plan, 2001).

The two areas which were not zoned for development under the previous plan, are the Bryanstown or 'hatched area' and the Mill Road/Marsh Road area. A specific objective for the provision of detailed Urban Design Framework Plans for these areas is required prior to development.

Map 6.1 shows the extent and delineation of the various character areas.



## 6.2 Rathmullen Area

### 6.2.1 Brief Outline of the Area

The Rathmullen Area is located on the western outskirts of Drogheda along the River Boyne. All lands in this area were zoned for new residential development under the 2001 Meath County Development Plan. The area is generally bound to the north by the River Boyne, to the east by existing built-up area of Drogheda ('Riverbank' housing estate), to the south by the IDA Business Park and other employment zoned lands and to the west by the M1 Motorway.

The area is the last undeveloped landbank between the western outskirts of the town and the M1 motorway which forms a natural barrier and stop to further development in a westerly direction. Further to this, the main battlefield site of the Battle of the Boyne is located to the other side of the Motorway. Parts of the battle site extend to the subject lands, eg King William's crossing point (see also Chapter 3 for details).

The lands are accessed from Drogheda by the Rathmullen road. The road splits in two strands, one runs in a northerly direction before turning west and crossing over the Motorway and the other runs north towards the Boyne before turning west and running parallel to the river. The current road network is insufficient to serve any new major residential development.

Some of the previously zoned lands in the Rathmullen area have been built up by residential development (Riverbank housing estate). The remainder of the area is in agricultural use at present and includes a number of farm buildings. A planning application for a large residential development comprising approximately 745 units was granted planning permission by Meath County Council in July 2007. This application is on appeal with An Bord Pleanála at time of writing.

The topography of the area slopes gently from south to north towards the river Boyne. The most northern extremity of the area drops sharply to the River Valley in a steep slope.

### 6.2.2 Policy Context

The specific policy context for the Rathmullen area is provided by the Planning Strategy for the Greater Drogheda Area and the policies set out under the Meath County Development Plan. Other policies and objectives need to be taken into account such as the designation of parts of the areas adjoining the Rathmullen Area as areas of special amenity and or historical importance (see also Chapters 3 and 5).

The Planning Strategy for the Greater Drogheda Area sets out an Indicative Roll-Out of Development Land. Four periods of phasing have been identified under the Strategy, the Rathmullen Area is identified as the "Zoned Land (Core Area) – Period 1". As such, the area is identified as a landbank for the immediate phase of future development in the Greater Drogheda Area.

The area is also located adjacent the River Boyne. A special objective is provided in the Greater Drogheda Strategy for an amenity corridor along the Boyne, this includes the provision of a walkway/ tourist trail along the Boyne.

### 6.2.3 Key Issues

In summary, the key issues that need to be taken into consideration for the future of the Rathmullen Area are:

- To safeguard any future development in terms of impact on Boyne Valley, Battle of the Boyne site and Bru Na Boine world heritage site.
- To build on the tourist potential provided by the amenity of the Boyne Valley and in particular to liaise with Drogheda Tourism to facilitate a walkway along the Boyne.
- To address the current access constraints that exist in the area in terms of the substandard road infrastructure.

### 6.2.4 Development Framework

It is anticipated that the Rathmullen area will provide for the immediate residential expansion of Drogheda, subject to all requirements and safeguards for the sustainable development of the area, in particular the upgrading of the existing road network.

As can be seen from the zoning map, a buffer zone has been included (F1 zoned lands) to shelter the residential element from adjoining industrial and employment uses as part of the IDA Park. Further to this, a 50 metre setback from Motorway is retained as per the previous plan to shelter future development from the negative environmental impacts associated with the motorway.

### Policy Objectives:

- |             |   |
|-------------|---|
| <b>RM1</b>  | <i>To ensure orderly development of the Rathmullen area and to integrate future residential development with the existing built form. To provide adequate permeability and pedestrian linkages with adjoining residential areas.</i>  |
| <b>RM 2</b> | <i>To ensure that new development in the area does not impact on the natural, built and archaeological heritage of the area. In order to achieve this, new development must be screened from the Battle of the Boyne site, and care must be taken to ensure that any new sewage treatment facilities do not impact upon the River Boyne and River Blackwater SAC.</i> |
| <b>RM3</b>  | <i>To ensure that the existing road network in the area is upgraded as part of any future development. A new access arrangement to the Rathmullen area from the Donore Road via the existing IDA business park should be explored.</i>  |
| <b>RM4</b>  | <i>To provide a walkway and cycle track along the river Boyne to link with a wider tourist trail proposed for this area and to be financed through local development</i>  |

*contributions in this area. To consult with the relevant authorities in the implementation of this objective.*

## 6.3 Donore Road Area

### 6.3.1 Brief Outline of the Area

The Donore Road Area is located to either side of the Donore Road when entering the town of Drogheda from the M1 interchange. The area comprises of the IDA business park which lies to the north of the Donore Road and a retail warehousing park to the south of the road.

The area generally stretches from its northern boundary with the residentially zoned lands at Rathmullen to its southern boundary which is made up of the railway line (freightline to Navan). The eastern boundary is formed by the Drogheda town boundary and the western boundary is provided by the M1 Motorway.

All lands in this area are zoned “E1 – To provide for industrial and related uses”. They provide a substantial employment landbank of approximately 75 hectares in total.

These employment zoned lands which are in the administrative area of County Meath form part of a wider employment area centred around the Donore Road which is predominantly located in Drogheda Borough Council area and which generally stretches between the Donore Road and the Navan Rail Line. The total area of Employment Zoned Lands in Drogheda Borough Council's jurisdiction is approximately 65 hectares. The area contains a healthy mix of medium to large sized companies/employers mostly of an industrial/manufacturing nature.

The IDA Park, located in Co. Meath, has been developed by creating a road layout, services infrastructure and landscaping scheme of a high quality. To date, a number of planning applications for various office and other buildings have been granted in the area. However, at present there are only a limited number of businesses operating out of the estate and the vast majority of land remains undeveloped.

The retail park to the south of the Donore Road comprises of a number of retail warehousing outlets and has been developed over recent years. A new road network provides good accessibility to the overall area. A large tract of land to the rear of the retail park remains undeveloped.

### 6.3.2 Policy Context

The overall policy context provided by the Planning Strategy for the Greater Drogheda Area, the Drogheda Borough Development Plan 2005-2011 and the Meath County Council Development Plan 2007-2011 sets out that the Donore Road area, including the IDA Business Park, is a key provider for local employment in Drogheda and surrounding area.

Given the anticipated population growth for Drogheda, it is a key policy objective outlined in the above documents to provide further local employment for future residents of the town and to decrease the dependence on Dublin as a key employment centre, thereby reducing the current unsustainable trends of long distance commuting to the capital.

In this regard, the Planning Strategy for the Greater Drogheda Area aims to maintain a high jobs ratio for Drogheda which should not fall below 0.7 (it is estimated to be currently at a ratio of 0.79). The jobs ratio expresses the total number of jobs divided by the labour force. It is therefore a key objective of the policy context that the Donore Road area is instrumental in providing additional employment for Drogheda to cater for the substantial population increase anticipated for the town.

It is further a policy of the Drogheda Planning Strategy that a Park and Ride facility be provided in the area which should link with the town centre and the rail station via a shuttle bus. This shuttle bus would serve the dual function of getting people from the town centre and rail station to the Donore Road employment area as well as providing an opportunity for people to leave their cars on the outskirts of Drogheda to commute to the town centre and beyond via the rail station.

### 6.3.3 Development Framework

Given the importance of the Donore Road employment area and the IDA business park in providing local employment, its is an overriding objective of this Local Area Plan to safeguard the lands zoned for employment and to facilitate and encourage the location of new businesses to the area.

Notwithstanding the above, it is acknowledged that the Drogheda Retail Park forms an important function for the retail offer of the town and this is reflected in the zoning of the retail park to zoning objective B4 (‘To provide for the development of a retail warehouse park’ – please refer to zoning map).

Further to this, it is a specific objective of the Planning Strategy for the Greater Drogheda Area that a Park and Ride facility be provided in the Donore Road Area. In this regard, an area at the back of the retail park has been identified as a suitable location for the future provision of a Park and Ride facility and associated feeder/ shuttle bus. In this regard, lands have been zoned to objective E3 (‘To provide for transport and related uses including the provision of park and ride facilities’) and further to this Local Objective DE2 refers (for specific local objectives see Section 5.13).

### Policy Objectives:

**DRA1** *It is a key objective of the Local Area Plan to maintain the Donore Road Area as a key employment hub for the town of Drogheda.*

**DRA2** *The lands directly adjacent to the west of the Donore Road Motorway Interchange should be subject to a detailed feasibility study to determine the future*



*potential of the area due to its strategic location adjacent the motorway interchange in line with Objective ED OBJ1 of the Meath County Development Plan, 2007-2013.*

**DRA3** *In zones of transition in the Donore Road Area, where E2 zoned lands adjoin existing dwellings, a landscaping buffer zone of 15 metres shall be provided along the boundary, as part of any planning applications to develop the E2 lands, in order to protect the visual and residential amenities of the residents.*

**DRA4** *In accordance with the requirements of the National Roads Authority, no access should be permitted from the slip road which runs along the M1 Motorway between the Rathmullen/ Donore Road Interchange and Platin Road.*

## **6.4 Duleek/ Platin Road Corridor**

### **6.4.1 Brief Outline of the Area**

The area as described in this Local Area Plan as the Duleek / Platin Road Corridor stretches to both side of the Duleek/Platin Road and comprises a mix of land use zoning as established under the 2001 Meath County Development Plan.

There is a mix of established uses in the area, including car showrooms, factory/ warehousing, residential development and some established one-off housing. There is a lack of overall coherence to development in this area.

Two applications for residential development were recently granted permission. An application for 174 units to the north of the Donore Road and adjacent Matthew's lane was granted permission in 2007. An application for 575 residential units, a leisure centre, and 6 number retail units was also granted permission in 2007. This application also provides for an extension of the Bryanstown Cross Route to link with the Donore Road.

A large parcel of E1 zoned lands located to the north of the Platin Road form an extension of the Donore Road Industrial Park (located in Drogheda Borough Council). However, in terms of access the railway line provides a physical barrier between the two areas.

A large parcel of E2 zoned lands are located between the Bryanstown Area and the Platin Road. With the establishment of major new residential communities, this area would be in very close proximity to future residents at Bryanstown and could provide for local employment accessible by foot. This Local Area Plan has increased the amount of land zoned for E2 employment by decreasing the overall Bryanstown area as it was identified under the 2001 Meath development Plan.

### **6.4.2 Key Objectives**

It is an objective of the Local Area Plan that the Duleek Road Area should develop in an orderly fashion. In this regard, it will be of particular importance to ensure that where future employment uses abut residential uses, particular care is taken in minimising any potential negative impacts on residential amenity.

In addition to this, future development needs to be well integrated and connected with existing development, in particular in terms of walking and cycling routes.

The large parcel of undeveloped E2 zoned lands to the south-east of the Duleek Road will in future be located adjacent the proposed park/open space at Bryanstown. In this regard, full use should be made of the recreational and amenity value presented by this park as a resource for future employees. It is considered in this regard that it would be desirable to attract higher intensity employment uses to this area which would be set in a high quality, campus style environment and which would generate larger numbers of employees than more traditional manufacturing uses.

In the area currently zoned for 'E1' type employment uses to the north of the Duleek Road, it is an objective of the Plan to examine the potential for a pedestrian crossing over the Navan Rail line to provide better access from the Duleek Road Area to the Donore Road Industrial Estate.

Further to the above, the Local Area Plan recognises the strategic importance of the landbank adjacent the Motorway Interchange for key economic and cultural uses of strategic benefit to County Meath which could not be accommodated on the existing zoned landbank. Specific policies for this area are outlined in Section 6.5 of the Local Area Plan.

#### **Policy Objectives:**

**DPRC1** *The future built form on lands adjacent the proposed urban park at Bryanstown (as detailed in the Bryanstown Framework Plan) should be designed to provide an urban edge to the proposed park in terms of design, orientation and height of the buildings. Further to this, future development should provide for good linkages to the park for employees and other members of the public.*

**DPRC2** *Future planning applications adjacent the Navan Rail line (Drogheda branch) should examine the potential for a pedestrian crossing over the rail line to provide for better access from the Duleek Road Area to the Donore Road Industrial Estate.*

**DPRC3** *The Duleek Road Motorway Interchange has been identified as a key strategic Motorway Interchange adjoining the existing urban area of Drogheda town. Planning applications in these areas need to be assessed on their merit and in accordance with the*

*policies of the Meath County Development Plan, 2007-2013 in particular Objective ED OBJ1 (Section 3.1.8 of the Development Plan refers).*

centre was granted planning permission by Meath County Council subject to a material contravention proceeding and was subsequently granted permission by An Bord Pleanála.

To the west of the Dublin Road, a new residential estate is under construction at time of writing. The residential development of some 165 units was granted planning permission under Reg. Ref. SA60649.

In effect, the Colpe Cross area is therefore fully developed and no development land remains in the locality.

## **6.5 Bryanstown Cross Route**

### **6.5.1 Brief Outline of the Area**

This area is made up of a band of residential development which is located directly adjacent the Drogheda town boundary. This band of residential development forms part of a wider residential neighbourhood which is located to either side of the Bryanstown Cross Route. An application for approx. 400 residential units in the area was granted permission in 2007.

Access to the area is provided off the Bryanstown Cross Route and also by the Beymore Road which traverses the lands in a north-southerly direction.

At present, this area forms the last built up area of the town on its southern outskirts. Beyond this area, agricultural lands stretch to the Bremore Road.

The area lies directly adjacent the Bryanstown area policies of which are outlined in Section 6.7.

### **6.5.2 Development Objectives**

A key objective for the Bryanstown Cross route area is to ensure that future development at Bryanstown can be linked through the area and connected and integrated with the town of Drogheda. In particular, pedestrian permeability in a north-westerly direction needs to be safeguarded.

In terms of overall urban design, it is an objective to provide a good integration and transition to the adjoining Bryanstown Area and in particular the residential communities planned for this area.

A number of dedicated cycle and pedestrian routes are proposed to traverse the area and to provide linkages with the town centre. These are to be provided in coordination with Drogheda Borough Council (see Map 5.1 for detail)

### **6.6.2 Development Framework**

The area of the neighbourhood centre granted permission by way of a material contravention of the Meath County Development Plan has now been rezoned to B3 *“to protect, provide for and improve local shopping facilities”*. An intensification or substantial expansion of the retail facilities at Grangerath is not considered appropriate. The role and function should be that of a neighbourhood centre to serve the needs of the immediate population in the area. Any potential future expansion of the retail base at Grangerath needs to be carefully balanced against the retail provision in other parts of the study area, in particular future proposal for Bryanstown and Mill Road/Marsh Road areas and existing provision in Drogheda town centre.

In the residential area to the east of the Dublin Road, linkages to the adjacent new development area of Bryanstown need to be safeguarded. In particular where cul-de-sacs front onto the Bryanstown landbank, it is an objective of the LAP that these will allow for permeability for pedestrians and cyclists to newly developing areas at Bryanstown.

In the longer term context of a potential future river crossing at Marsh Road and any new road proposals or road upgrades for the Mill Road and eventual linkage to the proposed M1-N1 link road, an upgrade and appropriate expansion of the link road from the Dublin Road to the Mill Road (currently forming the southern boundary to the Colpe Cross area) needs to be considered. However, any future road upgrades here need to be embedded in the wider context of development in the Mill Road/ Marsh Road area (refer to Section 6.8 below).

## **6.6 Colpe Cross Area**

### **6.6.1 Brief Outline of the Area**

The area referred to in this Local Area Plan as Colpe Cross extends to both sides of the Dublin Road/ R132 (old N1). The larger of the two areas to the north-east of the Dublin Road has been developed over recent years as a new residential community of approximately 1,200 units. This area, referred to as Grangerath, also provides for a new neighbourhood centre (under construction at time of writing). The neighbourhood

## 6.7 Bryanstown Area

### 6.7.1 Brief Outline of the Area

The Bryanstown Area is located to the south of the existing built up area of Drogheda. This area was identified in the 2001 Meath County Council Development Plan as being subject to an Action Area Plan. Such a plan was not prepared during the lifespan of the previous Development Plan. Under this current Local Area Plan, the lands at Bryanstown have been given definitive land use zoning objectives. However, it remains an objective of this Local Area Plan that an Urban Design Framework Plan needs to be prepared for this area prior to development taking place on the lands.

It should be noted that the overall area at Bryanstown which is subject to such a Framework Plan has been reduced to exclude the lands to the west of Bryanstown which are zoned E2 – *Light Industry* under this LAP.

The existing landscape of the Bryanstown area is generally undulating and the majority of lands in the area are in agricultural use. There are a number of mature hedgerows and trees which mark field boundaries throughout the area.

There are a number of one off dwellings and farmyards fronting the Bryanstown Road and the laneways to the north of the site. No significant historic or archaeological features have been recorded in the Bryanstown area.

The topography is generally falling from north to south towards the Lagavoreen watercourse.

The existing road network consists of the Dublin Road, Bryanstown Road and Duleek/Platin Road. Future possible connections can be provided to the Bryanstown Cross Route.

### 6.7.2 Compliance with the Development Plan

The Meath County Development Plan, 2007-2013 sets out that for certain areas the preparation of a framework plan will be required. The Plan further notes that each Framework Plan shall consist of a written statement and a plan or series of plans indicating the objectives in such detail, as may be determined by the Planning Authority for the proper planning and sustainable development of the area to which it applies to include, inter alia, the following details:

- *Proposals in relation to the overall design of the proposed development including maximum heights, external finishes of structures and the general appearance and design, including that of the public realm;*
- *The types and extent of any proposed development indicating how these uses integrate with surrounding development and land uses;*
- *Proposals in relation to transportation including public transportation and non motorised modes, vehicular roads layout and access arrangements, loading / unloading provision, the provision of parking spaces and traffic management;*
- *Proposals in relation to the provision of services in the area including the provision of waste and sewerage facilities and water, electricity and telecommunications services, oil and gas pipelines, including storage facilities for oil and gas;*
- *The element of residential development shall include proposals relating to the provision of amenities, facilities*

*and services for the community including crèches and other childcare services, community and resource centres;*

- *The facilitation of public access to the proposed amenity areas located within the Plan boundaries and beyond, and;*
- *To make provision for sport and recreational infrastructure commensurate with the needs of the development as an integral element of their proposals.*

The Urban Design Framework Plan which is required prior to the development of this portion of the lands needs to take full account of the detailed objectives of the Development Plan in this regard.

### 6.7.3 Development Parameters

It is now a requirement of national policy that Local Area Plans which include substantial new development areas should provide a breakdown of future anticipated population and the associated services required in line with residential growth.

In this regard, the residential zoned landbank in the Bryanstown area extends to 82.3 ha. It can be calculated from the extent of the zoned lands that should these be developed at a density of 35 units to the hectare as an upper limit, this would result in development of potentially 2,900 units to be built on the lands. This, in turn, would equate to a population of approximately 8,400 persons (at an average household size of 2.9 persons per home).

Children of primary school going age are calculated as 12% of the overall anticipated population by the Department of Education and Science. The anticipated population of 8,400 persons equates to approximately 1,000 pupils at primary level. In this regard, two appropriately sized schools need to be provided.

Further to this, an indication of the requirements in terms of amenity and recreation requirements, community facilities, retail facilities, education and childcare facilities and other essential facilities for the anticipated population are set out hereunder. These all need to be incorporated in the detail to be contained in the Framework Plan for the area which is an objective of this LAP.

#### • Open Space Requirements

Section 7.8.4 of the Meath County sets out the open space requirements for new residential developments at 3.2 hectares per 1,000 population, which is further broken down into Children's Play Area, Urban Parks/General Amenity Space and Playing Fields.

The zoning for this area reflects these requirements of the Development Plan. In this regard, further detail for the form and function of the open space need to be contained in the Framework Plan. Generally, open space should be provided in the form of Urban Parks which are landscaped to a high standard and need to provide for both active and passive recreation space including the provision of children's playgrounds and playing fields.

#### • Neighbourhood Centre

Three locations for Neighbourhood centres and local service provision have been identified in the Bryanstown Area and this is reflected in the zoning map which identifies 3 areas of varying size zoned 'B3 – to protect, provide and



*improve local shopping facilities*'. The size and function of these centres shall be determined by the framework plan in line with a detailed assessment of the retail planning context and existing and planned retail provision in the wider vicinity.

- **Community Halls**

It is proposed that the provision of new school buildings should double up as providing for a community hall for the area which can be used during out-of school hours.

- **Civic Centre**

A location for a new civic centre shall be identified in the Framework Plan. It is envisaged that this building should be of a sufficient size and specification to provide for a variety of uses such as use as a theatre, cinema and general performance space as well as an assembly hall for other community events such as indoor markets, trade fairs and other. The possibility of providing a local library in the civic centre should be explored in conjunction with Meath County Council.

- **School Provision**

The need for appropriately sized schools to be located in the Bryanstown area has been recognised and is reflected in the land use zoning and specific objective DE10 for the area. In total two sites are provided. The smaller of the two sites shall accommodate a primary school and the larger of the two site shall provide for an education campus containing a primary school, post-primary school and associated adult education facilities.

In terms of the size of the schools to be provided, these have been calculated in line with The Department of Education's standards as follows:

Children of primary school going age are calculated as 12% of the overall anticipated population and classroom size is calculated at 25 pupils per classroom. The anticipated population of 8,400 persons equates to approximately 1,000 pupils at primary level. This in turns would require 40 classrooms in total. In this regard, two schools need to be provided – one school comprising 16 classrooms and one school providing 24 classrooms.

Children of post-primary school going age are calculated by the Department of Education as 8.5 % of the overall anticipated population. In this regard, it is calculated that the number of pupils at post-primary age will be approximately 700 pupils and a secondary school will need to be provided to cater for this anticipated demand.

It will be a requirement of the detailed phasing arrangements which need to be contained in the Framework Plan to provide these schools in line with and prior to the substantial occupation of residential units.

- **Childcare Provision**

Childcare provision in the Bryanstown area needs to have full regard to the provisions of the Department of the Environment's guidelines on childcare facilities (DEHLG, 2001). Design solutions and appropriate size of childcare facilities need to be determined by the Local Authority as part of all future planning applications.

- **Provision of a Local Bus Service**

The provision of a local bus route to service the Framework Plan lands is essential to the success of the new development area. This bus route needs to connect the Bryanstown Area with both the town centre and the rail station in Drogheda. An extension of the existing town services could provide for an interim solution.

#### 6.7.4 Design Brief

The overall design brief to guide the provisions of the Framework Plan for Bryanstown needs to be developed in accordance with the built form recommendations as set out in the Planning Strategy for the Greater Drogheda Area and the qualitative criteria set out under the Meath County Development Plan as well as best practice in planning and design of new urban communities. Particular regard has also needs to be had to the consultation draft guidelines '*Sustainable Residential Development in Urban Areas*' and the accompanying '*Urban Design Manual – A best practice guide*' published by the Department of the Environment, Heritage and Local Government as well as the recommendations contained in the Draft Consultation Guidelines on "*Sustainable Residential Development in Urban Areas*".

The substantial size of the land bank at Bryanstown necessitates a more comprehensive layout and design approach than that which currently dominates the suburban landscape of Drogheda. Much of the current sub-urban environment is dominated by 'pod' development, i.e. pods of development parcels which are accessed off a main distributor road but which have little or no connection or link to each other.

This creates problems in terms of an over-reliance on private transport, a lack of integration with necessary facilities, discouraging walking and cycling, creation of sterile and under-utilised open space and a general sense of separation and segregation of places.

It is therefore necessary to depart from the traditional form of sub-urban development and to shift towards a design which is based on the neo-traditional urban model. Such a model would have as its key ingredients the use of the perimeter block as the basic urban form which will help to define streets and public spaces. Urban blocks should look outwards towards the street and the street itself should act as an urban stage between public and private realms. In essence the framework plan should provide for an interconnecting network of streets, urban spaces and parks making a lively and safe public realm. In addition, a range of building types should be provided to create a varied urban environment and a sustainable mix of uses providing all essential facilities locally and within walking distance.

#### 6.7.5 Phasing of Future Development

In order to provide for the successful and timely delivery of all necessary community, social and services infrastructure, it is a requirement of this LAP that the proposed Framework Plan for Bryanstown needs to contain a stringent and comprehensive phasing arrangement for the simultaneous delivery of residential units and all associated services. This phasing arrangement shall be compliant with Table 6 of the County Development Plan and shall form an integral part of the implementation of the framework plan.

## Policy Objectives:

- BA1** *The Bryanstown Area needs to be developed in accordance with an approved Urban Design Framework Plan to safeguard the proper and sustainable development of the area. The Plan needs to be developed in line with the requirements set out in Section 6.7 of the Local Area Plan.*
- BA2** *An upper limit of 35 units to the hectare shall apply to the Bryanstown area as a whole. However, this should allow for variations in development density within different areas of the Urban Design Framework Plan, e.g. provision of higher densities near neighbourhood centres.*
- BA3** *The delivery of adequate infrastructure services is a prerequisite to the development of the Bryanstown Area. In all instances, priority will be afforded to the development of employment and community services.*

## 6.8 Mill Road/ Marsh Road Strategic Land Reserve

### 6.8.1 Outline of Area

The Planning Strategy for the Greater Drogheda Area identified a strategic land reserve in the area generally referred to as the Mill Road/ Marsh Road district. This objective was further transposed into the Meath County Development Plan, 2007 – 2013 by identifying the area as capable of providing new residential communities (Policy Objective SSPOL4). The Mill Rd/ Marsh Rd area lies to the east of Drogheda town and generally stretches from the existing town boundary in an easterly direction beyond the railway viaduct. The area was not previously zoned for development.

No exact delineation of this area was given under the Planning Strategy for the Greater Drogheda Area or Meath County Development Plan. The Local Area Plan has now defined the area as being bounded to the west by the existing town boundary, to the north by the Marsh Road and River Boyne and to the south by the Dublin Rail line. To the east, the area stretches toward the Mill Road, which is a key link road between the Colpe Cross Area and the Marsh Road (please refer to zoning map 5.3).

Directly adjacent the area to the west lies the Lagavoreen Wastewater Treatment Plant which services the entire population of Drogheda and some of the surrounding areas in East Meath. Further to this, two potentially hazardous operations are located in proximity to the Wastewater Treatment plant, the Flogas and Maxol Storage Depots. Both of these have designated zones of impact as outlined in the Drogheda Borough Council Development Plan 2005-2011.

The area is generally in agricultural use and a number of small streams traverse the lands in an east-west direction. A string of one-off houses are located along the Mill Road. Drogheda Grammar School and Le Cheile Educate Together National School are also located in the area.

### 6.8.2 Existing Policy Context

The Planning Strategy for the Greater Drogheda Area which was jointly commissioned by Louth County Council, Drogheda Borough Council and Meath County Council has designated the Mill Road Marsh Road Area as a strategic land reserve. In this context, the Planning Strategy for the Greater Drogheda Area recommends the following:

*“The Strategy advocates that a key requirement is that zoning change here [in the Mill Road/ Marsh Road District] should not constitute a simple duplication of development options, which would be better allocated elsewhere and for which the objectives have already been provided. For example the development rationale of major new residential districts at the Northern Environs and at Bryanstown is dependent on thresholds of population to sustain related community, commercial and recreational facilities. The Strategy recommends that the integrity of those landbanks is not compromised by a process of additional zonings elsewhere.”*

On foot of the recommendations contained in the Planning Strategy for the Greater Drogheda Area, the Meath County Development Plan 2007-2013, includes the following objective relevant to the area:

#### SS POL 4

*The preparation of the Local Area Plan for the Southern Environs of Drogheda shall have regard to and be influenced by the recently adopted Greater Drogheda Area Planning Strategy in the identification of additional significant lands for residential development and the identification of strategic infrastructural proposals. The strategic reserve at Bryanstown in addition to the lands between the Mill Road and the rail line have been identified for future residential development. The availability of adequate capacity in piped water services and roads infrastructure will be taken into account in the order of priority afforded to the release of residential lands. The preparation of the Local Area Plan shall take cognisance of the proposed Drogheda Traffic Management Study, and the Drogheda Borough Council Development Plan 2005 – 2011.*

The Development Plan has thereby clearly identified the lands between the Mill Road and the rail line for additional residential development.

### 6.8.3 Land Use Zoning Framework and Rationale

The lands at Mill Rd Marsh Rd have been zoned under this Local Area Plan. However, future development in the Area is subject to an Urban Design Framework Plan.

The zoning applied in the area has taken cognisance of the sensitivity of the Boyne River in terms of natural and heritage protection objectives and has therefore include an extensive belt of H1 zoned lands to act as a buffer between the river and future development areas.

Given the current availability of residential zoned lands in the overall southern Drogheda Environs, the overall residential landbank at Bryanstown was reduced and in addition, some of the lands at Mill Rd/ Marsh Rd were identified as White Lands. These lands are identified as providing for a strategic land reserve to ensure the consolidation of future development in the Drogheda Environs. In any future consideration of the White Lands which are located adjacent the Drogheda Sewage Treatment Plant, the implications of the location of these lands adjacent the sewage plant need to be taken into account. In this regard, it will be necessary to provide for an adequate buffer around the existing sewage treatment plant.

Some lands have also been identified for local employment by being zoned 'E2 – to provide for light industrial and industrial office type employment'.

A linear park has been identified along the existing stream to provide for the amenity of future residents.

#### 6.8.4 Development Parameters

Children of primary school going age are calculated as 12% of the overall anticipated population by the Department of Education and science. The anticipated population of 4,000 persons equates to approximately 480 pupils at primary level. In this regard, one appropriately sized school shall be provided on the lands indicated and zoned G1.

A total of 35.9 ha have been zoned zoning Objective 'A2 – To provide for new residential communities' and 13.8 ha have been zoned 'A5 – to provide for low-density residential development'.

From these zoning objectives, it can be calculated that, at a maximum density of 35 units to the hectare, the A2 zoned lands could potentially result in approximately 1,250 units. This, in turn, would equate to a population of approximately 3,600 persons (at an average household size of 2.9 persons per home).

In addition, the lands zoned A5 could yield approximately 140 units (at a density of 10 to the hectare) and result in a population of approx. 400 persons (at household size of 2.9).

In total, the Mill Rd Marsh Rd lands could therefore potentially yield in the region of 1,390 units resulting in a potential population of 4,000 persons overall.

On this basis, the requirement for social infrastructure and service to be provided in the area can be calculated. These all need to be incorporated in the detail to be contained in the Framework Plan for the area which is an objective of this LAP.

- **Open Space Requirements**

Section 7.8.4 of the Meath County sets out the open space requirements for new residential developments at 3.2 hectares per 1,000 population, which is further broken down into Children's Play Area, Urban Parks/General Amenity Space and Playing Fields.

The zoning for this area reflects these requirements of the Development Plan. In this regard, further detail for the form and function of the open space need to be contained in the Framework Plan. Generally, open space should be provided in the form of Urban Parks which are landscaped to a high standard and need to provide for both active and passive recreation space including the provision of children's playgrounds and playing fields.

- **Neighbourhood Centre**

One location for a Neighbourhood centre has been identified for the Mill Rd Marsh Rd Area through land use zoning 'B3 – to protect, provide and improve local shopping facilities'. The size and function of this centre shall be determined by the framework plan in line with a detailed assessment of the retail planning context and existing and planned retail provision in the wider vicinity.

- **Community Hall**

It is proposed that the provision of the new school building (located beside the neighbourhood centre) should double up as providing for a community hall for the area which can be used during out-of school hours.

- **School Provision**

Children of primary school going age are calculated as 12% of the overall anticipated population and classroom size is calculated at 25 pupils per classroom by the Department of Education. In this regard, the anticipated population of 4,000 persons equates to approximately 480 pupils at primary level. This in turns would require 20 classrooms in total. In this regard, one school comprising 24 classrooms should be provided on the lands indicated and zoned G1. It is estimated that the increase in population is not substantial enough to warrant the provision of an additional secondary school. It is anticipated that the existing secondary school provision in addition to the new school being provided at Bryanstown will absorb the needs of children of post-primary school going age.

It will be a requirement of the detailed phasing arrangements which need to be contained in the Framework Plan to provide the primary school in line with and prior to the substantial occupation of residential units.

- **Childcare Provision**

Childcare provision in the area needs to have full regard to the provisions of the Department of the Environment's guidelines on childcare facilities (DEHLG, 2001). Design solutions and appropriate size of childcare facilities need to be determined by the Local Authority as part of all future planning applications.

- **Provision of a Local Bus Service**

The provision of a local bus route to service the Framework Plan lands is essential to the success of the new development area. This bus route needs to connect the Mill Rd/ Marsh Rd Area with both the town centre and the rail station in Drogheda.



### 6.8.5 Design Brief

The Framework Plan for Mill Rd/ Marsh Rd needs to be developed in accordance with the built form recommendations as set out in the Planning Strategy for the Greater Drogheda Area and the qualitative criteria set out under the Meath County Development Plan as well as best practice in planning and design of new urban communities. Particular regard has also needs to be had to the consultation draft guidelines 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual – A best practice guide' published by the Department of the Environment, Heritage and Local Government.

The greenfield nature of the lands necessitates a comprehensive approach to the future development of the lands which should draw on best design practice. Some key pointers specific to the area would include as follows:

- The perimeter block shall be used as the basic urban form which will help to define streets and public spaces.
- Urban blocks should look outwards towards the street and the street itself should act as an urban stage between public and private realms.
- The framework plan should provide for an interconnecting network of streets, urban spaces and parks making a lively and safe public realm.
- A range of building types should be provided to create a varied urban environment and a sustainable mix of uses providing all essential facilities locally and within walking distance.
- The framework plan needs to ensure that the linear park is overlooked and an urban edge is created onto the park from surrounding areas, development should not turn its back on the park.
- The new distributor road should be designed as a boulevard with active frontages, off-street facilities for pedestrians and cyclists and mature planting.
- The neighbourhood centre and school site should be integrated in terms of how buildings relate to each other and create active street frontage. Parking should be provided behind buildings.

### 6.8.6 Phasing of Future Development

In order to provide for the successful and timely delivery of all necessary community, the Framework Plan for Mill Rd/ Marsh Rd needs to contain a stringent and comprehensive phasing arrangement for the simultaneous delivery of residential units and all associated services. This phasing arrangement shall be compliant with Table 6 of the County Development Plan and shall form an integral part of the implementation of the framework plan.

#### Policy Objectives:

**MMA1** *The Mill Rd/ Marsh Rd Area shall be developed in accordance with an approved Urban Design Framework Plan to safeguard the proper and sustainable development of the area. The Plan needs to be developed in line with the requirements set out in Section 6.7 of the Local Area Plan.*

**MMA2** *An upper limit of 35 units to the hectare shall apply to the Mill Rd/ Marsh Rd Area as a whole. However, this should allow for variations in development density within different areas of the Urban Design Framework Plan, e.g. provision of higher densities near neighbourhood centres.*

**MMA3** *The delivery of adequate infrastructure services is a prerequisite to the development of the Mill Rd/ Marsh Rd Area. In all instances, priority will be afforded to the development of employment and community services.*

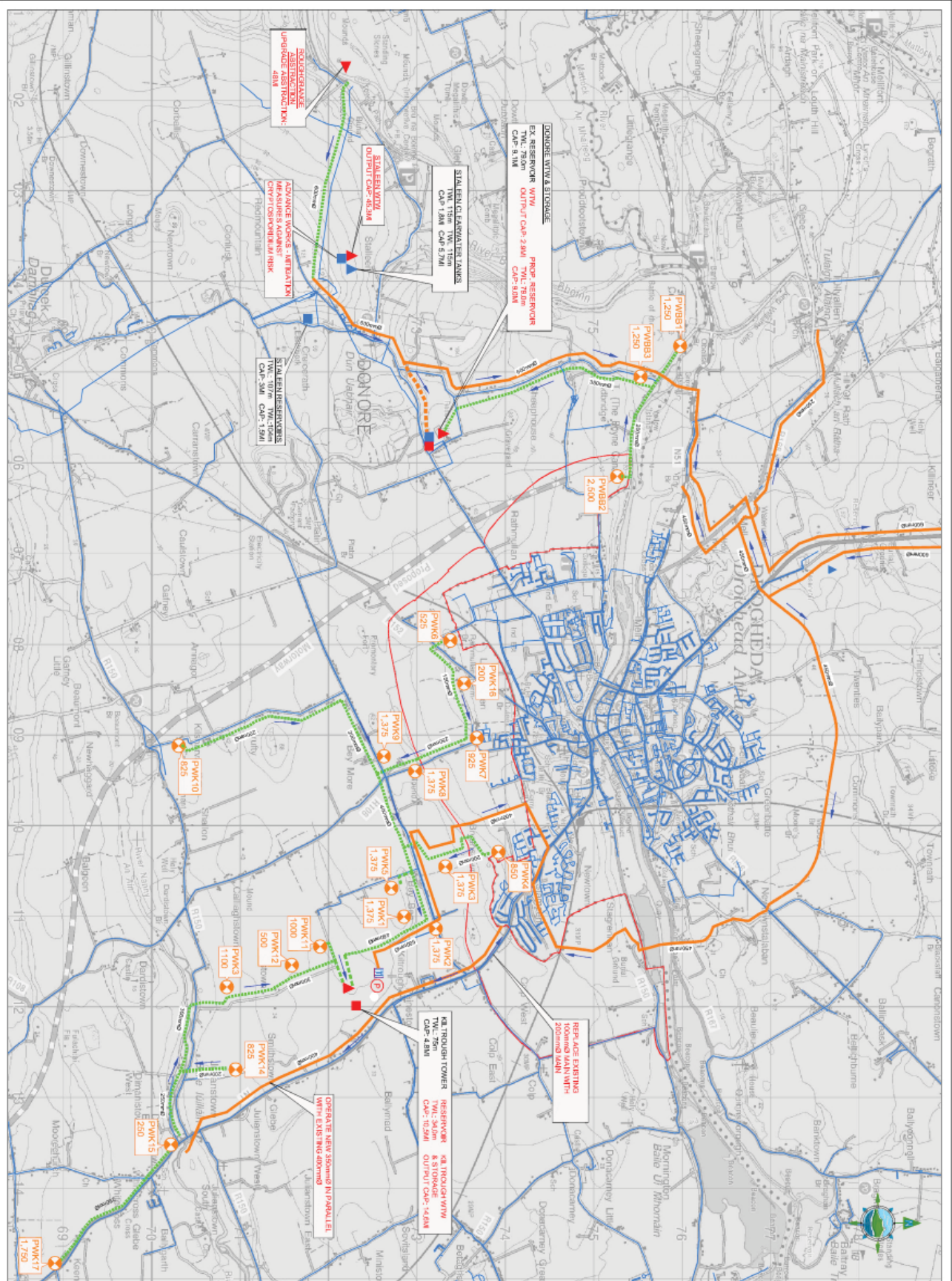
**MMA4** *Future considerations of the lands adjacent the Drogheda Sewage Treatment Plant shall provide for an adequate buffer zone both to provide for a possible extension of the plant and to safeguard future development adjacent the plant from obnoxious smells and other potential side-effects.*

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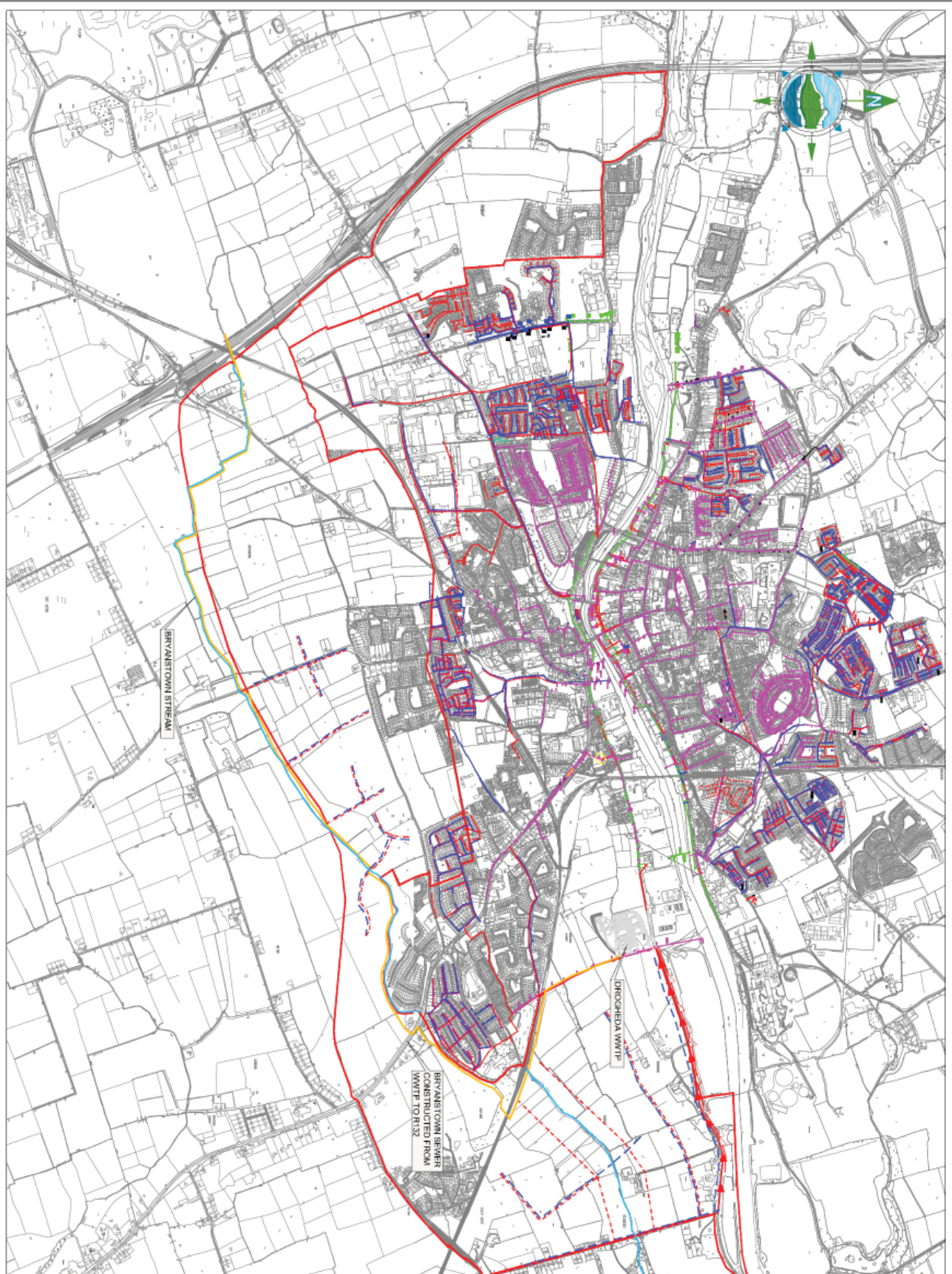


## APPENDIX J: INFRASTRUCTURE DRAWINGS



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# LEGEND:

- LAY BOUNDARY
- MV Overhead Three Phase Network
- MV Overhead Single Phase Network
- LV Overhead Three Phase Network
- LV Overhead Single Phase Network
- MV LV Underground Cable Interconnection
- LV Underground LV Network
- HV Underground LV Network
- New 110kV Single Circuit Road
- New 110kV Single Circuit Road

Code	Description	Unit	Value
1	110kV Single Circuit Road	km	1.0
2	110kV Single Circuit Road	km	1.0
3	110kV Single Circuit Road	km	1.0
4	110kV Single Circuit Road	km	1.0
5	110kV Single Circuit Road	km	1.0
6	110kV Single Circuit Road	km	1.0
7	110kV Single Circuit Road	km	1.0
8	110kV Single Circuit Road	km	1.0
9	110kV Single Circuit Road	km	1.0
10	110kV Single Circuit Road	km	1.0

MEATH COUNTY COUNCIL

LOCAL AREA PLAN  
DROGHEDA ENVIRONS

EXISTING  
ESB LAYOUT

Scale: 1:10,000

Prepared by: G. T. Kelly

Reviewed by: G. T. Kelly

Date: November 2007

Project: Drogheda Environs

Client: Meath County Council

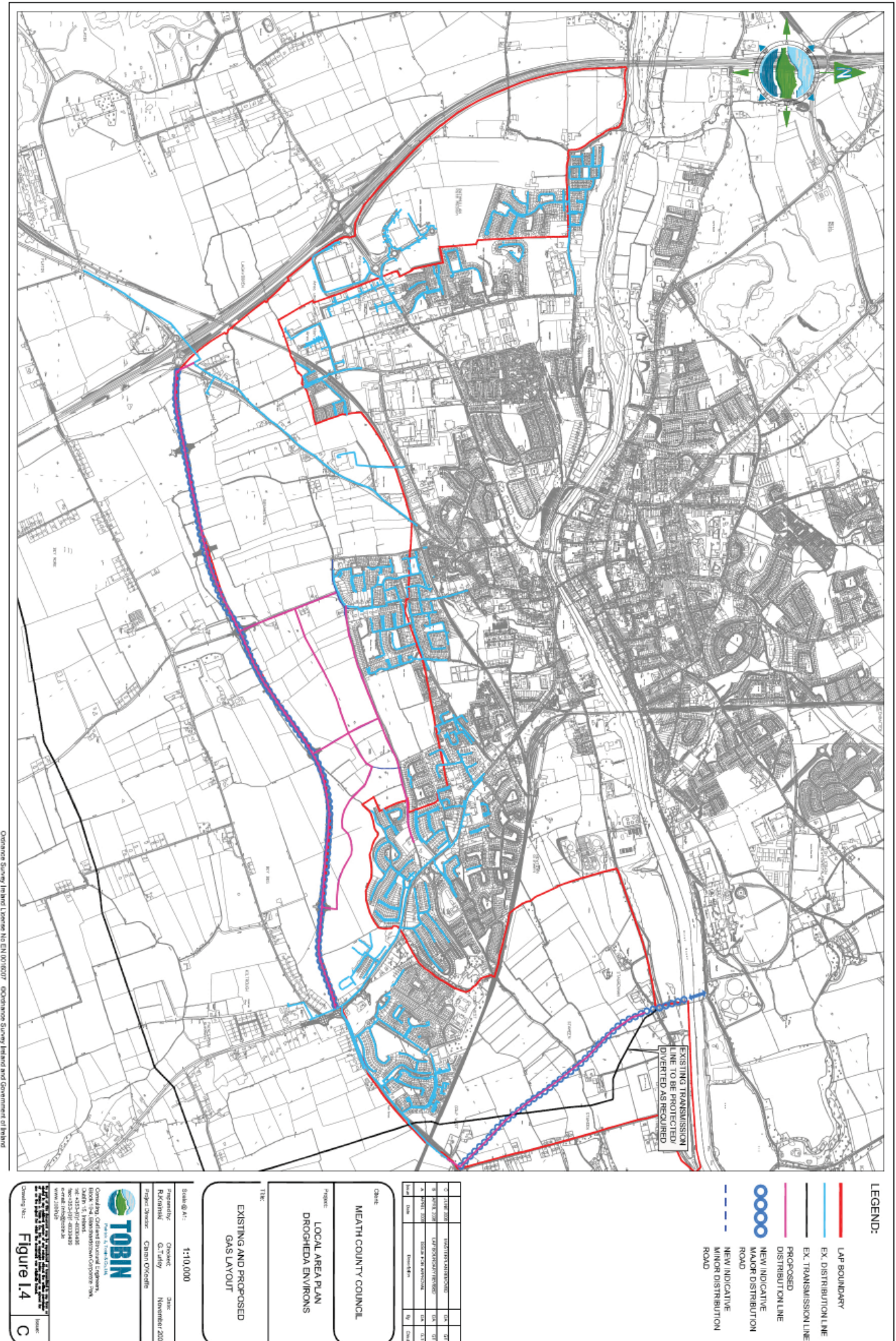
**TOBIN**

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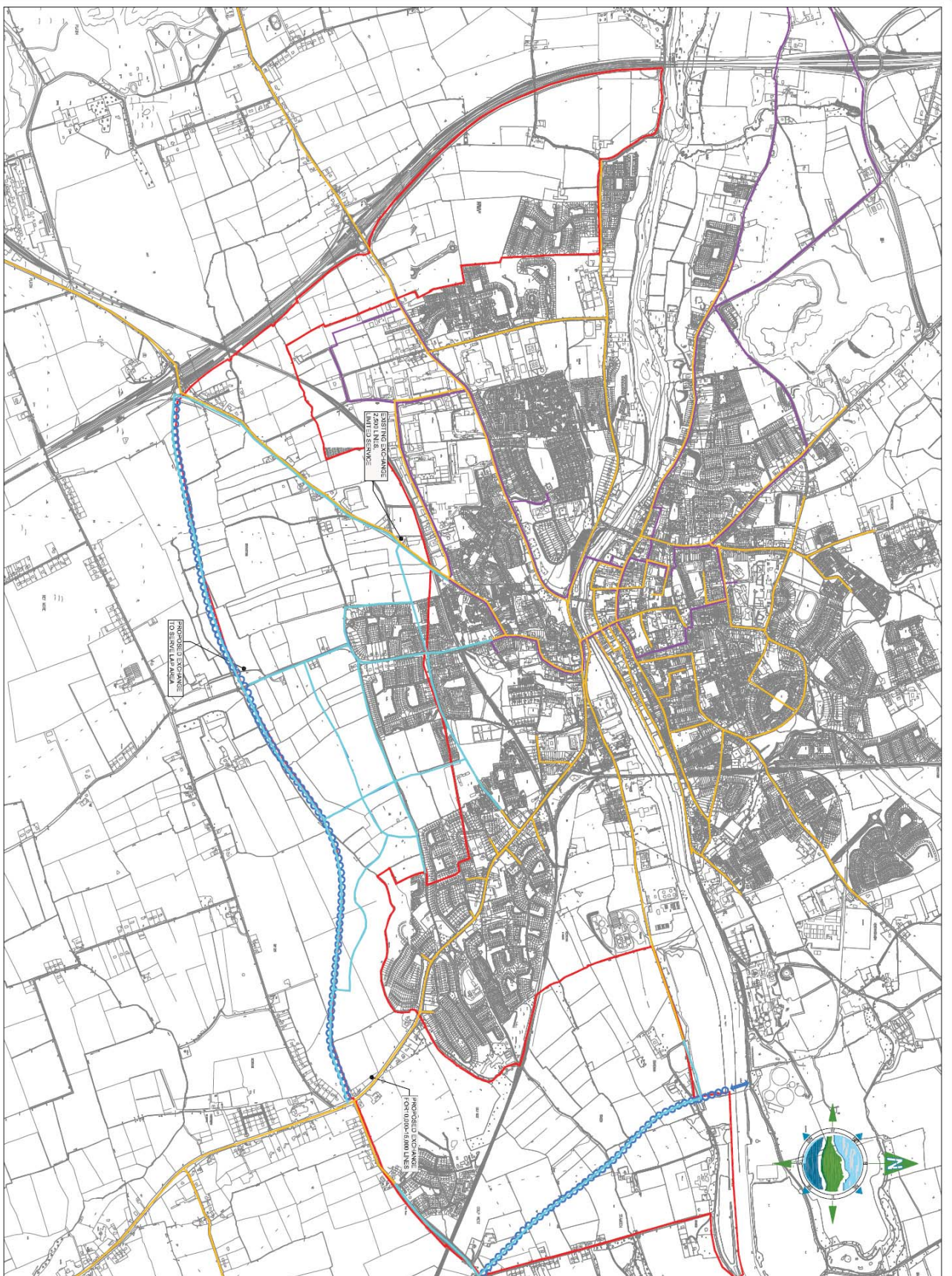
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Figure 1.3









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**LEGEND:**

- LAP BOUNDARY
- EXISTING EIRCOM
- EXISTING EMMET
- PROPOSED 4 WAY DUCTING
- NEW INDICATIVE MAJOR DISTRIBUTION ROAD
- NEW INDICATIVE MINOR DISTRIBUTION ROAD

LINE	DATE	REVISION	BY	CHKD
1	10/11/2007	MAINTENANCE/REVISION	DAK	GT
2	10/11/2007	LAP BOUNDARY/REVISION	DAK	GT
3	10/11/2007	ISSUE FOR APPROVAL	DAK	GT

**Client:**  
MEATH COUNTY COUNCIL

**Project:**  
LOCAL AREA PLAN  
DROGHEDA ENVIRONS

**Title:**  
EXISTING AND PROPOSED  
TELECOM LAYOUT

**Scale @ A1:**  
1:10,000

**Prepared by:**  
R. G. G. G. G.

**Checked by:**  
G. J. G. G.

**Project Director:**  
G. J. G. G.

**Date:**  
November 2007

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**Figure 1.5**  
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## APPENDIX II: SUBMISSIONS RECEIVED DURING PRE-DRAFT PUBLIC CONSULTATION

**List of all persons/bodies who made submissions during the pre-Draft Public Consultation phase of the Local Area Plan**

	Name	Address/ Contact
1	Pat Fallon	c/o Simon Clear & Assoc., 3 Terenure Rd West, Terenure, Dublin 6W
2	County Meath VEC	Peter Kierans
3	Soil Holdings (ROI) Ltd	c/o AOS Planning, 4 <sup>th</sup> Floor, Red Cow Lane, Brunswick St North, Smithfield, Dublin 7
4	DDF Partnership	c/o Simon Clear & Assoc., 3 Terenure Rd West, Terenure, Dublin 6W
5	Julianstown and District Residents Association (JDRA)	Fred Logue, 7 Riverside Cottages, Julianstown, Co Meath
6	DoEHLG	Anthony Byrne, Development Applications Unit, DoEHLG, Dun Sceine, Harcourt Lane, Dublin 2
7	Meath County Childcare Committee (MCCC)	Fiona Healy
8	Drogheda Port Company	Paul Fleming
9	Meath VEC Adult Education Service	Christy Duffy Adult Education Officer
10	Niall Mellon & Pat O'Reilly	c/o RPS Planning & Environment, Block E, Fifth Floor, Iveagh Court, Harcourt Road, Dublin 2
11	Mary McCloskey	c/o Manahan Planners, 38 Dawson St, Dublin 2
12	OBK Architects	30/31 Francis St, Dublin 8
13	Dept of Education and Science	
14	Senator Dominic Hannigan	
15	Joe Kirwan	Kiltrough, Drogheda, Co Louth
16	Mount Granville Ltd	c/o Stephen Little & Associates, Latin Hall, Golden Lane, Dublin 8
17	Tom Cannon	c/o Mark Geddes, Declan Brassil & Company Ltd, Lincoln House, Phoenix St, Smithfield, D7
18	Doyle Developments Ltd, Neemats Ltd, Messrs Sean Brian & Eoghan Farrelly	c/o Mark Geddes, Declan Brassil & Company Ltd, Lincoln House, Phoenix St, Smithfield, D7
19	Vincent Black	Vincent JP Parry & Co Ltd, Suite 180, 28 South Frederick St, Dublin 2



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	Name	Address/ Contact
20	Shannon Homes (Drogheda) Ltd	c/o Deborah Cunningham, Stephen Ward Town Planning & Devt Consultants Ltd, 1 Roden Place, Dundalk, Co Louth
21	Boyne Grove Fruit Farms Ltd, Murphy Group and Shannon Homes (Drogheda) Ltd	c/o Stephen Ward, Town Planning & Devt Consultants Ltd, 1 Roden Place, Dundalk, Co Louth
22	Soll Holdings (ROI) Ltd	c/o AOS Planning, 4 <sup>th</sup> Floor, Red Cow Lane, Brunswick St North, Smithfield, Dublin 7
23	McKeown Family	Tiros Resources Ltd, 10 Hatch Street Lower, Dublin 2
24	Paul Murray	Frank Burke & Associates, Consulting Engineer, Baldara, Trim Road, Navan
25	Dept of Communications, Energy and Natural Resources	Agnes Reilly, Coordination Unit
26	National Roads Authority (NRA)	Tara Spain, Senior Policy Officer (Planning), NRA, St Martin's House, Waterloo Road, D4

## APPENDIX II: SUBMISSIONS RECEIVED DURING DRAFT LAP PUBLIC CONSULTATION

**List of all persons/bodies who made submissions during the Draft Public Consultation phase of the Local Area Plan.**

1	Anne Murphy and Conan Murphy	Contact No. 087 2804919
2	Olivia Walsh on behalf of the Heath and Safety Authority	The Metropolitan Building, James Joyce Street, Dublin 1
3	Olivia Walsh on behalf of the Heath and Safety Authority	The Metropolitan Building, James Joyce Street, Dublin 1
4	Joseph Kirwan	Kiltrough, Drogheda, Co. Meath
5	Fred Logue on behalf of Julianstown and District Residents' Association	7 Riverside Cottages, Julianstown, Co. Meath
6	John Shee, Director Cracken Properties Ltd.	Barrow House, Michael Street, Limerick
7	Kieran Campbell	6 St. Ultan's, Laytown, Co. Meath
8	Stephen Little and Associates on behalf of Mount Granville Ltd.	Lisa Doran, Executive Planner, Stephen Little and Associates, Latin hall, Golden Lane, Dublin 8
9	Tara Spain on behalf of the National Road Authority	St. Martin's House, Waterloo Road, Dublin 4
10	Brendan Brady B.L. on behalf of Bronagh Rooney and Evelyn Rooney	36 Blessington Street, Dublin 7
11	Sen. Dominic Hannigan, Cllr. Gerald Nash, Cllr. Paul Bell, Cllr. Eoin Holmes (Labour Party Representatives)	
12	Martin Dier on behalf of Meath Archaeological Society	3 Kennedy Crescent, Navan, Co. Meath
13	Shirley Kearney on behalf of the Department of Education (Forward Planning Section)	Tel. No. 057-9324414 <a href="mailto:Shirley_kearney@education.gov.ie">Shirley_kearney@education.gov.ie</a>
14	Tiros Resources Limited on behalf of the McKeown Family	Alan Whelan, Director, Tiros Resources Ltd., Armitage House, 23 Hatch Street Lower, Dublin 2.
15	Tiros Resources Ltd. on behalf of Una and Peter Sheridan	Alan Whelan, Director, Tiros Resources Ltd., Armitage House, 23 Hatch Street Lower, Dublin 2.
16	Des Foley, Town Clerk, on behalf of Drogheda Borough Council	Drogheda Borough Council, Fair Street, Drogheda, Co. Louth
17	Cllr. Matthew Coogan on behalf of SinnFein, Drogheda	
18	Thomas Burke in personal capacity and on behalf of Friends of the Aquifer	Castle House, Lagavooren, Drogheda
19	Sean McManus	
20	AOS Planning on behalf of Soll Holdings (ROI) Ltd.	Fourth Floor, Red Cow Lane, 71/72 Brunswick Street North, Smithfield, Dublin 7.
21	AOS Planning on behalf of Soll Holdings (ROI) Ltd.	Fourth Floor, Red Cow Lane, 71/72 Brunswick Street North, Smithfield, Dublin 7.
22	Declan Brassil on behalf of Drogheda United FC, Doyle Developments Ltd., Buvinda Developments/Farrelly, Mr. Chris Byrne, Mr Colm McCullen, Mr Oliver McAvinia, Mr. Tom Burke	Declan Brasil and Company Ltd, Lincoln House, Phoenix Street, Smithfield, Dublin 7.

23	Manley Construction on behalf of McEvoy	
24	Declan Brassil on behalf of L. Scully, c/o Shay Scanlon Architects, Studio Two, The Mall, Ongar, Dublin 14.	Declan Brasil and Company Ltd, Lincoln House, Phoenix Street, Smithfield, Dublin 7.
25	Paul Urwin of OBK Architects on behalf of clients	30-31 Francis Street, Dublin 8
26	Michael O'Keeffe	6 Parkrow, Grangerath. Drogheda, Co. Meath
27	Thomas Byrne T.D.	Grange Rath, Milmount Abbey, Hazel lane, Highlands
28	Michael Owens/ Sandrine Delaliuex on behalf of the Environmental Protection Agency	SEA Section, Office of Environmental Assessment, Environmental Protection Agency, Regional Inspectorate, Inniscarra, Co. Cork.
29	Stephen Ward on behalf of Boyne Grove Fruit Farms Ltd, Murphy Group&Shannon Homes (Drogheda) Ltd.	Stephen Ward Town Planning Consultants Ltd., Distillery House, Distillery Lane, Dundalk, Co. Louth.
30	Stephen Ward on behalf of Shannon Homes	Distillery House, Distillery Lane, Dundalk, Co. Louth
31	Frances Heaslip, Coordination Unit, DCENR	Department of Communications, Energy and Natural Resources
33	Simon Clear on behalf of Pat Fallon	3 Terenure Road West, Terenure, Dublin 6W
32	Simon Clear on behalf of DBF Partnership	3 Terenure Road West, Terenure, Dublin 6W.
34	Oliver McAvinia	Bryanstown, Drogheda, Co. Meath
35	Patrick O'Sullivan, Spatial Policy Section, Department of the Environment, Heritage and Local Government	Department of the Environment, Heritage and Local Government, Custom House, Dublin 1.
36	Séamus Sadlier	48 Park Heath, Grange Rath, Drogheda
37	John Henry, Director/CEO Dublin Transportation Office	Dublin Transportation Office, Floor 3, Block 6/7, Irish Life Centre, Lower Abbey Street, Dublin 1.
38	Pat Neville, Director Pat Neville Developments Ltd	P.O. Box 63, Nunn's Lane, Wexford.
39	Martin Maguire (Chairperson), Thea Allen (Company Secretary) Meath East Community Association	c/o St. Laurence's Rd., Mornington Park, Donacarney, Co. Meath.
40	Valerie Flood, Kevin Mullarkey	By email
41	Michael Murphy, Joseph Murphy, J. Murphy Developments Ltd.	Dublin Road, Drogheda, Co. Louth



## APPENDIX II: SUBMISSIONS RECEIVED DURING AMENDMENTS TO DRAFT LAP PUBLIC CONSULTATION

### List of all persons/bodies who made submissions during the Amendments to Draft Plan Public Consultation phase of the Local Area Plan

	Name	Contact Details
1	Leo & Deirdre Henry	<a href="mailto:leobhenry@eircom.net">leobhenry@eircom.net</a>
2	Tom Tallon	"Norwind", Colpe, Drogheda, Co Louth
3	Pat & Ruth Moran	Colpe Cross, Drogheda, Co Louth
4	Ann Fusciardi & Tom Tallon Colpe Road Residents Assoc	Colpe Road/Dublin Road Residents Association, C/O Wilton House, Colpe Road, Drogheda, Co Meath E-mail: <a href="mailto:colperoad.dublinroad@ymail.com">colperoad.dublinroad@ymail.com</a>
5	Cllr Gerald Nash Member of Louth & Drogheda Borough Co Co	Email: <a href="mailto:gednash@eircom.net">gednash@eircom.net</a>
6	Michael O Keefe	6 Parkrow, Grangerath, Drogheda, Co Meath
7	Seana McGearty Co Ordination Unit	Co Ordination Unit , Dept of Communications, Engergy & Natural Resources, Elm House, Earlsvale Road, Co Cavan
8	Conor O Donovan Dublin Transportation Office	Dublin Transportation Office, Floor 3, Block 6/7, Irish Life Centre. Lower Abbey Street, Dublin 1
9	Joseph Kirwan	Kiltrough, Drogheda, Co Meath
10	Damien Tiernan & Frances Leahy	Pinewood Cottage, Colpe, Drogheda, Co Meath
11	Mark & Sheena Elliott	3 Park Crescent, GrangeRath Colpe Cross, Co. Meath E-mail <a href="mailto:unagarvey@eircom.net">unagarvey@eircom.net</a>
12	John & Una Garvey	4 Park Crescent, GrangeRath, Colpe Cross, Co. Meath 041 9818191 E-mail <a href="mailto:unagarvey@eircom.net">unagarvey@eircom.net</a>
13	Fiona Gilligan	Grange Rath Resident <a href="mailto:classiccabs@eircom.net">classiccabs@eircom.net</a>
14	Patricia Rooney Drogheda & District Chamber	Drogheda & District Chamber , Chamber House, Dublin Road, Drogheda, Co Louth Ph: 041 9833544
15	Mark Geddes on behalf of L Scully	L Scully , C/O Shay Scanlon Architects, Studio Two, The Mall, Ongar, Dublin 14
16	Brendan Brady on behalf of Bronagh Rooney & Evelyn Rooney	Bronagh Rooney & Evelyn Rooney Beymore, Bryanstown, Drogheda, Co Meath
17	The concerned Residents of East Meath	Castle House, Lagavooren, Drogheda, Co Meath
18	Mary P Burke Friends of The Aquifer Ltd	Friends of The Aquifer Ltd Lagavooren, Drogheda, Co Meath
19	Ronan Yore	47 The Boulevard, Grange Rath, Drogheda
20	Cllr Michael O Dowd	
21	Val & Evelyn Gough	"Copse House", Dublin Road Drogheda, Co Meath
22	David Murphy	Grange Rath Resident <a href="mailto:davidmurphy03@hotmail.com">davidmurphy03@hotmail.com</a>
23	Des Foley, Town Clerk, Drogheda Borough Council	Drogheda Borough Council, Council Offices, Fair Street, Drogheda, Co Louth
24	Tara Spain NRA	National Roads Authority, St Martin's House, Waterloo Road, Dublin 4
25	Pat McLoughlin	4 Park Avenue, Grange Rath Drogheda, Co Meath
		<a href="mailto:patritamcl@eircom.net">patritamcl@eircom.net</a>

26	Gerry & Jacqui Cusack	7 Park Crescent, Grangerath, Colpe Cross, Co Meath
27	Lisa Doran Stephen Little & Assoc on behalf of Mount Granville Ltd	C/O Stephen Little & Associates Latin Hall, Golden Lane, Dublin 8
28	Mark Geddes on behalf of Doyle Developments Ltd, Messrs Oliver McAvinia & Tom Burke	Doyle Developments Ltd, C/O Declan Brassil & Company Ltd Lincoln House, Phoenix Street, Smithfield, Dublin 7
29	Stephen Ward on behalf of Boyne Grove Fruit Farms Ltd, Murphy Group, & Shannon Homes (Drogheda) Ltd	Boyne Grove Fruit Farms Ltd, C/O Stephen Ward Town Planning & Development Consultants Ltd, Distillery House, Distillery Lane, Dundalk, Co Louth
30	John O'Beirne	17 Park Lawn, Grangerath, Colpe, Co Meath
31	Kieran Campbell	6 Slí Ultain, Laytown, Co Meath <a href="mailto:kierancampbell@iolfree.ie">kierancampbell@iolfree.ie</a>
32	Shirley Kearney Dept of Education & Science	Forward Planning Section Tel: 057-9324414 Email: <a href="mailto:shirley_kearney@education.gov.ie">shirley_kearney@education.gov.ie</a>
33	Aisling & Michael Banahan	1 Park Crescent Grange Rath, Drogheda , Co Meath <a href="mailto:ashban@eircom.net">ashban@eircom.net</a>
34	Deputy Thomas Byrne	Email: <a href="mailto:meatheast@gmail.com">meatheast@gmail.com</a>
35	Valerie Lewis	6 Park Crescent, Grange Rath, Drogheda, Co Meath
36	Patrick O Sullivan Spatial Policy Section	Spatial Policy Section Dept of Environment, Heritage & Local Government, Custom House, Dublin 1
37	Ann Fusciardi	Wilton, Colpe Cross, Drogheda
38	Robert McLoughlin GVA Planning on behalf of Tesco Ireland Ltd	GVA Planning & Regeneration Ltd, Second Floor, 19/20 Earlsfort Terrace, Dublin 2 T: 661 8500
39	Tadhg O Mahony SEA Section	Senior Scientific Officer SEA Section - Environmental Research Centre Office of Environmental Assessment Environmental Protection Agency Regional Inspectorate Inniscarra, County Cork
40	Alan Whelan Tiros Resources Ltd	Tiros Resources Ltd , Armitage House, 20 Hatch Street Lower, Dublin 2 Tel: 01 611 4277 Fax: 01 611 4288 Email: <a href="mailto:alan@tiros.ie">alan@tiros.ie</a>
41	Martina Hannigan	Sales & Marketing Manager, <b>The d</b> Scotch Hall, Drogheda, Co Louth Mobile: 087 0520078 Tel: +353 41 9877700 Direct line: +353 41 9806431 Fax: +353 41 9877702
42	Andrew Bacon	Finance Manager, Doosan Trading Ltd, 170/175 Lakeview Drive, Airside Business Park, Swords, Co Dublin
43	Philip & Mairead Scanlon	17 The Boulevard, Grange Rath, Drogheda, Co Louth
44	J Murphy (Developments) Ltd	Dublin Road, Drogheda, Co Louth
45	Dept of Environment, Heritage and Local Government	

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