



LOCAL AREA PLAN

FOR THE SOUTHERN ENVIRONS OF DROGHEDA

2009-2015 (incorporating Amendment No. 1)



for
Meath County Council



Prepared for Meath County Council by
KSA



In association with
Tobin Engineers



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INTRODUCTION

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1 INTRODUCTION

This Local Area Plan (LAP) 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 2013-2019 identifies Drogheda as a Large Growth Town I. According to the Development Plan, these towns are the primary centres for population growth and economic development in the county. 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. This LAP aims to set out a framework for how the southern environs of the town can contribute to Drogheda fulfilling this role.

The Local Area 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 2013 – 2019.

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 2011-2017 as required.

This LAP has been amended following the adoption of the Meath County Development Plan 2013 – 2019. Objective CS OBJ 2 requires the Planning Authority “To publish a variation to the Meath County Development Plan 2013 – 2019 within one year of the adoption of the Development Plan to introduce land use zoning objectives and an order of priority for the release of lands for Ashbourne, Drogheda Environs, Dunboyne/Clonee/Pace, Dunshaughlin and Ratoath. Following the making of this variation, the Planning Authority shall publish amendments to the Local Area Plans of Ashbourne, Drogheda Environs, Dunboyne/ Clonee/Pace, Dunshaughlin and Ratoath to ensure that they are consistent with the Development Plan, as varied, and particularly the settlement strategy, core strategy and household allocations outlined in Table 2.4”.

To give effect to the requirements of CS OBJ 2 outlined above, Variation No. 2 to the Meath County Development Plan was made on 19th May 2014. The Variation collectively forms Volume 5 of the Meath County Development Plan 2013 – 2019 and is entitled “*Written Statement & Development Objectives for Urban Centres*”. Variation No. 2 includes land use zoning objectives and an order of priority for these

settlements.

In relation to the Southern Environs of Drogheda, more specifically, the variation involved:

- i. introducing land use zoning objectives and an Order of Priority into the Meath County Development Plan 2013 – 2019 for the release of residential lands;
- ii. ensuring that only the quantum of land required to meet the household projections as set out in Table 2.4 in the Southern Environs of Drogheda is identified for release during the lifetime of the Meath County Development Plan 2013–2019. This will ensure consistency with the Core Strategy of the Meath County Development Plan 2013–2019;
- iii. reviewing the appropriateness of the nature, location and quantum of industrial and employment generating land use within the Southern Environs of Drogheda, and;
- iv. applying the land use zoning objectives contained in the Core Strategy of the Meath County Development Plan 2013 – 2019 to the land use zoning objectives map for the Southern Environs of Drogheda which are being incorporated into the Meath County Development Plan 2013 – 2019.

As part of the preparation of Variation No.2, an evaluation of existing residentially zoned land was carried out to establish an order of priority for the release of residentially zoned land. Volume V of the County Development Plan 2013 – 2019 contains the evaluation of residential lands (see also Section 5.10 of this LAP). Following the making of Variation No. 2, the written statement of the LAP for the Southern Environs of Drogheda has been amended to ensure consistency with the land use zoning objectives and Order of Priority for the release of lands.

Variation No. 2 also included additional policies and objectives for the Southern Environs of Drogheda in relation to the order of priority or phasing of residential land use zoning objectives and management of flood risk. All relevant policies and objectives now included in Volume V of the County Development Plan have been integrated into the amended LAP to ensure that the complete policy framework as applicable to the Southern Environs of Drogheda is presented in this LAP. The land use zoning objectives map included in this amended Local Area Plan is replicated from Volume 5 of the Meath County Development Plan 2013 – 2019 as varied and is entitled “*Written Statement & Development Objectives for Urban Centres*”. Additional local development objectives have been included in the land use zoning objectives map now contained in the amended LAP.

All subsequent references to land use zoning objectives and the land use zoning objectives map for the Southern Environs of Drogheda as contained in this Local Area Plan are qualified on this basis.

1.1 Purpose of the Local Area Plan

The Local Area Plan 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 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 19(1)(c) of the Planning and Development Acts, 2000-2014, the Local Area Plan, once adopted, shall remain in force for a period of six years, unless amended by the Planning Authority or a new Plan prepared.

The Meath County Development Plan 2007-2013 formed the key contextual document used in the preparation of this LAP. The Southern Environs of Drogheda when adopted in 2009 set out to cover a six year period from 2009-2015. Meath County Council adopted a new County Development Plan (CDP) on the 17th December 2012. The Meath County Development Plan 2013-2019 sets out a vision, policy framework and specific objectives for future development in County Meath for a period of 6 years. Whilst the LAP was prepared and adopted in alignment and conformity to the 2007-2013 County Development Plan, the LAP was updated and amended following the adoption of the 2013-2019 County Development Plan. All other references to the 2007 - 2013 County Development Plan in this LAP were subsequently replaced. The policies and objectives of this Local Area Plan are consistent with those of the County Development Plan, being the primary planning policy document for the County.

This Local Area Plan should be read in conjunction with the Meath County Development Plan 2013-2019, which contains policies and objective at a county wide level which are also applicable to the Drogheda Environs.

Table 1.1: Extract from Table 2.1 of the Meath County Development Plan 2013 - 2019 - County Meath Urban Settlement Hierarchy

Type of Settlement	County Meath Settlement Hierarchy Centres
Large Growth Town I	Navan, Drogheda Environs
Large Growth Town II	Dunboyne, Maynooth Environs
Moderate Sustainable Growth Towns	Ashbourne, Kells, Trim, Kilcock Environs, Dunshaughlin
Small Towns	Athboy, Bettystown/Laytown/Mornington East, Duleek, Enfield, Oldcastle, Ratoath, Stamullen
Villages	Ballivor, Carlanstown, Carnaross, Clonard, Clonee, Crossakiel, Donore, Drumconrath, Gibbstown, Gormonston, Julianstown, Kentstown, Kilbride, Kildalkey, Kilmainhamwood, Kilmessan, Longwood, Mornington/Donacorney, Moynalty, Nobber, Rathcairn, Rathmolyon, Slane, Summerhill

1.2 Consultation

The LAP was prepared after extensive public and stakeholder consultation. The pre-draft consultation period began on 24th 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 24th 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 30th of November 2007. Twenty-six written submissions were received. These were compiled into a Manager's Report on the pre-Daft Public Consultation exercise (available at 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;

- 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 11th 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 issues 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 environmental impacts and these are attached to the Environmental Report.

1.3.1 Strategic Environmental Assessment of Proposed Draft Amendment No. 1 to the Southern Environs of Drogheda Local Area Plan 2009-2015

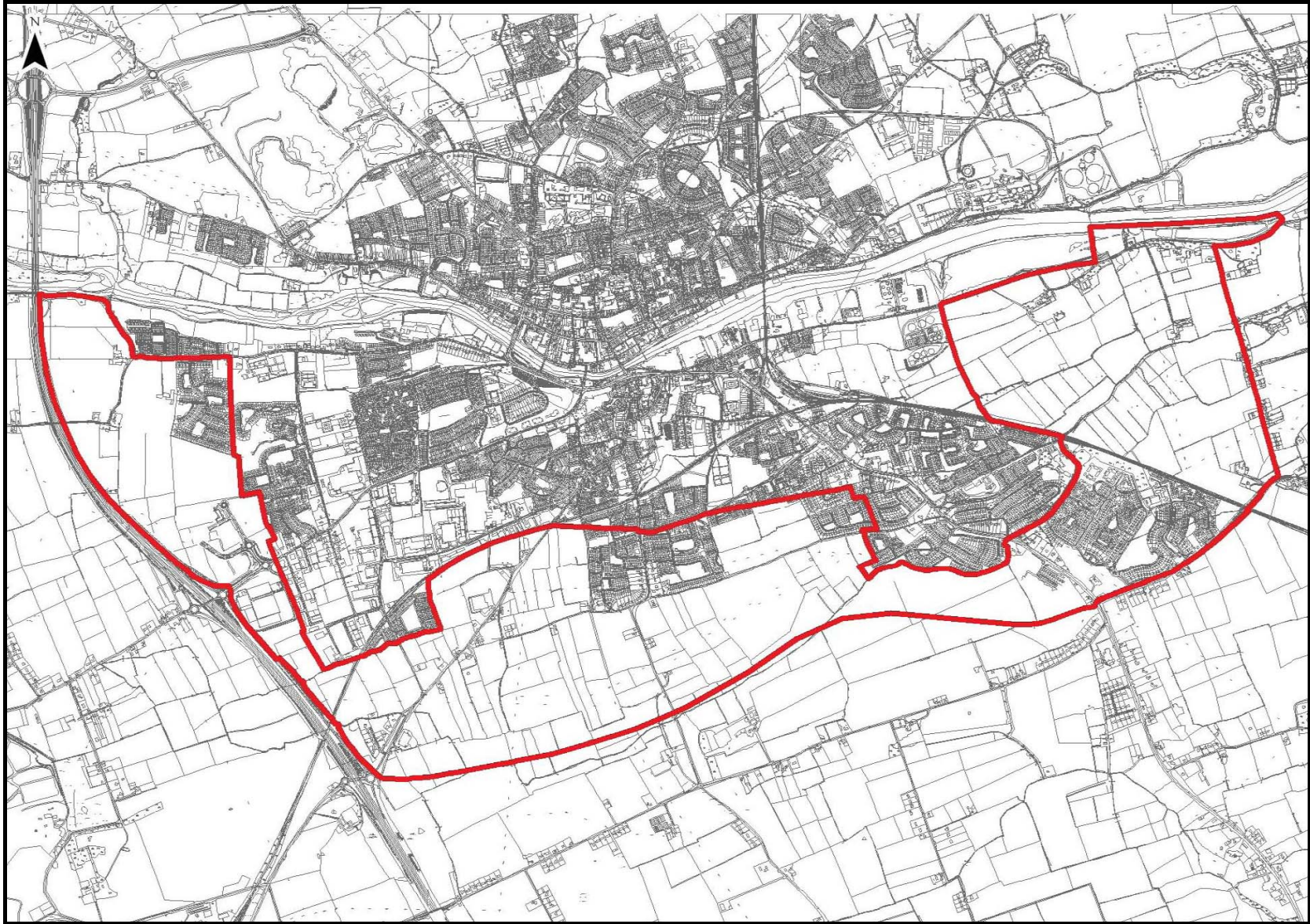
The Planning Authority determined, using the screening criteria set out in Schedule 2A Planning & Development Regulations 2001 – 2013, the DoEHLG SEA Guidelines and Annex 2 of Directive 2001/42/EC, that a Strategic Environmental Assessment was required for the proposed draft amendment to the Southern Environs of Drogheda Local Area Plan 2009-2015. The output report produced from the SEA process, which included a formal scoping exercise in conjunction with the designated Environmental Authorities and adjoining Local Authorities, was prepared separately to the proposed draft amendment. The SEA continued during all stages of the consideration of the proposed draft amendment. The final SEA Statement is available on the Meath County Council website.

1.4 Appropriate Assessment

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

1.4.1 Appropriate Assessment of Proposed Draft Amendment No. 1 to the Southern Environs of Drogheda Local Area Plan 2009-2015

An Appropriate Assessment Screening was undertaken of the proposed draft amendment to the Southern Environs of Drogheda Local Area Plan 2009-2015, in accordance with the requirements of Article 6(3) of the EU Habitats Directive (92/43/EEC). It was considered that the proposed draft amendment is not predicted to have the potential to have a likely significant adverse impact on the key features or the qualifying interests of any Natura 2000 sites. It was noted that no changes to the existing land use zoning objectives from that previously assessed under Variation No. 2 of the County Development Plan are being proposed as part of this process. A copy of this Screening Report is available for inspection and accompanied the proposed draft amendment.



Map 1.1 Site Context Map



THE PLAN AREA IN THE CONTEXT OF DROGHEDA 2



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2 THE PLAN 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 38,578 in 2011. The town proper is under the administration of Louth County 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 fall 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 UNESCO World Heritage Site of Brú na Bóinne - 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

The population of Drogheda was recorded at 38,578 people in the 2011 Census. This marks a significant increase compared to the town population in 1996, when it was 25,282. This represents an increase of 53% during this period.

Table 2.1: Drogheda Population Growth 1996-2011 (CSO)

	1996	2002	2006	2011
Population	25,282	31,020	35,090	38,578
% Intercensal Increase		23	13	10

Much of the population increase of Drogheda has been fuelled by its relative proximity to Dublin, and 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 period from 1996 to 2011.

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, there are large numbers of Drogheda residents employed in health and social care work at Our Lady's Hospital to the north of the town centre which employs approximately 1,200 people.¹

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 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.

¹ Planning Strategy for the Greater Drogheda Area, 2007

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 sq. m. total gross retail floorspace, and the Laurence Shopping Centre, which opened off St. Laurence Street in May 2006 providing approximately 14,865 sq. m. of retail accommodation² (these are identified on Map 2.1).

Drogheda Retail Park, served off the 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.³

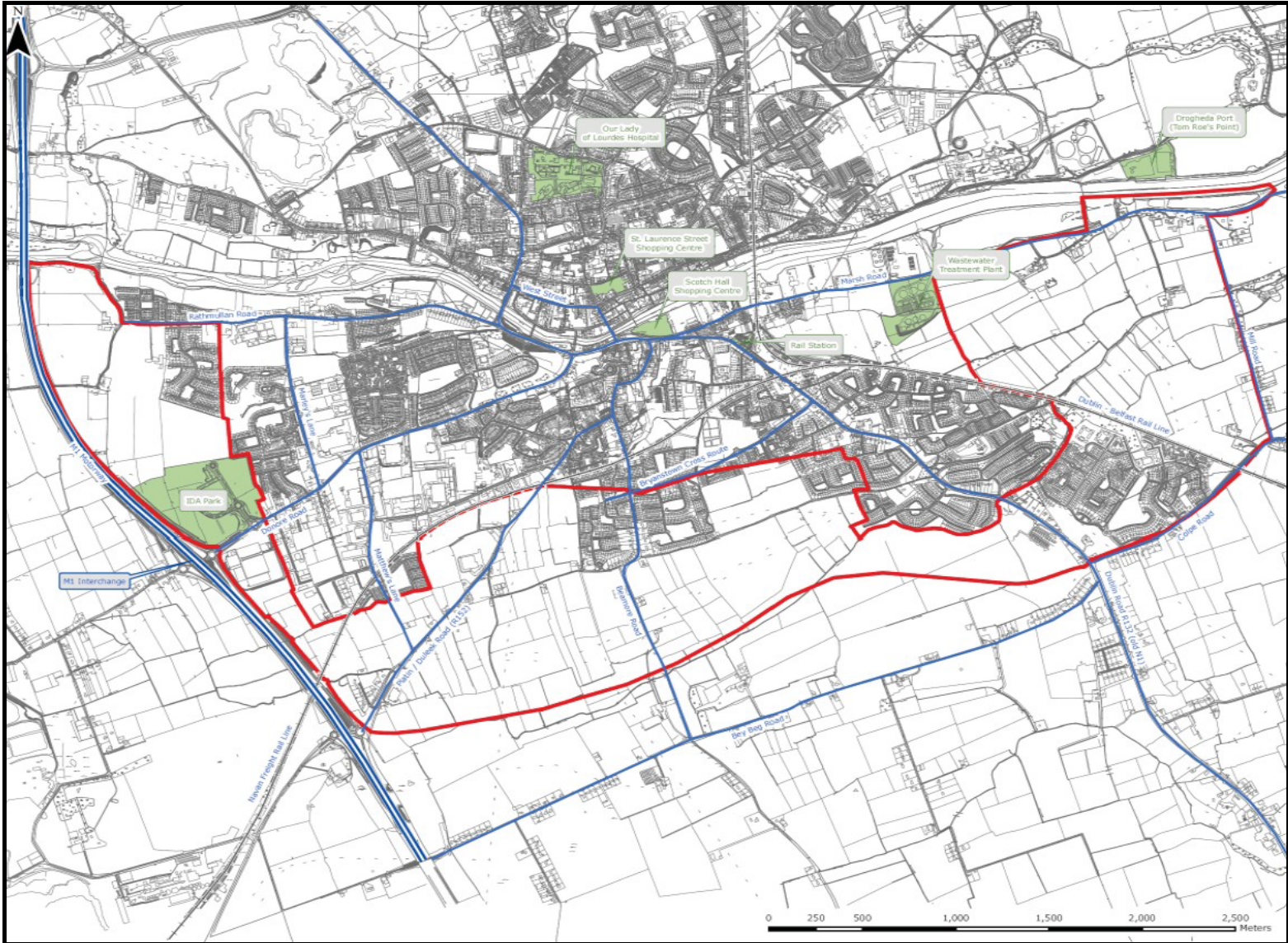
Further to this, the Newgrange Business Park has a discount food retailer and electrics stores as well as a number of other outlets close by while Tesco has opened a district level store in this area. The M1 Retail Park (which has a number of DIY and furniture stores as well as discount food retailers)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

Within the southern environs, the Southgate neighbourhood centre has opened providing a large convenience unit and a range of smaller retail and service outlets.

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.

² Lisney Research, Ronan Diamond, March 2007

³ Drogheda Retail Park website:
<http://www.droghedaretailpark.com/contents/scheme.htm>



Map 2.1 Site Location and Context



LOCAL AREA PLAN LANDS – SITE CONTEXT 3



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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 Drogheda now in the administrative area of Louth County Council wrapping in a horseshoe shape around the southern Drogheda town boundary. The LAP area represents part of the extended Drogheda urban area. The area also has strong links to and is in physical proximity to the East Meath area.

The plan lands extend to approximately 690 hectares in total, with a wide range of land uses ranging from residential to industrial and agricultural. Two large land banks in the overall LAP area remain undeveloped. These are the Bryanstown area and the Mill Road/Marsh Road area. The Bryanstown area represents a land bank 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 R108 (Beamore Road) travels north-south from the Dublin Road close to Scotch Hall to the Bryanstown area. The Dublin-Belfast railway line forms the eastern boundary of the developed 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 19th century, mostly clustered around the medieval core of West Street and St. Laurence Street.

With the arrival of the railway in the early 20th 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

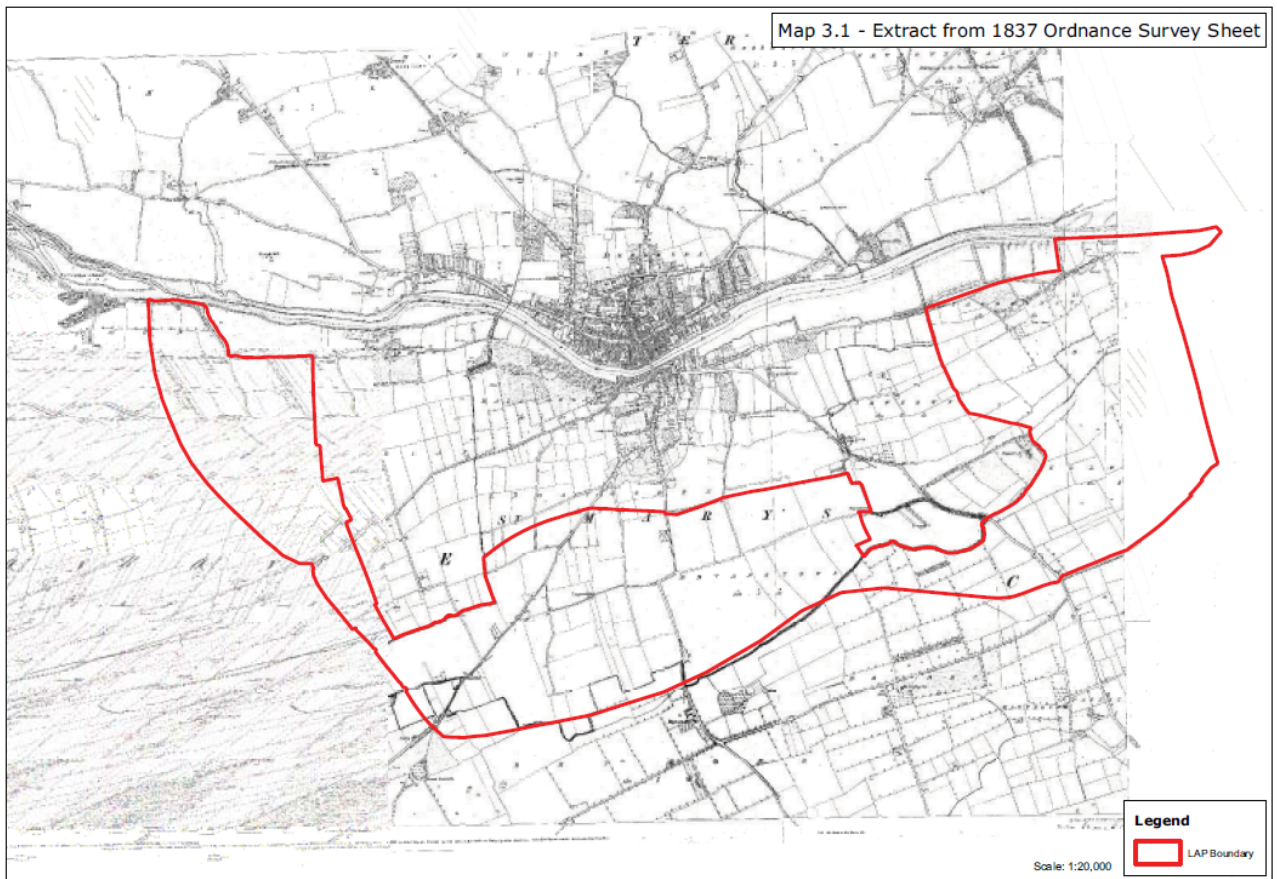
Due to the fact that the majority of lands contained in this Local Area Plan were previously zoned for development, a number of planning applications have been lodged over recent years.

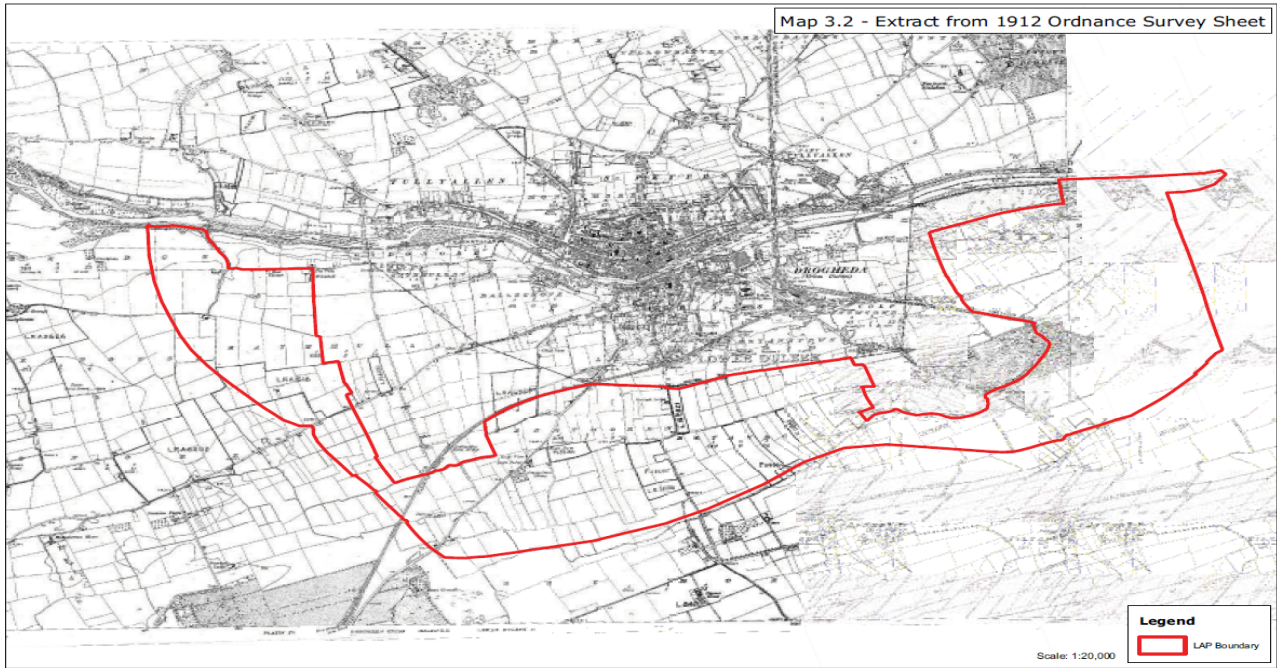
Table 2.5 of the 2013 – 2019 Meath County Development Plan indicated that there were extant planning permissions for 1,653 units within the LAP boundary. This was the largest number of committed units in any single development centre in the County. Most of these extant planning permissions relate to permission granted a number of years ago for which an extension of duration has been permitted by the Planning Authority.

Table 2 : Significant Extant Planning Permissions in Drogheda South Environs.

Planning Ref. No.	Location	No. of Units	Expiration Date
SA120088	Beamore	473	02/04/2017
SA120136	Bryanstown	417	09/09/2017
SA121086	Mathews Lane	177	01/01/2018

Table 2 above demonstrates that the significant extant planning permissions permitted, which are spread across the Environs area, are all contiguous to the existing built up suburban areas. These developments if constructed, would represent a considerable increase in the resident population of the environs of Drogheda located within the LAP area and will place considerable pressure on the existing social infrastructure facilities such as education and amenities.





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 Drogheda area, there are 15 primary schools and seven post primary schools (see Tables 3.1 and 3.2).

A report by the Department of Education and Science⁴ notes that primary school enrolments in the wider Drogheda area increased by 40.45% in the period from 1998/1999 to 2007/2008. 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 2000/01.

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 10-15 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 'Area Development Plan for East Meath and South Louth' (Commission on School Accommodation, Department of Education and Skills 2008) assessed the requirements for additional educational facilities in the area and forms the basis for which capital funding decisions for facilities will be made up to 2013 and beyond. The plan states that arrangements should be made for the reservation/acquisition of a site for primary school provision in the Drogheda Environs. Similarly, it recommends that the Department of Education and Skills make arrangements for the identification and acquisition of a site for a 1,000 pupil post primary school which is likely to be needed by 2018/2019 to meet emerging needs. The report notes that indications at the time suggest that it should be located in the general area of Piltown/Colpe/Beamore.

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.

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.

⁴ 'Area Development Plan for East Meath and South Louth' (Commission on School Accommodation, Department of Education and Skills 2008)

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

School	Total Pupils 2008-2009	Total Pupils 2009-2010	Total Pupils 2010-2011	Total Pupils 2011-2012	Total Pupils 2012-2013
Presentation Convent, Ballymakenny Road	365	376	367	373	365
Scoil Mhuire Fatima, Dublin Road*	396	415	400	398	-
St. Peter's, Bolton Street	101	96	100	100	94
Christian Brothers SN, Sunday's Gate	427	418	424	399	405
St. Mary's, Congress Avenue*	501	517	516	515	-
St. Patrick's, Bothar Brugha	453	436	401	391	346
St. Joseph's, Mell	212	216	222	248	254
St. Brigid's, Bothar Brugha	399	386	387	366	313
Marymount NS, Ballsgrove	430	425	394	391	356
Rathmullan N S, Rathmullen	389	410	430	429	417
St Paul's Senior NS, Rathmullen	318	346	399	392	401
S N Aonghusa, Sunday's Gate	203	203	200	201	208
Le Cheile Educate Together, Mornington*	353	401	429	455	446
Aston Village Educate Together National School, Dunlin Street	61	107	136	187	241
Scoil Oilibheir Naofa, c/o Shamrock Lodge/Boyne Rugby Club			17	57	137
Gaelscoil an Bhradáin Feasa, Mill Road, Mornington*	85	136	199	265	319
St. Mary's Parish Primary School					977
Total	4,693	4,888	5,021	5,167	5,279

Note that St. Mary's and Scoil Mhuire Fatima amalgamated in 2012 to form St. Mary's Parish Primary School

* Indicates that school is located within the administrative area of Meath County Council.

Table 3.2 Student numbers attending Drogheda Secondary Schools Enrolment 2011/2012

School	Location	Enrolment 2008/2009	Enrolment 2009/2010	Enrolment 2010/2011	Enrolment 2011/2012	Enrolment 2012-2013
St. Joseph's C.B.S.	Newfoundwell Rd	654	649	640	618	613
St Mary's Diocesan School	Beamore Road	783	780	759	772	753
Our Lady's College	Greenhills	896	883	933	930	963
Sacred Heart Secondary School	Sunnyside	548	555	562	575	584
Drogheda Grammar School*	Mornington Rd	277	267	263	237	253
Drogheda Inst. of Further Education	The Twenties	748	923	943	877	877
St Oliver's Community College	Rathmullan Road	1,035	1,044	1,119	1,151	1176
Total		4,941	5,101	5,219	5,160	5,219

*Indicates that school is located within the administrative area of Meath County Council.

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 to 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
- 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, 2011-2017 provides designation for a district centre adjacent to the Drogheda Retail Park (within the jurisdiction of Louth County Council.

The Neighbourhood Centres located with the Bryanstown

and Mill Road / Marsh Road Character Areas adjoin lands identified within Phase II Order of Priority residential zoned lands which are not proposed for release until post 2019. The purpose of these Neighbourhood Centres is to serve these residential communities and accordingly they shall not be considered until the adjoining residentially zoned lands have been identified for release.

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 majority of sporting clubs in the town are located outside of this Plan area, 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 it is an objective of the Meath County Development Plan 2013-2019 to investigate the feasibility of providing a new library in the Bettystown/Laytown area.

3.9 Heritage and Amenity

Meath County Council 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. Meath County Council acknowledges the distinctive natural

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 Acts 2000-2014.

Within the LAP area, there are three Protected Structures, and there are another two Protected Structures immediately outside the boundary of the LAP area. The three structures within the boundary are Drogheda Grammar School, a farmhouse and outbuildings to Stameen House, which is located in County Louth (see map 3.7 and table overleaf). The Record of Protected Structures is listed in Appendix 7 of the Meath County Development Plan 2013-2019. Additions or

deletions may be made to the Record through Section 55 of the Planning and Development Acts 2000-2014 therefore reference should be made to the Record of Protected Structure as contained in the County Development Plan as it will have the most up to date information.

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 – 2004. 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 1st 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 functions. On account of its “outstanding universal significance,” the area was designated a World Heritage Site in 1993⁶.

Table 3.3: Protected Structures in or near the LAP Area

Meath Co. Co. Ref.	NIAH Ref	Townland	Description
MH020-123		Bryanstown	House ‘Eagle Lodge’
MH020-124		Stameen	Outbuildings to Stameen House.
MH021-100		Stameen	The Grammar School
MH021-103	14317002	Colpe East	House c. 1900
MH021-104	14317001	Colpe West	18 th Century Church of Ireland Church and graveyard

Table 3.4: Designated Sites in the LAP Area

Site	Code	Designation
<i>River Boyne and River Blackwater</i>	2299	cSAC
<i>Boyne Estuary</i>	4080	SPA
<i>Boyne Coast and Estuary</i>	1957	pNHA
<i>River Boyne Coast and Estuary</i>	1957	SAC
<i>River Boyne Islands</i>	1862	pNHA
<i>River Boyne and River Blackwater</i>	4232	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

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

Drogheda Environs is served from the East Meath, South Louth & Drogheda Water Supply Scheme. This scheme supplies treated water to Drogheda Environs in addition to the coastal settlements of, Laytown, Bettystown, Mornington East, Donacorney and Gormanston. The scheme also serves the centres of Donore, Kentstown, Stamullen, Duleek, Ashbourne, Ratoath & Kilbride. 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 canal

intake at Roughgrange to the Staleen Water Treatment Works (WTW), where it is treated and distributed to East Meath and Drogheda. This plant serves an area of approximately 600 sq. km. with storage provided at Staleen itself, at Windmill Hill, Kiltrough, Donore, Balloy, Carnes and Rath.

Whilst the water treatment plant in Staleen is located within Co. Meath, it is operated by Louth County Council. The nominal treatment capacity of the Staleen WTW is 31.5 Ml/day. There is an agreement between Louth County Council and Meath County Council to allocate 47% of the capacity of this plant to Meath. The capacity allocation to Meath equates to approximately 15,000 m³/day. It is estimated that Meath currently uses 11,000 m³/day of that allocation. The remaining 16.5Ml/d is used to supply the Drogheda network. The Staleen WTW is currently operating at the limit of its capacity.

The development of a borehole at Kiltrough produces approximately 3,000 m³/day. This development in combination with the development of a new borehole at Rath, Ashbourne, the development of an independent water supply to serve Dunshaughlin and water conservation efforts by the Council, has meant that the demand on the Staleen WTW is less than would have been experienced 4-5 years ago. -

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 4,545m³ 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 Lagavoreen

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.



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 45%. A substantial reduction in the volume of UFW would greatly help to reduce pressure on the water supply.

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.

The WwTP has been extended (Phase 2) to provide a design capacity of 101,000pe, with the following main design features:

The WwTP was operated by Drogheda Borough Council prior to the establishment of Irish Water and Meath County Council has been allocated a reserve capacity of 27,500pe out of the Phase 2 design capacity of 101,000pe.

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 4,335m³/day, which equates to a population equivalent (p.e.) of 24,086 to the Drogheda WwTW.

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") was undertaken 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 east of the LAP 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. The sewerage network along the Marsh Road has been upgraded as part of the East Meath Coastal Sewerage Scheme by installing a 250mm diameter rising main from Drogheda Grammar School to the existing WWTP. This will complement the existing 250mm diameter 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 runoff from lands within Rathmullen and IDA lands to the west 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 runoff 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 lines pass through 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.5 (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 Colpe Cross northwards towards the Marsh Road. A 14m way leave exists for this line and neither excavation nor development may take place within a BGE Way leave unless permission, in the form of a valid excavation permit is granted by BGE. Such permission will not be unreasonably withheld.

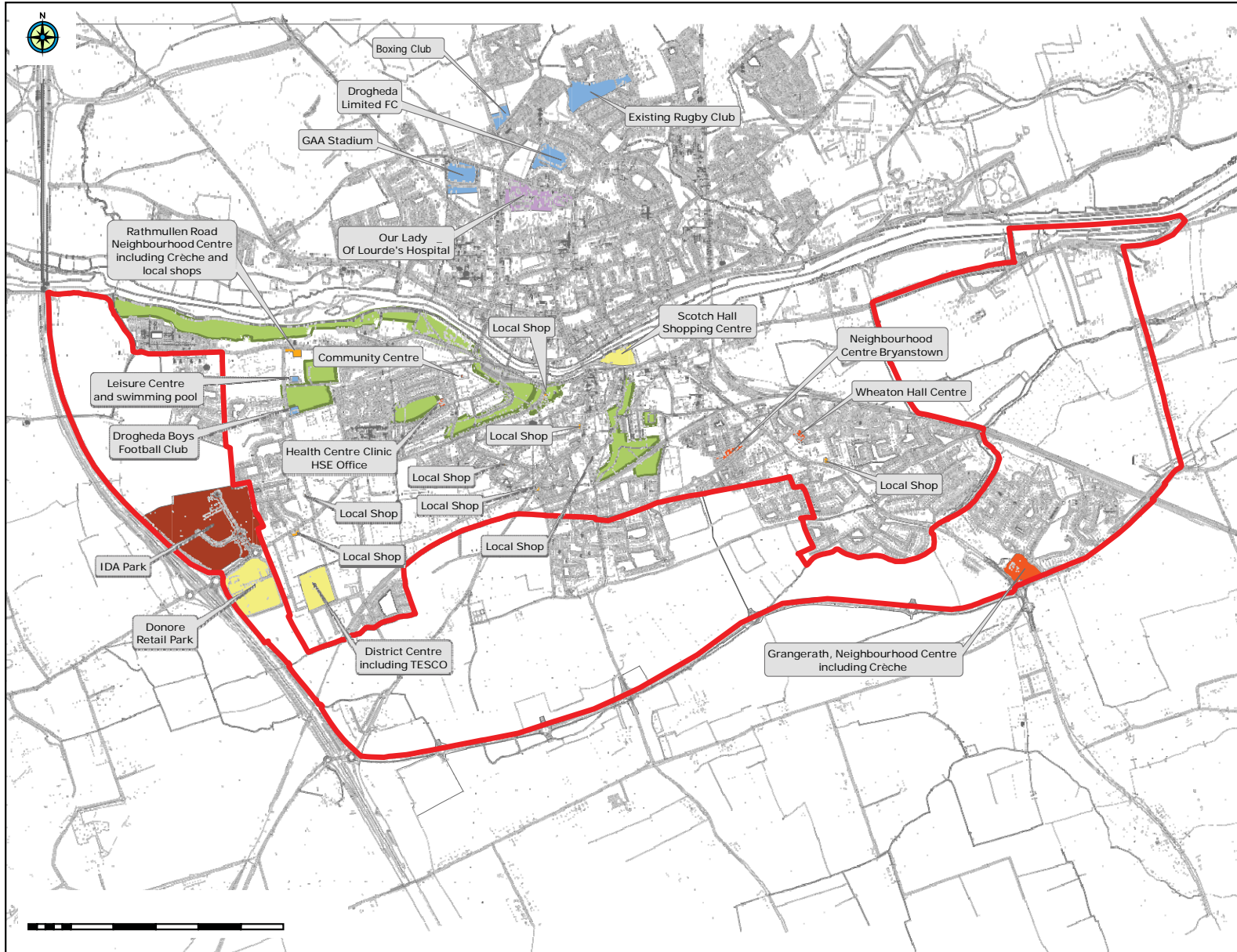
Existing Telecommunication Infrastructure

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.

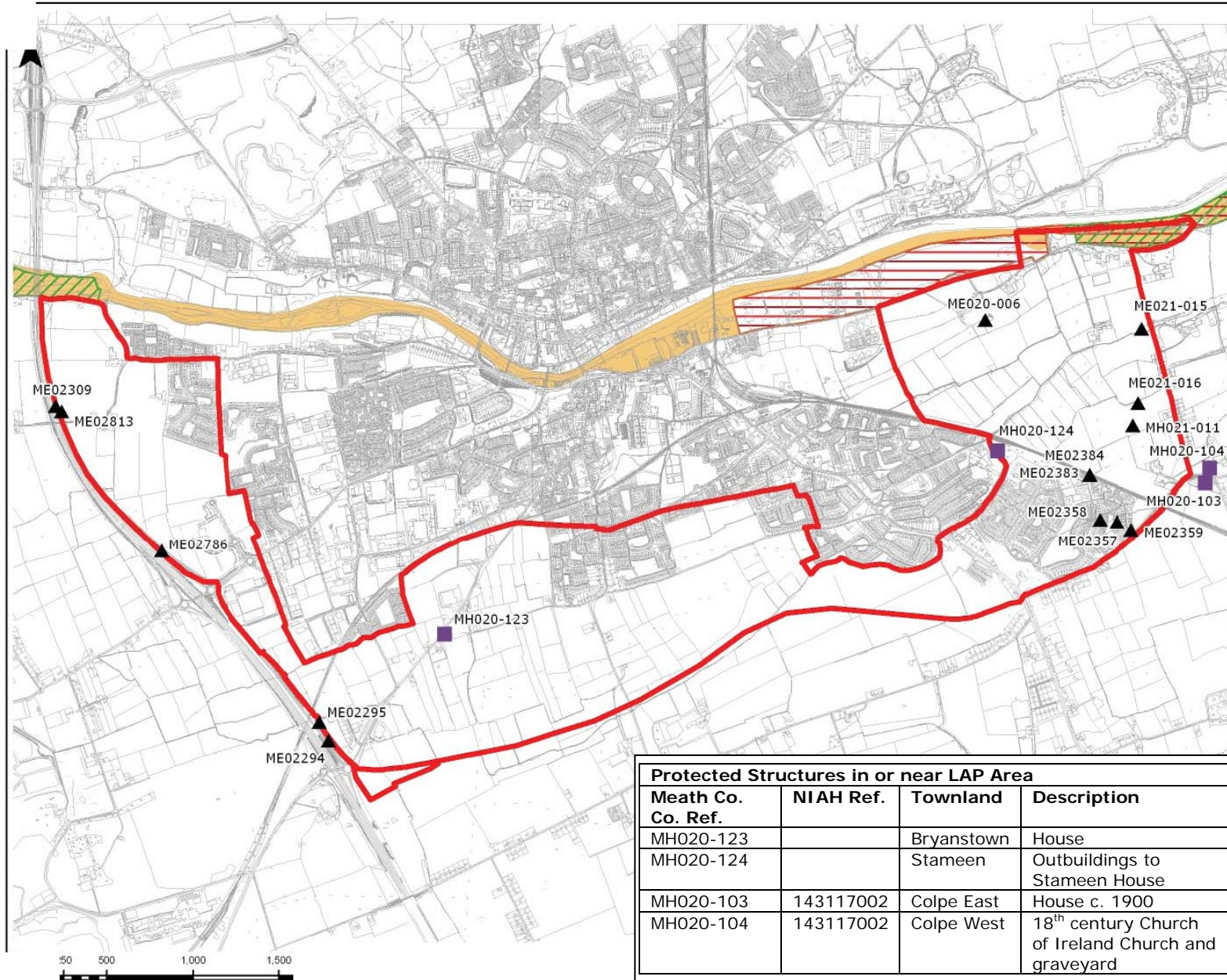
ENet

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.

Map 3.3
Retail & Community
Facilities



**Map 3.4
Heritage Data**



- Legend:**
- LAP Boundary
 - Protected Structures
 - National Monuments
 - NHA
 - SPA
 - SAC

Protected Structures in or near LAP Area			
Meath Co. Co. Ref.	NIAH Ref.	Townland	Description
MH020-123		Bryanstown	House
MH020-124		Stameen	Outbuildings to Stameen House
MH020-103	143117002	Colpe East	House c. 1900
MH020-104	143117002	Colpe West	18 th century Church of Ireland Church and graveyard



POLICY CONTEXT

4



Meath County Council

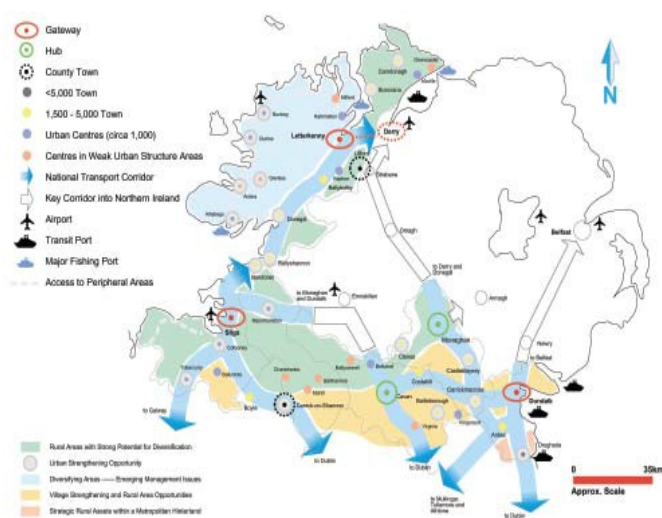


4 POLICY CONTEXT

4.1 National Policy

4.1.1 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.



Strategy Map for the Border Region from the National Spatial Strategy

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.

4.2 Regional Policy

Drogheda straddles the boundary of two regional authorities. The historic town and northern environs are situated in County Louth and are within the administrative area of the Border Regional Authority, while the expanding southern environs are situated in the administrative area of Meath County Council which is within the remit of the Mid East Regional Authority. Hence and almost uniquely, the town is referred to in the Regional Planning Guidelines for both the Border region and the Greater Dublin Area.

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.

4.2.1 Regional Planning Guidelines for the Border Region 2010-2022

Drogheda is one of the key urban settlements identified in the Border Regional Planning Guidelines where it acts as a Regional Strategic Centre in terms of residential, employment, administrative and other public service functions. It is characterised as a Primary Development Centre with the settlement function *"To promote and facilitate the development of Drogheda as an important strategic urban settlement in the region and within the Eastern Economic Corridor in support of the Dundalk Gateway."* The Guidelines detail a population target for Drogheda of 35,373 by 2016 and 38,415 by 2022. This refers to the area of Drogheda within the Border region and excludes the Meath environs. 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.

The Guidelines note that Drogheda Port remains a significant contributor to the overall economic activity in the Region. Road access to the port remains problematic and consequently the development of the Drogheda Port Access Road is a priority for the port and is supported by Policy NFP15 of the Guidelines.

4.2.2 Regional Planning Guidelines for the Greater Dublin Area 2010-2022

Section 19(2) of the Planning and Development Acts 2000-2014 states that a Local Area Plan must be consistent with any regional planning guidelines which apply to the area of the Plan. As the southern environs of Drogheda are located within the area of the Regional Planning Guidelines for the Greater Dublin Area, this LAP must be consistent with those Guidelines.

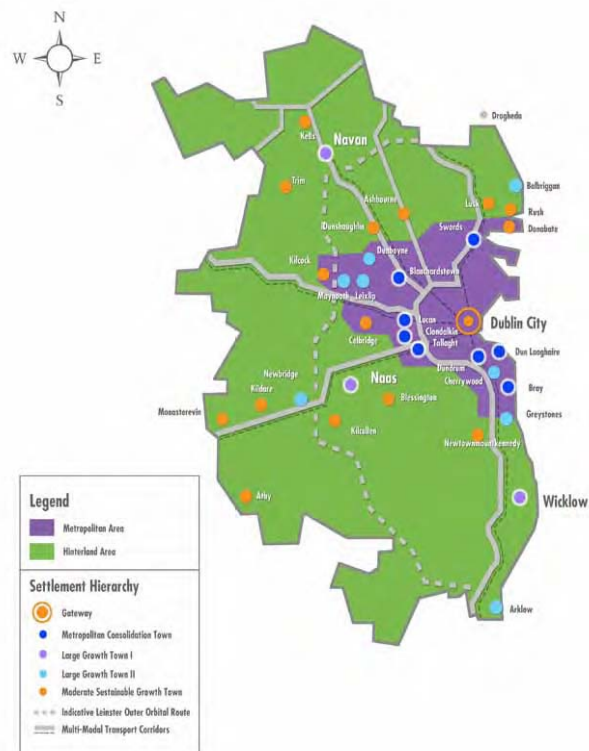
The Guidelines divide the overall strategy area into a Metropolitan and Hinterland area. The study area is located on the northern fringe of the Hinterland area. The strategy for the Hinterland area is to channel development into a number of self sustaining growth towns, which would be separated by green belts and in the long term would reduce the numbers commuting to Dublin.

The Drogheda Environs are located within the Hinterland area of the Greater Dublin Area as defined in the Guidelines. Within this area, the Guidelines state that large towns should absorb most of the new population growth and will continue to act as major service centres for adjoining towns and the surrounding rural area.

Drogheda is also identified as a Large Growth Town I and a Primary Economic Growth Centre in the Regional Planning Guidelines for the Greater Dublin Area. Large Growth Towns are to accommodate significant new investment in transport, in economic and commercial activity and in housing. The Large Growth Towns I in Meath (Drogheda and Navan) are noted as being economically active towns supporting the surrounding area and located on multi modal corridors.

The Guidelines state that Primary Economic Growth Towns, such as Drogheda, should be promoted as anchors for regional enterprise. These centres are also important in delivering balanced regional development by serving their urban and rural hinterland areas and should be prioritised for economic development and investment to redress the imbalance of residential development and jobs and emergence of dormitory areas.

In terms of spatial growth patterns, the Guidelines emphasise the importance of consolidation in the future growth of towns, the application of a sequential approach to urban development and the creation of sustainable towns.



Settlement Strategy from Regional Planning Guidelines for the Greater Dublin Area 2010-2022

The proposed Leinster Orbital Route (LOR) project and connection from Drogheda through to Naas and possible further to Arklow will have important implications for strategic planning and economic opportunity in the mid East counties. The Guidelines states that route selection and design should continue in order that planning authorities can evaluate implications and capitalise on the benefits and potential arising if this project is progressed from what is likely to be a significant national investment.

4.3 Local Policy Context

4.3.1 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 integrated development of the town going forward. The estimates contained in the Strategy indicate that the existing zoned land bank 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 land bank 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.”

4.3.2 Meath County Development Plan 2013-2019

The Meath County Development Plan provides the overall statutory framework for the development of County Meath. According to Section 19(2) of the Planning and Development Acts 2000-2014, a Local Area Plan must be consistent with the objectives of the Development Plan and its Core Strategy.

The Meath County Development Plan 2013-2019 provides for the spatial development of the county around a hierarchical structure of urban settlements and the rural area. The Drogheda Environs, in addition to Navan, is designated as a Large Growth Town I, consistent with the

Regional Planning Guidelines for the Greater Dublin Area. These towns occupy the top tier in the hierarchy. Development is to be primarily directed towards these Large Growth Towns (objective SS OBJ 1 refers). These centres are also to accommodate significant new investment in transport, economic and commercial activity and in housing. Large Growth Towns I will become, in the longer term, self sustaining and must grow in a manner which supports this goal without threatening the role of other settlements and regions. In particular, development should allow for the integration of land use and transport and the holistic and balanced expansion of the towns.

Objective SS OBJ 7 emphasises the need for these towns to be self-sufficient in terms of commercial and retail activity and social and community facilities whilst

Objective SS OBJ 8 encapsulates the approach to Large Growth Towns I and seeks:

“To develop Navan and the Drogheda Environs as the primary development centres in Meath and to ensure that the settlements grow in a manner that is balanced, self sufficient and supports a compact urban form and the integration of land use and transport.”

In addition, the Drogheda Environs is also recognised as a Primary Economic Growth Centre with the intention of acting as a regional focus for economic development. This recognises and complements the position of the town on the M1 Economic Corridor. The Retail Strategy of the Development Plan acknowledges the important role that retailing in the environs area plays in serving the needs of local communities.

Settlement Strategy

The Meath County Development Plan 2013-2019 sets out clear population projections for the County as a whole and various settlements therein which are in line with the Regional Planning Guidelines for the Greater Dublin Area. The growth projections for individual towns such as the Southern Environs of Drogheda are set within a clear settlement strategy. The Core Strategy contained in the Meath County Development Plan 2013-2019 allocates 857 units (which include 50% headroom) to the Southern Environs of Drogheda over the lifetime of the Plan.

The Core Strategy includes the population projection for the county. Table 2.4 of the Development Plan illustrates the household allocations for the various urban centres and the rural area in Meath. An extract of it relating to the Drogheda Environs is shown in Table 3 overleaf.

Table 4.1: Household Allocation for Drogheda Environs

	Household Allocation 2013-2019	Av. Net Density Applicable unit/ha	Quantity of Residential Zoned Land Required	Available Land Zoned for Residential Use (Ha)	Available Land Zoned for Mixed Use incl. Residential (Ha)*	Total Available Zoned Land (Ha)	Deficit/ Excess (ha)
Large Growth Town I							
Drogheda Environs	857	43	19.9	157.2	1.8	159.1	139.1

*Note that the figure entered represents 30% of the total available mixed use land zoning, reflecting that residential uses would be subsidiary use in these zoning categories that relate to town and village centre sites and edge of centre sites.

The table also illustrates the extent of existing residential zoned land in comparison to the required amount that would be required to accommodate the household allocation. Drogheda, with an allocation of 857 units, requires approximately 20 hectares of residential zoned land. When the County Development Plan 2013-2019 was prepared, it was calculated that there remained approximately 159 hectares of available, uncommitted residentially zoned land, giving a surplus of 139 hectares in the Southern Environs of Drogheda LAP, as adopted in 2009. In addition, there were further extant planning permissions for 1,653 units in the Drogheda Environs⁵.

It is clear from Table 3 above that there was a significant excess of residential zoned land contained in the LAP for the Southern Environs of Drogheda as adopted in 2009 in comparison to that now required to satisfy the household allocation provided for in the 2013-2019 County Development Plan. This LAP is legally obliged to be consistent with the Meath County Development Plan, its core strategy and with the household projections and population growth contained therein. In order to do this, an evidence based approach was developed to evaluate the land which benefitted from a residential land use zoning objective. The amended land use zoning objectives map has identified the lands required to accommodate the household allocation of 857 units provided for under the Core Strategy. This land use zoning objectives map is included under Variation No. 2 of the County Development Plan 2013-2019. As headroom of 50% is included in the household allocations, there is no justification for the release of any additional lands over and above those specified in Table 3 above. The requirement for any further release of residential zoned land in the Southern Environs of Drogheda will be assessed following the making of the next County Development Plan in line with the population projections contained therein.

In determining the order of priority for the release of residential lands, a strong emphasis was placed on a sequential approach

⁵ This has since been revised to 1,132 units as two planning permissions were not implemented and have lapsed since the preparation of the Meath County Development Plan 2013-2019 (see also section 5.15).

to development, in line with the guidance contained in Section 2.3.4 of the 2013-2019 County Development Plan. The use of the Justification Test for lands identified as being at risk of flooding was not considered necessary in light of the extent and nature of alternative residential zoned land at a lower risk of flooding to accommodate the household allocation for Ashbourne. The evaluation of the development areas therefore excluded those areas identified as being at risk of flooding. The evaluation also excluded all sites with the benefit of an extant permission in adherence to Core Strategy CS OBJ 6 of the County Development Plan 2013 - 2019.

The Development Plan states that the release and development of residential lands shall take account of the following criteria:

- the sequential approach to development;
- the efficient use of land by consolidating existing settlements and promoting a compact urban form;
- the provision of necessary physical infrastructure, primarily the availability of capacity in water and wastewater infrastructure;
- spare capacity in existing (and anticipated) social infrastructure, primarily national and second level educational facilities;
- a more sustainable economic base whereby a greater percentage of the population are employed locally;
- The location and scale of existing permissions in the particular town or village;
- Flood risk assessment and the Flood Risk Management Guidelines;
- Potential environmental impacts including those relating to the Habitats Directive, strategic environmental assessment and environmental impact assessment.

4.3.3 Louth County Development Plan, 2009-2015

The Louth County Development Plan 2009-2015 identifies Drogheda, in addition to Dundalk, as the primary development centres in the county. The Plan acknowledges that over the last decade, the town has experienced significant growth principally resulting from its location close to Dublin, the completion of the motorway and improvements to rail commuter services. However, for the future, the Council is supportive of developing the town as a self sustaining settlement providing employment opportunities for its inhabitants and delivering economic benefits to the surrounding hinterland.

4.3.4 Drogheda Borough Council Development Plan, 2011-2017

The Drogheda Borough Development Plan was the statutory planning framework for Drogheda Borough within the town boundaries, i.e. the area directly to the north of the LAP lands. The Plan discusses the strategic location of the town and its significant population catchment. It is noted that the town has grown significantly in recent years. However, the pattern of this growth has not been even, with outlying areas experiencing higher levels. The Plan considers that this trend needs to be addressed to protect the vitality and viability of the town centre.

The strategic aim for Drogheda is:

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

The strategic objectives of the Drogheda Borough Development Plan support the provision of a high quality living environment, sustainable economic development and enhancing the established role of Drogheda town centre as the focus for the Borough. Promoting connectivity and integration within and between existing and proposed communities is also a key theme for the Development Plan. In relation to this, Policy TR15 states:

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

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.

The Drogheda Borough Development Plan identifies the potential for a joint approach to planning on adjoining areas of Drogheda and the Southern Environs of the town in Meath. It states that a framework plan will be prepared for the Drogheda Transport Development Area (DTDA) and contiguous areas of County Meath with Policy DS 2 supporting this. Similarly, Policy TR 9 aims to explore the feasibility, in conjunction with Meath County Council, of producing a Master Plan for those lands east of McBride Station bounded to the south by the rail line, to the north by the River Boyne and to the east by the Borough boundary.

The provision of a bridge at Greenhills linking the Southern Environs of Meath with the Port Access Northern Cross Route is identified as a strategic road scheme, critical for the future development of the town. The importance of providing cycle ways to connect the Borough Council area with the Southern Environs is also noted in the Plan.

4.3.5 Local Area Plan for the Northern Drogheda Environs, 2004

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.

4.3.6 North Drogheda Environs Masterplan 2006

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.

4.3.7 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.

DEVELOPMENT FRAMEWORK

5



Meath County Council



5 DEVELOPMENT FRAMEWORK

5.1 Introduction

The lands that form part of this Local Area Plan represent a wide range of different land uses, as well as undeveloped lands in the form of the Bryanstown and Mill Road/Marsh Road land banks.

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

- Rathmullan Area
- Donore Road Area
- Duleek/Platin Road Corridor
- Bryanstown Cross Route
- Colpe Cross Area
- Bryanstown Area
- 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 former Borough District of Drogheda, 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 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.

DF2 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.

DF3 All necessary physical infrastructure is required to be provided in line with all new development.

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 new development, 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 layout of developments 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.

In accordance with policies of the Meath County Development Plan 2013-2019, 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 (Section 11.2 Residential Development refers).

5.4 Residential Development Standards

All new planning applications need to comply with the development management guidelines and standards as set out in the Meath County Development Plan 2013-2019 as well as complying with the wider policy context and best design practice, primarily those set out in the Department of the Environment, Community and Local Government's publications "Delivering Homes, Sustaining Communities" and "Quality Housing for Sustainable Communities" as well as the recommendations contained in the Guidelines on "Sustainable Residential Development in Urban Areas" and accompanying Urban Design Manual.

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.

There should be adequate permeability and pedestrian linkages with adjoining residential areas.

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 prepared for the scheme.

In addition, new apartment developments need to adhere to DoCHLG 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 Design Standards for New Apartments' 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 *The overall dwelling mix of residential schemes should achieve a good balance of different sized units to provide for a wide variety of dwelling type,*

size and tenure.

5.5 Public 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 2013-2019 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.*

OS2 *To facilitate and encourage the development of children's playgrounds in areas of public open space.*

OS3 *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 *To encourage the development of allotments in the Drogheda Environs area.*

Private Open Space

Private open space standards as set out in Chapter 11 of the Meath County Development Plan 2013-2019 need to be adhered to.

5.6 Public Art

Public art should be provided alongside future infrastructure and development schemes in accordance with the policy approach set out in the Meath County Development Plan 2013-2019 (see sections 5.15, 11.2.2.5 and 11.8.1).

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 objective will apply to the LAP lands:

PA1 *To require major new developments in the LAP, i.e. residential schemes in excess of 75 units or commercial developments in excess of 10,000*

sq. m., to incorporate works of public art into the overall scheme or to make a financial contribution to the Local Authority to provide the piece of public art in order to enhance the amenities of the local environment.

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 whilst noting the impact of the Order of Priority which now affects the residentially zoned lands contained therein.

Emergency Fire services for the area will continue 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 noted that the requirements of Objective SS OBJ 6 (Volume I Meath County Development Plan 2013 – 2019) require an audit of social infrastructure and community facilities available to serve residential developments of more than 200 no. dwelling units. This shall also apply to this LAP.

Two neighbourhood centres are designated in this Local Area Plan to serve local communities during the timeframe of the Meath County Development Plan 2013-2019⁶: the Southgate Centre at Colpe Cross and lands on the Duleek Road where permission has been granted for a neighbourhood centre. It is envisaged that the latter site should serve a strictly local catchment for retail development and would be represent a more limited and smaller centre in comparison to the Southgate Centre. This is necessary given the quantum of retail floorspace provided in the Drogheda area in recent years and the need to protect the town centre as the primary focus for new retail development.

The Department of Education and Skills has advised that lands should be reserved for a primary and post primary school in the south Drogheda environs. Lands have been identified in Bryanstown for this purpose. Meath County Council will encourage the dual use of educational facilities for community purposes. This is consistent with the policy approach in the Meath County Development Plan 2013-2019.

⁶ A number of other neighbourhood centres have been identified but are included in Phase II of the Order of Priority.

The following objectives will apply:

CF1 To have regard to the capacity in social infrastructure when assessing planning applications for significant residential development. Planning applications for 200 or more dwelling units shall be accompanied by an audit of the social infrastructure and community facilities available to serve the proposed development. In particular, the audit shall identify the demand for school places likely to be generated by the proposal and the capacity of existing schools in the vicinity to cater for such demand.

CF2 *If a shortfall in community facilities is identified in the social infrastructure and 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 Chapter 4 Settlement Strategy & Housing of the 2013 – 2019 Meath County Development Plan and the Meath Housing Strategy (Appendix 4) apply in terms of the provision of social and affordable housing in the LAP area.

5.9 Economic Development

It is a key objective of national, regional and local planning guidance as well as the Planning Strategy for the Greater Drogheda Area that an adequate supply of local employment is 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 2013-2019 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.

The Drogheda Environs are identified in the Meath County Development Plan 2013-2019 as a Primary Economic Growth Town, with a number of targeted objectives set out for the area:

- Donore Road is identified as a key employment hub for ongoing intensification of development – close to the national road network yet readily accessible from the town centre and residential suburbs. There is significant scope in the IDA Business Park for further expansion. The Donore Road area was recommended as the second employment hub to complement the town centre in the Planning Strategy for the Greater Drogheda Area;
- High value added employment manufacturing and traded services;
- Tourism potential - significant hub within the Boyne Valley region due to quality of public transport allied to proximity

of UNESCO World Heritage Site of Brú na Bóinne and the coastal area and broad beaches of East Meath stretching from Mornington to Gormonston whilst ensuring the environmental protection of sensitive and protected coastal habitats and landscape, and;

- The Boyne Estuary cSAC / SPA and River Nanny and Shore SPA are acknowledged as a background influence to economic development within the Drogheda Core Economic Area.

The sectors to be targeted in the Drogheda Environs include high technology manufacturing and research, international and nationally traded services, ICT, office based industry, food production and processing, public administration, healthcare, banking, retail (convenience, higher order comparison and warehousing).

Objective ED OBJ 3 of the Meath County Development Plan aims to ensure that sufficient and suitable land is zoned for sustainable large scale and general industry at the major employment centres which include the Drogheda Environs, taking into account its position in the settlement and economic hierarchy.

The Development Plan further outlined the intention of Meath County Council to identify appropriate strategic land uses at specified urban centres which would benefit from high quality access such as proximity to junctions, subject to adhering to the criteria specified in Section 2.7 of the *Spatial Planning and National Roads Guidelines*. Junctions 7 and 8 of the M1 which serve the Drogheda Environs are included in the list of appropriate locations (Policy TRAN POL 39 refers).

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 SME;
- Availability of infrastructure (e.g. electricity, gas, water, telecoms, waste management) and services (notably top class hotel accommodation) at competitive cost., and;
- Creation of a good quality environment which will benefit attracting employment.

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 and can capitalise on Drogheda's pivotal location on the Dublin-Belfast economic corridor. A number of employment zoned land banks exist 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. Meath County Council calculates that approximately 120 hectares of undeveloped employment zoned lands are present in the Southern Environs (reflects land use zoning objectives map following the making of Variation No. 2 to the Meath County Development Plan 2013-2019). A phasing scheme for the release of employment zoned lands was not introduced as part of Variation No. 2 to the Meath County Development.

In addition, the presence 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.

TRAN POL 39 of the 2013 – 2019 Meath County Development Plan seeks

"To review, as part of the town development and local area plans processes, land at strategic locations adjoining urban related motorway junctions which has previously been identified for employment generating uses, subject to compliance with the Spatial Planning and National Roads – Guidelines for Planning Authorities."

The policy indicates that Junction 8 (Duleek) & Junction 9 (Drogheda) on the M1 Motorway will be examined. The policy also states that the Planning Authority will continue to support development proposals in such circumstances where all of the criteria specified in Section 2.7 of the "Spatial Planning & National Roads Guidelines" are adhered to.

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:

ED1 *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.*

ED2 *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 an 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. The Planning Authority shall ensure that future development which could affect the M1*

Motorway shall be assessed in accordance with the guidance given in the document 'Spatial Planning and National Roads - Guidelines for Planning Authorities'.

ED3 *To ensure the Southern Environs of Drogheda support the status of Drogheda as a Primary Economic Growth Centre.*

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:

HL1 *To retain landscape features and hedgerows wherever possible.*

H2 *To incorporate existing watercourses into new landscaping and parks.*

HL3 *To prevent the removal of hedges and trees during nesting season.*

HL4 *To 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.*

HL5 *To protect the habitats of protected species, such as:*

- bats in bridges, buildings and trees;*
- badgers and bats in woodland and hedgerow habitats; and,*
- kingfishers, otters and salmon in freshwater and wetland habitats.*

HL6 *To ensure that ground and surface waters are protected from pollution.*

HL7 *To respect and protect the Outstanding Universal Value of the UNESCO World Heritage Site of Brú na Bóinne.*

HL8 *To respect and protect the historic setting of the Battle of the Boyne site.*

HL9 *To ensure that any development in close proximity to the UNESCO World Heritage Site of Brú na Bóinne fully complies with the Brú na Bóinne Management Plan.*

HL10 *To ensure the protection and safeguarding of the archaeological heritage of the LAP area and adjacent lands.*

HL11 *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.*

HL12 *To ensure an Appropriate Assessment in accordance with Article 6(3) and Article 6(4) of the Habitats Directive, and in accordance with the Department of Environment, Heritage and Local Government Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009 and relevant EPA and European Commission guidance documents, is carried out in respect of any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect on a Natura 2000 site(s), either individually or in combination with other plans or projects, in view of the site's conservation objectives.*

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. The Meath County Development Plan 2013-2019 requires that Large Growth Towns I, like the Drogheda Environs, should develop in a compact and self sustaining manner to facilitate the economic provision of public transport (Policy TRAN SP 8 refers). Furthermore, new developments should be laid out so as to facilitate the provision of local bus services (Policy TRAN POL 11 refers). Future development in the Drogheda Environs should therefore facilitate these aims.

This Plan will draw a balance between the need of motorists and pedestrians where appropriate and promote 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 (DTTS) commissioned by Drogheda Borough Council and issued in December 2006 in relation to junction improvements and provision for cyclists, pedestrians and public transport. However, as part of the process to amend this LAP in 2014 to make it consistent with the Core Strategy contained in the Meath County Development Plan 2013-2019 requires the prioritisation and long term phasing of significant areas of zoned lands. A reconsideration of the recommendations in the Drogheda Town Transport Study is therefore necessary to ensure that they are still relevant.

It is also noted that the current Drogheda Borough Council Development Plan 2011-2017 includes the following policy in relation to the DTTS as follows:

“Policy TR 3: Implement the key strategies and actions identified in the Drogheda Transportation Study, 2006.”

Meath County Council will assist where practicable in this regard.

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 require the use of innovative design including the use of the National Cycle Manual and the Design Manual for Urban Roads and Streets (Department of Transport, Tourism and Sport 2013) where applicable.

Traffic Generation

The growth in population in the environs area together with other uses, such as employment, will 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 including the Road Geometry Handbook, Design Manual for Roads & Bridges (where appropriate) and Manual of Contract 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

Objective TRAN OBJ 17 of the Meath County Development Plan 2013-2019 seeks that the feasibility of a link road between the R132 south of Drogheda and the M1 will be examined and the scheme progressed if appropriate. The M1 to R132 Link Road will form an important component of the development of the Southern Environs. It is expected that the construction of this road will be developer driven with the first section from Junction 8 on the M1 extending to the Phase I E2 ‘General Enterprise and Employment’ zoned lands being progressed during the life of this Local Area Plan. It will be a requirement that facilities for pedestrian and cyclists will be segregated from traffic. Arising from the Order of Priority now contained in Variation No. 2 of the Meath County Development Plan which affects residentially zoned lands in the Mil Road / Marsh Road Character Area allied to the significant extent of lands identified as White Lands, it is unclear if the distributor road linking Colpe Cross to the Marsh Road will be advanced during the life of this County Development Plan. It is expected that the construction of this road will similarly be developer driven.

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.

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

Parking (Continued)

must be considered in the geometric design of the roads. On-street parking can also contribute to traffic calming.

It is a policy of the Drogheda Planning Strategy that a Park and Ride facility is provided in the vicinity of the Donore Road 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. 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 (see specific local objective DE1 in section 5.13).

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.

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 National Cycle Manual (June 2011) The potential to provide cyclist facilities along the Bryanstown Cross Route, R132 and Platin Road, Marleys Lane, Beamore Road, Rathmullen Road, Mill Road and Marsh Road should be investigated.

It is proposed that pedestrian facilities along the Mill Road are provided to provide a link to the new neighbourhood centre at Colpe Cross.

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.

Meath County Council will encourage the expansion of local bus services to serve the southern environs of Drogheda.

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 on a phased basis. 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 applications will be assessed against priority treatment for cyclists and pedestrians

RT7 To implement the key strategies and actions outlined in the Drogheda Transportation Study commissioned by Drogheda Borough Council as they relate to the Plan area.

RT8 Development of Park and 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.

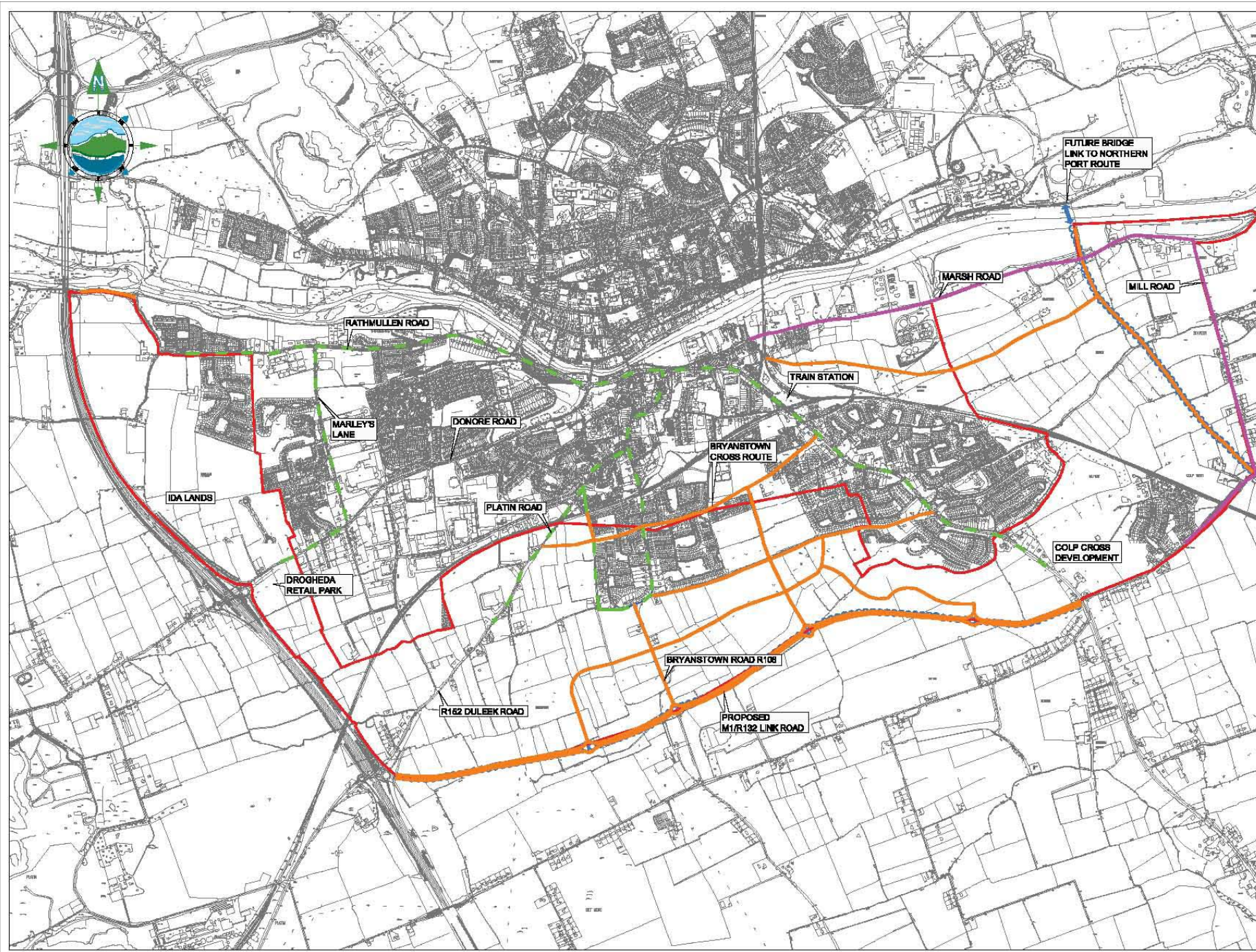
RT9 To cater for the increased town based traffic movements, Meath County Council in conjunction with adjoining Local Authorities shall investigate the feasibility of a future strategic road crossing of the Boyne east of the Railway Viaduct, which would link with the Northern Port Access Road. This study 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.

RT11 To encourage the expansion of local bus services to serve the southern environs of Drogheda.

RT12 To require developers to provide a Traffic and Transport Assessment, as carried out by competent professionals in this field, where new developments will have a significant effect on travel demand on a National Road, having regard to the "Traffic and Transport Assessment Guidelines" published by the National Roads Authority in 2014. Where a Traffic and Transport Assessment identifies necessary on and off

site improvements for the development to be able to proceed, the developer will be expected to fund the improvements by entering into a formal agreement with the appropriate Planning Authority. Any additional works required as a result of the Traffic and Transport Assessment shall be funded by the developer.



- LEGEND:**
- LAP BOUNDARY
 - - - ON STREET CYCLE PATH
 - SEGREGATED CYCLE PATH & FOOT PATH
 - PROVISION OF IMPROVED PEDESTRIAN FACILITIES
 - ○ ○ ○ NEW INDICATIVE MAJOR DISTRIBUTION ROAD
 - - - NEW INDICATIVE MINOR DISTRIBUTION ROAD

D	JUNE 2008	MASTERPLAN REVISED	DA	GT
B	APRIL 2008	LAP BOUNDARY REVISED	DA	GT
A	APRIL 2008	ISSUE FOR APPROVAL	DA	GT
Date	Description	By	Check	

Client:
MEATH COUNTY COUNCIL

Project:
**LOCAL AREA PLAN
DROGHEDA ENVIRONS**

Title:
**EXISTING AND PROPOSED
CYCLE PATH & FOOTPATH**

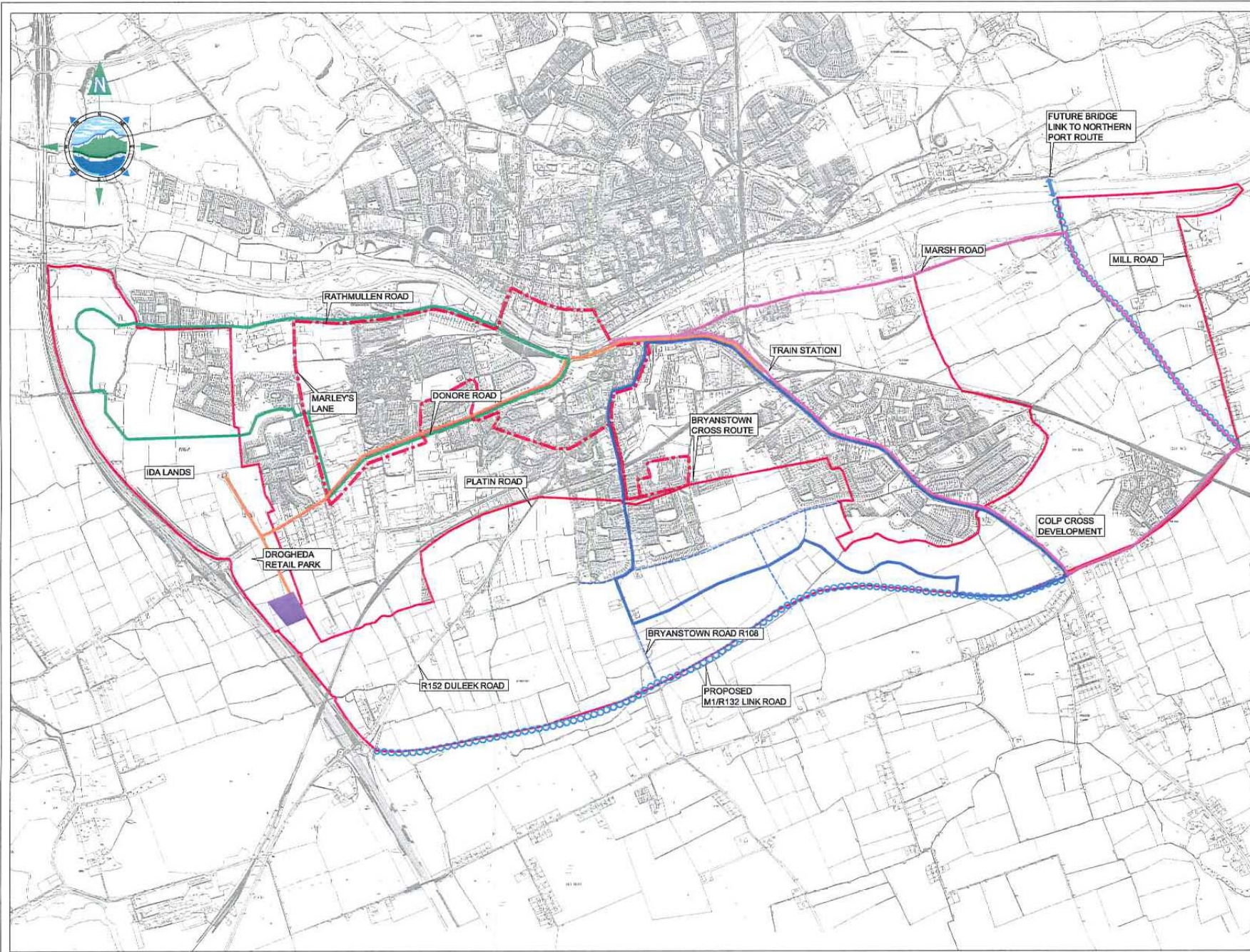
Scale @ A1: **1:10,000**

Prepared by: **RJ O'Connell** Checked: **G. Turley** Date: **March 2008**

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Drawing No.: **Figure 5.1** Issue: **C**



- LEGEND:**
- LAP BOUNDARY
 - - - EXISTING SOUTHSIDE BUS SERVICE
 - PROPOSED BUS ROUTE 1
 - PROPOSED BUS ROUTE 2
 - PROPOSED BUS ROUTE 3
 - PROPOSED BUS ROUTE 4
 - PROPOSED PARK & RIDE FACILITY
 - ○ ○ ○ NEW INDICATIVE MAJOR DISTRIBUTOR ROAD
 - - - NEW INDICATIVE MINOR DISTRIBUTOR ROAD

C	JUNE 2008	MASTERPLAN REVISED	DA	GT
B	APRIL 2008	LAP BOUNDARY REVISED	DA	GT
A	APRIL 2008	ISSUED FOR APPROVAL	DA	G.I
Rev	Date	Description	By	Check

Client:
MEATH COUNTY COUNCIL

Project:
**LOCAL AREA PLAN
DROGHEDA ENVIRONS**

Title:
**EXISTING AND PROPOSED
BUS ROUTES**

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

Prepared by: **R. Krainski** Checked: **G. Turley** Date: **March 2008**

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Drawing No.: **Figure 5.2** Issue: **C**

5.12 Infrastructure

5.12.1 Water Supply

The Preliminary Report for the new East Meath, South Louth & Drogheda Water Supply Improvement Scheme, which was prepared for Meath County Council by McCarthy/Tobin Consulting Engineers Joint Venture in July 2009, indicated that to meet projected future needs it will be essential to maximise the use of existing sources together with the development of new ones. Future demands will be met through the conjunctive use of both surface and groundwater sources. While the existing Boyne abstraction at Roughgrange will be maintained as a primary source, the potential for additional abstraction from the Boyne is limited. The Preliminary Report recommends therefore, that potential yield from groundwater sources to serve East Meath should be developed.

The East Meath, Drogheda and South Louth Water Supply Scheme will cater for the water services needs of East Meath, Drogheda and South Louth up to at least the year 2030. This will include the development of substantial ground water sources in the East Meath Area to meet the projected water supply needs of East Meath and the Meath environs of Drogheda. The scheme is proposed on a phased basis and will reduce Meath County Council's reliance for water on Louth Local Authorities. Phase 1 of the Kiltrough Augmentation Scheme has been completed and is providing an additional 3,000m³/day of water to Meath from boreholes at Kiltrough water tower.

The 2009 Preliminary Report was not included in 2010 – 2013 Water Services Investment Programme by the DoECLG. The Water Services Programme 2010-2013 is likely to be superseded in the near future by a regional orientated investment programme overseen by the new public utility, Irish Water.

In the meantime, Meath County Council acknowledges that the current water supply situation places a constraint on additional large-scale development in the area.

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, environmental, 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.

The delivery of the proposed watermain network to serve greenfield lands will be dependent on Irish Water Capital Investment priorities and the capacity of developers to contribute towards same. The proposed watermain network shown on Figure I.1 was prepared in 2009 and predates the

establishment of Irish Water. All subsequent sections are qualified on this basis.

Trunk Main:

A trunk main is proposed to be constructed along the route of the proposed M1 to R132 Link Road noting that it is not envisaged that this road will be constructed in its entirety during the life of the LAP. 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 diameter trunk watermain which crosses the River Boyne and connects into the proposed 400mm diameter 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 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 former Drogheda Borough Council existing 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 former 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 of 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 and to restrict and control development in a manner consistent with the proper management of this resource.

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 Irish Water in implementing the key findings and recommendations of the 'East Meath, South Louth & Drogheda Water Improvement Scheme' Preliminary Report (2009) for a water supply scheme to meet the anticipated water requirements to serve projected growth level of this area to the year 2030.

WM5 The Planning Authority, in collaboration with Irish Water, shall ensure that development is linked to the availability of an adequate and appropriate drinking supply.

5.12.2 Foul Water Drainage

Wastewater Treatment

The capacity of the Drogheda Wastewater Treatment Plant was increased in 2007 to 101,000 p.e. of which Meath's allocation was increased from 18,500 p.e. to 27,500 p.e. Current the loading from Co. Meath is approximately 17,000 p.e. However, with the addition of pending load (i.e. development granted permission but not yet developed and occupied) the existing committed loading from Co. Meath is c. 22,000 p.e.

The new upgraded Drogheda Wastewater Treatment Plant will only partially address capacity constraints and further substantial works are required to deliver a long-term solution to wastewater treatment in the region. The Planning Authority will therefore utilise the capacity allocated to it from the Drogheda

Wastewater Treatment Plant in an efficient and fair manner and in the best interests of the proper planning and sustainable development of the area, prioritising employment generating uses in the first instance. Meath County Council will continue to work with adjacent Planning Authorities, the DoECLG and Irish Water to deliver on a long-term solution to wastewater treatment for the region.

It is proposed to expand the existing treatment works to a design capacity of 140,000 p.e. and in achieving an increased reserve capacity for Co. Meath. 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 development to mitigate potential future noise and odour issues from an expanded plant.

Nonetheless, it is considered that there will be sufficient capacity available to cater for the projected residential and employment generating development which is projected to occur within the life of this LAP.

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

The delivery of the proposed foul sewer network to serve greenfield lands will be dependent on Irish Water Capital Investment priorities and the capacity of developers to contribute towards same. The proposed network shown on Figure 1.2 was prepared in 2009 and predates the establishment of Irish Water. All subsequent sections are qualified on this basis.

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 way leaves 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 / Irish Water.

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 Waste Water Treatment Plant. Meath Co. Co. / Irish Water 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:

FWD1 To co-operate with Irish Water and adjoining authorities to continue the sustainable development and improvement of the wastewater systems to meet the anticipated drainage requirements of the region.

FWD2 To implement the policies developed for the Greater Dublin Region by the Greater Dublin Strategic Drainage Study (GDSDS) and to ensure that all developments will have regard to the policies as expressed in the GDSDS with particular reference to:

- a. *New developments*
- b. *Environmental management*
- c. *Inflow, infiltration and exfiltration*
- d. *Natural amenities and recreation*
- e. *Climate change*
- f. *Basements*
- g. *Surface water management*

FWD3 To co-operate with Irish Water and the adjoining Planning Authority of 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 treatments plants to provide for a long-term solution for wastewater treatment in the region.

FWD4 To review and seek to implement in conjunction with Irish Water the findings of the Feasibility Study as published by J.B. Barry & 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.

FWD5 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.

FWD6 The Planning Authority, in collaboration with Irish Water, shall ensure that development is linked to the availability of adequate and appropriate waste water treatment.

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 reduces the associated potential economic and social costs.

A Flood Risk Assessment was carried out for Variation No. 2 to the Meath County Development Plan 2013-2019 in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (OPW and the Department of Environment, Community and Local Government, 2009). This identified flood risk zones in the Plan area. Drogheda Southern Environs is impacted by the Stameen Stream that outfalls into the Rover Boyne in Mornington. The north eastern corner of the environs area is bounded by the tidal River Boyne which also presents fluvial and tidal flood risk. The majority of lands previously zoned for development within the LAP development envelope are outside of the identified flood risk zones. Lands which are identified as being subject to flood risk have been re-zoned to an appropriate use, F1 'Open Space' land use zoning objective, in accordance with the contents of the Guidelines. No undeveloped lands passed the plan making Justification Test and in line with the Planning Guidelines, there are no undeveloped land use zoning objectives for highly vulnerable or less vulnerable uses within Flood Zone A and B.

There is identified flood risk to existing residential lands upstream of the railway line and any extensions to existing development within Flood Zone A or B should, in line with the

policies (WS POL 29 to 36) of Volume I of the County Development Plan, be subject to an appropriately detailed Flood Risk Assessment. Within areas of existing development, proposals for extensions and minor works should be considered under Section 5.28 of the Planning System and Flood Risk Management Guidelines and with due regard to the above stated policies of the County Development Plan.

There are undeveloped E2 'Enterprise & Employment' lands situated in the central west area of the environs area in which all lands identified within Flood Zone A or B have been zoned F1 'Open Space' in accordance with the sequential approach. North of the railway line, additional undeveloped zoned land which are situated within Flood Zone A and B are appropriately zoned as F1 'Open Space' or H1 'High Amenity'. In line with the policies contained in the Meath County Development Plan, other adjoining land use zoning objectives which allow more vulnerable land uses, development should be subject to an appropriately detailed FRA at development management stage. This will ensure that finished floor levels and ground level are set appropriately and that the risk of surface water flooding is correctly managed.

The proposed major distributor road which would link the M1 with the R132 passes through Flood Zone A and B. The plan making Justification Test was applied to this objective and passed. A detailed Flood Risk Assessment will be required at development management stage to further manage the risk and to demonstrate there will be no impact on adjacent lands.

There is another proposed distributor road to serve the Mill Road / Marsh Road area identified in the transportation objectives but no alignment has yet been confirmed. During the environmental assessment stage of the road scheme, the Justification Test will need to be applied if alignments intersect with Flood Zone A/B. Flood Risk Assessment will be required to manage the risk and to demonstrate there will be no impact on adjacent lands.

The Eastern CFRAM flood mapping (available 2014) and management plan (available 2015/16) will provide additional clarity to flood mapping and risk management measures and should be consulted when available.

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 10 metres should be retained, where deemed necessary in consultation with the OPW/Inland Fisheries Ireland.

Sustainable Urban Drainage Systems

For future development, Meath County Council requires 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

Proposals for surface water management shall be required to be submitted with planning applications, at the appropriate level of detail for the development concerned.

Design options for surface water management 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 surface water management plans:

- 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.

Reference should be made to Chapter 7 ('Water Drainage and Environmental Services') of Volume 1 and Volume 5 ('Additional Policies & Residential & Employment Zoned Land Evaluations for Local Area Plans') of the Meath County Development Plan 2013-2019 which contain additional policies and objectives in relation to flood risk management.

Objectives:

- SWD1** To implement the 'Planning System and Flood Risk Management – Guidelines for Planning Authorities' (DoECLG/OPW, 2009) within the Southern Environs of Drogheda.
- SWD2** Development should not itself be subject to an inappropriate risk of flooding nor should it cause or exacerbate such risk at other locations.
- SWD3** To require all developments to provide Sustainable Urban Drainage Systems' (SuDS) as part of their development proposals.
- SWD4** To require all developments to provide a Surface Water Management Plan. Such Plan to be based on the SuDS Design philosophy.
- SWD5** To manage flood risk and development in Drogheda Environs in line with policies WS 29 – WS 36 inclusive in Volume I of the Meath County Development Plan 2013-2019.
- SWD6** Where existing development in the development envelop is at potential risk of flooding (A1 'Existing Residential' land use zoning objective refer) as identified on the land use zoning objectives map, any significant extensions / change of use / reconstruction shall be subject to an appropriately detailed Flood Risk Assessment in line with the policies (WS POL 29 - 36) contained in Volume I of the County Development Plan 2013-2019.
- SWD7** Any future planning applications lodged with respect to area bounded by Mill Road / Marsh Road / Dublin Belfast rail line shall be accompanied by an appropriately detailed Flood Risk Assessment. The Flood Risk Assessment shall clearly assess flood risks, management measures and demonstrate compliance with the "The Planning System and Flood Risk Management Guidelines for Planning Authorities" (November 2009). The Flood Risk Assessment shall consider the Sequential Approach within the subject site and would typically involve allocating water compatible development within Flood Zones A and Zone B. Buildings should be sited at an appropriate finished floor level, which should be above the 1 in 100 year flood level, with an allowance for freeboard and climate change.
- SWD8** The Eastern CFRAM flood mapping and management plan when complete and available will provide additional clarity to flood mapping and risk management measures than was available to inform the land use zoning objectives presented for Drogheda Environs. The Eastern CFRAM flood mapping and management plan shall be consulted

when available in conjunction with this Written Statement & Volume I of the County Development Plan.

- SWD9** The Framework Plan required pursuant to objective MMA1 in the Drogheda Local Area Plan for the area bounded by Mill Road / Marsh Road / Dublin Belfast rail line shall determine the overall roads layout for this area supported by an appropriately detailed Traffic Impact Assessment which shall demonstrate the capacity in the wider road network from the R132 in Drogheda and Colpe Cross. During the environmental assessment of alignments of overall roads layout for this area, a Justification Test will need to be applied if alignments interact with Flood Zone A/B. A detailed Flood Risk Assessment will be required to manage the risk and to demonstrate there will be no impact on adjacent lands. The detailed design of the roads layout shall also be subject to an Appropriate Assessment pursuant to the Habitats Directive.

- SWD10** To implement the requirements of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (DoECLG/OPW, 2009), or their replacement, in the carrying out of development management functions and in the preparation of any Framework Plans required during the period of this Plan.

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 Gáis including the installation of necessary above ground installation (AGI's). Bord Gáis will require way-leave access over the pipework. There will be restrictions on the proximity of development to the underground pipes. Connections to the existing network shall be provided where appropriate by Bord Gáis or a Bord Gáis 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 Gáis Guidelines and Irish Standards Publications.

Transmission Lines

Bord Gáis Éireann (BGE) monitors 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 way leave 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, communications 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. 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 While recognising that certain utilities have a monopoly position in respect of the supply of ducted services, the Council will encourage an open access protocol in respect of the provision of ducting for Utilities*
- UD2 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.*
- UD3 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.*

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 area of the Borough District of Drogheda. 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 and Maxol Ltd. The Land Use Zoning Map included in Volume V of the Meath County Development Plan 2013-2019 (Variation No. 2) 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 Maxol Ltd. 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.

Reference should be made to Section 4.7 of Volume I of the Meath County Development Plan 2013-2019 (Prevention of Major Accidents) for policies in respect of the prevention of the Seveso II Directive.

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 national standards.

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.

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 CO₂ (carbon dioxide) 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 comply with the current building regulations in respect of energy performance.

5.13.3 Renewable Energy Supply

The use of renewable energy sources is an important element of sustainable development. National building regulations set out standards for the use of renewable energy in new buildings.

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. under floor heating. Wood burning systems do emit carbon dioxide. However, as the wood fuel is cultivated, it absorbs the exact same amount of carbon dioxide as is released when burnt. As such it does not add to the carbon dioxide in the atmosphere. An eligible system can be used for heating a single room, hot water or a whole house.

Objective:

SDM5 To encourage the use of renewable energy supply systems in new buildings in the Plan area.

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 this LAP encourages the use of rain water recovery systems in the construction of new buildings 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 To encourage the use of rain water recovery systems in the construction of new buildings 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 encouraged 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.

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:

SDM8 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

SDM9 All new developments in the Local Area Plan lands shall provide for waste separation facilities, recycling banks and compost units.

5.14 Rationale for Land Use Zoning

The Meath County Development Plan 2013-2019 sets out clear population projections for the County as a whole and various settlements therein which are in line with the Regional Planning Guidelines for the Greater Dublin Area. The growth projections for individual towns such as Drogheda are set within a clear settlement strategy.

The Core Strategy contained in the Meath County Development Plan 2013 - 2019 allocates 857 units (which include 50% headroom) to the Drogheda Environs over the lifetime of the Plan.

Table 5.2: Housing Allocation and Zoned Land Requirements for the Southern Environs of Drogheda

	Household Allocation 2013-2019	Av. Net Density Applicable unit/ha	Quantity of Residential Zoned Land Required	Available Land Zoned for Residential Use (Ha)	Available Land Zoned for Mixed Use incl. Residential (Ha)*	Total Available Zoned Land (Ha)	Deficit/ Excess (ha)
Large Growth Town I							
Drogheda Environs	857	43	19.9	157.2	1.8	159.1	139.1

*Note that the figure entered represents 30% of the total available mixed use land zoning, reflecting that residential uses would be subsidiary use in these zoning categories that relate to town and village centre sites and edge of centre sites.

According to Table 2.5 of the County Development Plan, there were 1,653 units with planning permission in the environs area. This is revised downwards to 1,132 units as two separate planning permissions were not implemented and have lapsed since the preparation of the Meath County Development Plan 2013-2019.

There is still a significant excess of residentially zoned land contained in the Local Area Plan for the Southern Environs of Drogheda as adopted in 2009 in comparison to that now required to satisfy the household allocation provided for in the 2013 – 2019 County Development Plan. As part of Variation No. 2 to the Meath County Development Plan 2013-2019, an evaluation was carried out of residentially zoned land in order to establish which lands should be prioritised for release in the short term. Nine sites were evaluated as listed in the table below and shown overleaf. In evaluating the residentially zoned lands, a strong emphasis was placed on a sequential approach to development, in line with the guidance contained in the Section 2.3.4 of the 2013 – 2019 County Development Plan. The use of the Justification Test for lands identified as

being at risk of flooding was not considered necessary in light of the extent and nature of alternative residential zoned land at a lower risk of flooding. The evaluation of the development areas therefore excluded those areas within the identified flood risk mapping.

The evaluation excluded all sites with the benefit of an extant permission.

Table 5.3: Residentially Zoned Sites for Evaluation

	Location	Land Area (hectares)
Site 1	Lands south of the Rathmullan Road	11.88
Site 2	Lands on the Platin Road	11.67
Site 3	Lands at Bryanstown, west of the Beamore Road	14.1
Site 4	Lands at Bryanstown, east of the Beamore Road	38.82
Site 5	Lands south of Bryanstown Cross Route	3.77
Site 6	Lands west of Colpe Cross	8.17
Site 7	Lands west of Mill Road	28.72
Site 8	Lands south of Marsh Road	22.42
Site 9	Lands at western end of Rathmullan Road	20.61
Total		160.16

The following factors, which were considered to constitute the proper planning and sustainable development of the area and which take into account policy at county, regional and national level, have been used to determine the suitability of specific lands for residential development:

- Proximity to the town centre: maximise the utility of existing and proposed future infrastructure including public transport options.
- Environmental constraints: Proximity to and potential impact on the qualifying interests of the adjoining Natura 2000 sites;
- Availability of public transport: To maximise public transport investment, it is important that land use planning underpins its efficiency by sustainable transport patterns;
- Availability of community and social infrastructure facilities with particular regard to the proximity to educational facilities.
- The need to provide new roads infrastructure to facilitate development, and;
- Consistency with sequential approach to urban expansion and contribution to a compact urban form. The development of infill sites makes a significant contribution in this regard. Leapfrogging beyond other available sites will not be considered favourably.

The sites that were evaluated are detailed in the table below. The location of these lands is illustrated on the maps in Appendix 3 (Evaluation of Residentially Zoned Lands).

Distance to the town centre, bus station, rail station and to schools (primary and post primary) was calculated on the basis of walking distance from the sites using Google maps, with allowance made for distance from the particular site to the

public road where necessary. The town centre was taken to be West Street.

The location of the schools in closest proximity to the sites are illustrated in Appendix 3. It should be noted that an average distance from a site to St. Mary's School and the Sacred Heart School was used (where these were the closest schools to the site), reflecting that these are single sex schools.

Sites scored 1 point if they were less than 1 kilometre distance from the point of interest; 2 points if the distance was between 1 and 2 kilometres, 3 points if the distance was between 2 and 3 kilometres, etc. This is more easily understood when viewing the maps in question. The table below details the results of this evaluation.

Following the evaluation, it was found that site 5 scored the highest, followed by sites 1, 2 and 9 which achieved the same score (see results of evaluation reproduced overleaf). All of site 5 is indicated for release in Phase I as it scored the highest. As the other 3 sites were tied at second place, an equal quantity of land in each is included in Phase I (6.7 hectares). All other sites are included in Phase II. The timeline for the release, if appropriate, of these lands will be considered post 2019 in accordance with the relevant Meath County Development Plan in place at that time.

The Department of Education and Skills has advised that lands should be reserved for a primary and post primary school. Consequently, lands for this purpose have been identified with an appropriate land use zoning objective in Bryanstown. These lands previously had the benefit of a residential zoning.

Map 5.1: Residential Evaluation Sites

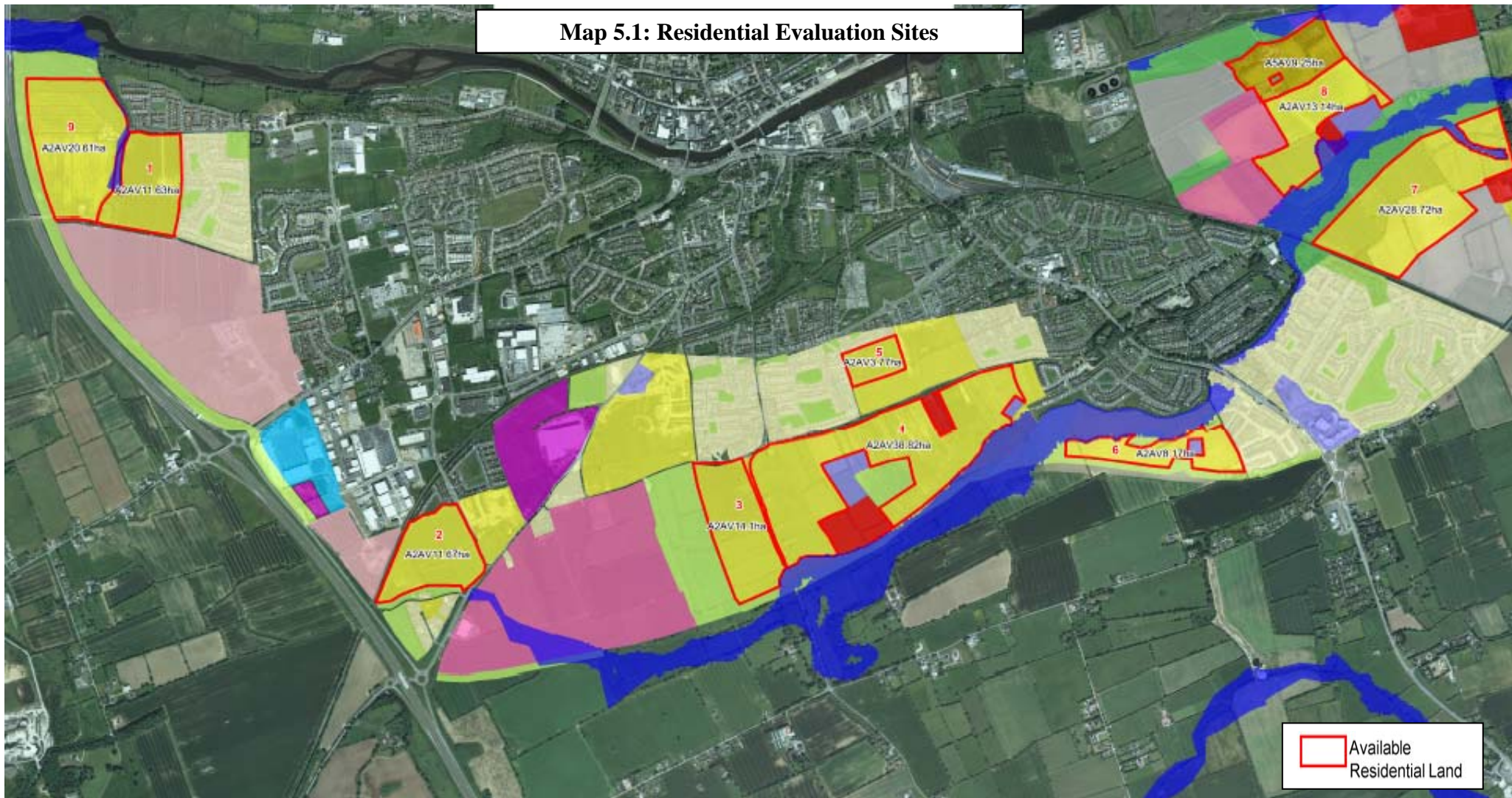


Table 5.4: Outcome of Residential Land Evaluation

Site	1	2	3	4	5	6	7	8	9
Proximity to Town Centre (West Street) Score	3	3	3	4	3	4	5	4	3
Proximity to Bus Station Score	3	3	3	4	2	4	5	4	3
Proximity to Rail Station Score	4	4	3	3	2	3	3	3	4
Proximity to Primary Education Score	2	3	2	3	1	3	1	1	2
Proximity to Post Primary Education Score	1	3	2	3	1	4	1	1	1
New Roads Required	1	1	2	3	1	4	4	4	1
Infill Site	5	2	5	5	1	2	5	5	5
Natura 2000 Sites	3	3	3	3	1	3	3	5	3
Total Score	22	22	23	28	12	27	27	27	22
Rank	2	2	5	9	1	6	6	6	2

Table 5.5: Residential Land Phasing

Site	Zoning	Land Area (ha)	Density	Yield	New Rank	Phase
Site 5	A2	3.77	40	151	1st	I
Site 1	A2	11.88	35	416	Joint 2nd	I (6.7ha/235 units)
Site 2	A2	11.67	35	408	Joint 2nd	I (6.7ha/235 units)
Site 9	A2	20.61	35	721	Joint 2nd	I (6.7ha/235 units)
Site 3	A2	14.1	43	606	5th	II
Site 6	A2	8.17	35	286	Joint 6th	II
Site 7	A2	28.72	43	1,235	Joint 6th	II
Site 8	A2	22.42	43	964	Joint 6th	II
Site 4	A2	38.82	43	1,669	9th	II

Strategic Objectives

SP1: *To operate an Order of Priority for the release of residential lands in compliance with the requirements of CS OBJ 6 of the Meath County Development Plan 2013-2019 as follows:*

i) The lands identified with an A2 “New Residential” land use zoning objective corresponds with the requirements of Table 2.4 Housing Allocation & Zoned Land Requirements in Volume I of the Meath County Development Plan 2013-2019 and are available for residential development within the life of the Meath County Development Plan 2013-2019.

ii) The lands identified with an A2 “New Residential” land use zoning objective but qualified as “Residential Phase II (Post 2019)” are not available for residential development within the life of the Meath County Development Plan 2013-2019.

iii) In accordance with the provisions of CS OBJ 6 (c) of the Meath County Development Plan 2013-2019, as varied, no extension of duration permitted for multiple unit residential developments pursuant to Section 42 of the Planning & Development Act 2000 – 2014 shall extend the life of a planning permission beyond the 6 year period of the Meath County

Development Plan 2013-2019.

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:

LU1 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.

Extant Planning Permissions

Given the slowdown of construction in recent years and consequent substantial number of committed units yet to be built, applications for the extension of duration of permissions will need to be carefully considered to ensure that population growth in Meath is in accordance with the urban hierarchy and with the role and function of towns and villages set out in this settlement hierarchy. This occurs particularly in respect of the

role of centres in accommodating local or regional growth and the need for towns and villages to grow in a self sufficient manner and not on the basis of commuter development.

In this regard, it should be noted that the current Regional Planning Guidelines were adopted in 2010, while a substantial number of residential units were permitted prior to that date. Consequently, significant changes have occurred since many of the committed units were granted permission in terms of regional and local policy. In situations where an application for residential development no longer complies with the policy of either document such that it would no longer be consistent with the proper planning and sustainable development of the area, it may not be appropriate to extend the life of that permission.

There are a substantial number of extant planning permissions for multiple unit residential developments in various urban centres across the County. These are identified on Table 2.5 of the Core Strategy of the County Development Plan. An extract from Table 2.5 as relevant to this Local Area Plan is provided. It is likely that some of these extant planning permissions will wither over the life of this plan or that some which will receive extension of durations pursuant to Section 42 of the Planning & Development Act 2000 – 2014 may also not be constructed. The Core Strategy of the County Development Plan was developed on the basis that all of the 10,998 units which had the benefit of planning permission would be constructed over the life of the Development Plan. It is the intention of this Planning Authority therefore to include all lands which have the benefit of an extant planning permission for multiple unit residential developments as part of the lands identified for release for residential purposes within the life of the County Development Plan. For clarity, this shall apply to such sites with extant planning permission from the date of publication of the relevant amendment to this Local Area Plan. Applications which seek an extension to the appropriate period of planning permission pursuant to Section 42 of the Planning & Development Act 2000 – 2014 shall be considered on this basis. No extension of duration permitted in relation to multiple residential unit developments shall extend the life of a planning permission beyond the 6 year period of the current Meath County Development Plan.

5.14.2 Land Use Zoning Objectives

The land use zoning objectives applicable to the Local Area Plan are contained in Volume V of the Meath County Development Plan 2013-2019 (inserted by Variation No. 2) 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 2013-2019. For reference purposes, the objectives (as set out in the Development Plan) which apply to the LAP lands are outlined in this section. The implementation of the zoning objectives of the County Development Plan has required the removal of zoning categories that were in place in the LAP when adopted in 2009 but which are no longer in place, such as the old E3 use which referred to transport and related uses including park and ride facilities and the B3

category which related to the provision of local and neighbourhood centres. These zonings have been replaced with local objectives or, in the case of the Southgate centre, an alternative zoning.

This section provides guidance on the acceptability in principle of various uses for each of the zoning objectives. Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use zoning objective.

Uses not listed under the permissible or open for consideration categories are deemed not to be permissible in principle and such uses will be considered on their individual merits. The expansion of established and approved uses not conforming to use zone objectives will be considered on their merits.

The guidance provided in this section is not intended to replace the normal planning process. An indication that a proposal would be 'permissible' within a particular land use zoning objective should in no way be taken to imply granting of permission, or indeed that a planning application may necessarily be successful. Individual applications are a matter for Meath County Council to decide upon, taking into consideration the wider policies and objectives which pertain to statutory land use planning including development management standards and guidelines, Ministerial guidance and the merits of individual proposals.

There are eleven land-use zones indicated in this Local Area Plan which are listed in the table below. The zoning categories are consistent with the zoning objectives used in the Meath County Development Plan 2013-2019. Information as to the appropriate land uses for each category is also outlined.

Table 5.6: Land Use Zoning Objectives

Site Code	Objective
A1 Existing Residential	To protect and enhance the amenity of developed residential communities.
A2 New Residential	To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of the centre in the Settlement Hierarchy.
B2 Retail Warehouse Park	To provide for the development of a retail warehouse park.
C1 Mixed Use	To provide for and facilitate mixed residential and business use.
E1 Strategic Employment Zones (High Technology Uses)	“To facilitate opportunities for high end technology / manufacturing and major campus style office based employment within high quality and accessible locations.”
E2 General Enterprise & Employment	To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment / enterprise uses in a good quality physical environment.
E3 Warehousing & Distribution	To facilitate logistics, warehousing, distribution and supply chain management inclusive of related industry facilities which require good access to the major road network.
F1 Open Space	To provide for and improve open spaces for active and passive recreational amenities.
G1 Community Infrastructure	To provide for necessary community, social and educational facilities.
H1 High Amenity	To protect and improve areas of high amenity.
WL White Lands	To protect strategic lands from inappropriate forms of development which would impede the orderly expansion of a strategic urban centre

Permissible Uses

A “permissible use” is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning consideration, including policies and objectives outlined in the plan.

Open for Consideration Uses

An “open for consideration use” is one which may be permitted where Meath County Council is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area.

Relaxation of Zoning Objectives for Protected Structures

Meath County Council actively encourages uses which are compatible with the character of Protected Structures. In certain limited cases, to ensure the long-term viability of a Protected Structure, it may be considered appropriate not to stringently apply generic zoning restrictions, including site development standards, provided the Protected Structure is being restored to the highest standard, the special interest, character and setting of the building is protected and the use and development is consistent with conservation policies and the proper planning and sustainable development of the area.

Transitional Zones

While the zoning objectives indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use at the boundaries of adjoining land use zones. In dealing with development proposals in contiguous zone areas, it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting residential areas, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.

Explanatory Notes

In the listings which follow each zoning objective indicating whether certain uses are permissible or open for consideration, the following uses are defined hereunder:

- A Convenience Outlet is a single level store selling food and other convenience items with a net sales area of not more than 200 sq. m.
- A Health Care Centre is a standalone premises (i.e. not connected with a dwelling) generally with multiple consulting rooms which may cover a variety of health disciplines.
- A Healthcare Practitioner is a practice operated by the owner/occupier of a dwelling and which is ancillary to the primary use of the dwelling as a normal place of residence. There is normally only one practitioner operating from the premises.
- Office uses referred to in the following sections exclude offices which provide a service for visiting members of the public e.g. solicitors, financial services, estate agents,

etc. Reference to office in the following sections does not include office accommodation ancillary to the primary use e.g. office accommodation as part of a manufacturing facility.

- Supermarket: Single level, self service store selling mainly food, with a net retail floorspace of less than 2,500 sq. m. net.
- Superstore: Generally, single level, self service stores selling mainly food, or food and some non – food goods, with at least 2,500 sq. m. net retail floorspace but not greater than 5,000 sq. m. net retail floorspace and with integrated or shared parking.
- A Shop is a comparison retail outlet excluding retail warehouse units.

basis having regard to the DoECLG Guidelines on Sustainable Residential Development in Urban areas and the positioning of the urban centre in the Settlement Hierarchy provided in the Core Strategy.

The County Development Plan states that It is envisaged in the interest of sustainability that the larger tracts of lands identified for A2 land use zoning objective 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. A number of the uses open for consideration are qualified on this basis.

In all residentially zoned lands, 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.

The Meath County Development Plan 2013-2019 states that individual convenience stores in neighbourhood centres in A2 zoned areas should generally not exceed 1,000 sq. metres net retail floorspace unless otherwise identified in the Town Development Plan/Local Area Plan. In the case of the Drogheda Environs, provision has been made for neighbourhood centres. Therefore it is not considered appropriate that the floor area of any convenience store on A2 zoned lands should exceed 100 sq. m.

A1 Existing Residential
 “To protect and enhance the amenity of developed residential communities.”

In A1 zones, Meath County Council 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 and aspect in new proposals.

In all residentially zoned lands, 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.

Permitted Uses
 B & B / Guest House, Community Facility / Centre, Home Based Economic Activities, Residential / Sheltered Housing, and Water Services / Public Services.

Open for Consideration Uses
 Allotments, Bring Banks, Convenience Outlet, Childcare Facility, Education (Primary or Second Level), Halting Site / Group Housing, Healthcare Practitioner, Leisure/Recreation/Sports Facilities, Petrol Station, Public House, Retirement Home / Residential Institution / Retirement Village, and Veterinary Surgery.

A2 New Residential
 “To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of the centre in the Settlement Hierarchy.”

The appropriate density will be determined on a site by site

Permitted Uses
 B & B / Guest House, Bring Banks, Community Facility / Centre, Childcare Facility, Convenience Outlet, Childcare Facility, Children Play / Adventure Centre, Education (Primary or Second Level), Halting Site/Group Housing, Home Based Economic Activities, Leisure / Recreation / Sports Facilities, Residential / Sheltered Housing, Retirement Home / Residential Institution/ Retirement Village, Water Services / Public Services.

Open for Consideration Uses
 Allotments, Bank / Financial Institution, Betting Office, Caravan Park, Cultural Facility, education (Third Level), Enterprise Centre, Health Centre, Healthcare Practitioner, Hotel / Motel / Hostel, Offices <100sq. m., Offices 100 to 1000 sq. m. , Petrol Station, Place of Public Worship, Public House, Restaurant / Café, Supermarket, Shop, Take-Away / Fast Food Outlet, Veterinary Surgery.

B2 Retail Warehouse Park
 “To provide for the development of a retail warehouse park.”

The objective of B2 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.

The development of retail warehouse parks shall be subject to the provision of necessary physical infrastructure, and, where deemed appropriate by Meath County Council at pre planning stage, in accordance with an approved Masterplan.

Permitted Uses

Cinema, Factory Outlet Stores, Leisure / Recreation / Sports Facilities, Retail Warehouse, Telecommunication Structures, Water Services / Public Services.

Open for Consideration Uses

Bring Banks, Childcare Facility, Children Play / Adventure Centre, Drive Through Restaurant, Garden Centre, Motor Sales / Repair, Petrol Station, Restaurant / Café, Take-Away / Fast Food Outlet, Wholesale Warehousing / Cash and Carry.

C1 Mixed Use

“To provide for and facilitate mixed residential and business uses.”

The C1 zoned lands relate to the local neighbourhood centres in the environs area at Grangerath (Southgate). Residential use is not envisaged as being provided on these lands.

C1 zones to encourage mixed use development and for this reason it will be a requirement to include at least 30% of a given site area for commercial (non retail) development.

There shall be no restriction to the definition of office in C1 land use zones. Office shall include Class 2 and Class 3 as referred to in Part 4 Exempted Development – Classes of Uses contained in the Second Schedule of the Planning and Development Regulations 2001, as amended.

Permitted Uses

B & B / Guest House, Bring Banks, Childcare Facility, Children Play / Adventure Centre, Community Facility / Centre, Convenience Outlet, Cultural Facility, Education (Primary or Second Level), Education (Third Level), Enterprise Centre, Health Centre, Healthcare Practitioner, Home Based Economic Activities, Hotel / Motel / Hostel, Offices <100sq. m. Offices 100 to 1,000 sq. m., Offices >1,000 sq. m., Petrol Station, Place of Public Worship, Public House, Residential / Sheltered Housing, Restaurant / Café, Water Services / Public Services.

Open for Consideration Uses

Agri – Business, Amusement Arcade, Betting Office, Car Park (incl. Park and Ride), Cinema, Conference/Event Centre, Dance Hall / Night Club, Drive Through Restaurant, Funeral Home, Garden Centre, Hospital, Industry – Light, Leisure / Recreation / Sports Facilities, Motor Sales / Repair, Offices >1,000sq. m., Plant & Tool Hire, Retirement Home/Residential Institution/ Retirement Village, Science & Technology Based Enterprise, Shop, Supermarket / Superstore, Take-Away/Fast

Food Outlet, Telecommunication Structures, Veterinary Surgery, Wholesale Warehousing / Cash and Carry.

E1 Strategic Employment Zones (High Technology Uses)

“To facilitate opportunities for high end technology / manufacturing and major campus style office based employment within high quality and accessible locations.”

E1 zones facilitate opportunities for high end, high value added businesses and corporate headquarters. This adheres to the concept of 4th Generation Science & Technology Parks. It is envisaged that such locations are suitable for high density employment generating activity with associated commercial development located adjacent to or in close proximity to high frequency public transport corridors.

Permitted Uses

Bio Technology Manufacturing, Call Centres, Childcare Facility, Convenience Outlet, Green / Clean Light Industries, High Technology Manufacturing, Information Communication Technologies, International and National Traded Services, Knowledge Based Economic Development, Offices 100 to 1,000 sq. m., Offices >1,000 sq. m., Research & Development, Science & Technology Based Enterprise, Telecommunication Structures, Water Services / Public Services.

Open for Consideration Uses

Conference/Event Centre, Education (Third Level), Enterprise / Training Centre, Gymnasium, Hotel / Aparthotel, Industry – Light, Restaurant / Café.

E2 General Enterprise & Employment

“To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment / enterprise uses in a good quality physical environment.”

E2 lands constitute an important land bank for employment use which must be protected. The development of E2 lands seek to provide for the creation and production of enterprise and facilitate opportunities for industrial, manufacturing, distribution, warehousing and other general employment / enterprise uses in a good quality physical environment.

Within Category 1 centres such as the Southern Environs of Drogheda, E2 zones provide 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 provides employment opportunities. In established industrial areas, Meath County Council will seek to ensure that non industrial uses are limited to prevent potential land use conflicts developing.

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 E2 land use zoning objective under the following conditions:

- The preparation of a Masterplan 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. This document should be submitted in conjunction with any planning applications arising;
- That all processes being operated in the vicinity of the site, similarly zoned E2, are classified as light industrial in nature, as defined in the Planning and Development Regulations 2001-2013;
- 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 Meath County Council 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 E2 zoned lands where the primary use of the office (or service) is provided principally to visiting members of the public e.g. solicitors, accountants, etc.

Existing employment generating uses together with their expansion to an appropriate scale and size, consistent with the Regional Planning Guidelines for the Greater Dublin Area and the National Transport Authority Transport Strategy for the Greater Dublin Area, shall be facilitated notwithstanding the category of settlement specified.

Permitted Uses

Agri – Business, Bring Banks, Builder's Providers, Car Park (incl. Park and Ride), CHP / Waste to Energy Facilities, Domestic Fuel Depot, Energy Installation, Enterprise & Business Start Ups, Enterprise/Training Centre, Factory Shop, Furniture Showroom (only where product displayed is manufactured on site), Go Kart Track, Industry – General, Industry – Light, Heavy Vehicle Park, Logistics, Mart / Co-op, Motor Repair / Servicing, Plant & Tool Hire, Recycling Facility (Civic & Amenity), Science & Technology Based Enterprise, Telecommunication Structures, Transport Depot, Warehousing, Water Services / Public Services.

Open for Consideration Uses

Abattoir, Car Dismantler / Scrap Yard, Childcare Facility, Construction & Demolition Waste Recycling Facility, Garden Centre, Motor Sales, Offices 100 – 1,000 sq. m., Petrol Station, Restaurant / Café, Veterinary Surgery, Waste Recycling / Transfer / Sorting Centre, Wholesale Warehousing

/ Cash and Carry.

E3 Warehousing & Distribution

“To facilitate logistics, warehousing, distribution and supply chain management inclusive of related industry facilities which require food access to the major road network.”

Permitted Uses

Bring Banks, Car Park (incl. Park and Ride), CHP / Waste to Energy Facilities, Distribution & Supply Chain Management, Domestic Fuel Depot, Energy Installation, Fuel Depot, Heavy Vehicle Park, Logistics, Plant Storage, Recycling Facility (Civic & Amenity), Telecommunication Storage Depot, Transport Depot, Warehousing, Water Services / Public Services, Wholesale Warehousing / Cash and Carry.

Open for Consideration Uses

Agri – Business, Childcare Facility, Garden Centre, Industry – Light, Restaurant / Café, Waste Recycling / Transfer / Sorting Centre.

F1 Open Space

“To provide for and improve open spaces for active and passive recreational amenities.”

Permitted Uses

Car Park for Recreational Purposes, Craft Centre /Craft Shop, Community Facility / Centre, Cultural Facility, Cycleways / Greenways / Trail Development, Leisure / Recreation / Sports Facilities, Playing Pitches, Water Services / Public Services.

Open for Consideration Uses

Allotments, Bring Banks, Childcare Facility, Place of Public Worship.

G1 Community Infrastructure

“To provide for necessary community, social and educational facilities.”

Permitted Uses

Allotments, Car Park (incl. Park and Ride), Cemetery/Crematorium, Children Play / Adventure Centre, Childcare Facility, Community Facility / Centre, Cultural Facility, Education (Primary or Second Level), Education (Third Level), Health Centre, Hospital, Leisure / Recreation / Sports Facilities, Place of Public Worship, Playing Pitches, Recycling Facility (Civic & Amenity), Water Services / Public Services.

Open for Consideration Uses

Bring Banks, Funeral Home, Gymnasium, Halting Site / Group Housing, Healthcare Practitioner, Residential / Sheltered Housing, Restaurant / Café, Retirement Home / Residential Institution / Retirement Village, Telecommunication Structures.

H1 High Amenity

"To protect and improve areas of high amenity."

Permitted Uses

Cycleways / Greenways / Trail Development, Land & Water Based Recreational Activities Open Space, Cultural Activities.

Open for Consideration Uses

Kiosk, Restaurant, Tea Room.

WL White Lands

"To protect strategic lands from inappropriate forms of development which would impede the orderly expansion of a strategic urban centre."

These are strategic lands and their designation is to allow for a long term, integrated approach to the taken to the expansion of an urban area. It is not generally envisaged that development proposals will be brought forward during the life of the Meath County Development Plan 2013-2019 for such lands. No indication is therefore generally offered regarding the suitability or otherwise of individual uses on said lands within this Development Plan. The acceptability of specific proposals for development on the lands prior to that time, e.g. an expansion to an existing permitted business, will be considered on their merits. It is vital that such lands are protected against developments which would impede the orderly expansion of an urban area.

5.15 Specific Development Objectives

The zoning map for the Local Area Plan lands as contained in the Meath County Development Plan 2013-2019 sets out a number of specific local objectives for the Local Area Plan lands. These are as follows:

- DE1** 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.
- DE2** 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.
- DE3** 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 Louth County Council.

DE4 To provide for an upgrade of the Beamore Road as a strategic link between Drogheda Town Centre and the southern environs.

DE5 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 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).

DE6 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.

DE7 To provide a segregated pedestrian and cycle link from the Mill Road/ Marsh Road Area to Drogheda train station.

DE8 To provide for an education campus incorporating a primary school and post-primary school.

DE9 To safeguard access to the lands behind the IDA Business Park. Access shall be provided from the Donore Road via the IDA Park.

DE10 To seek to complete the development of the Bryanstown CrossRoute.

DE11 To provide a neighbourhood centre of appropriate scale to serve the local retail catchment. The provision of neighbourhood centres shall not be considered where they are identified adjoining residentially zoned lands identified as Phase II (Post 2019).

DE12 To examine the feasibility and progress if appropriate, the provision of a link road between the M1 and the R132 concentrating on the section from Junction 8 on the M1 to the extent of the E2 'General Enterprise and Employment' during the lifetime of this Local Area Plan.

SPECIFIC POLICIES FOR CHARACTER AREAS

6



Meath County Council



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

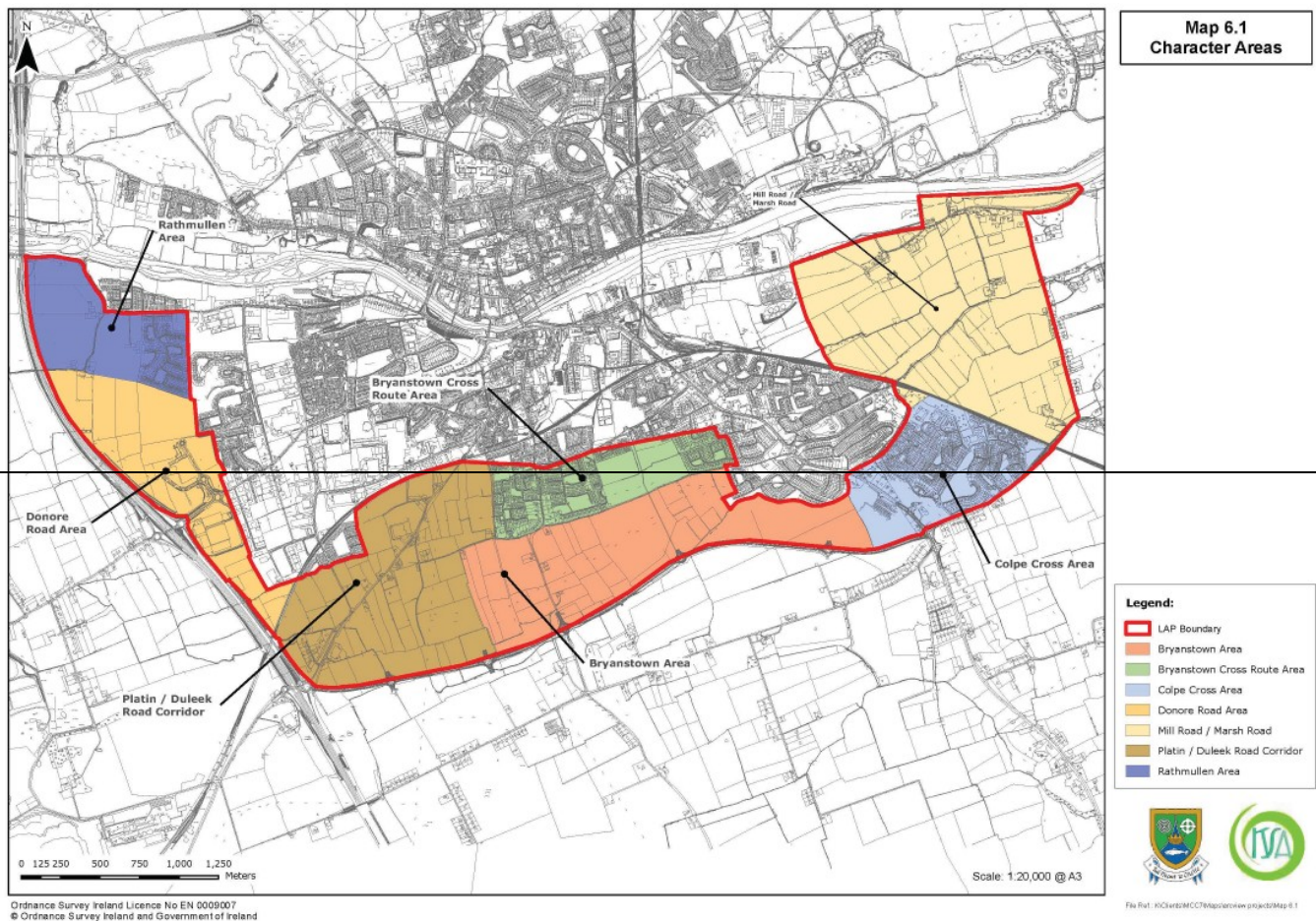
of each of the areas and a brief analysis of the land use characteristics. Specific policies for each of the areas identified are then set out.

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.

Map 6.1 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, e.g. 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.

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 land bank 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 Brú na Bóinne 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 exists 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 the motorway is retained as per the previous plan to shelter future development from the negative environmental impacts associated with the motorway.

Policy Objectives:

- | | |
|------------|---|
| <i>RM1</i> | <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> |
| <i>RM2</i> | <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> |
| <i>RM3</i> | <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> |

6.3 Donore Road Area

The Donore Road Area is located 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 (freight line to Navan). The eastern boundary is formed by the Drogheda town boundary and the western boundary is provided by the M1 Motorway.

Most of the lands in this area are zoned *E1 with the objective "to facilitate opportunities for high technology and major campus style office based employment within high quality and accessible locations."* A small area is zoned with the E2 zoning objective (*"To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment/enterprise uses in a good quality physical environment"*). In combination, they provide a substantial employment land bank 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 the former 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 the former 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.

6.3.1 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 2013-2019 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.

6.3.2 Development Framework

Given the importance of the Donore Road employment area and the IDA business park in providing local employment, it 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 B2 ('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 is 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, a specific local objective has been applied to lands to accommodate this (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 Policy TRAN POL 39 of the Meath County Development Plan 2013-2019 and subject to compliance with the Spatial Planning and National Roads – Guidelines for Planning Authorities.*
- 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 zonings.

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.

A large parcel of E2 zoned lands located to the north of the Platin Road form an extension of the Donore Road Industrial Park (located in the former Drogheda Borough Council administrative area). However, in terms of access the railway line provides a physical barrier between the two areas.

A large parcel of E2 'General Enterprise and Employment' 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 'E2' 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 land bank 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 land bank. 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 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 Policy TRAN POL 39 of the Meath County Development Plan 2013-2019 and subject to compliance with the Spatial Planning and National Roads – Guidelines for Planning Authorities.

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.

Access to the area is provided off the Bryanstown Cross Route and also by the Beamore 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 Beamore 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 Louth County Council (see Map 5.1 for detail).

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.-

The Colpe Cross area is largely developed and no development land remains in the locality.

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 a C1 land use zoning objective 'To provide for and facilitate mixed residential and business uses'. 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 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 land bank, it is an objective of the LAP that these will allow for permeability for pedestrians and cyclists to newly developing areas at Bryanstown.

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.

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 Development Parameters

The residentially zoned lands at Bryanstown are not included within Phase I in the Order of Priority for the Drogheda Environs as determined under Variation No. 2 of the Meath County Development Plan. The objective is quite definitive in this regard

"The lands identified with an A2 'New Residential' land use zoning objective but qualified as 'Residential Phase II (Post 2019)' are not available for residential development within the life of this Development Plan".

Consequently there is no expectation of any residential development in this character area occurring in the period up until 2019. CS OBJ 9 of the County Development Plan requires the inclusion of details of the units permitted to date in comparison with the household allocations detailed in Table 2.4 in the 2 year progress report due by the year end (2014).

The requirement for the further release of residentially zoned land in the Drogheda Environs will be assessed following the making of the next County Development Plan in line with the population projections contained therein or during the course of the existing County Development Plan should circumstances require same such as new Regional Planning Guidelines being published with a revised household allocation in the intervening period. It is not envisaged that such a requirement will arise within the life of this LAP. The preparation of an Urban Design Framework Plan for this area is now qualified on this basis.

It is 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. The potential yield from the lands identified with a residential land use zoning objective but qualified as Phase II (Post 2019) are provided hereunder.

The residential zoned land bank in the Bryanstown area extends to 47 ha. It can be calculated from the extent of the residentially zoned lands that would be developed at a density of 43 units per hectare (in accordance with Table 2.4 of the Meath County Development Plan 2013-2019), this would result in development of potentially 2,275 units to be built on the lands. This, in turn, would equate to a population of approximately 6,600 persons (at an average household size of 2.9 persons per household).

An indication of the requirements in terms of amenity and recreation requirements, community facilities, retail facilities, education and childcare facilities and other essential facilities which would be required to serve such a population are set out hereunder. These all need to be incorporated in the detail to be contained in the Framework Plan.

6.7.2 Contents of a Framework Plan

A 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 outlined above.

Open Space Requirements

Table 11.2 (Open Space Specification) of the Meath County Development Plan 2013-2019 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 land use zoning objectives map which identifies 3 areas of varying size identified to provide a neighbourhood centre of appropriate scale. 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. The provision of these neighbourhood centres shall serve the local retail catchment. The purpose of the 3 no. neighbourhood centres is to serve future residential communities and accordingly they shall not be considered until the adjoining residentially zoned lands have been identified for release.

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 objectives for the area. In total three potential sites are provided. The smallest sites could accommodate a primary school and the larger sites could provide for an education campus containing a primary school, post-primary school and associated adult education facilities. The lands identified with a G1 'Community Infrastructure' land use zoning objective are identified in this regard although other uses other than education can also be considered on same.

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 6,600 persons equates to approximately 800 pupils at primary level. This in turns would require 32 classrooms in total.

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 560 pupils and a secondary school would need to be provided to cater for this anticipated demand.

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 2013-2019 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 'Quality Housing for Sustainable Communities 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 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

Variation No. 2 of the County Development Plan 2013-2019 indicates that the lands identified in Bryanstown with a residential land use zoning objective are qualified as Phase II in the Order of Priority. There is no expectation therefore that these lands will be required to be released for development within the life of the current County Development Plan in accordance with the policy framework contained therein. It is only therefore other land uses such as G1 'Community Infrastructure' & F1 'Open Space' which may be advanced during the life of the County Development Plan. The phasing programme contained in the Framework Plan for Bryanstown should reflect the import of the policy framework now provided

for under the County Development Plan 2013-2019 as varied.

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 and cognisant of the Order of Priority for the release of residentially zoned lands as contained in the County Development Plan, 2013-2019, as varied. The Planning Authority will consider integrated development management proposals being brought forward in advance of this Framework Plan being prepared for the lands identified with an F1 'Open Space' or G1 'Community Infrastructure' land use zoning objective west of Bymore Road.

BA2 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 referred). 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 prior to the adoption of this Local Area Plan in 2009.

No exact delineation of this area was given under the Planning Strategy for the Greater Drogheda Area or Meath County Development Plan 2007-2013. The Local Area Plan has 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.

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 Ltd. Both of these have designated zones of

impact as outlined in the Drogheda Borough Council Development Plan.

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, Gaelscoil an Bhradáin Feasa and Le Cheile Educate Together National School are also located in the area.

6.8.2 Development Parameters

When the lands included within the area identified as the Mill Road / Marsh Road district were included in this LAP in 2009, there was no Order of Priority which determined the release of land for development. This position has since changed.

The residentially zoned lands at the Mill Road / Marsh Road are not included within Phase I in the Order of Priority for the Drogheda Environs as determined under Variation No. 2 of the Meath County Development Plan. The objective is quite definitive in this regard

"The lands identified with an A2 'New Residential' land use zoning objective but qualified as 'Residential Phase II (Post 2019)' are not available for residential development within the life of this Development Plan".

Consequently there is no expectation of any residential development in this character area occurring in the period up until 2019. CS OBJ 9 of the County Development Plan requires the inclusion of details of the units permitted to date in comparison with the household allocations detailed in Table 2.4 in the 2 year progress report due by the year end (2014). The requirement for the further release of residentially zoned land in the Drogheda Environs will be assessed following the making of the next County Development Plan in line with the population projections contained therein or during the course of the existing County Development Plan should circumstances require same such as new Regional Planning Guidelines being published with a revised household allocation in the intervening period. It is not envisaged that such a requirement will arise within the life of this LAP.

There are lands with zoned for E2 'Enterprise & Employment' and G1 'Community Infrastructure' land use zoning objectives remain unaffected by Variation No. 2 of the County Development Plan with regard to the Order of Priority.

The preparation of an Urban Design Framework Plan for this area is now qualified on this basis.

It is 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. The potential yield from the Phase II (Post 2019) lands is provided hereunder.

A total of 51.1 hectares of land have been identified with an A2 'New Communities' land use zoning objective but qualified as Phase II and not intended for release until Post 2019. This area could accommodate 2,200 households on the basis of 43 units per hectare. This in turn, would equate to a population of approximately 6,380 persons (at an average household size of 2.9 persons per household).

An indication of the requirements in terms of amenity and recreation requirements, community facilities, retail facilities, education and childcare facilities and other essential facilities which would be required to serve such a population are set out hereunder. These all need to be incorporated in the detail to be contained in the Framework Plan.

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 and as outlined above is now qualified by the Order of Priority as contained in Variation No. 2 of the County Development Plan 2013-2019.

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 'High Amenity' zoned lands to act as a buffer between the river and future development areas.

A portion of the lands at Mill Rd/ Marsh Rd have been 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.

The identification of lands to facilitate employment creation and enterprise constitute a significant land use in the Mill Road/Marsh Road character area. There is a large parcel of land in the centre of this character area along with an existing development off the Marsh Road which have been identified with the zoning objective E2 'General Enterprise' which seeks *"to provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment/enterprise uses in a good quality physical environment"*.

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 6,380 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 'Community Infrastructure' land use zoning objective.

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 although noting the impact of the lands now being identified as Phase II (Post 2019).

- **Open Space Requirements**

Table 11.2 (Open Space Specification) of the Meath County Development Plan 2013-2019 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 on the land use zoning objectives map. 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. The provision of this neighbourhood centre shall serve the local retail catchment. The purpose of the neighbourhood centre is to serve the future residential communities and accordingly they shall not be considered until the adjoining residentially zoned lands have been identified for release.

- **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 6,380 persons equates to approximately 766 pupils at primary level. This in turns would require 32 classrooms in total. 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 a new school being provided at Bryanstown will absorb the needs of children of post-primary school going age. There are also options which could be explored in relation to the lands identified with a 'White Lands' land use zoning objective should such a need arise.

- **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 2013-2019 as well as best practice in planning and design of new urban communities. Particular regard has also needs to be had to the guidelines 'Quality Housing for Sustainable Communities 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

Variation No. 2 of the County Development Plan 2013-2019 indicates that the lands identified in the Mill Road / Marsh Road character area with a residential land use zoning objective are qualified as Phase II in the Order of Priority. There is no expectation therefore that these lands will be required to be released for development within the life of the current County Development Plan in accordance with the policy framework contained therein. It is only therefore other land uses such as G1 'Community Infrastructure', E2 'General Enterprise & Employment' & H1 'High Amenity' which could be expected to be advanced during the life of the County Development Plan. The phasing programme contained in the Framework Plan for the Mill Road / Marsh Road character area should reflect the import of the policy framework provided for under the County Development Plan 2013-2019 as varied.

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, other relevant objectives contained in this LAP and cognisant of the Order of Priority for the release of residentially zoned lands as contained in the County Development Plan, 2013-2019, as varied.*
- MMA2 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.*
- MMA3 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.

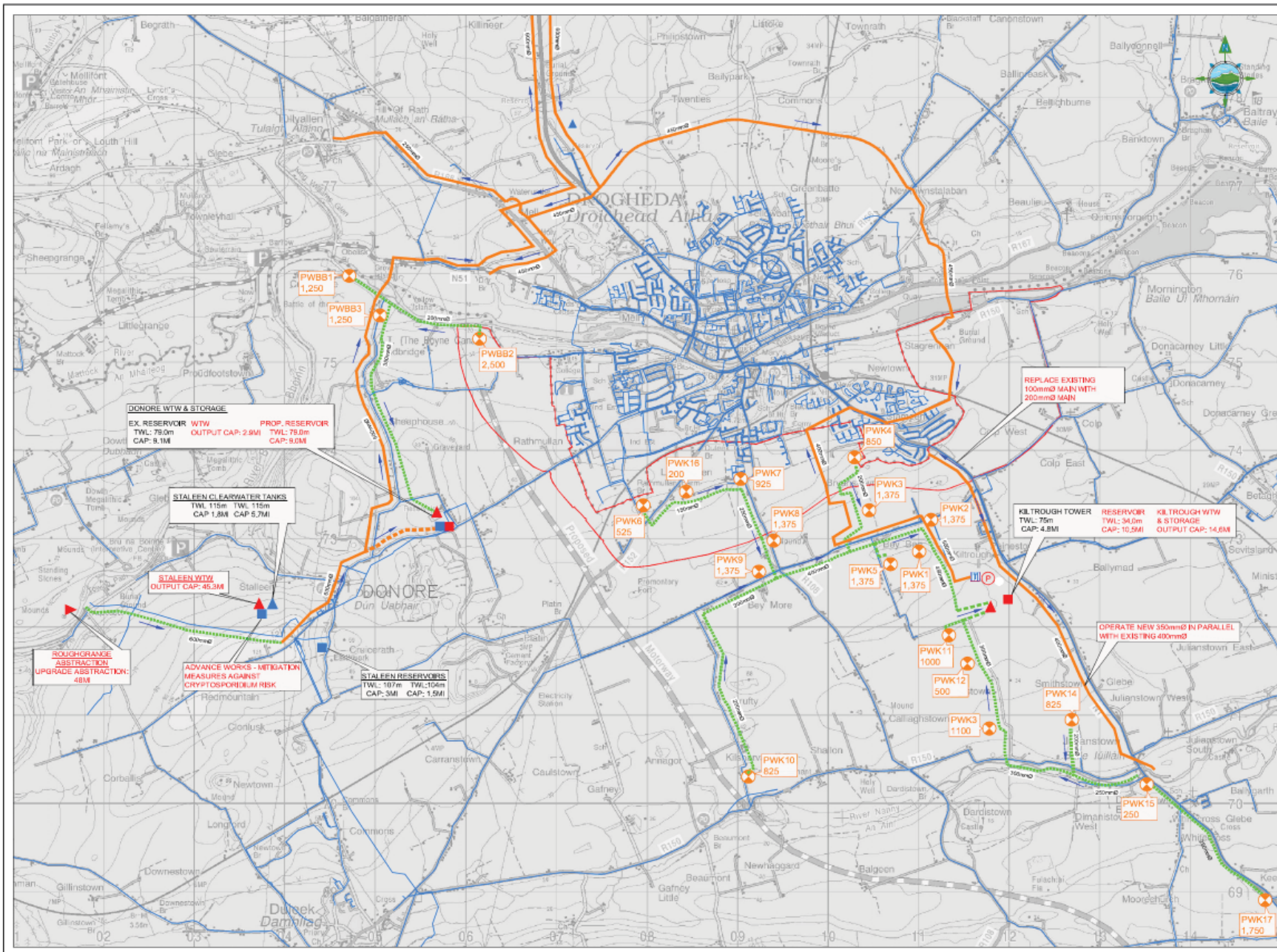


APPENDIX I - INFRASTRUCTURE DRAWINGS



Meath County Council





- LEGEND:**
- LAP BOUNDARY
 - WATER TOWER
 - TREATMENT WORKS
 - INTAKE WORKS
 - CLOSED VALVE
 - PUMPING STATION
 - PRODUCTION WELL NUMBER & CAPACITY (M³/D)
 - PRESSURE REDUCING VALVE
 - EXISTING PIPELINE
 - PROPOSED PIPELINE
 - RAW WATER COLLECTOR PIPELINES

NOTE:
 PROPOSED INFRASTRUCTURE SHOWN IN RED
 EXISTING INFRASTRUCTURE SHOWN IN BLUE

01	2018	2018	MAINTENANCE REVIEW	DA	01
02	2019	2019	LAP BOUNDARY REVIEW	DA	01
03	2020	2020	FIELD FOR APPROVAL	DA	01
Issue	Date	Description	By	Drawn	

Client: **MEATH COUNTY COUNCIL**

Project: **LOCAL AREA PLAN DROGHEDA ENVIRONS**

Title: **EXISTING AND PROPOSED WATERMAIN LAYOUT**

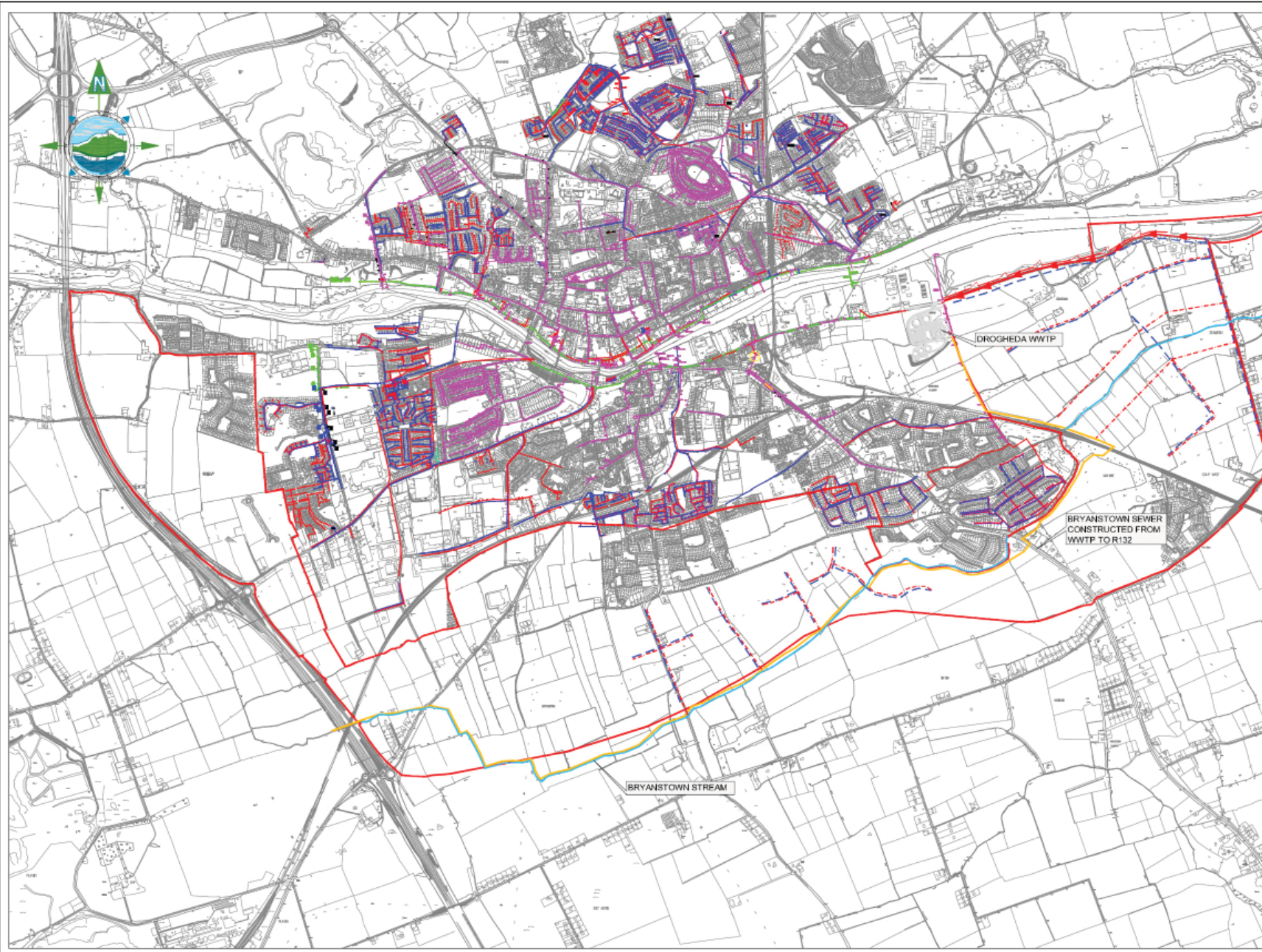
Scale @ A1: **1:10,000**

Prepared by: **R. Kravinski** Checked: **G. Turley** Date: **November 2007**

Project Director: **Claran O'Keefe**

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Drawing No: **Figure I.1** Issue: **C**



- LEGEND:**
- LAP BOUNDARY
 - EXISTING COMBINED SEWER
 - EXISTING INTERCEPTOR SEWER
 - EXISTING SURFACE WATER
 - EXISTING FOUL SEWER
 - EXISTING WATER COURSE
 - PROPOSED BRYANSTOWN TRUNK FOUL SEWER
 - PROPOSED FOUL COLLECTOR SEWER
 - PROPOSED TRUNK STORM SEWER
 - ▲ PROPOSED FOUL RISING MAIN
 - ▲ EXISTING FOUL RISING MAIN

Issue	Date	Description	By	Check
0	JUNE 2007	WATERFLOW REVIEWED	DA	ST
1	APRIL 2008	LAP BOUNDARY REVIEWED	DA	ST
A	APRIL 2008	ISSUE FOR APPROVAL	DA	ST

Client:
MEATH COUNTY COUNCIL

Project:
**LOCAL AREA PLAN
DROGHEDA ENVIRONS**

Title:
**EXISTING AND PROPOSED
FOUL & SURFACE LAYOUT**

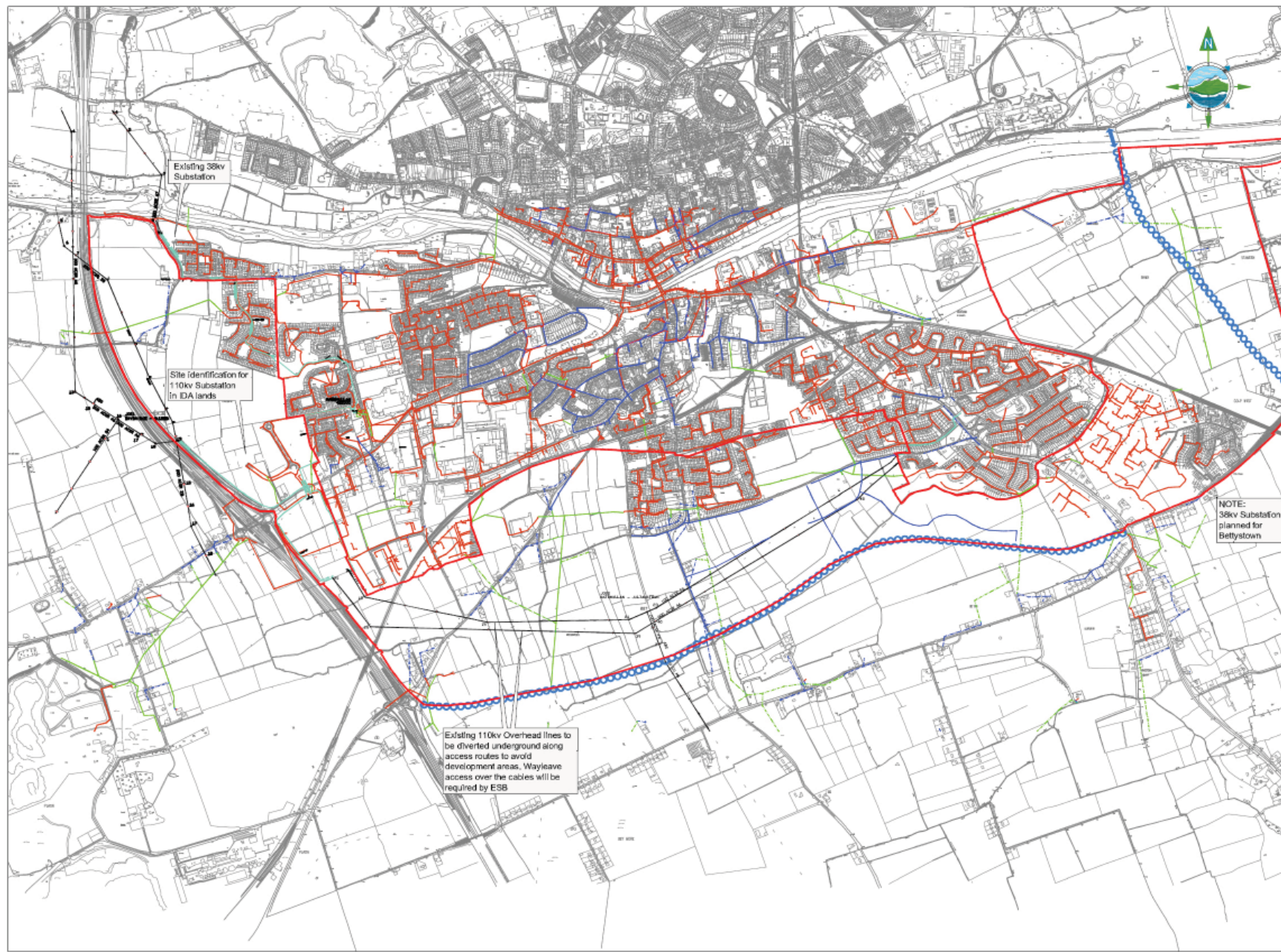
Scale @ A1: **1:10,000**

Prepared by: R.Krause | Checked: G.Turley | Date: November 2007

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Drawing No: **Figure I.2** | Issue: **C**



LEGEND:

- LAMP BOUNDARY
- MV Overhead Three Phase Network
- - - MV Overhead Single Phase Network
- LV Overhead Three Phase Network
- - - LV Overhead Single Phase Network
- MRLV Underground Cable Information
- HV Overhead Line Network
- HV Underground Line Network
- New Indicative Major Distribution Road
- - - New Indicative Minor Distribution Road

12	2007	2007	SUBSTATION PROVISION	OK	UT
13	2007	2007	LAMP BOUNDARY PROVISION	OK	UT
14	2007	2007	ESB FOR APPROVAL	OK	UT
Issue	Date	Discussed		By	Check

NOTE:
38kV Substation planned for Bettystown

Existing 38kV Substation

Site identification for 110kV Substation in IDA lands

Existing 110kV Overhead lines to be diverted underground along access routes to avoid development areas. Wayleave access over the cables will be required by ESB

Client:
MEATH COUNTY COUNCIL

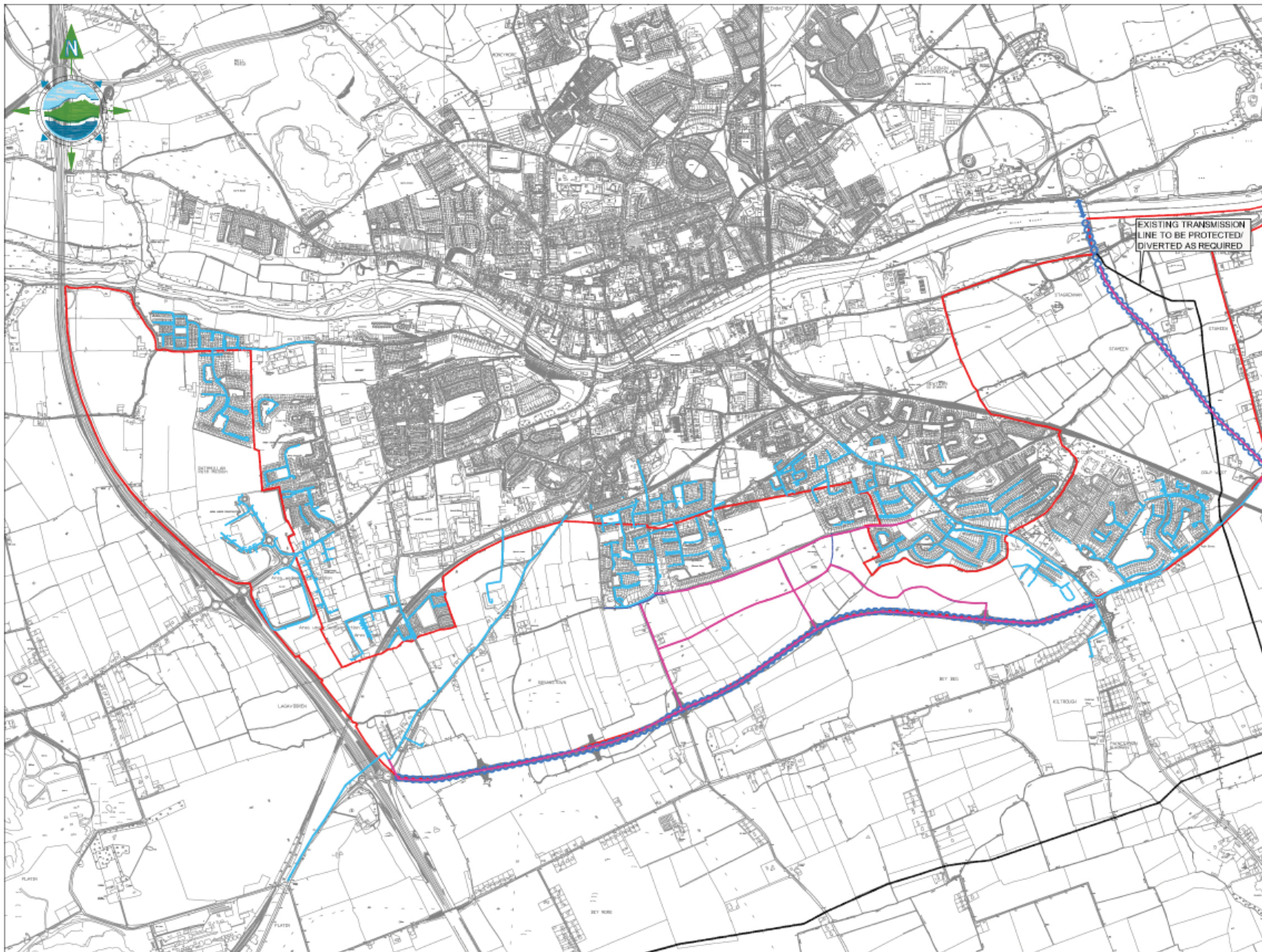
Project:
LOCAL AREA PLAN DROGHEDA ENVIRONS

Title:
EXISTING ESB LAYOUT

Scale @ A1: **1:10,000**
 Prepared by: R.Krauskopf Checked by: G.Turley Date: November 2007
 Project Director: Ciaran O'Keefe

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Drawing No: **Figure I.3** Issue: **C**



- LEGEND:**
- LAP BOUNDARY
 - EX. DISTRIBUTION LINE
 - EX. TRANSMISSION LINE
 - PROPOSED DISTRIBUTION LINE
 - NEW INDICATIVE MAJOR DISTRIBUTION ROAD
 - - - - NEW INDICATIVE MINOR DISTRIBUTION ROAD

EXISTING TRANSMISSION LINE TO BE PROTECTED/DIVERTED AS REQUIRED

D	14/01/2007	MASTERPLAN APPROVED	USA	01
S	04/04/2007	LAP BOUNDARY REVIEWED	USA	01
A	04/04/2007	LOCAL PLAN APPROVAL	USA	01
Issue	Date	Description	By	Check

Client:
MEATH COUNTY COUNCIL

Project:
**LOCAL AREA PLAN
DROGHEDA ENVIRONS**

Title:
**EXISTING AND PROPOSED
GAS LAYOUT**

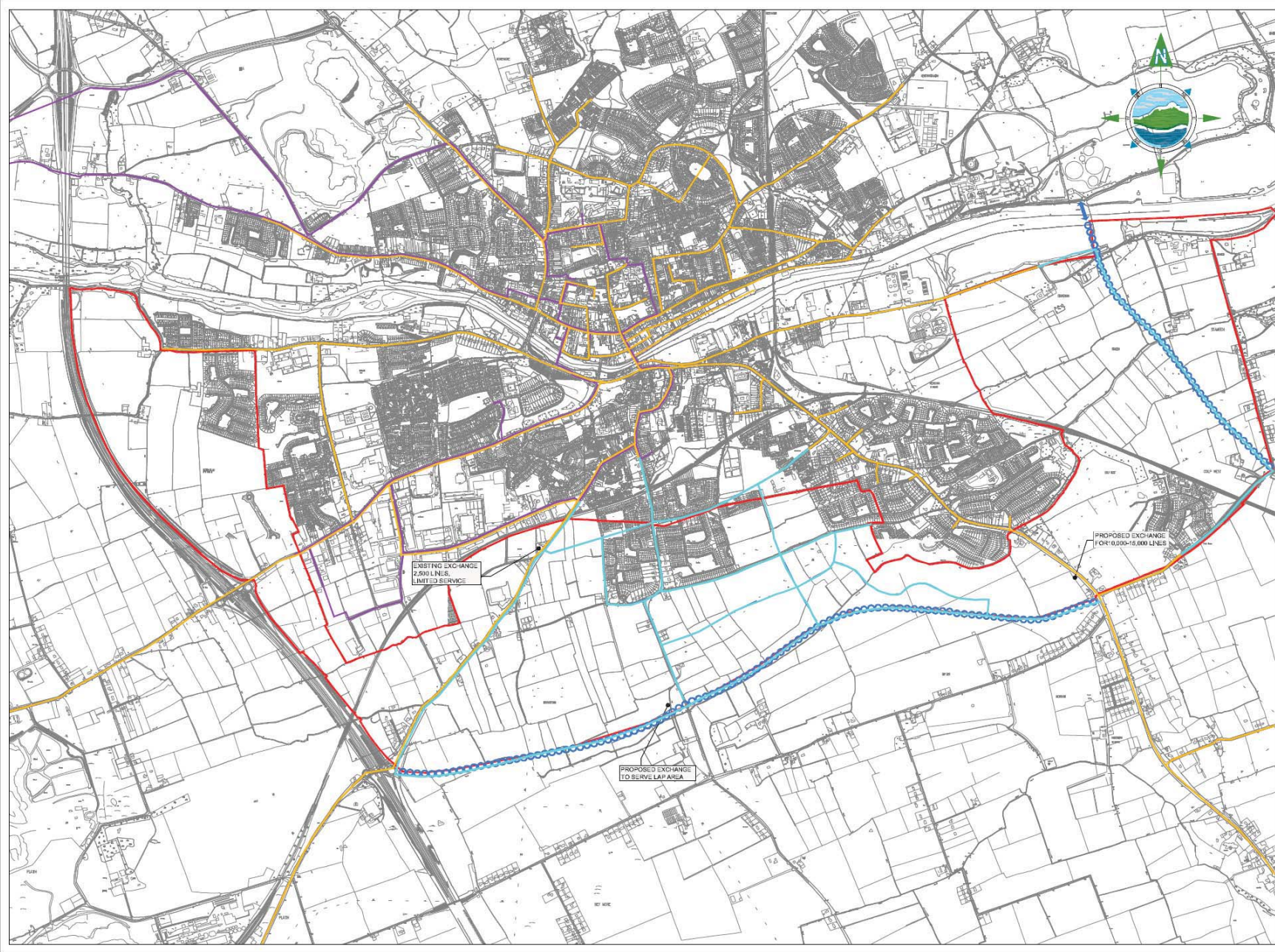
Scale @ A1: **1:10,000**

Prepared by: R.Kivinski Checked: G.Turley Date: November 2007

Project Director: **Clara O'Keefe**

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Drawing No.: **Figure I.4** Issue: **C**



- LEGEND:**
- LAP BOUNDARY
 - EXISTING EIRCOM
 - EXISTING ENET
 - PROPOSED 4 WAY DUCTING
 - ⊖⊖⊖⊖ NEW INDICATIVE MAJOR DISTRIBUTION ROAD
 - - - NEW INDICATIVE MINOR DISTRIBUTION ROAD

C	JUNE 2008	MASTERPLAN RECEIVED	DA	GT
B	APRIL 2008	LAP BOUNDARY FORMSD	DA	GT
A	APRIL 2008	ISSUE FOR APPROVAL	DA	GT
Issue	Date	Description	By	Check

Client:
MEATH COUNTY COUNCIL

Project:
**LOCAL AREA PLAN
DROGHEDA ENVIRONS**

Title:
**EXISTING AND PROPOSED
TELECOM LAYOUT**

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


Prepared by: **RLKrahnski** Checked: **G.Turley** Date: **November 2007**

Project Director: **Ciaran O'Keefe**

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Drawing No: **Figure 1.5** Issue: **C**



APPENDIX II - SUBMISSIONS RECEIVED DURING PUBLIC CONSULTATION



Meath County Council



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 th Floor, Red Cow Lane, Brunswick St North, Smith eld, 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 Of cer
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, Smith eld, D7
18	Doyle Developments Ltd, Neemats Ltd, Messrs Sean Brian & Eoghan Farrelly	c/o Mark Geddes, Declan Brassil & Company Ltd, Lincoln House, Phoenix St, Smith eld, D7
19	Vincent Black	Vincent JP Parry & Co Ltd, Suite 180, 28 South Frederick St, Dublin 2

	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 th 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 Health and Safety Authority	The Metropolitan Building, James Joyce Street, Dublin 1
3	Olivia Walsh on behalf of the Health 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 Shirley_kearney@education.gov.ie
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	leobhenry@eircom.net
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: colperoad.dublinroad@gmail.com
5	Cllr Gerald Nash Member of Louth & Drogheda Borough Co Co	Email: gednash@eircom.net
6	Michael O Keefe	6 Parkrow, Grangerath, Drogheda, Co Meath
7	Seana McGearty Co Ordination Unit	Co Ordination Unit , Dept of Communications, Energy & 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 unagarvey@eircom.net
12	John & Una Garvey	4 Park Crescent, GrangeRath, Colpe Cross, Co. Meath 041 9818191 E-mail unagarvey@eircom.net
13	Fiona Gilligan	Grange Rath Resident classiccabs@eircom.net
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 davidmurphy03@hotmail.com
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 patritamcl@eircom.net

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 kierancampbell@iolfree.ie
32	Shirley Kearney Dept of Education & Science	Forward Planning Section Tel: 057-9324414 Email: shirley_kearney@education.gov.ie
33	Aisling & Michael Banahan	1 Park Crescent Grange Rath, Drogheda , Co Meath ashban@eircom.net
34	Deputy Thomas Byrne	Email: meatheast@gmail.com
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: alan@tiros.ie
41	Martina Hannigan	Sales & Marketing Manager, The d 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	



LAND USE ZONING OBJECTIVES MAP



Meath County Council



Southern Environs of Drogheda Local Area Plan

Map 5.3 Land Use Zoning Map

Incorporating Amendment Number 1
made on the 2nd of March 2015

LAND USE ZONING OBJECTIVES

- A1** To protect and enhance the amenity of developed residential communities.
- A2** To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of the centre in the Settlement Hierarchy.
- B2** To provide for the development of a retail warehouse park.
- C1** To provide for and facilitate mixed residential and business uses.
- E1** To facilitate opportunities for high technology and major campus style office based employment within high quality and accessible locations.
- E2** To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment/enterprise uses in a good quality physical environment.
- E3** To facilitate logistics, warehousing, distribution and supply chain management inclusive of related industry facilities which require good access to the major road network.
- F1** To provide for and improve open spaces for active and passive recreational amenities.
- G1** To provide for necessary community, social and educational facilities.
- H1** To protect and improve areas of high amenity.
- WL** To protect strategic lands from inappropriate forms of development which would impede the orderly expansion of a strategic urban centre

SPECIFIC OBJECTIVES

- Local Area Plan Boundary
- Area to be developed in accordance with an approved Urban Design Framework Plan
- Residential Phase II (Post 2019)
- Multiple Residential Development Granted Planning Permission
- Interface with Flood Risk Zones A & B
- Major Distributor Road (Indicative Alignment)
- Minor Distributor Road (Indicative Alignment)
- Indicative location of new river crossing
- Protected Structures
- Flogas Seveso Consultation Zone

SPECIFIC OBJECTIVES (Continued)

- Maxol Ltd. Seveso Consultation Zone
- To Provide a Neighbourhood Centre of Appropriate Scale.
- DE1-12** Specific Development Objectives (see text)

Note: Details shown on this map is for information purposes only. Further details on any item should be clarified with Meath County Council. This map has been produced by Meath County Council with available Local Authority and Ordnance Survey base data.
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Scale -
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Produced By: S.K [08/14]

