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# **Statement of Consistency & Planning Report**

## **Residential Development**

**Rathmullan Road, Rathmullan,  
Drogheda, Co. Meath**

**Trailford Ltd**

**September 2019**



**Hughes Planning & Development Consultants**

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## 1.0 Introduction

Hughes Planning and Development Consultants, 70 Pearse Street, Dublin 2, have prepared this Statement of Consistency and Planning Report on behalf of our client, Trailford Ltd., to accompany a planning application to An Bord Pleanála for a proposed Strategic Housing Development at Rathmullan Road, Rathmullan, Drogheda, Co. Meath. More specifically, the proposed Strategic Housing Development comprises the demolition of 2 no. sets of existing farm buildings and the construction of a residential development, comprising 661 no. dwellings; 1 no. retail unit, 1 no. café and a creche, on c. 26.2 ha of land. A 10 year permission is sought in this instance. More specifically, the proposed development, as per the description contained within the statutory planning notices, provides for:

*(i) demolition of existing farm buildings/structures (1160sqm) on site; (ii) construction of 661 no. residential dwellings and a neighbourhood centre adjacent to the site's eastern boundary, consisting of a childcare facility (486sqm), café (63sqm) and retail unit (318sqm); (iii) construction of a 4-arm signalised junction and works to Rathmullan Road, including the widening of the existing carriageway to 6 metres and the provision of a 2 metre wide footpath linking the proposed development to the River Boyne Boardwalk; (iv) construction of 2 no. priority junctions (one along the site's eastern boundary to provide access to the neighbourhood centre and one along the site's southern boundary to provide a second access to the development), realignment and upgrade works to the unnamed local road along the site frontage to the south of the new signalised junction with Rathmullan Road; (v) Construction of a strategic foul water pumping station in the north-eastern corner of the site; and (vi) all associated site, landscaping and infrastructural works, including foul and surface water drainage, attenuation areas, open space areas, boundary walls and fences, internal roads and cycle paths and footpaths.*

*The 661 no. residential dwellings consist of the following:*

- 509 no. double storey semi-detached and terraced houses comprising 158 no. 2-bed houses, 269 no. 3-bed houses and 82 no. 4-bed houses; and*
- 152 no. apartments (in Blocks B1, B2, B3, C, D, E & G which vary from 3 to 5 storeys in height) comprising 13 no. 1-bed apartments and 139 no. 2-bed apartments.*

*A total of 1,366 no. car parking spaces are proposed, including 1018 no. spaces (2 no. on curtilage spaces per dwelling) serving the proposed dwellings, 195 no. spaces serving the proposed apartments; 111 no. spaces serving visitors to the development; and 42 no. spaces serving the proposed neighbourhood centre.*

*A total of 188 no. bicycle parking spaces are proposed, including 154 no. spaces serving the proposed apartments and 34 no. spaces serving the proposed neighbourhood centre.*

*The development also features 9.15 hectares of public open space, including landscaped play spaces and pocket parks throughout the development and 6.13 hectares of landscaped open space provided adjacent to the Boyne River and M1 motorway frontages.*

The purpose of this report is to provide background information on the site, a description of the proposed development, the planning rationale and justification for the proposed development and the required information set out in the Strategic Housing Development Application Form.

This report has been prepared in accordance with the requirements of the Planning and Development (Strategic Housing Development) Regulations 2017.

## 2.0 Site Location and Description

The subject site consists of a large parcel of land, c. 26.2 ha in size, located within the south western environs of Drogheda, Co. Meath, c. 1.7km from the centre of the town, and is situated adjacent to the Meath-Louth County Border. The site has road frontage along Rathmullan Road on the eastern boundary of the site, with this road continuing along the southern boundary of the site. The site is situated within a distance of between 25 and 70 metres of the M1 motorway on its western boundary, and the northern extent of the site is situated within a distance of between 40 and 50 metres from the southern bank of the River Boyne, with the site elevated c. 10 metres above the riverbank. The site adjoins the buffer zone which protects the monuments of Newgrange, Knowth and Dowth.



Figure 1.0 Aerial view of subject site (red outline) in the context of the receiving environment with existing housing developments 'Riverbank' and 'Highlands' shown in blue and yellow.

The topography of the land is undulating. The site predominantly slopes gently towards the River Boyne, with a steep embankment leading down towards the road which runs alongside the River Boyne. Due to the fall of the land, the site is set above the adjoining M1 Motorway and smaller rural road to the north adjoining the River Boyle.

The subject land was formerly associated with agricultural use. The site comprises 2 no. large fields and one grazing field, with associated farm buildings used for cattle. There is significant planning along the western boundary which provides an appropriate screen to the M1 Motorway.

A strong feature of the site is its proximity to MacBride Train Station, which is located west of Drogheda Town Centre, approximately 3.5km from the subject site, offering a high frequency, high capacity public transport service with direct links to Dublin City Centre. It is also noted that the site is served by Drogheda Bus Station, approximately 3.7km from the subject site. The M1 Motorway, located 2.5km from the site, connects Drogheda to Dublin, while also acting as the primary road connecting Dublin to Belfast. It is considered the subject site is situated within an ideal location for residential development with numerous amenities situated within the wider area. Drogheda Retail Park is situated 2.5km south-east of the site providing access to shopping facilities including Tesco and Aldi, whilst the centre of Drogheda Town is located 2.75km of the site providing access to numerous shopping outlets and recreational facilities. Census 2016 identified Drogheda as the fastest growing town in the country.



Figure 2.0 View of site lands from the north-western extent of the site.



Figure 3.0 Former agricultural buildings situated to the southern extent of the subject site.



Figure 4.0 The subject site is separated from the River Boyne via a large earthen mound with extensive planting on its northern boundary. An existing boardwalk along the River Boyne provides an amenity space which takes advantage of views along the river.



Figure 5.0 The Rathmullan Road runs alongside the northern, eastern and southern boundaries of the subject site.



Figure 6.0 View along the Rathmullan Road towards central Drogheda from the eastern extent of the subject site, we note the proximity of the Riverbank housing development (left).

As illustrated in the above photograph, the site is situated within close proximity to a number of existing residential developments including 'Riverbank' and 'Highlands'. These developments are a mix of semi-detached and terraced dwellings and duplex apartments.



Figure 7.0 Aerial view of the subject site, red outline, within the context of wider Drogheda.

### 3.0 Pre-planning Consultations with Meath County Council

#### 3.1 Consultation with Meath County Council

We note that three pre-planning consultation meetings took place with the Planning Authority in relation to this application (2 no. informal meetings and a Section 247 formal meeting). They are discussed in turn below.

##### Meeting No. 1 (1<sup>st</sup> informal meeting)

Date: 11<sup>th</sup> May 2018

Attendees: Pdraig Maguire (PM) - Senior Executive Planner, Meath County Council  
Brenda O'Neill (BON) – Executive Planner, Meath County Council  
David O'Reilly (DOR) – Executive Engineer, Meath County Council  
Joe McGarvey (JMcG) – Senior Executive Engineer, Meath County Council  
Brendan Fulham (BF) - Senior Executive Officer, Meath County Council  
Jude O'Loughlin (JOL) - NDBA Architects  
Kevin Hughes (KH) – Hughes Planning and Development Consultants  
Margaret Commane (MC) – Hughes Planning and Development Consultants  
Joe Gibbons (JG) – Waterman Moylan Consulting Engineers  
David Fitzpatrick (DF) – Applicant Representative  
David O'Reilly (DOR2) – Applicant Representative

This informal meeting revolved around a pre-planning pack circulated prior to the meeting. NDBA Architects and Hughes Planning and Development Consultant gave a presentation on the proposed development, including its similarities and differences from the proposed development under ABP.: PL17.224875; the site's planning history; the site context; and the zoning applying to and planning policy context for the subject site.

The following main meeting notes/points of discussion from this meeting were as follows:

- PM advised that Meath County Council are precluded from granting planning permission for development on Post-2019 zoned lands. An Board Pleanala can decide on applications relating to Post-2019 zoned lands.
- JOL outlined that the location of the motorway, fall of the land and road network have influenced how the development has been laid out.
- PM outlined the importance of usable open space areas. A different mix of dwelling/apartments needed that that put forward to strike an appropriate balance between density and open space provision.
- Drafting of new Meath Development Plan on hold until the RSES is issued. However, expected that Post-2019 zoning will be removed from the subject lands in the new development plan.
- JG advised that the pre-connection enquiry is in with Irish Water with 3 months.
- DOR advised that given the topography of the area, a strategic pumping station will need to be accommodated on the subject site. It may tie into surrounding developments to the east. This pumping needs to accommodate up to 1000 units given the anticipated development wiring the surrounding area.
- DOR/JG discussed the potential for the proposed development to tie in with the existing rising main to the east.
- DOR confident a network solution available within the Drogheda water supply subject to upgrade works occurring.

- DOR advised that mottled flooding occurs on elevated parts of the site due to restrictions featuring on agricultural lands to the south of the site. This needs to be looked at and David Keyes needs to be consulted.
- JMcG advised that there are issues with junctions in the area outside of Meath County Council's control. Frank McGee in Louth County Council should be consulted about these.
- JMcG advised special levies re road/footpath upgrades may feature in conditions on any approval granted. Also road upgrades and footpath upgrades may be needed along the sites northern, southern and eastern edges.
- JMcG advised the speed limit of the road abutting the south-western corner of the site will need to be looked at. A reduction to 60kmph may be needed.
- JMcG advised permeability through the site could be improved and we also need to link up with the recently approved development to the east of the subject site.
- BF discussed the Part V requirements for the proposed development. 2, 3 and 4 bedroom bungalows with disabled access are preferred. Part V units should also be centrally located. Apartments and duplexes have been found to be problematic.
- BON advised that Meath have their own Public Lighting guidelines which will need to be considered. Also a visual impact assessment will be needed given the sites proximity to the world heritage site.
- BON advised this application needs to consider the provision of a creche and school (in light of previous application) needs to be considered.
- BON stated that character areas and the phasing of the development need to be decided upon.
- BON the application needs to feature a site analysis which outlines the constraints and features of the site and how they fed into the design.

#### Meeting No. 2 (2<sup>nd</sup> informal meeting)

Date: 21<sup>st</sup> June 2018

Attendees: Pdraig Maguire (PM) - Senior Executive Planner, Meath County Council  
Brenda O'Neill (BON) - Executive Planner, Meath County Council  
David O'Reilly (DOR) - Executive Engineer, Meath County Council  
Joe McGarvey (JMcG) - Senior Executive Engineer, Meath County Council  
Jude O'Loughlin (JOL) - NDBA Architects  
Greg Zakrzewski (GZ) - NDBA Architects  
Kevin Hughes (KH) - Hughes Planning and Development Consultants  
Margaret Commane (MC) - Hughes Planning and Development Consultants  
Joe Gibbons (JG) - Waterman Moylan Consulting Engineers  
David Fitzpatrick (DF) - Applicant Representative  
David O'Reilly (DOR) - Applicant Representative

The following main meeting notes/points of discussion from this meeting were as follows:

- NDBA Architects provided a brief overview of the revised proposal and the thought process behind it.
- PMcG recommended that the development proposal be amended to include character areas in the throughout the development. An extra drawing detailing the various character areas was recommended for inclusion with the drawing pack.



- PMcG advised that Meath Co.Co. were satisfied with the 35 dwellings per ha achieved in the revised proposal.
- PMcG advised that a phasing schedule would be needed for inclusion with the application as well as a diagram indicating OS serving each character area/permeability through each character area. Topography will influence the delineation of character areas.
- JMcG queried if Louth Co.Co. had been consulted re the necessary junction upgrades yet. JG advised they had been advised that there was a project in the pipeline but were waiting to talk specifics until the layout was finalised.
- JMcG advised contributions or special levies to deal with infrastructure/road upgrades would be included on any permission granted (similar to that featuring on the approval for the neighbouring site).
- JMcG advised sightlines would need to be achieved for the southern entry. Also cycle lanes and pedestrian links need to be provided similar to that featuring on the neighbouring site as well as links to the greenway.
- We need to match culvert drain like on the neighbouring approval.
- A phasing scheme is also needed in relation to the provision of infrastructure. A combined approach re how both sides of the road will be developed so no conflict occurs.
- Query raised re Council's thoughts on partial public roads closure & procedural requirements (associated with road realignment to the south of the site).
- The possibility of making the southern road one-way to be investigated by JG. This may negate the need for road closures.
- Re layby to creche - JMcG open to considering it as long as the necessary sightlines and parking provision can be achieved. A separate access may be an option but due to the topography the creche building may need to be lowered to facilitate this.
- BON/PMcG advised the planning report would need to look at existing services and schools serving the development.
- DOR suggested setting up a meeting with the neighbouring developers to discuss pumping station provision.
- JMcG advised still waiting on IW correspondence. Once received he will consult with the neighbouring developers.
- BON advised she is happy to review plans prior to lodging the formal SHD pre-planning submission.
- PMcG suggested that we review the old application and elaborate on any changes policy wise that have occurred in the meantime.

#### Meeting No. 3 (formal Section 247 meeting)

Date: 25<sup>th</sup> July 2018

Attendees: Pdraig Maguire (PM) - Senior Executive Planner, Meath County Council  
David O'Reilly (DOR) – Executive Engineer, Meath County Council  
Joe McGarvey (JMcG) – Senior Executive Engineer, Meath County Council  
Pat Gallagher (PG) – Senior Planner  
Caroline Corrigan (CC) - Senior Executive Engineer  
Mark Harrington (MH) - Administrative Officer

Jude O'Loughlin (JOL) - NDBA Architects  
Greg Zakrzewski (GZ) - NDBA Architects  
Kevin Hughes (KH) – Hughes Planning and Development Consultants  
Margaret Commane (MC) – Hughes Planning and Development Consultants  
Joe Gibbons (JG) – Waterman Moylan Consulting Engineers  
Emma Oldroyd (EO) - Cunnane Stratton Reynolds  
David Fitzpatrick (DF) – Applicant Representative  
David O'Reilly (DOR2) – Applicant Representative

The following main meeting notes/points of discussion from this meeting were as follows:

- CC advised the developer will need to identify volume of materials and where it is going, coming off site and quantities and suggested that a Construction and Demolition Waste Management Plan and Construction and Environmental Plan accompany the application.
- CC advised that a 3-bin waste system will need to feature in the development.
- CC advised that any positive effects on climate change would be welcomed, such as charging points.
- CC queried whether the applicant intends to use Article 27 (by-products) and advised MCC do not recommend their use given the outcomes.
- CC advised that the Environmental Dept. will engage with developer at commencement stage to ensure all paperwork is in place and waste is managed correctly. The Environmental Dept. has a preference for proactive early engagement over enforcement at a later stage.
- JG advised that it is not anticipated that much material will be leaving the site. Also given the scale of the development, an EIAR is required and it would deal with and include assessment of above.
- JG stated that they had received no feedback from IW and that the pre-connection enquiry was lodged in February 2018. DOR gave a commitment to follow this up with IW.
- DOR asked what type of attenuations is proposed. JG stated that a mixture of types will be proposed, but that further analysis was required.
- DOR stated that the submissions and proposals were proceeding in the right direction and suggested that if the developer wished to submit any draft proposals, he would assess same.
- JMcG stated that road layout and junction design would need to comply with Design Manual for Urban Roads and Streets. Cycleway design to comply with the National Transport Authority National Cycle Manual.
- JMcG stated that Traffic and Transport Assessment must be completed in accordance with NRA Guidelines.
- JMcG stated that the duplex layout to the southern part of development may need further consideration and a road safety audit.
- JMcG asked that cross sections of road and ditch realignments to be carried out for southern part of site be included with the application.
- JMcG stated that car parking needs to comply with standards included in Section 11.9 of Meath CDP.
- JMcG stated that the crèche needs to be provided with a set down area, catering for 1 per staff member and 1 per 5 children. The applicant was also encouraged to consider an onsite bus stop
- JMcG asked that turning areas bin lorries to be provided.

- JG stated that a meeting was held with Louth County Council (LCC) relating to any potential impact on roads within LCC jurisdiction. Traffic modelling carried out on 3 junctions in Louth and any upgrades to be included in the application to ABP. A technical note has been prepared for submission to LCC.
- MH (on behalf of Meath County Council's Housing Department) advised that 10% of the development i.e. 67 units (based on the number of units forming the basis of this meeting, would be required to satisfy the Part V requirements for this development. Given the lower demand for housing in this area, he advised MCC would be open to the delivery of units off site. Contact can be made with the Housing Department with regard to further clarification prior to any application to ABP.
- PM recommended the following assessments be considered for inclusion with the application:
  - EIA Screening Required;
  - AA screening or NIS required;
  - Ecological study required; and
  - Flood risk assessment.
- In response to matters discussed at previous meetings re the impact of the proposed development on the World Heritage Site, EO made a presentation to MCC detailing the assessment carried out.
- PM reiterated that Phase II Residential lands are post 2019 in Meath CDP and Meath Coco are precluded from considering and granting residential schemes on such lands, ABP will question development on phase 2 lands and whether it is a material contravention to the CDP. It is up to each Applicant to justify in statement of consistency as to why development could occur on these lands. Drogheda is however important in context of the NPF.
- GZ made a presentation regarding proposed unit mix and schedule of house and apartment design and confirmed that there would be more than 4 types.
- Re school provision, MC referred to pre-planning report (page 28) submitted to MCC which deals with this issue. PM stated that all other developments in the area to be considered also in assessing school provision.
- PM stated that landscaping at Boyne River and views from Boyne Bridge will be important.
- PM stated that the Design Statement should consider street hierarchy, senses of place, focal point of development, creation of active street frontage and pedestrian/cycle linkage through the development. The 12 criteria included in the Urban Design Manual should also be considered.
- PG reaffirmed PM's comments in relation the Phase II zoning and the onus on the developer having to make as strong a case possible in its justification for developing on Phase II lands taking into consideration the NPF. The NPF Implementation Roadmap has recently been published and this must be considered in terms of implications for Drogheda and subject lands.

### 3.2 Consultation with An Bord Pleanála

Following consultations with Meath County Council, a request to enter into pre-planning consultations with An Board Pleanála was submitted and a pre-planning consultation meeting was facilitated on 20<sup>th</sup> February 2019.

An Bord Pleanála subsequently issued a Notice of Pre-Application Consultation Opinion on 11<sup>th</sup> March 2019, which identified 3 no. items to be addressed, in order for the application to constitute the reasonable basis for a Strategic Housing Application. These 3 no. items were as follows:

1. *Further consideration and/or justification of the documents as they relate to the development of Phase II residential lands as set out in the statutory county development plan and the possible prematurity of development at this location pending the completion of the review of both the*

*Louth and Meath county development plan process and the more strategic planning policy context in particular the draft Regional Economic and Spatial Strategy which contains an objective RPO 4.8 relating to the preparation of a Joint Urban Plan for Drogheda.*

2. *Further consideration/justification of the documents as they relate to vehicular access, roads layout, and pedestrian and cycle connections, in particular:*
  - *The replacement of the proposed roundabout at the Rathmullan Road access with a signalised junction;*
  - *The provision of a cycleway, footpath, public lighting and road drainage along Rathmullan / Sheephouse Road frontage of the site;*
  - *The achievement of satisfactory vehicular, pedestrian and cycle access to creche and adequate cycle and car parking in neighbourhood centre;*
  - *The achievement of satisfactory pedestrian and cycle access to Oldbridge Road and the Boyne River walkway from the proposed park at the northern end of the site, with due considerations to the changes in ground levels across this area, along with related landscaping measures;*
  - *The accessibility of the proposed pump station to HGVs with autotrack analysis.*
  
3. *Further consideration/justification of the documents as they relate to the design and layout of residential development. The proposed development shall have regard to the site's context and locational attributes including its elevated position overlooking the M1 and Boyne Bridge and adjacent UNESCO Bru na Boinne World Heritage Site. The prospective applicant should satisfy themselves that the proposed design and layout provide the optimal urban design and architectural solutions for the site and are of sufficient quality to ensure that the proposed development makes a positive contribution to the character of the area over the long term. In this regard, the submitted documents should allow for particular consideration of the need to create a strong urban frontage to the Rathmullan Road and Sheephouse Road the contribution of a quality public realm at this location, with integrated pedestrian and cycle facilities and landscaping.*

The Board also requested, pursuant to article 285(5)(b) of the Planning and Development Act 2000 (As amended by the Residential Tenancies Act 2016), the provision of the following specific information:

1. *Landscape and Visual Impact assessment with photomontages, to include, inter alia, consideration of visual impacts on the M1, the Boyne Bridge and the UNESCO Bur na Boinne World Heritage Site and to have regard to relevant development plan landscape designations.*
2. *Landscaping proposals to include (i) Arboricultural Impact Assessment and details of measures to protect trees and hedgerows to be retained at the site; (ii) rationale for proposed public open space provision, to include an open space hierarchy and detailed layouts for the public open spaces.*
3. *Traffic and Transport Impact Analysis, to be prepared in consultation with Louth County Council.*
4. *Rationale for proposed parking provision with regard to development plan parking standards and to the 'Sustainable Urban Housing Design Standards for New Apartments-Guidelines for Planning Authorities' (2018), to include details of parking management for the apartments. The proposed car and cycle parking provision should include areas designated for parking or drop off purposes associated with the neighbourhood centre and childcare facility.*
5. *Detailed surface water drainage proposals to address issues raised in the submitted Opinion of Meath County Council dated 8<sup>th</sup> February 2019.*
6. *Archaeological Impact Assessment to be prepared in consultation with the National Monuments Service.*
7. *Topographical survey of the site and detailed cross sections to indicate existing and proposed ground levels across the site, proposed FFLs, road levels, open space levels, etc. relative to each other and relative to adjacent lands and structures including public roads, the M1 and the Boyne River.*
8. *Map of area to be taken in charge.*
9. *Assessment of potential impacts on residential amenities due to noise from the M1, along with related mitigation measures if necessary.*
10. *Rationale for proposed childcare provision with regard to, inter alia, the 'Childcare Facilities Guidelines for Planning Authorities', circular letter PL 3/2016, and the 'Sustainable Urban*

*Housing Design Standards for New Apartments – Guidelines for Planning Authorities’ (2018), to provide details of existing childcare facilities in the area and demand for childcare provision within the proposed scheme. He applicant is advised to consult with the relevant Childcare Committee in relation to this matter prior to the submission of any application.*

11. *Assessment of the capacity of schools in the area.*

A Statement of Response to Pre-application Consultation Opinion has been prepared by Hughes Planning and Development Consultants, detailing how each of the items outlined in the pre-application consultation opinion from An Bord Pleanála have been addressed in full by the applicant and design team prior to lodgement of this application.

#### 4.0 Planning History

##### 4.1 Planning History of the Subject Site

A review of Meath County Council Planning Register has found a number of applications relating to the subject site. They are as follows:

**Reg. Ref. SA40471** A planning application for demolition of existing structures on site and construction of 750 no. dwellings and crèche was lodged on 30th November 2004.

This application was subsequently withdrawn on 1<sup>st</sup> February 2005.

**Reg. Ref. SA40472** A planning application for a mixed-use development on part of the site (0.81 ha) was lodged on 20<sup>th</sup> November 2004. The proposed development comprised a retail food store (1023sq.m), 6 no. retail units (982sq.m.) and café/ restaurant, with offices at second floor level.

This application was subsequently withdrawn on 2<sup>nd</sup> February 2005.

**Reg. Ref. SA60260** Planning permission granted by Meath County Council on 20<sup>th</sup> July 2007 for 683 no. houses and apartments, a creche (650m<sup>2</sup>) with associated outdoor play area; a 3.13ha neighbourhood park addressing the River Boyne and a 1.6ha linear park bounding the M1 motorway; related open space and landscape works; traffic and carriageway improvements and reconfiguration to Rathmullan Road and to Sheephaven Road (CR315) including the provision of new vehicular access points to the site at Rathmullan Road (via a new roundabout) and at Sheephaven Road; associated site development and services works including water well compound and secondary borehole facility.

#### Further Information

On foot of a Further Information Request from Meath County Council, a number of changes were made to the site layout including:

- The removal of a number of taller apartment buildings;
- Changes to various public open spaces; and
- The reorganisation of the crèche site and its associated access arrangement.

#### Clarification of Further Information

On foot of a Clarification of Further Information Request from Meath County Council, a number of further changes were made to the site layout including:

- Changes to various public open spaces; and
- The reorganisation of the crèche site and its associated access arrangement.



Figure 8.0 Site layout submitted at application stage (left) in response to the Request for Further Information (centre) and following the Clarification of Further Information (right). Red shading depicts units omitted to allow for the construction of a national school on-site.

Decision to Grant

Following the submission of Clarification of Further Information, a Decision to Grant was issued by Meath County Council on 20<sup>th</sup> July 2007. The Decision to Grant contained conditions requiring the omission of 34 no. units (683 no. units granted) and reservation of land for a national school.

An Bord Pleanála

The above development was subsequently appealed to An Bord Pleanala by third parties, under An Bord Pleanala Ref.: PL 17.224875. Revised plans were submitted as part of the response submission.



Figure 10.0 Site layout plan submitted with response to An Bord Pleanala Ref.: PL 17.224875

We note the following commentary from the Inspector's Report, dated 13<sup>th</sup> March 2008, in relation to the reservation of land for the purpose of providing a national school on-site:

*'Should the Board be minded to grant permission, I recommend that the crèche, together with units 7-25 and 107-121 should be omitted. I note that the terms of Condition 2 of the planning Authority's decision to grant permission also requires the omission of these units. This would allow the applicant to prepare an overall plan which would inform subsequent applications for the crèche, school or residential development, and retail centre.'*

Following the recommendation of the Inspector to grant permission, the decision of Meath County Council was upheld by An Bord Pleanála on 31<sup>st</sup> October 2008 with revised conditions. These revised conditions included the following amendments to the proposal approved by Meath County Council:

- Reduced the development to 556 no. units, comprising 370 no. houses and 186 no. apartment/duplex units;
- The crèche building was omitted from the scheme and a separate application for a crèche requested to be lodged under a separate heading;
- The area occupied by omitted unit Nos. 241-266, 320-367, 483-491, and 505-508 (inclusive) were replaced by an area of public open space; and
- Noise mitigation requirements were set out for houses nearest the M50.

It is noted, with regards to the revised conditions, that the recommendation of Inspector, in respect of the omission of units 7-25 and 107-121, was not pursued by the Board. Moreover, following the conditions outlined in the Board's Order to grant permission contained no further reference to the provision of a national school on the application site.

#### 4.2 Planning History of the Adjoining Land

A review of the Meath County Council planning register revealed a number of applications on the land surrounding the subject site. They are as follows:

##### ***Rathmullan Road, Drogheda Co. Meath (immediately east of the subject site, on the opposite side of Rathmullan Road)***

**Reg. Ref. LB170675** Planning permission was applied for the following: demolition of an existing agricultural shed and the construction of 156 no. dwelling houses, a creche and all associated ancillary development works including access, parking, footpaths, lighting, foul and surface/storm water drainage, landscaping and amenity areas.

The above application was lodged on 12<sup>th</sup> June 2017, following the assessment of the Case Officer within the Planner's Report and Order, dated 3<sup>rd</sup> August 2017, was issued to the applicant requesting further information on 13 no. items regarding the proposed development. It is noted that the Planner's Report, did not contest the principle of the proposed development, but rather sought information regarding the infrastructural capacity of the site and the surrounding transport network, together with citing concerns regarding the provision of open space within the development.

In response to the further information request, the applicant made the following infrastructural improvements in the immediate area surrounding the proposed residential development:

- Proposed to provide cycle way and footpath over the full road frontage of the development site;
- Proposed to provide a new priority junction to serve the site via the Rathmullan Road; and
- Proposed junction improvement works at 4 no. junctions within the local area to address traffic capacity issues, subject to agreement with Louth County Council.

The development to which this report pertains has assessed the infrastructural improvements proposed by the applicant under Reg. Ref. LB170675 and considers the proposed development to allow for similar improvements to local infrastructure. Following the submission of additional information, the Planning Authority issued a decision to grant permission by Order dated 15<sup>th</sup> June 2018. The application was the

subject of a 3<sup>rd</sup> party appeal to An Bord Pleanála (ABP Ref. No. ABP-302044-18) but this was subsequently withdrawn with a final grant of decision being issued on 23<sup>rd</sup> November 2018.

Further to the above, we note that lands to the immediate south of this site are also under the ownership of the applicant in respect of Reg. Ref. LB170675, Gallow Ash Limited, and, as per the site layout plan are marked for future development.



Figure 11.0 Site layout/landscaping proposal forming the basis of the decision for Reg. Ref. LB170675



### 5.0 Proposed Development

The proposed development, as designed by NDBA Architects, involves the demolition of 2 no. existing sets of farm buildings on the subject site and construction of a residential housing scheme comprising 509 no. dwellings, 152 no. apartments units (providing a total of 661 no. residential dwellings) and neighbourhood centre, comprising of a creche, a café and a retail unit, on the 26.2Ha site. The proposed scheme has a housing density of 34.9 dwellings per Ha a plot ratio of 0.37 and a site coverage of 21.5% (all calculated using a net site area of 18.917ha).



Figure 12.0 Site layout plan of proposed development of 661 no. residential dwellings

The proposed development will be constructed in 5 no. phases. The diagram included in Figure 13.0 below indicates the phasing of the proposed development.

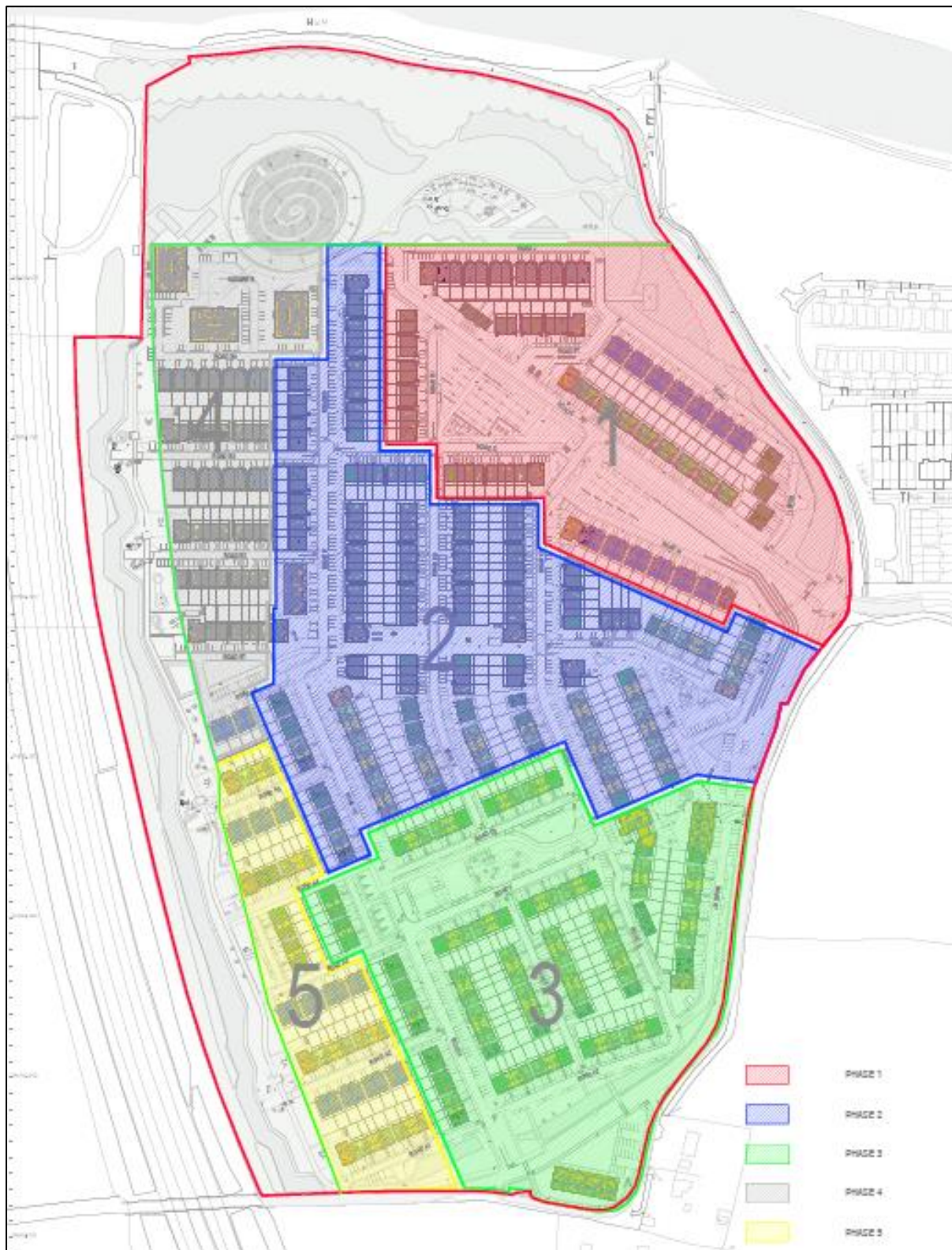


Figure 13.0 Proposed phasing of development for the proposed residential development

The proposed development will feature 12 no. neighbourhood areas, as illustrated in Figure 14.0 below. The neighbourhood areas create a sense of place for future residents within the development through a combination of viewpoints, parks/open space areas, architectural/archaeological features, nearby natural elements and infrastructure and the hierarchy of streets. Please refer to the Landscape Strategy & Design Report, prepared by Cunnane Stratton Reynolds for further information.



Figure 14.0 Proposed Neighbourhood Areas within the residential development.

As illustrated above, the 12 no. Neighbourhood Areas include:

- Boyne Valley Park;
- Rath Gardens;
- Mary McAlesse Park;
- West Wood;
- Rathmullan Avenue;
- Rathmullan Mews;
- Rathmullan Centre;
- Rathmullan Green;
- South Avenue;
- Sheephouse Woods;
- Sheephouse Avenue; and
- Sheephouse Court.

The layout of the proposed development has been informed by the topography of the subject site, its proximity to the M1 motorway as well as the archaeological assessment carried out by Archaeology and Heritage Consultancy Ltd. As illustrated in the above site layout plan and neighbourhoods area plan, the site layout provides for a considerable separation distance between the proposed residential units and the River Boyne to the north of the site as well as adopting the required 50 metre separation distance from the M1 Motorway to the west. These spaces will accommodate appropriately designed communal/public open space to serve the development supplemented with additional 17 no. smaller open spaces provided throughout the development equating to an overall area of 8.8Ha.

The proposed development also includes upgrade works to and realignment of the southern section of Rathmullan Road which flanks the sites eastern and southern boundaries. The proposed realignment results in a triangular section of the subject site being annexed from main parcel of land. This section of the site is proposed to accommodate 12 no. units within a block known as Block E. Access to this part of the site will be provided via the existing Rathmullan Road which will be maintained to the south of the realigned road. The development also includes foul and surface water drainage, landscaping works to areas of public open space and boundary treatments to the site.

The proposed development includes a total of 1,372 car parking spaces are provided throughout the proposed development. Of these, 238 no. car parking spaces serve the proposed apartments which equates to 1.25 spaces per apartment and 1 no. visitor car parking space per 4 no. apartments. Each dwelling is provided with 2 no. on curtilage car parking spaces (totalling 1018 no. spaces) with 74 no. visitor car parking spaces scattered throughout the development. 42 no. car parking spaces are provided to serve the neighbourhood centre adjacent to the eastern boundary.

## 5.1 Proposed Apartments

The development proposal will include the construction of 152 no. apartments on the application site. Apartments will be provided within 26 no. purpose-built apartment blocks scattered throughout the development. More, specifically:

Apartment Block	No. of Storeys	Total No. of Units	Position on the Site
Apartment Block B1	4	20 no.	North-western corner
Apartment Block B2	4	20 no.	North-western corner
Apartment Block B3	5	25 no.	North-western corner
Apartment Block C	3 (lower ground floor occupied by retail unit)	6 no.	Adjacent to eastern boundary within the neighbourhood centre
Apartment Block D	3	9 no.	Centrally
Apartment Block E	3	12 no.	Southern corner
Apartment Blocks G (20 no. in total)	3	3 no. per Block (60 no. overall)	Scattered throughout

Table 1.0 Break-down of apartments featuring in the proposed development

All apartments will have direct access to a private balcony or terrace directly accessible from the main living area.

The Figures included in the subsequent sections below contain extracts from the architectural drawings, prepared by NDBA Architects, showing the floor layouts of the proposed apartment buildings on the application site. Please refer to submitted plans for full consideration.

The apartment blocks are described as follows:

**Apartment Blocks B1 and B2**

Apartment Blocks B1 and B2 are 4 storey apartment blocks located in the north-western corner of the development site comprising 20 no. apartments (4 no. one-bedroom apartments and 16 no. two-bedroom apartments). Apartment Blocks B1 and B2 are located west of Apartment Block B3, the 3 no. blocks positioned around a central open space area.

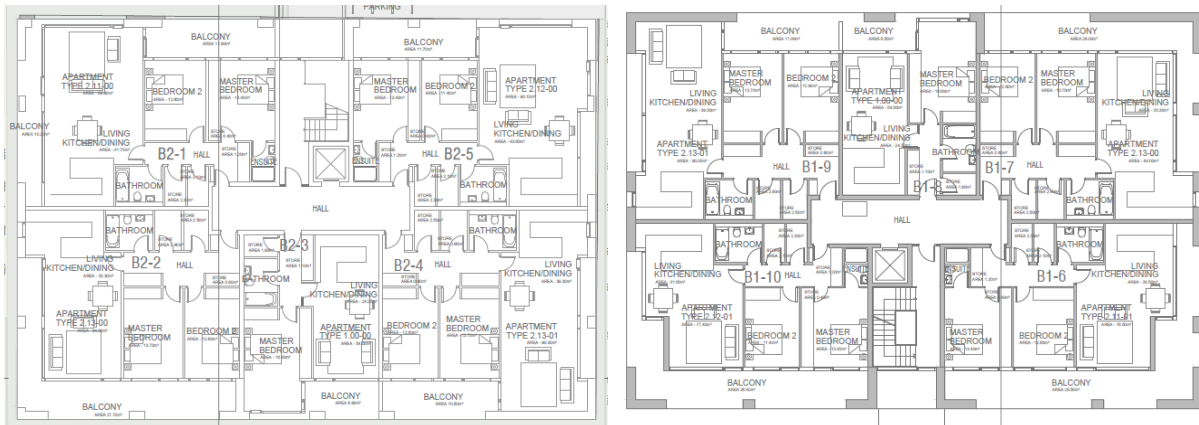


Figure 19.0 Proposed ground (left) and first floor (right) plans of Apartment Blocks B1 and B2

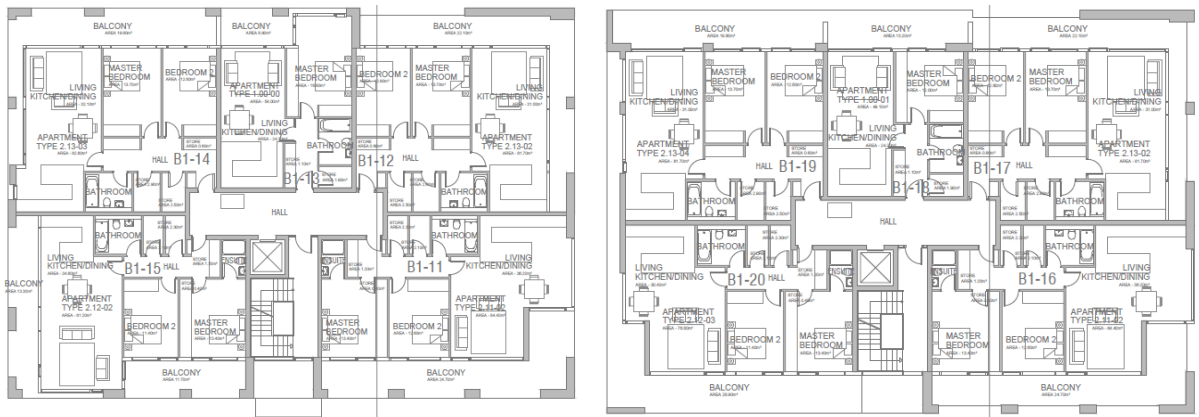


Figure 20.0 Proposed second (left) and third floor (right) plans of Apartment Block B1 and B2

**Apartment Blocks B3**

Apartment Block B is a 5 storey apartment block located in the north-western corner of the development site comprising 25 no. apartments (5 no. one-bedroom apartments and 20 no. two-bedroom apartments). Apartment Block B3 is located east of Apartment Blocks B2 and B3, the 3 no. blocks positioned around a central open space area.

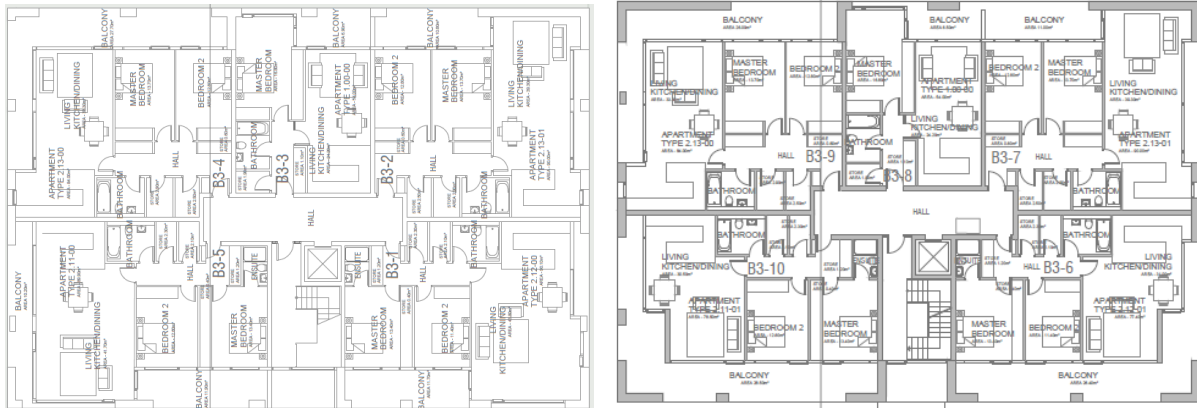


Figure 21.0 Proposed ground (left) and first floor (right) plans of Apartment Block B3

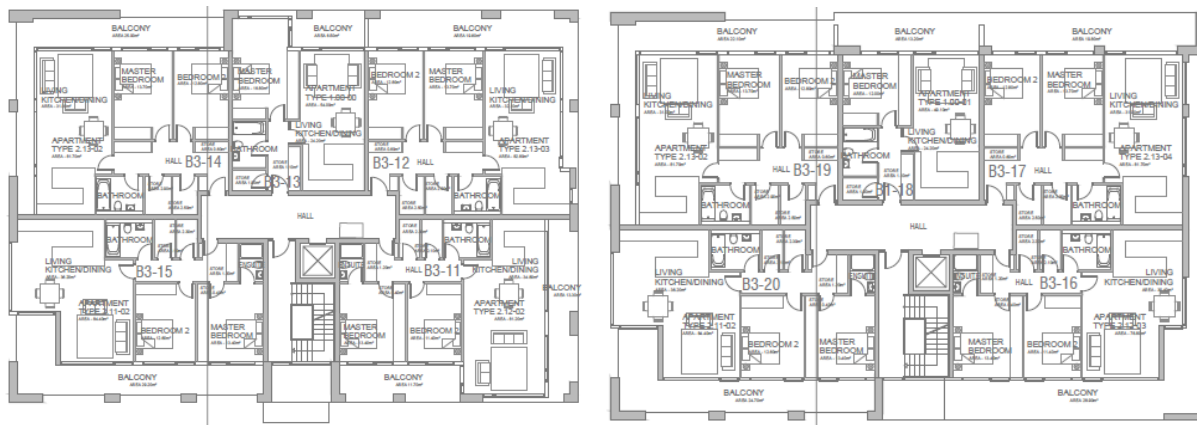


Figure 22.0 Proposed second (left) and third floor (right) plans of Apartment Block B3

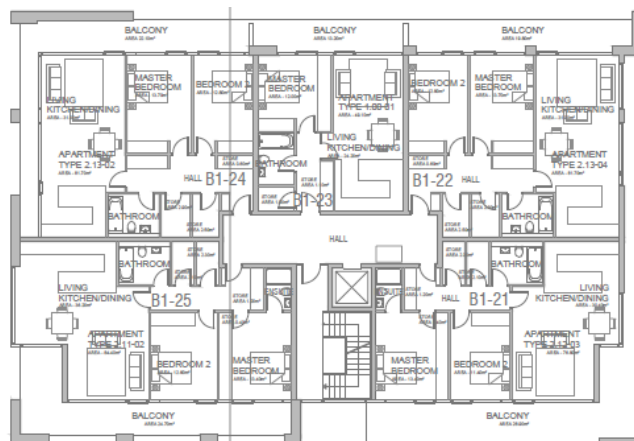


Figure 23.0 Proposed fifth floor plans of Apartment Block B3

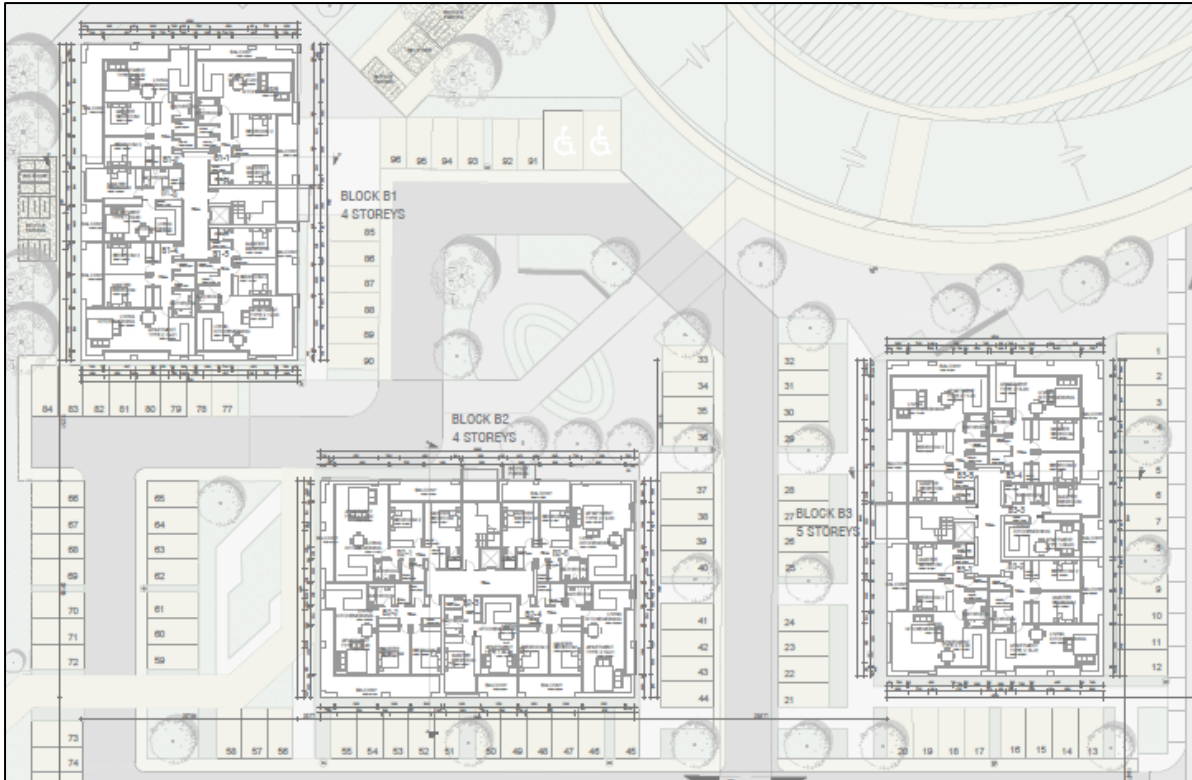


Figure 24.0 Proposed Apartment Block B1, B2 and B3 in the north-western corner of the site

Apartment Block C

Apartment Block C is a 3 storey apartment block located adjacent to the site's eastern boundary. This apartment block forms part of the proposed neighbourhood centre (which is discussed in further detail in Section 5.3 below) with the blocks lower ground floor being occupied by a retail unit and the upper floor levels comprising 6 no. apartments (6 no. two-bedroom apartments).

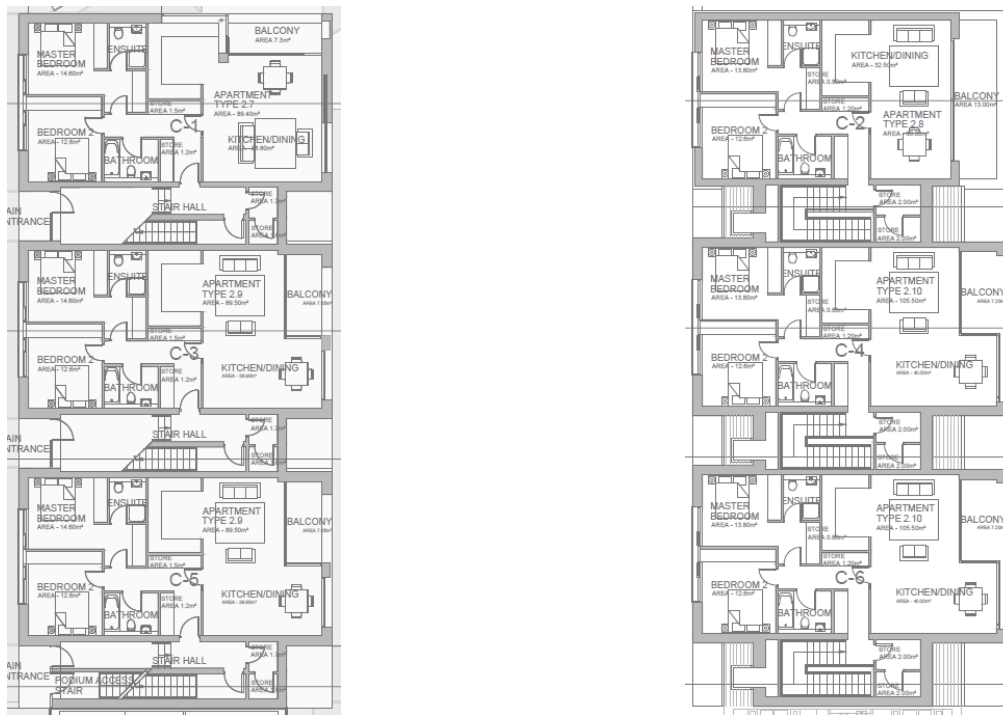


Figure 25.0 Proposed ground (left) and first floor (right) plans of Apartment Block C

Apartment Block D

Apartment Block D is a 3 storey apartment block located centrally on the development site featuring 9 no. apartments (9 no. two-bedroom apartments).

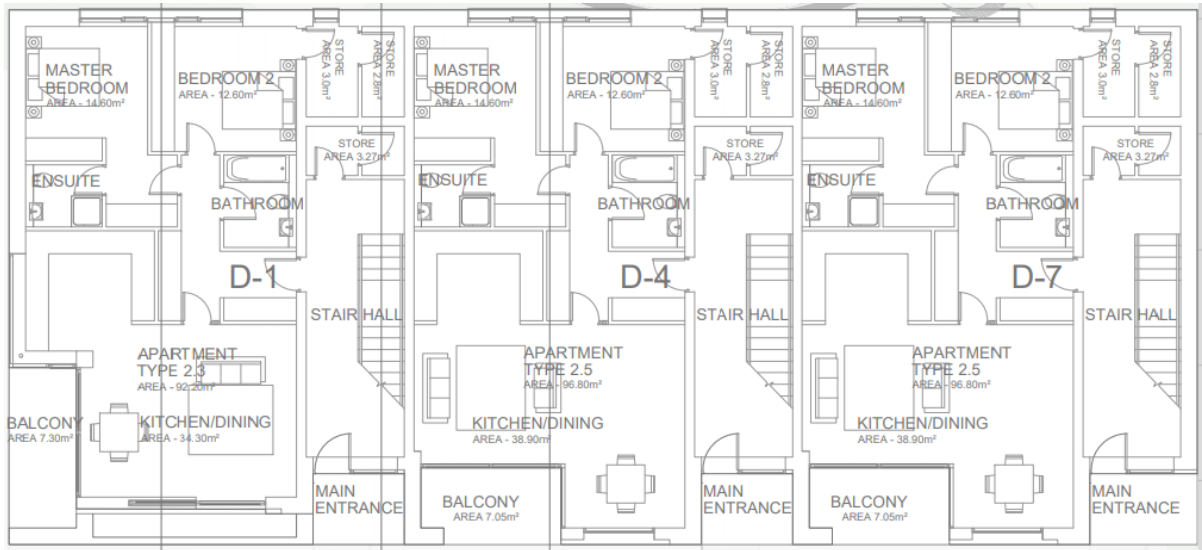


Figure 26.0 Proposed ground plan of Apartment Block D

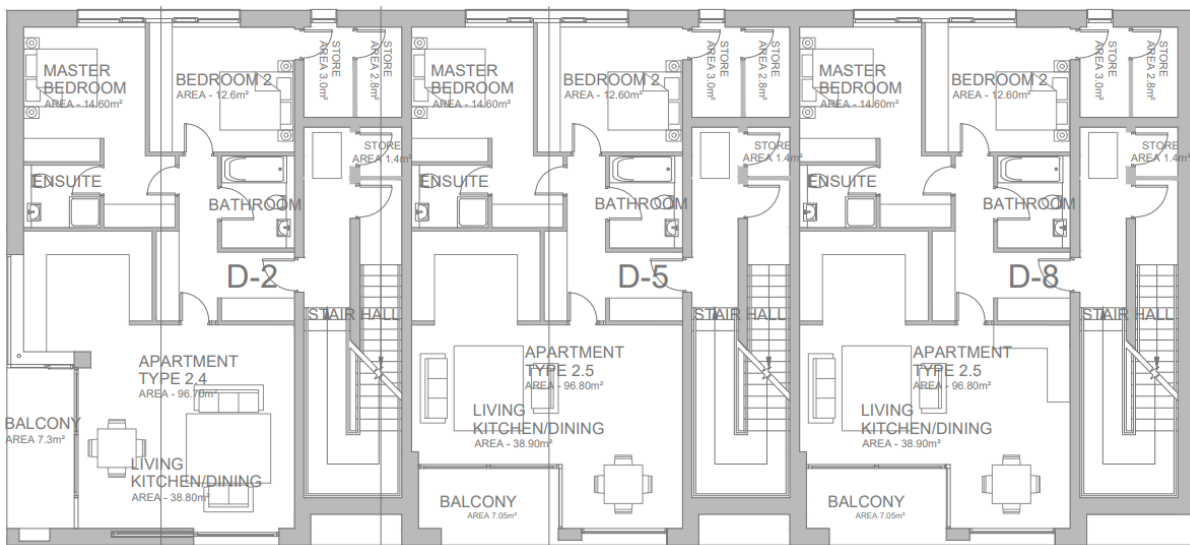


Figure 27.0 Proposed first floor plan of Apartment Block D



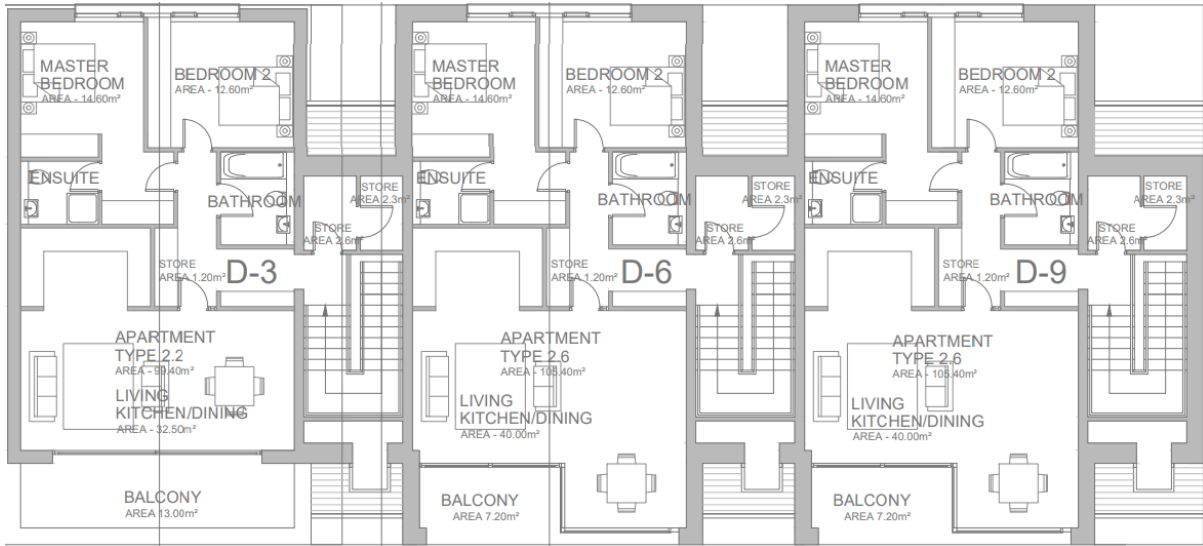


Figure 28.0 Proposed second floor plan of Apartment Block D

Apartment Block E

Apartment Block E is a 3 storey apartment block located in the southern corner of the development site comprising 12 no. apartments (12 no. two-bedroom apartments).

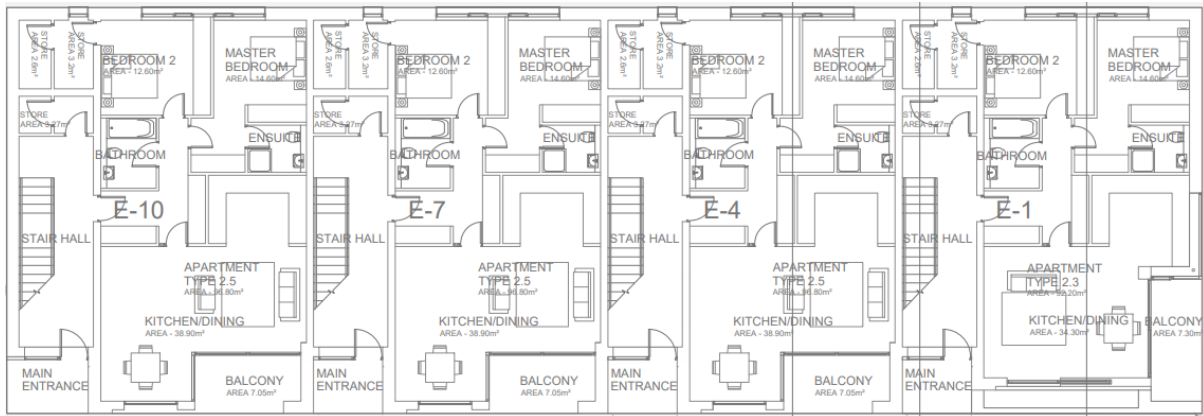


Figure 29.0 Proposed ground floor plan of Apartment Block E

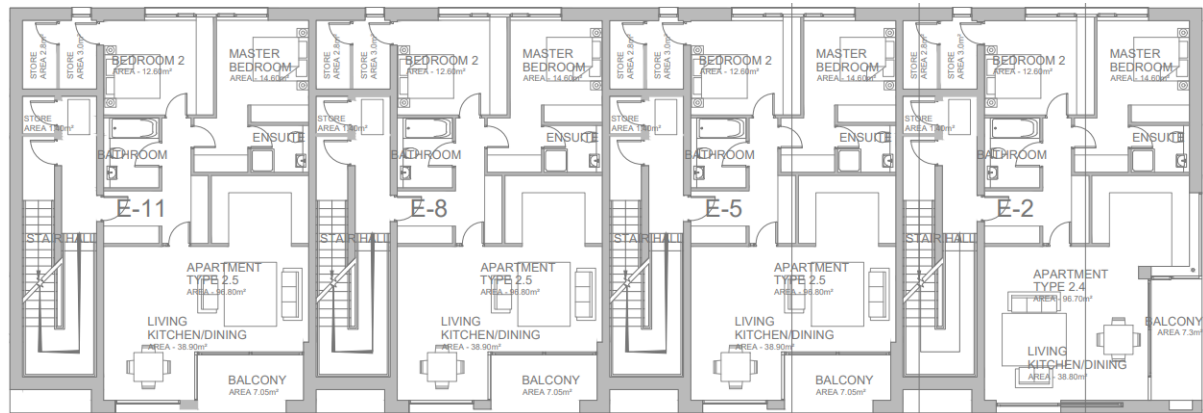


Figure 30.0 Proposed first floor plan of Apartment Block E

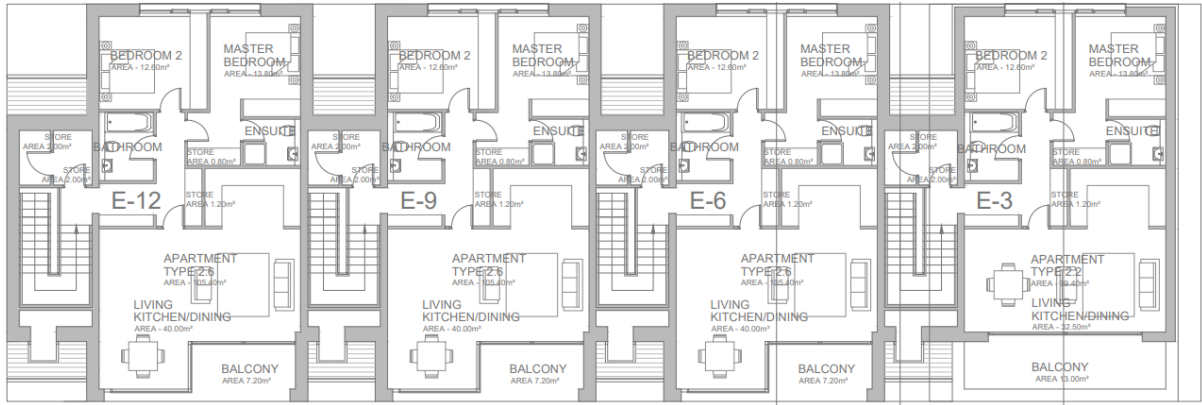


Figure 31.0 Proposed second floor plan of Apartment Block E

Apartment Blocks G

20 no. Apartment Blocks G’s feature throughout the subject site. These apartment blocks are 3 storeys in height and feature 3 no. units therein (resulting in a total of 60 no. two-bedroom units).

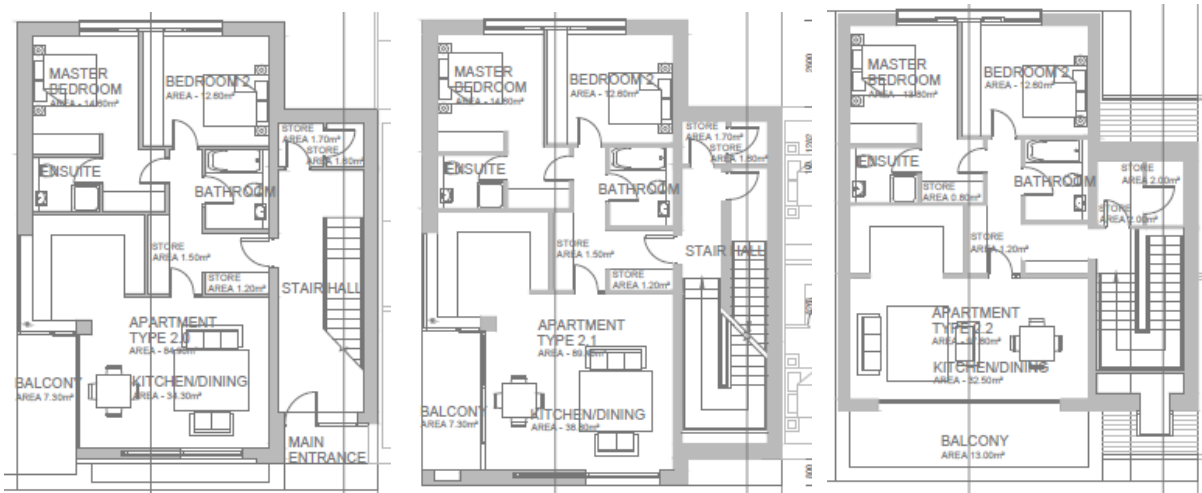


Figure 32.0 Proposed ground (left), first (centre) & second (right) floor plans of Apartment Block G

**5.2 Proposed Dwellings**

The development proposal will include the construction of 509 no. two storey family homes on the application site. The scheme caters for growing families and those trading up from apartment living, offering 2-bedroom, 3-bedroom and 4-bedroom dwellings in various configurations. The dwelling units will be categorised in 18 no. dwelling types which will be discussed in further detail below. The scale of the proposed dwellings is consistent with and complimentary to that of other recent residential developments in the vicinity of the application site and in Drogheda.

The housing types, which are all similar in form are described as follows:

House-Type 2.1

House-Type 2.1 comprises 158 no. two-storey, 2-bedroom, mid-terrace dwellings within the development. This house type has a gross floor area of 94.7sq.m and comprises an entrance hall, living room, shared kitchen/dining room, utility/store area and WC at ground floor and two bedrooms, including an en-suite master bedroom, storage room and family bathroom at first floor level.

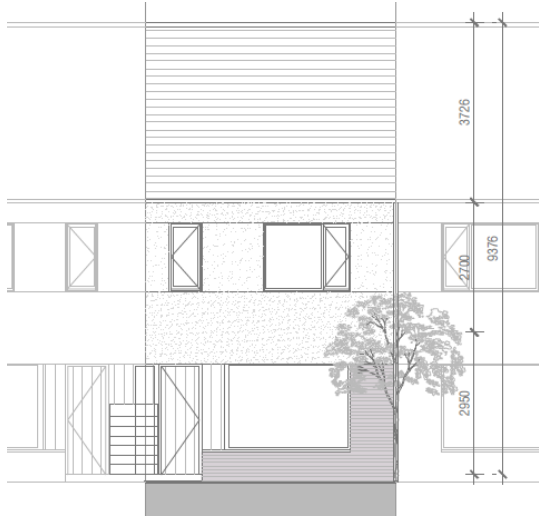


Figure 33.0 Front elevation of House Type 2.1

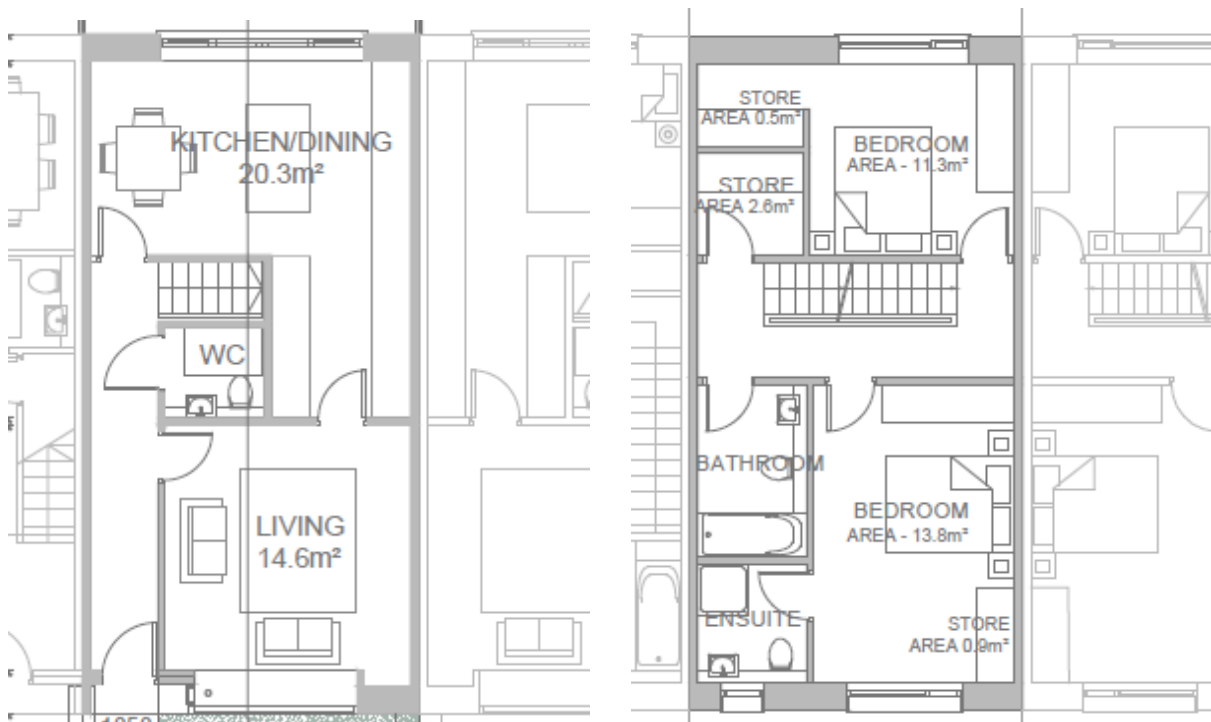


Figure 34.0 Ground floor (left) and first floor (right) layout of House-Type 2.1

House-Type 3.1

House-Type 3.1 comprises 119 no. two-storey, 3-bedroom, end of terrace dwellings within the development. This house type has a gross floor area of 110.2sq.m and comprises an entrance hall, living room, shared kitchen/dining room, storage and WC at ground floor, three bedrooms including an en-suite master bedroom, family bathroom and storage rooms at first floor level.

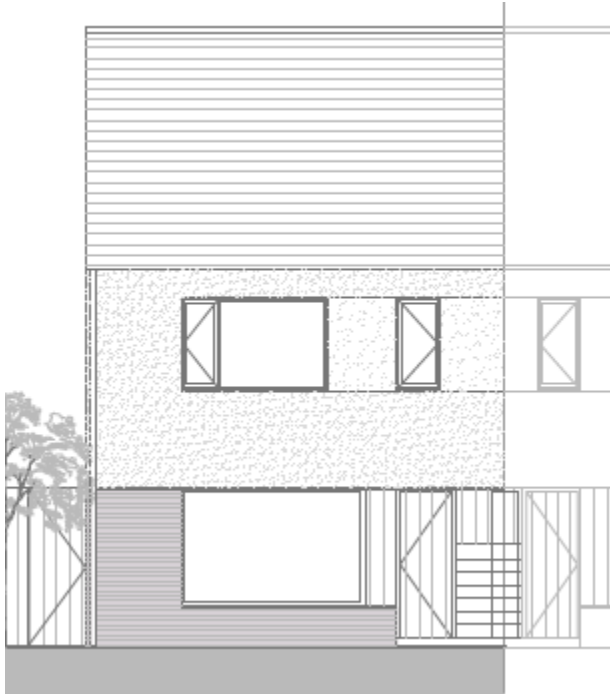


Figure 35.0 Front elevation of House-Type 3.1

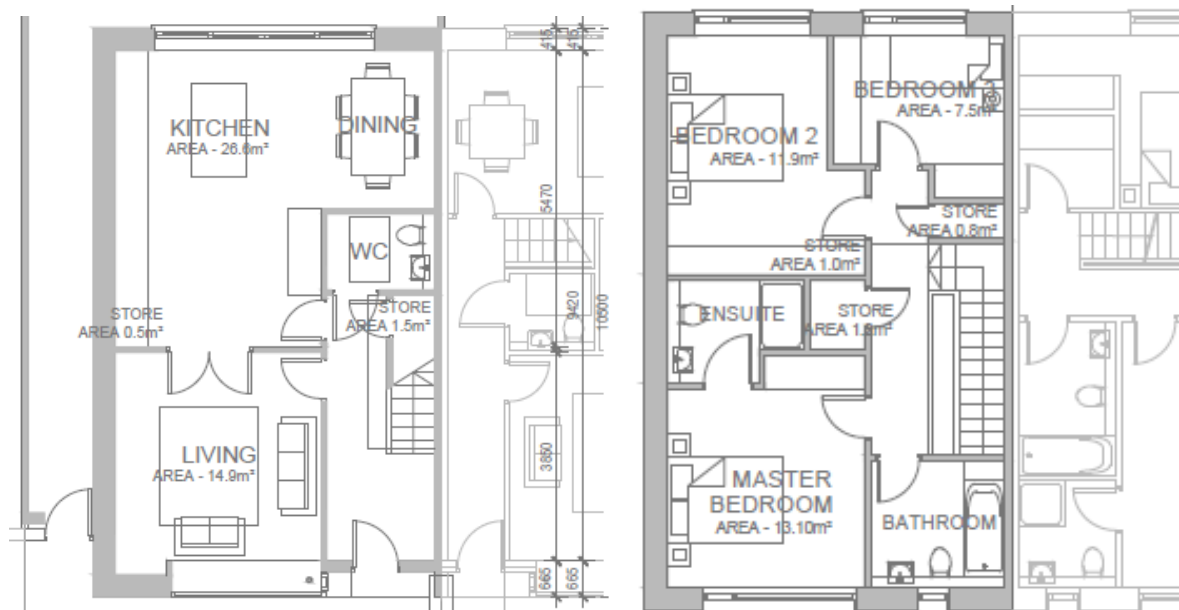


Figure 36.0 Ground floor (left) and first floor (right) layout of House-Type 3.1

House-Type 3.2

House-Type 3.2 comprises 60 no. two-storey, 3-bedroom, semi-detached dwellings within the development. This house type has a gross floor area of 109.7sq.m and comprises an entrance hall, living room, shared kitchen/dining room, utility, storage and WC at ground floor, three bedrooms including an en-suite master bedroom, family bathroom and storage rooms at first floor level.



Figure 37.0 Front elevation of House Type 3.2

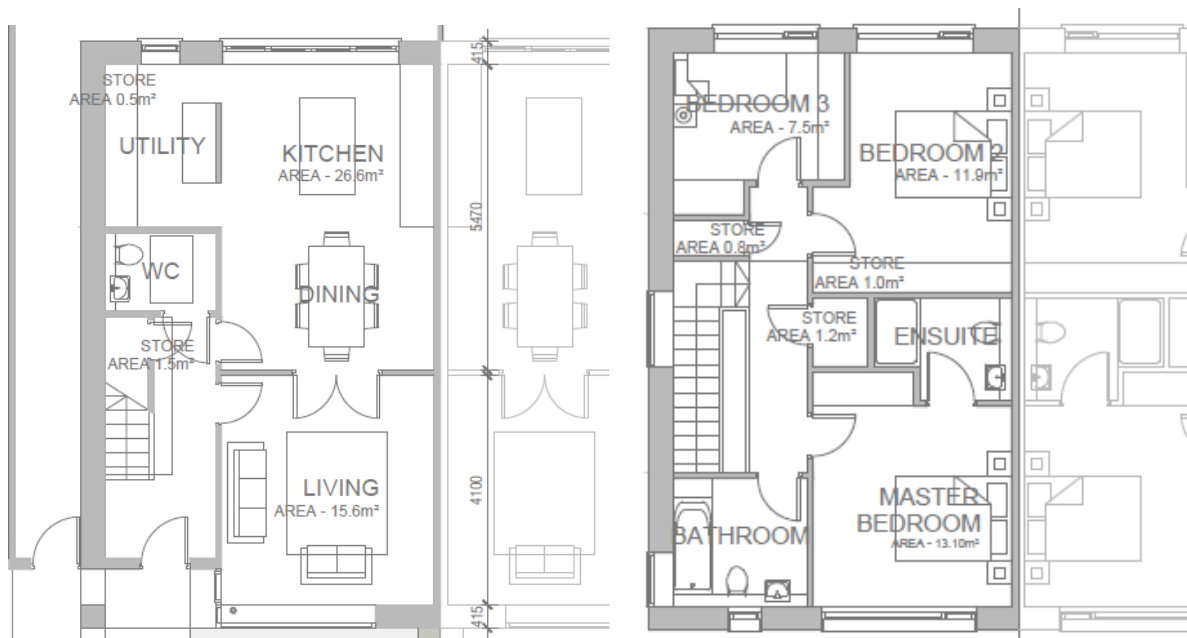


Figure 38.0 Ground floor (left) and first floor (right) layout of House-Type 3.2

House-Type 3.3

House-Type 3.3 comprises 6 no. two-storey, 3-bedroom, semi-detached dwellings within the development. This house type has a gross floor area of 127.8sq.m and comprises an entrance hall, living room, shared kitchen/dining room and WC at ground floor and three bedrooms including an ensuite master bedroom, 2 no. storage rooms and family bathroom at first floor level.



Figure 39.0 Front elevation of House Type 3.3.

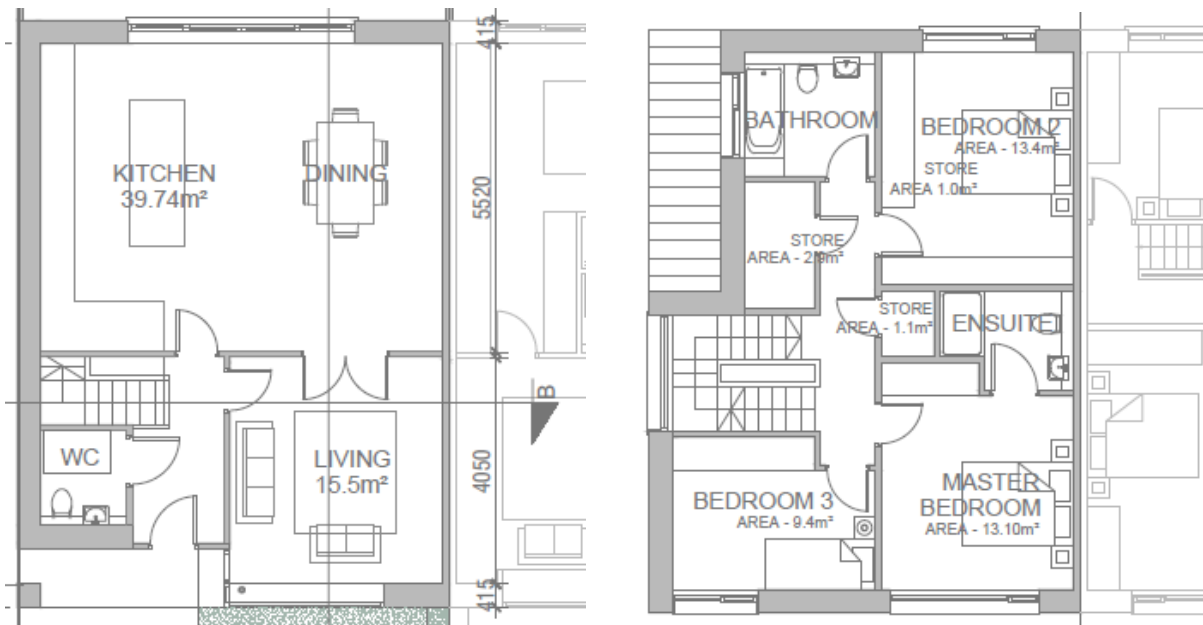


Figure 40.0 Ground (left) and first floor (right) level layout of House-Type 3.3.

House-Type 3.4

House-Type 3.4 comprises 11 no. two-storey, 3-bedroom, semi-detached dwellings within the development. This house type has a gross floor area of 126.8sq.m and comprises an entrance hall, living room, shared kitchen/dining room, storage and WC at ground floor and three bedrooms including an en-suite master bedroom, family bathroom and storage area at first floor level.



Figure 41.0 Front elevation of House Type 3.4

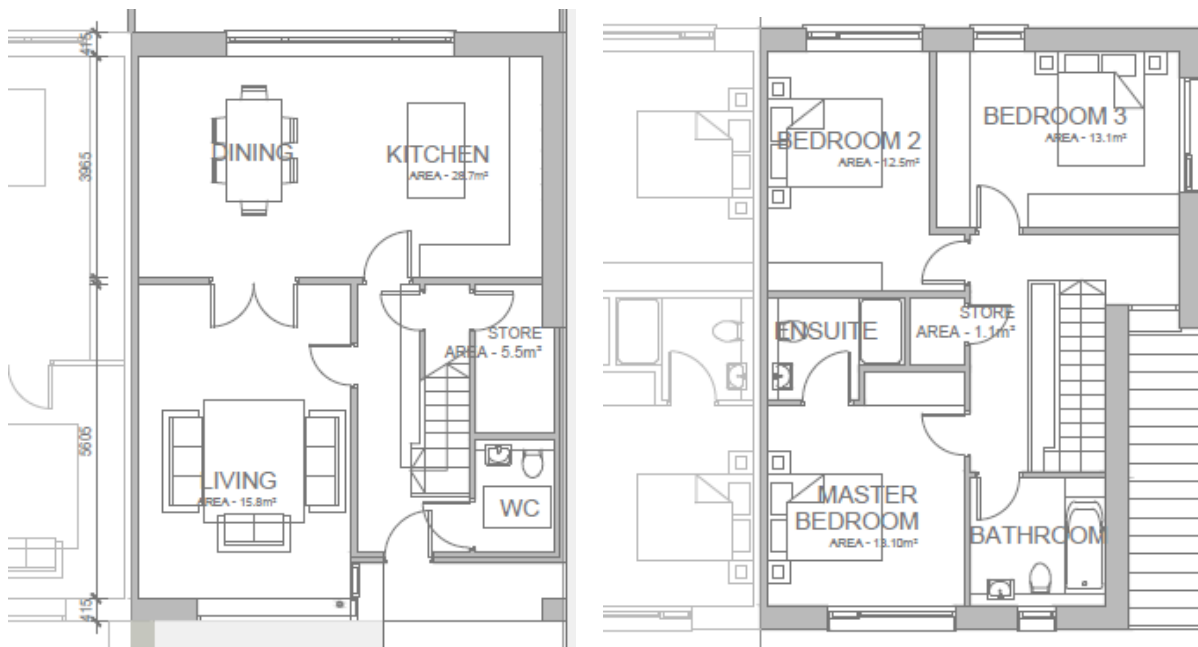


Figure 42.0 Ground (left) and first floor (right) level layout of House-Type 3.4

House-Type 3.5

House-Type 3.5 comprises 8 no. two-storey, 3-bedroom, semi-detached dwellings within the development. This house type has a gross floor area of 109.7sq.m and comprises an entrance hall, living room, shared kitchen/dining room, utility, storage and WC at ground floor and three bedrooms including an en-suite master bedroom, family bathroom and 2 no. storage rooms at first floor level.



Figure 43.0 Front elevation of House Type 3.5

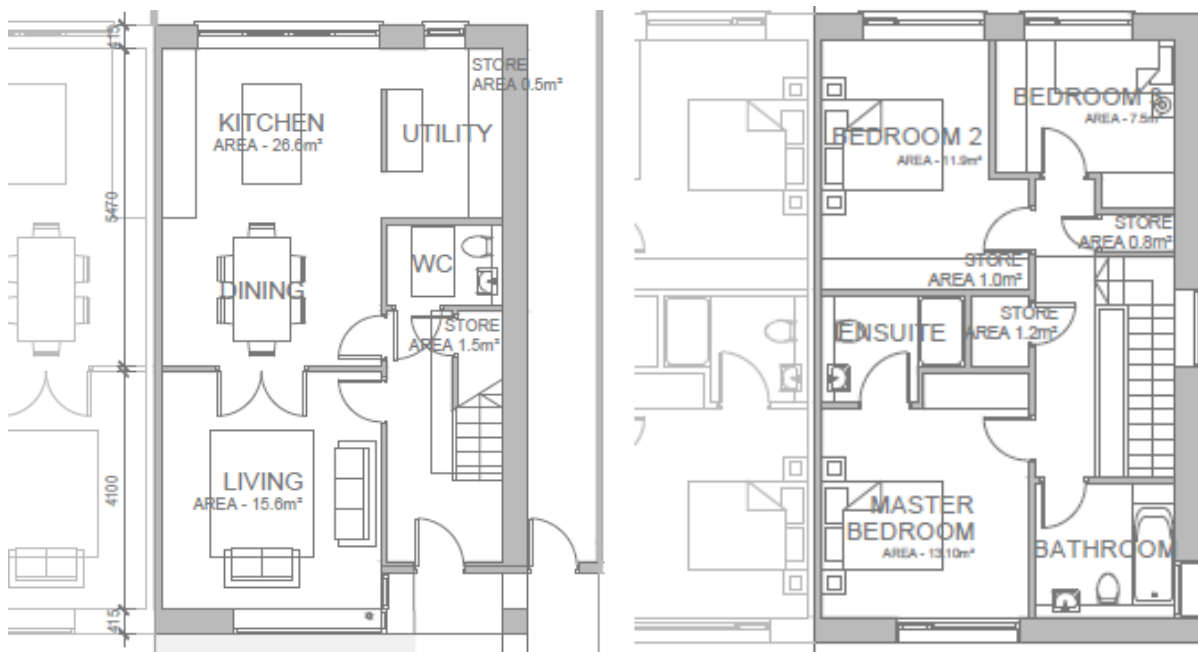


Figure 44.0 Ground (left) and first floor (right) level layout of House-Type 3.5



House-Type 3.6

House-Type 3.6 comprises 7 no. two-storey, 3-bedroom, semi-detached dwellings within the development. This house type has a gross floor area of 109.7sq.m and comprises an entrance hall, living room, shared kitchen/dining room, utility, storage and WC at ground floor and three bedrooms including an en-suite master bedroom, family bathroom and 2 no. storage rooms at first floor level.



Figure 45.0 Front elevation of House Type 3.6

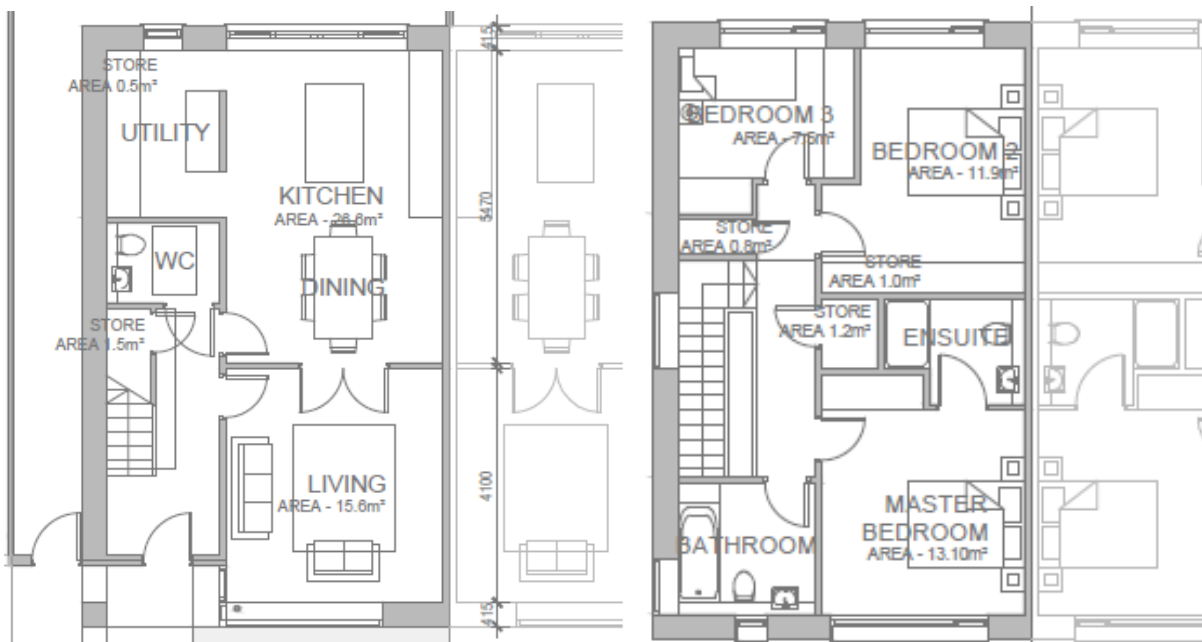


Figure 46.0 Ground (left) and first floor (right) level layout of House-Type 3.6

House-Type 3.7

House-Type 3.7 comprises 10 no. two-storey, 3-bedroom, terraced dwellings within the development. This house type has a gross floor area of 139.9sq.m and comprises an entrance hall, living room, shared kitchen/dining room, utility, storage and WC at ground floor and three bedrooms including an en-suite master bedroom, family bathroom and 2 no. storage rooms at first floor level.

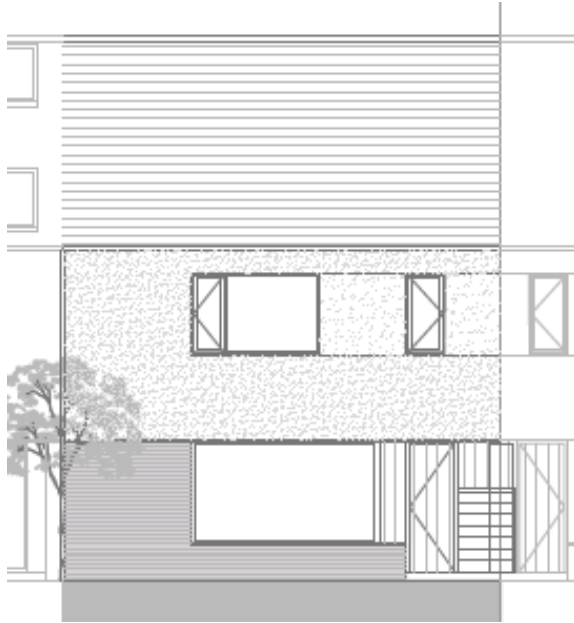


Figure 47.0 Front elevation of House-Type 3.7

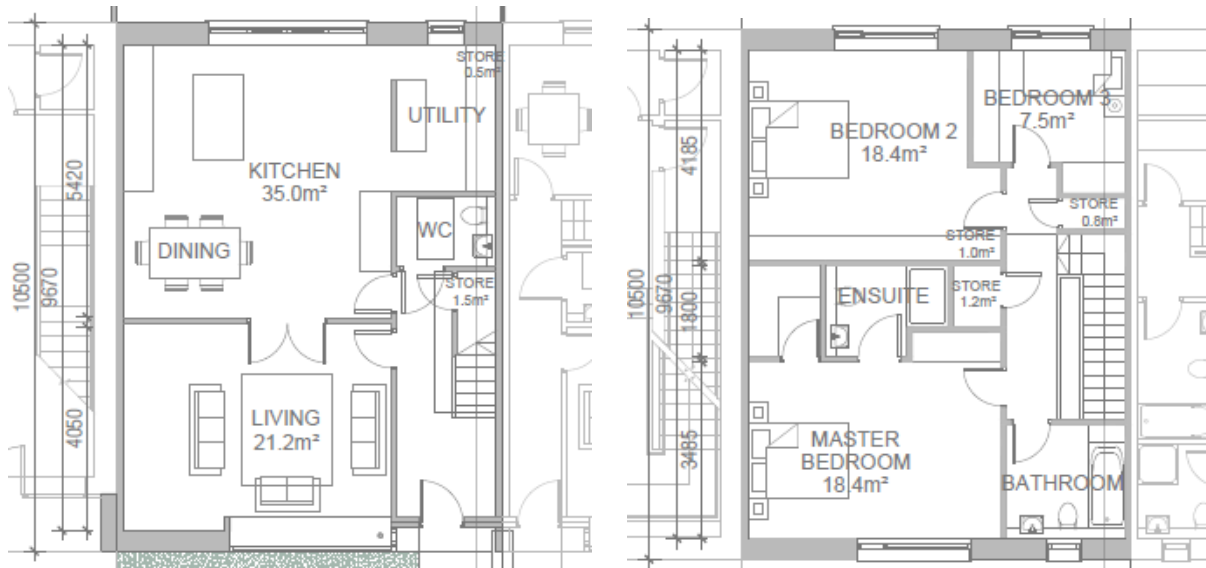


Figure 48.0 Ground (left) and first floor (right) level layout of House-Type 3.7

**House-Type 3.8**

House-Type 3.8 comprises 5 no. two-storey, 3-bedroom, terraced dwellings within the development. This house type has a gross floor area of 137.4sq.m and comprises an entrance hall, living room, shared kitchen/dining room, storage and WC at ground floor and three bedrooms, including 2 en-suite bedrooms, family bathroom and storage at first floor level.

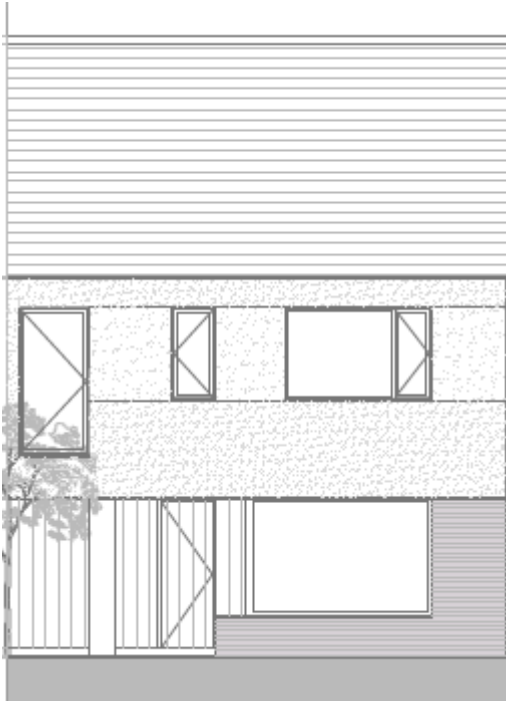


Figure 49.0 Front elevation of House Type 3.8

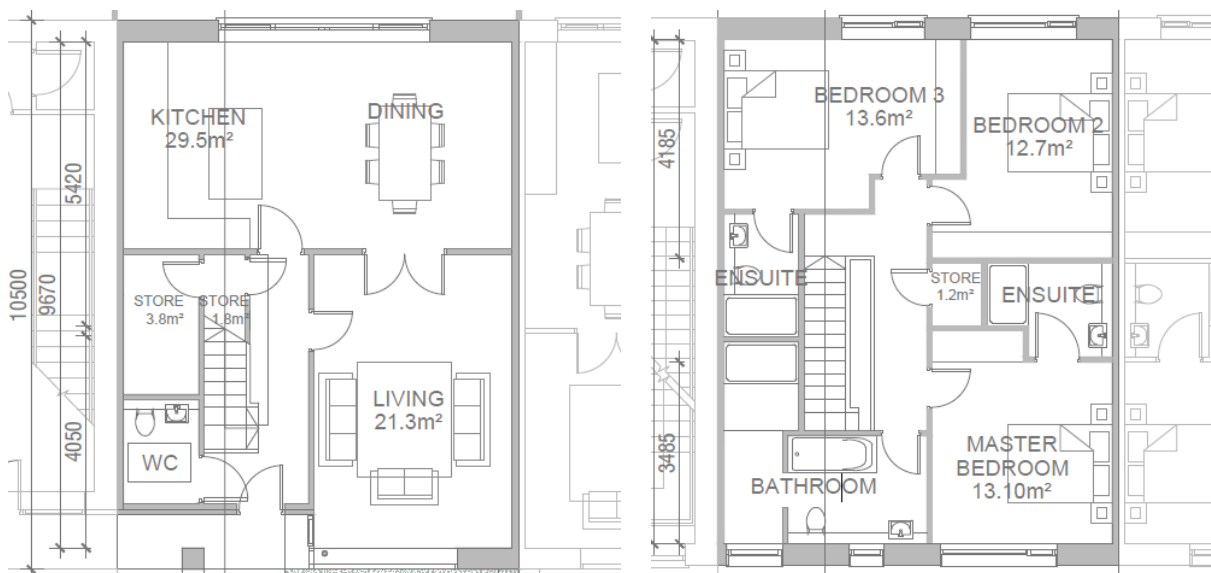


Figure 50.0 Ground (left) and first floor (right) level layout of House-Type 3.8

House-Type 3.9

House-Type 3.9 comprises 1 no. two-storey, 3-bedroom, terraced dwelling within the development. This house type has a gross floor area of 137.4sq.m and comprises an entrance hall, living room, shared kitchen/dining room, storage area and WC at ground floor and three bedrooms, including 2 en-suite bedrooms, family bathroom and storage at first floor level.

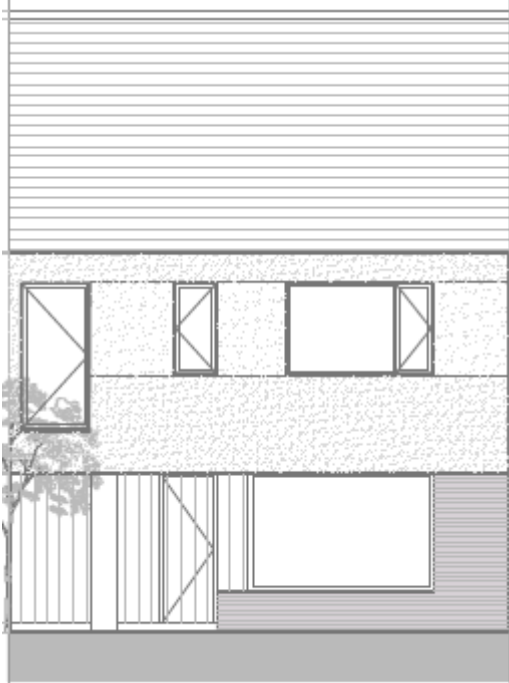


Figure 51.0 Front elevation of House-Type 3.9

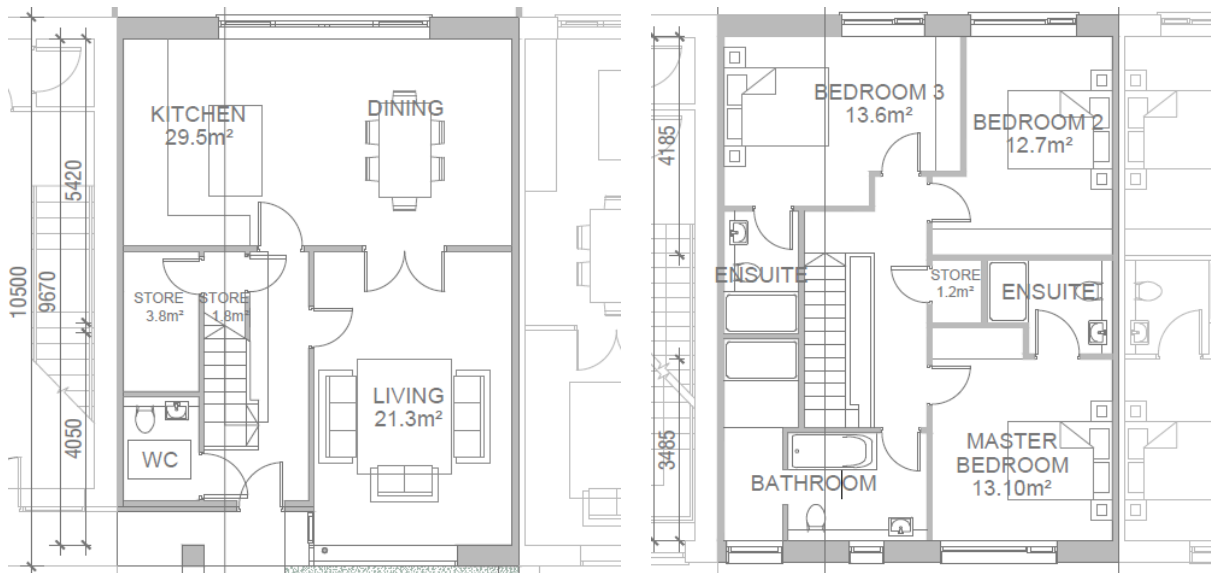


Figure 52.0 Ground (left) and first floor (right) level layout of House-Type 3.9

House-Type 3.10

House-Type 3.10 comprises 29 no. two-storey, 3-bedroom, end of terrace dwellings within the development. This house type has a gross floor area of 122.8sq.m and comprises an entrance hall, living room, shared kitchen/dining room, storage, utility and WC at ground floor and three bedrooms including an en-suite master bedroom, family bathroom and 2 no. storage spaces at first floor level.



Figure 53.0 Front elevation of House Type 3.10

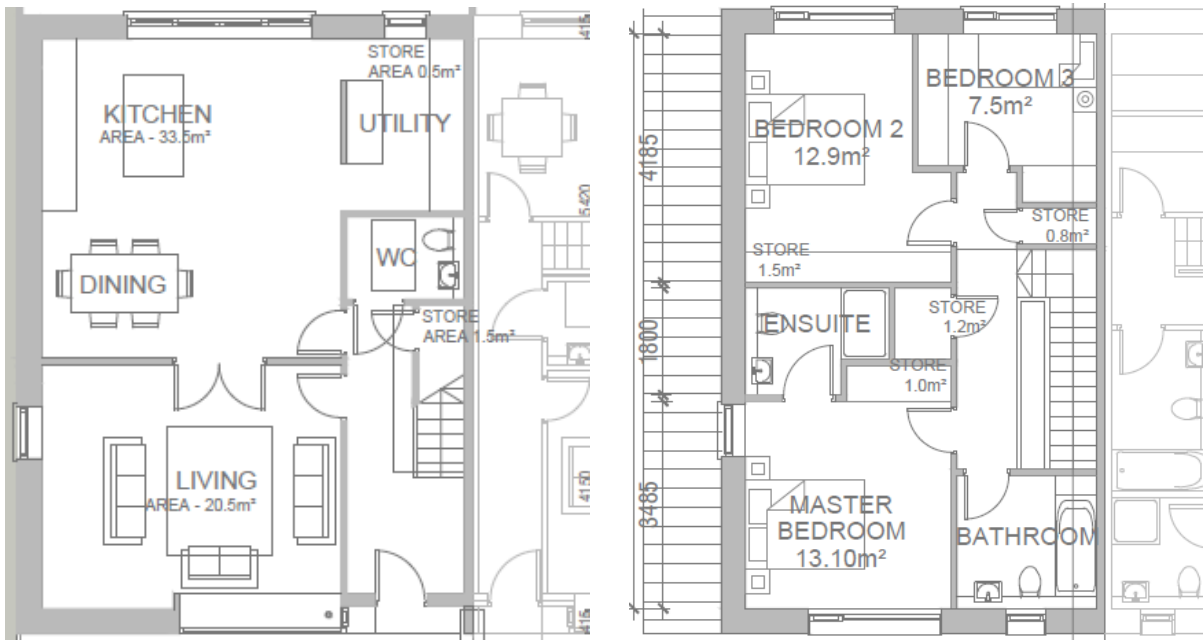


Figure 54.0 Ground (left) and first floor (right) level layout of House-Type 3.10

### House-Type 3.11

House-Type 3.11 comprises 4 no. two-storey, 3-bedroom, semi-detached dwellings within the development. This house type has a gross floor area of 116.8sq.m and comprises an entrance hall, living room, shared kitchen/dining room, utility room, storage and WC at ground floor and three bedrooms including an en-suite master bedroom and family bathroom at first floor level.



Figure 55.0 Front elevation of House Type 3.11

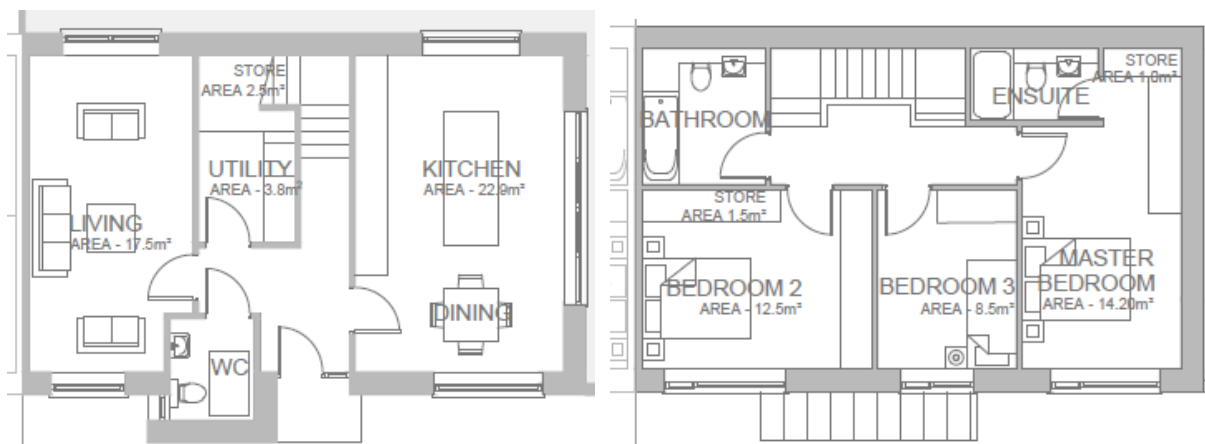


Figure 56.0 Ground (left) and first floor (right) level layout of House-Type 3.11

House-Type 3.12

House-Type 3.12 comprises 9 no. two-storey, 3-bedroom, detached dwellings within the development. This house type has a gross floor area of 109.7sq.m and comprises an entrance hall, living room, shared kitchen/dining room, utility, storage and WC at ground floor and three bedrooms including an en-suite master bedroom, 2 no. storage areas and family bathroom at first floor level.

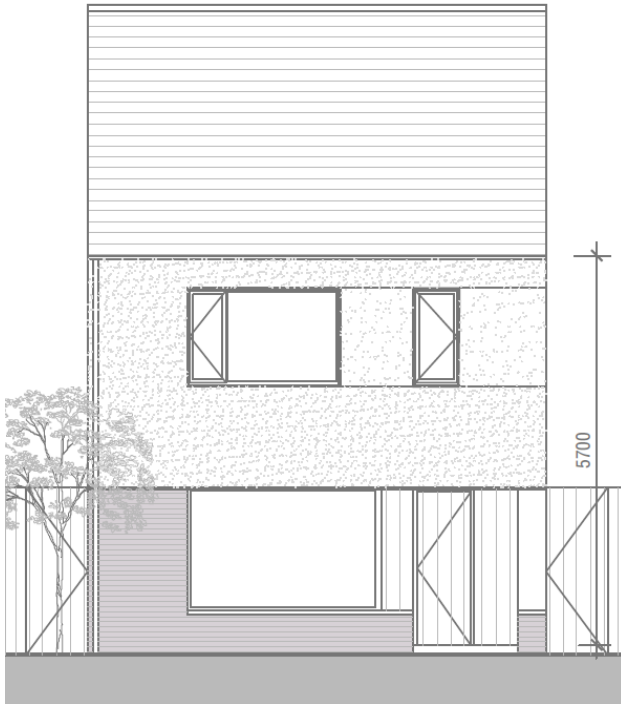


Figure 57.0 Front elevation of House Type 3.12

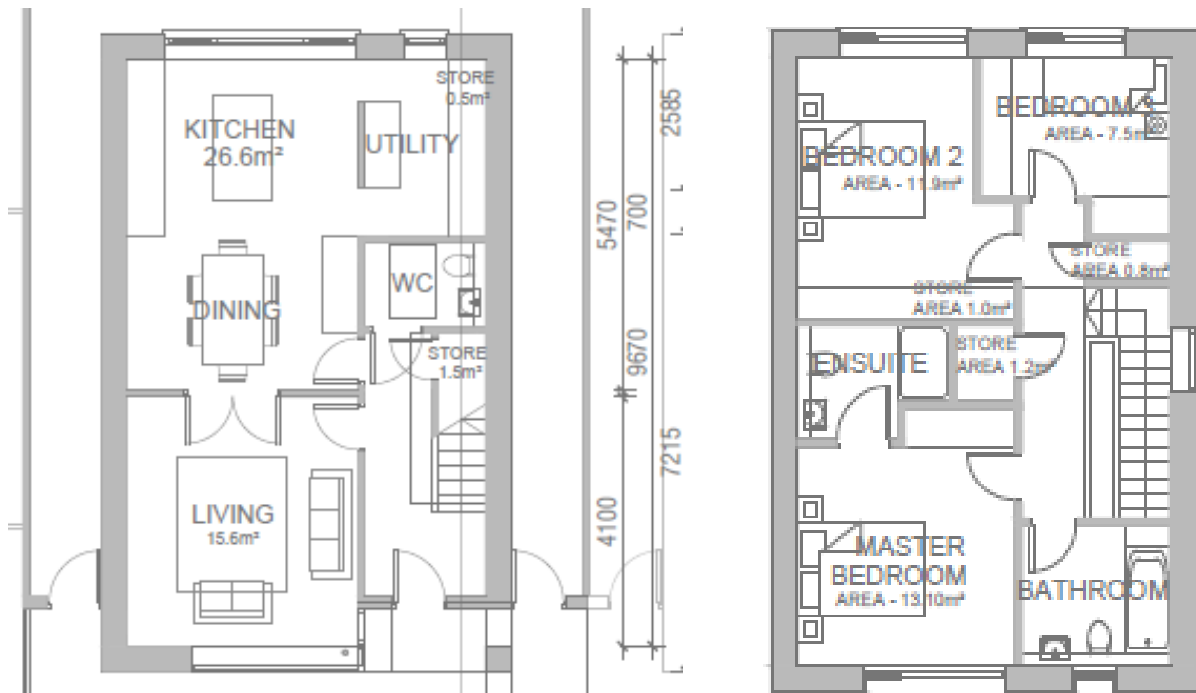


Figure 58.0 Ground (left) and first floor (right) level layout of House-Type 3.12

House-Type 4.1

House-Type 4.1 comprises 77 no. two-storey, 4-bedroom, semi-detached dwellings within the development. This house type has a gross floor area of 134.9sq.m and comprises an entrance hall, living room, shared kitchen/dining room, utility, storage and WC at ground floor and four bedrooms including an en-suite master bedroom, 1 no. storage area and family bathroom at first floor level.



Figure 59.0 Front elevation of House-Type 4.1

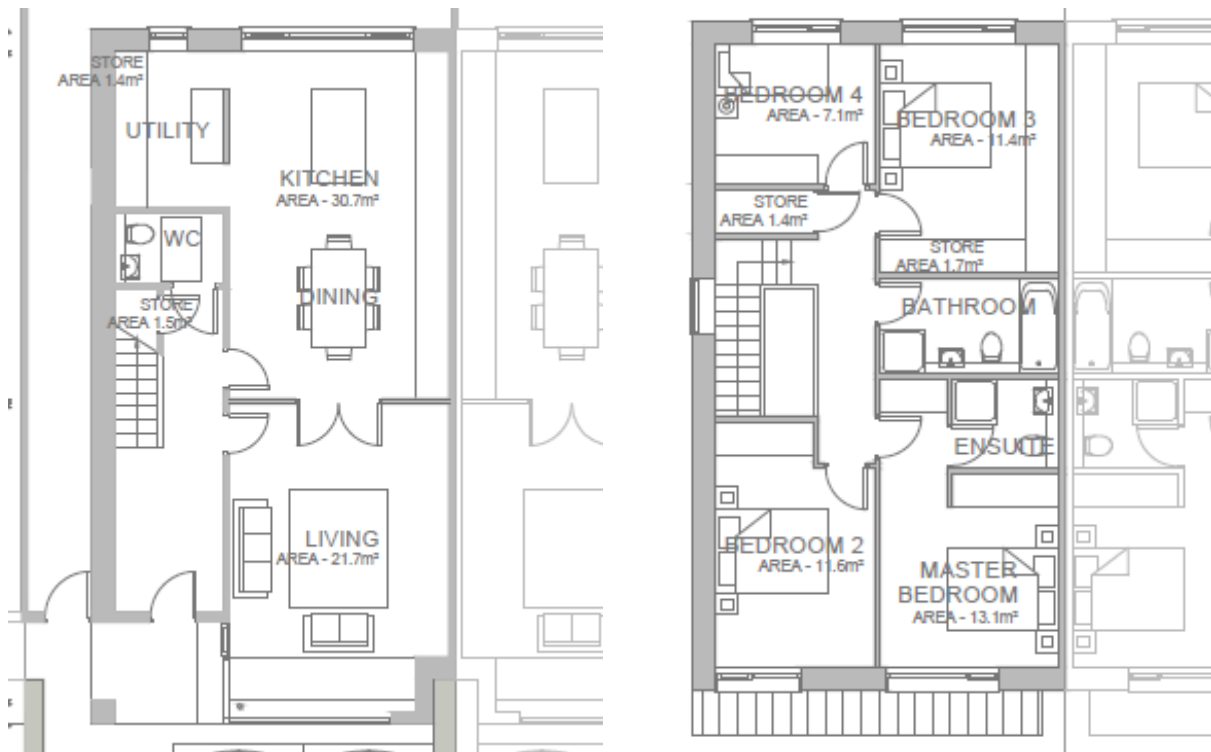


Figure 60.0 Ground (left) and first floor (right) level layout of House-Type 4.1



House-Type 4.2

House-Type 4.2 comprises 1 no. two-storey, 4-bedroom, semi-detached dwelling within the development. This house type has a gross floor area of 154.9sq.m and comprises an entrance hall, living room, shared kitchen/dining room, storage and WC at ground floor and four bedrooms including an en-suite master bedroom and family bathroom at first floor level.



Figure 61.0 Front elevation of House Type 4.2

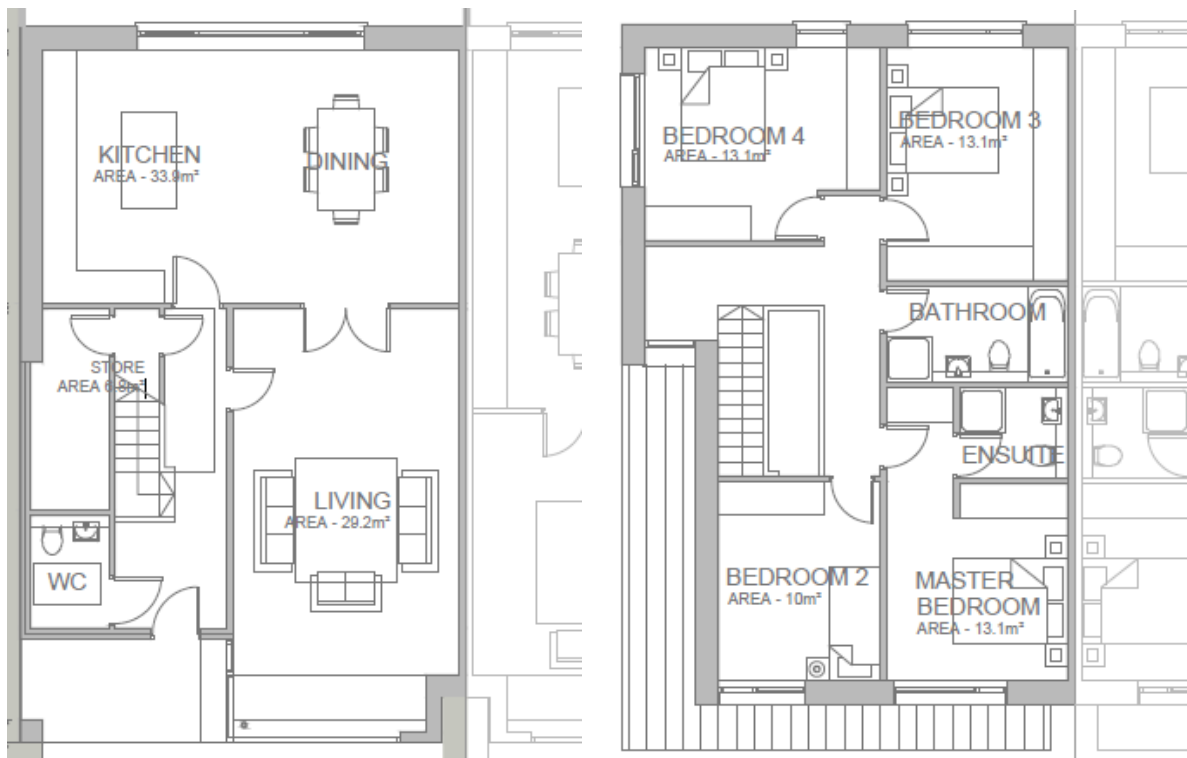


Figure 62.0 Ground (left) and first floor (right) level layout of House-Type 4.2

House-Type 4.3

House-Type 4.3 comprises 2 no. two-storey, 4-bedroom, semi-detached dwellings within the development. This house type has a gross floor area of 165.3sq.m and comprises an entrance hall, living room, shared kitchen/dining room, storage and WC at ground floor and four bedrooms including 2 no. en-suite bedrooms, a storage room and family bathroom at first floor level.



Figure 63.0 Front elevation of House-Type 4.3

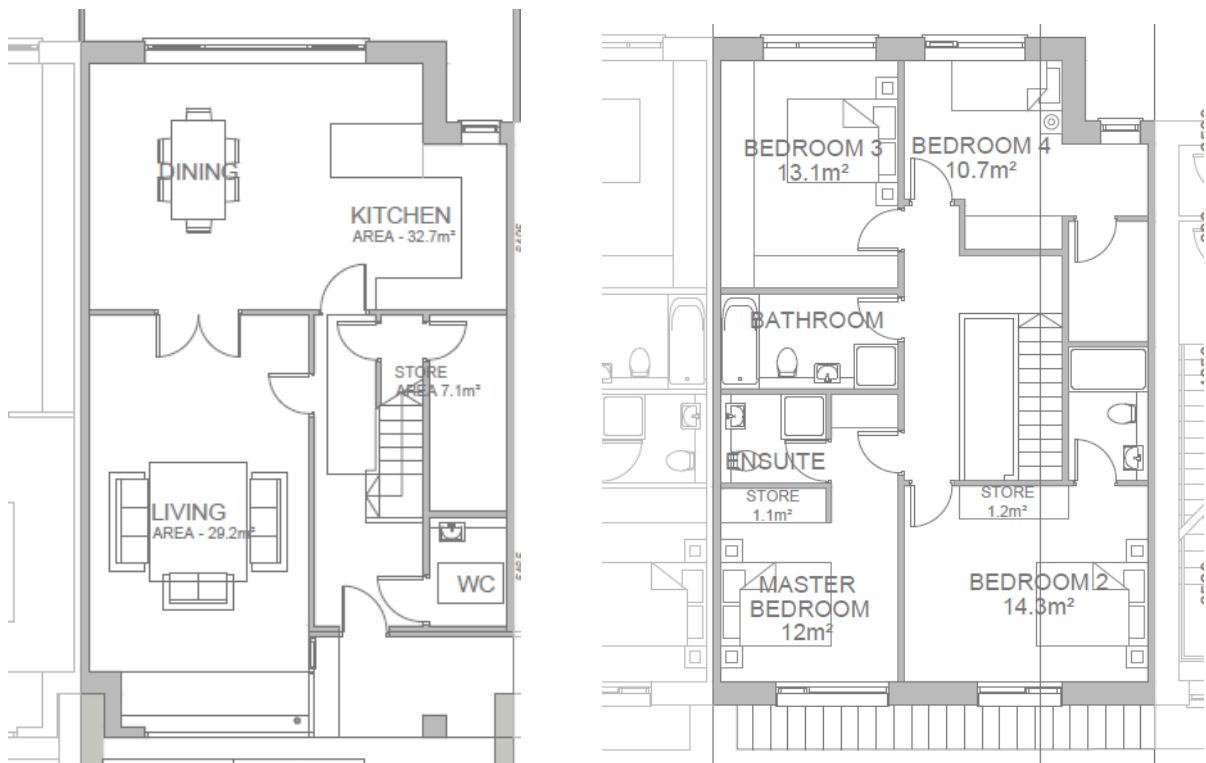


Figure 64.0 Ground (left) and first floor (right) level layout of House-Type 4.3

House-Type 4.4

House-Type 4.4 comprises 1 no. two-storey, 4-bedroom, detached dwelling within the development. This house type has a gross floor area of 134.9sq.m and comprises an entrance hall, living room, shared kitchen/dining room, utility, storage and WC at ground floor and four bedrooms including an en-suite master bedroom, a storage area and family bathroom at first floor level.



Figure 65.0 Front elevation of House Type 4.4

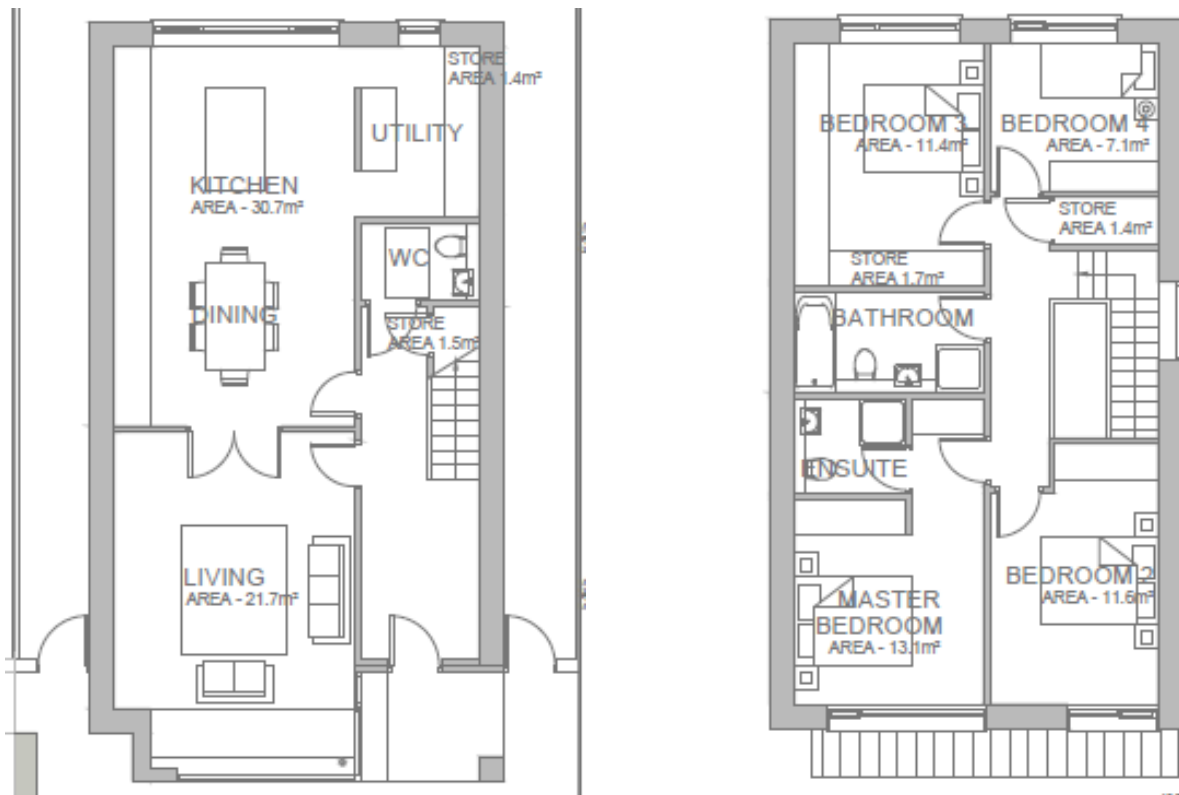


Figure 66.0 Ground (left) and first floor (right) level layout of House-Type 4.4

### House-Type 4.5

House-Type 4.5 comprises 1 no. two-storey, 4-bedroom, detached dwelling within the development. This house type has a gross floor area of 154.9sq.m and comprises an entrance hall, living room, shared kitchen/dining room, storage and WC at ground floor and four bedrooms including an en-suite master bedroom and family bathroom at first floor level.



Figure 67.0 Front elevation of House Type 4.5

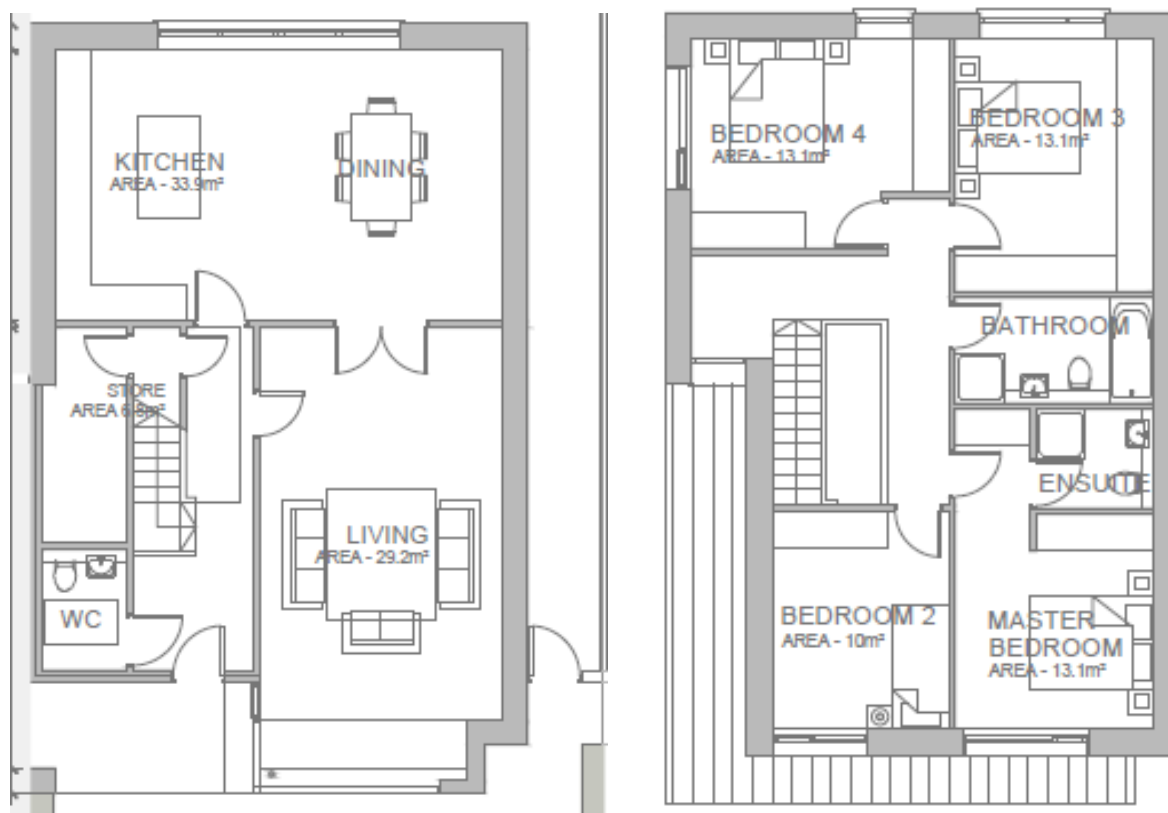


Figure 68.0 Ground (left) and first floor (right) level layout of House-Type 4.5

House-Types 2.1, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.10, 3.11, 3.12, 4.1, 4.2, 4.3, 4.4 and 4.5 will contain a sizeable rear garden in excess of the standard requirements. The units will be finished with high quality materials including brickwork, stone, concrete and rendered finish to external walls and selected slate/tile finish to roof, the details of which are contained on the submitted design drawings). Each dwelling features a sheltered porch area. The development also includes 2 no. on-curtilage car parking for each dwelling.

### 5.3 Proposed Neighbourhood Centre

The proposed development features a neighbourhood centre, comprising a 486sq.m crèche, c. 6sq.m café and 318sq.m retail unit, adjacent to the site's eastern boundary immediately south of the northernmost entry to the proposed development. The building which houses the crèche and café is double storey. The retail unit occupies the lower ground floor level of Apartment Block C, with this 3-storey building sitting lower than the adjacent dwellings due to the topography of the site.

The proposed neighbourhood centre will be internally accessible from the development as well as via an external road off Rathmullan Road. The neighbourhood centre is provided with 42 no. car parking spaces in total (including disabled spaces) which are provided off Rathmullan Road and within the development which accommodate retail/café customers, creche/retail/café staff and creche drop off.

More specifically, 24 no. spaces to the north-west of the retail unit which provides parking for creche/retail staff, retail/café customers and creche drop off; and 7 no. spaces to the east of Block C which provides parking for creche/retail staff; and 11 no. to the west of the proposed creche/café which provide parking for creche staff and creche drop off.

The neighbourhood centre is also served by 34 no. bicycle parking spaces.

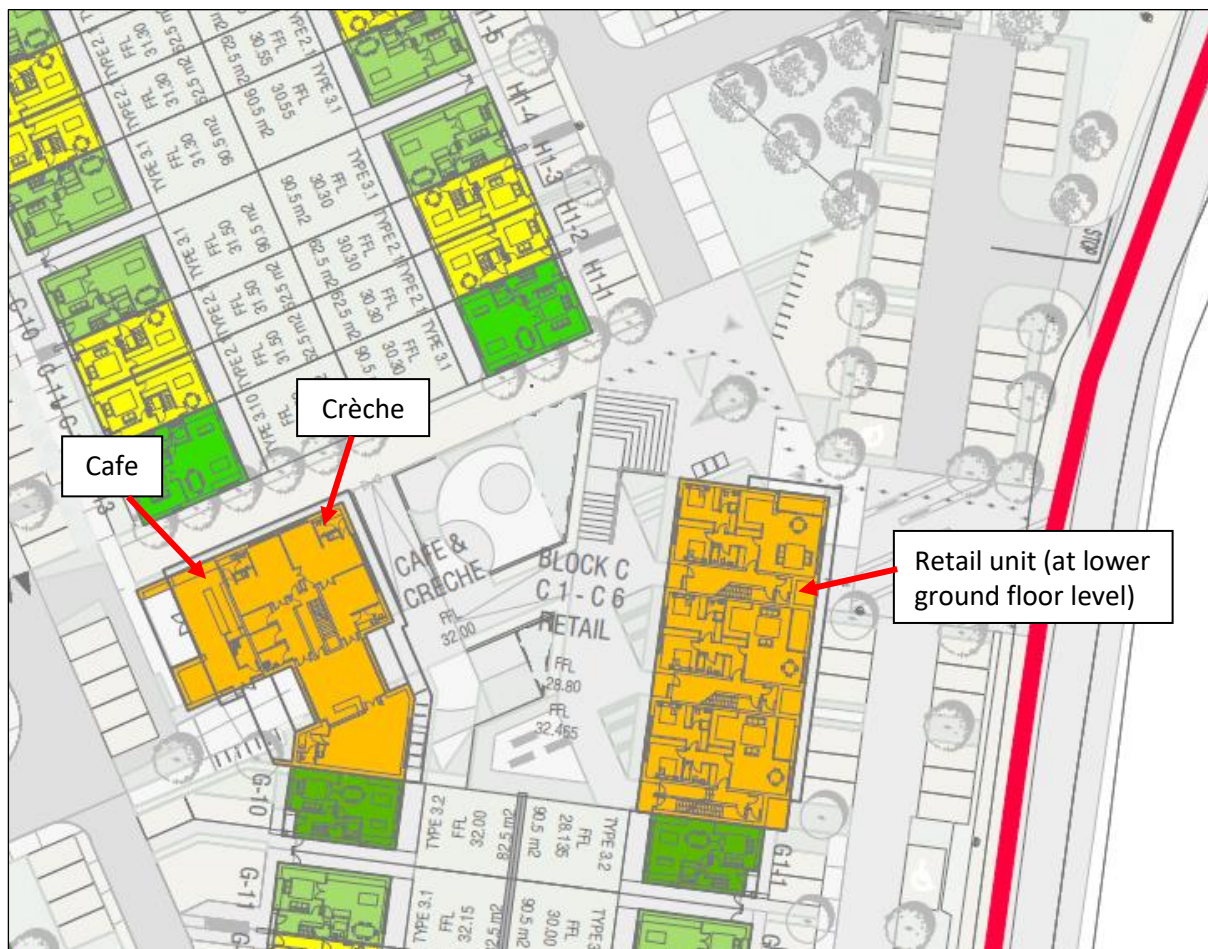


Figure 69.0 Proposed neighbourhood centre and associated parking spaces



Figure 70.0 Plan excerpt showing the proposed car parking allocation within the neighbourhood centre

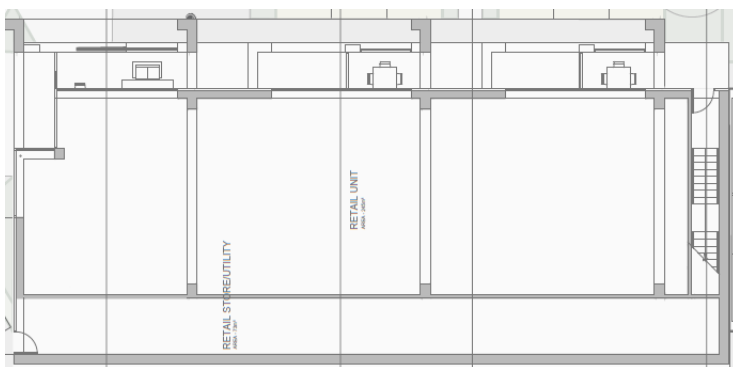


Figure 71.0 Proposed retail unit at Apartment Block C's lower ground floor level

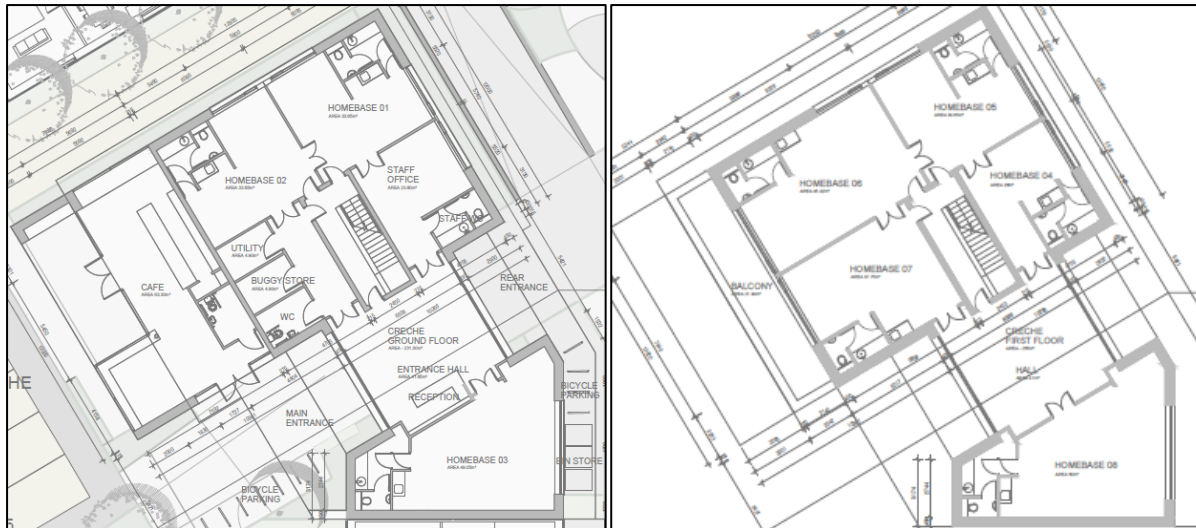


Figure 72.0 Proposed café and creche at ground floor (left) and proposed creche at first floor (right)

#### 5.4 Comparison against Previously Approved Proposal

The proposal previously approved under An Board Pleanála Ref. PL17.224875 and the subject are compared under a number of headings below and overleaf.

##### Development Typology

Both the current proposal and the development approved under An Board Pleanála Ref. PL17.224875 involve construction of large housing developments located on c. 26.2Ha site at Rathmullan Road, Rathmullan, Drogheda, Co. Meath. The main differences between the current proposal and the previously approved development are the number of dwellings, the site layout and the absence of a school site. The development previously approved under An Board Pleanála Ref. PL17.224875 consisted of 556 no. dwellings, whereas the current proposal proposes 661 no. dwellings. A mix of units featured in both proposals as well as a neighbourhood centre.

##### Layout

The proposed development adopts a similar footprint and similar dual access arrangements as the development previously approved under An Board Pleanála Ref. PL17.224875, as illustrated in the site layout plan excerpts included in Figure 73.0 below. The current and previous proposals for the subject site both provide a separation distance between the proposed residential units and the River Boyne to the north of the site as well as the M1 Motorway to the west. This space, as utilized previously, will accommodate communal/public open space to serve the development whilst it is considered that the quantum, location and usability of additional smaller open spaces within the development is improved on foot of the current proposal.

Three notable differences between the two proposals is the junction proposed at the northernmost access, the road network layout and the positioning of the neighbourhood centre. The previous scheme proposed a roundabout at the northernmost entry point and the current proposal features a priority signalised junction. In the current proposal, the neighbourhood centre block has been re-positioned marginally further west, with internal access from the development facilitated as well as external access from the Rathmullan Road. Another significant departure from the previous layout is the provision of the apartments throughout the development in contrast to the previous grouping of these higher buildings. It is the opinion of the design team that this alteration vastly improves the sense of place offered by each individual high building and adds considerable visual interest to the development.

The road network featuring in the current proposal includes a boulevard leading from both main entrance sites (leading in a north-westerly direction from the northernmost access and leading in a northerly direction from the southernmost access) which provide a view of the Boyne Bridge immediately north-east of the subject site as well as smaller scale avenues throughout the site. The inclusion of

these boulevards creates a sense of identity and arrival within the development. This improved layout out aims to create a more aesthetically pleasing network, with a sense of security for the residents.



Figure 73.0 Site layout of previous development approved under An Bord Pleanála Ref.: PL17.224875 (left) and site layout presented under current SHD proposal (right)

### Building Height

The current proposal is for a building height of 2 storeys rising to 5 storeys. We note a three storey increase from the previous application. However, it is considered that the increased building height is an appropriate departure from the development approved under An Board Pleanála Ref. PL17.224875 in light of recent planning policy direction on increased building heights and intensification of development in suitable location, within the Meath County Development Plan. It is submitted, on the basis of site orientation and separation distances from existing or future development, that the heights of individual apartment blocks contained within this development is inconsequential in the overall design concept with the use of apartment blocks adding visual interest to the development in conjunction with the practicality of allowing for a higher density of development.

### Density

The development previously approved under An Board Pleanála Ref. PL.17.224875 comprised 186 no. apartments and 370 no. houses, which equated to a net density of 35 dpha. The current proposal is for 152 no. residential apartments and 509 no. houses. This also equates to a net density of 35 dpha.

### Access

The current proposal maintains vehicular in the north-eastern and south-western corners of the site.



### Omission of School Site

It is noted in respect of the previous application (Reg. Ref. SA60260) for development at this site, that the Decision to Grant Planning Permission issued by the Planning Authority contained a condition regarding the reservation of space within the application site for the provision of a national school. The omission of a number of units was recommended by the An Bord Pleanála Inspector in the subsequent appeal yet not included in the conditions of the Order to Grant Permission for the development under An Board Pleanála Ref. PL17.224875, dated 31<sup>st</sup> October 2008. It is considered that the requirement to provide a school on the site of the proposed residential development is not warranted on foot of the final Order issued by An Bord Pleanála which declined to include this infrastructure provision as a condition of approving development.

A discussion on the omission of a school site from the subject proposal is included in the School Demand Analysis, prepared by Hughes Planning and Development Consultants, which accompanies this application.

## **6.0 Planning Policy Context**

This section of the statement will examine the planning framework, including national, regional and local, that informs the use and development of the subject land. Documents of note are as follows:

- Project Ireland 2040 – National Planning Framework (2018);
- National Development Plan 2018—2027;
- Urban Development and Building Heights - Guidelines for Planning Authorities, December 2018;
- Rebuilding Ireland – Action Plan for Housing and Homelessness, July 2016;
- Quality Housing for Sustainable Communities – Guidelines for Planning Authorities (2007);
- Sustainable Residential Development in Urban Areas – Guidelines for Planning Guidelines (2009);
- Urban Design Manual – A Best Practice Guide, 2009;
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018);
- Design Manual for Urban Roads and Streets (2013);
- The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel: A Sustainable Transport Future - A New Transport Policy for Ireland (2009).
- Regional Spatial & Economic Strategy for the Eastern and Midland Regional Assembly, 2019;
- Meath County Development Plan 2013-2019;
- Planning Strategy for Greater Drogheda Area 2007; and
- Southern Environs of Drogheda Local Area Plan 2009-2015.

### **6.1 Project Ireland 2040 – National Planning Framework (2018)**

The Project Ireland 2040 - National Planning Framework (2018) seeks more balanced and concentrated growth, particularly within the five major cities in Ireland. The following target is outlined in relation to national growth:

*We have five cities in Ireland today in terms of population size (>50,000 people): Dublin, Cork, Limerick, Galway and Waterford. In our plan we are targeting these five cities for 50% of overall national growth between them, with Ireland's large and smaller towns, villages and rural areas accommodating the other 50% of growth.*

More specifically, strategies are included in Chapter 2.2 of the Planning Framework which seek to target a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas. This target is to be achieved by making better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport.

The National Planning Framework outlines that:

*“a major new policy emphasis on renewing and developing existing settlements will be required, rather than continual expansion and sprawl of cities and towns out into the countryside, at the expense of town centres and smaller villages”.*

The proposed development is appropriately sited within the existing settlement of Drogheda, and does not constitute urban sprawl. The National Planning Framework also pushes for the growth in population in jobs in the counties surrounding Dublin. The proposed location of the site will ensure that growth is contained within the metropolitan boundary, and will offer ‘*improved housing choice, transport mobility and quality of life.*’

The proposed development is consistent with the above as it involves the re-development of underutilised land which is in close proximity to a number of public transport services. The proposed development complies with the relevant National Policy Objectives identified in the National Planning Framework in Appendix 1 on pages 159 to 169.

## **6.2 National Development Plan 2018—2027**

The National Development Plan 2018—2027 sets out the investment priorities that will underpin the successful implementation of the National Planning Framework, including the development of the necessary housing stock set out therein. The National Development Plan demonstrates the Government’s commitment to meeting Ireland’s infrastructure and investment needs over the next ten years, through a total investment estimated at €116 billion over the period. This includes investment in high quality integrated public and sustainable transport systems as well as health and education.

Section 4.3 of the current National Development Plan identifies Dundalk and Drogheda as key centres on the Drogheda-Dundalk-Newry cross-border network and in the context of the Dublin-Belfast economic corridor.

Drogheda is identified as one of the train stations proposed for the introduction of electric/diesel hybrid rail over the lifetime of the development plan in the Greater Dublin Area Public Transport Network 2027 plan included at Figure 5.3 in the Development Plan.

The proposed development will provide much needed accommodation within the Dublin-Belfast economic corridor.

## **6.3 Urban Development and Building Heights - Guidelines for Planning Authorities, December 2018**

These guidelines are intended to set out national planning policy guidelines on building heights in relation to urban areas, as defined by the census, building from the strategic policy framework set out in Project Ireland 2040 and the National Planning Framework.

These guidelines outline that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas. The rationale for consolidation and densification to meet our accommodation needs applies in relation to locations that development plans and local area plans would regard as city and town centre areas as well as areas in and around existing urban areas and suburban areas.

This policy encourages the facilitation of increased levels of residential development in our urban centres and significant increases in the building heights and overall density of development through the planning process, particularly at local authority and An Bord Pleanála levels. Increasing prevailing building heights is deemed to have a critical role to play in addressing the delivery of more compact growth in our urban areas, particularly our cities and large towns through enhancing both the scale and density of development.

In particular, increased density and height of development within the footprint of developing sustainable mobility corridors and networks, where substantial investment in public transport infrastructure has been made as part of Project Ireland 2040. SPPR 1 goes on to outline the following in relation to this:

*In accordance with Government policy to support increased building height in locations with good public transport accessibility, particularly town/city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.*

The proposed development is consistent with the above guidance.

#### **6.4 Rebuilding Ireland – Action Plan for Housing and Homelessness, July 2016**

The 'Action Plan for Housing and Homelessness' was published in July 2016 as part of the Government's Rebuilding Ireland initiative. This is a whole-of-Government plan seeks to double residential construction output to 25,000 homes per year by 2020; deliver 47,000 units of social housing by 2021; make the best use of existing housing stock; and lay the foundations for a stronger, more stable private rented sector. The Action Plan seeks to address existing issues of housing supply and homelessness in Ireland through five 'Pillars', which include;

1. Address Homelessness
2. Accelerate Social Housing
3. Build more Homes
4. Improve the Rental Sector
5. Utilise Existing Housing

We submit that the proposed development is consistent with the above policy as it provides much needed homes and 10 per cent of the development will be provided for social housing (Part V requirement).

#### **6.5 Quality Housing for Sustainable Communities – Guidelines for Planning Authorities (2007)**

The purpose of these Guidelines is to assist in achieving the objectives for Delivering Homes, Sustaining Communities contained in the Government Statement on Housing Policy which focuses on creating sustainable communities that are socially inclusive by promoting high standards in the design and construction and in the provision of residential amenity and services in new housing schemes.

The subject site is located within 2.5 kilometres of the Drogheda town centre which features several local amenities such as shops, restaurants, entertainment venues etc. Furthermore, the site is also situated 1km of Bus Route No. 173.

In addition, the subject development provides a number of residential amenities on site, featuring a café, retail unit, multiple public open spaces areas, which includes play areas, and a creche.

#### **6.6 Sustainable Residential Development in Urban Areas – Guidelines for Planning Guidelines (2009)**

The Sustainable Residential Development in Urban Areas – Guidelines for Planning Guidelines (2009) updated and revised earlier guidance of 1999. These statutory guidelines, which were brought forward to improve the quality of homes and neighbourhoods, set out best practice design criteria and provide a robust framework in which proposals for residential development should be considered. They establish a series of high level aims for successful and sustainable development in urban areas.

The proposed development has been designed to address the provisions of these guidelines, as set out hereunder:

- The design of the proposed development responds appropriately to its locational context in terms of its scale, massing and architectural treatment. It will provide an appropriate form of residential development that respects the existing form of residential growth to the west and south west of Drogheda.

- The location of the proposed development close to public transport routes will ensure good connectivity. The subject site is within proximity to the bus routes as well as the MacBride Train Station linking Drogheda to Dublin to the south and Belfast to the north.
- By its nature, the proposed development provides a range in housing types to accommodate for a mix of the population demographic. With the growth of Drogheda as a whole, providing a range of dwelling types is considered an appropriate outcome with sustainably accommodating growth for the future. In terms of layout, the provision of a creche, retail units and a variety of open space areas will facilitate significant levels of interaction.
- The proposed development, by reason of its location on a greenfield site, together with its density and layout, will promote the efficient use of land and of energy, including in relation to transport, and thereby minimise greenhouse gas emissions.
- The proposed development incorporates large open space areas adjacent to the M1 Motorway to the west of the site and the River Boyne to the north, as well as a number of individually distinct open space areas throughout the development. In addition, the main arterial routes through the development provide a view to the Boyne Bridge. This will provide the development a distinct sense of place.
- The proposed design provides for a high-quality development of purpose-built residential dwellings and apartments. The private open space areas, as well as the public open spaces areas, will afford a high standard of residential environment to future residents as well as residents of the surrounding area who will frequent the public open space areas provided along the sites northern and eastern boundaries.

Having regard to the foregoing, it is considered that the proposed development would be consistent with the Sustainable Residential Development in Urban Areas Planning Guidelines (2009).

## **6.7 Urban Design Manual – A Best Practice Guide, 2009**

The '*Urban Design Manual – A Best Practice Guide, 2009*' is based around twelve questions that have been drawn up to encapsulate a full range of design considerations for residential development such as that proposed on the subject site. These questions are '*a distillation of current policy and guidance and tried and tested principles of good urban design.*'

This report reviews the proposed development in this context in an effort to address the key issues of design, scale, massing and integration with the fabric of the area while respecting the amenity of adjacent properties.

### *(i) Context - How does the development respond to its surroundings?*

The proposed building will have a prominent position on the Rathmullan Road T- junction and adjacent to the River Boyne. The 661 no. proposed units sit comfortably within the topography of the site and surroundings providing an appropriate scale and density, whilst respecting adjacent dwellings to the east and south along with the amenity enjoyed by the residents therein, as well as the River Boyne immediately north. The form, architecture and landscaping of the proposed development have been informed, but not determined, by the surrounding area. Existing views from various parts of the site and existing landscape/historical features have been considered when creating the various neighbourhoods within the developments. Refer to the Landscape Strategy & Design Report, prepared by Cunnane Stratton Reynolds, for further details on the evolution of these neighbourhoods.

As noted in Section 3.0 above, the development would be finished in materials of the highest quality to ensure it creates a distinct scheme with its own character while integrating well with adjacent houses. Each dwelling will feature a mix of brick work and stone/concrete/render finish to external walls and selected blue/black slate or tile finish to roof as indicated on the architectural drawings submitted with this application.

*(ii) Connections - How well connected is the new neighbourhood?*

The proposed development scheme has been designed to facilitate quality all-round access such as pedestrian, cyclist and vehicular access that links the site with Drogheda town centre from Rathmullan Road. The proposed development features extensive pedestrian and cycle paths throughout the development and ties in with the surrounding areas existing cycle and pedestrian networks including the boardwalk featuring adjacent to River Boyne.

The site is in close proximity to the M1 motorway which links the site to the Dublin-Belfast corridor. More locally, the proposed realignment of the existing Rathmullan Road will improve vehicular connectivity for the subject site and the surrounding area more broadly.

*(iii) Inclusivity - How easily can people use and access the development?*

The proposed development includes a variety of apartment and dwelling types in various sizes and configurations. All units in the development are accessible for disabled access. The proposed development presents a positive aspect to passers-by and pedestrians traversing the Rathmullan Road. The proposed boundary treatments will create a passive and friendly setting. The 2 no. vehicular accesses from Rathmullan Road and internal footpaths and cycle paths will make the development permeable to all.

*(iv) Variety: - How does the development promote a good mix of activities?*

The range of uses available within the development is limited by the residential zoning of the site. However, the proposed development features a neighbourhood centre which serves the subject development as well as the surrounding area more broadly. This neighbourhood centre features a creche, café and retail unit.

*(v) Efficiency - How does the development make appropriate use of resources, including land?*

The concept of efficiency and sustainable development are key components of the design approach adopted. The proposal provides for moderate density residential development (35 units per hectare), taking into account accessibility to Drogheda town centre and the need to protect adjoining residential amenity as well as adjacent areas of sensitivity. The development has been laid out to exploit the best solar orientation thus minimising energy use.

*(v) Distinctiveness - How do the proposals create a sense of place?*

As discussed in Section 5.0, the proposed development will feature 12 no. neighbourhood areas, as illustrated in Figure 15.0. The neighbourhood areas create a sense of place for future residents within the development through a combination of viewpoints, parks/open space areas, architectural features/materials, adjacent features of interest and the hierarchy of streets. Please refer to the Landscape Strategy & Design Report, prepared by Cunnane Stratton Reynolds for further information.

*(vii) Layout - How does the proposal create people friendly streets and spaces?*

The development scheme features a number of dwellings which are oriented to face Rathmullan Road while the proposed neighbourhood centre is accessible from Rathmullan Road as well as internally through the development. These aspects of the development will improve existing streetscape conditions along this interface. A hierarchy of streets, variety of surface treatments and landscaped areas/parks have been used to create people friendly streets and spaces within the development. Efforts have been made to ensure that the roads are not dominated by vehicle users but rather safely shared by cyclists, pedestrians and drivers.

*(viii) Public Realm - How safe, secure and enjoyable are the public areas?*

The scheme has been designed with an ample areas of public open space with large landscaped areas adjacent to the River Boyne and the M1 being maintained and additional pocket parks, play areas and landscaped areas being provided throughout the development. These public open space areas are located in close proximity to the proposed units and have windows fronting onto them providing passive

surveillance and ensuring the safety/security/enjoyment of users of these spaces. The linking of the linear park provided along the northern interface, as well as the frontage with Rathmullan Road, with existing cycle and pedestrian networks in the area also allows for active and passive use by local residents in the surrounding area.

*(ix) Adaptability - How will the buildings cope with change?*

All proposed dwellings are energy-efficient and equipped for challenges anticipated from a changing climate. The proposed houses can be extended without ruining adjoining amenity, the character and style of the houses, their layout and outdoor amenity space due to the building footprints adopted and the size of the private open space areas provided as well as the potential for an additional bedroom and en-suite to be provided at attic level in a number of house types.

*(x) Privacy and Amenity - How does the scheme provide a decent standard of amenity?*

All houses in the proposed development will have direct access to an area of useable private garden accessible from ground floor level which greatly exceeds development plan standards. All apartments are provided with individual balconies and terraces which exceed development plan standards.

All dwellings and apartments have access to areas of public open space provided through the site which equate to 14% of the development as well as larger banks of public open space provided along the sites northern and western boundaries. All dwellings and apartments are designed to prevent sound transmission by appropriate acoustic insulation.

*(xi) Parking - How will the parking be secure and attractive?*

The proposed development includes a total of 1,372 car parking spaces provided in highly visible locations throughout the proposed development. Of these, 238 no. car parking spaces serve the proposed apartments which equates to 1.25 spaces per apartment and 1 no. visitor car parking space per 4 no. apartments. Each dwelling is provided with 2 no. on curtilage car parking spaces with 74 no. visitor car parking spaces scattered throughout the development. 42 no. car parking spaces are provided to serve the neighbourhood centre adjacent to the eastern boundary.

*(xii) Detailed Design - How well thought through is the building and landscape design?*

The materials and external design of the proposed development make a positive contribution to the locality. Design of the buildings will facilitate easy and regular maintenance. Care has been taken over the siting of flues, vents, bin storage, etc.

Extensive work and consideration has gone into the landscape design for the proposed development. Please refer to the Landscape Strategy & Design Report, prepared by Cunnane Stratton Reynolds for further information.

## **6.8 Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)**

The 152 no. apartments featuring in the proposed development have been designed to be fully comply with the standards set out in *Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*, published by the Department of the Environment, Community and Local Government in March 2018. The 2018 Guidelines update previous 2015 guidance in the context of greater evidence and knowledge of current and likely future housing demand in Ireland taking account of the Housing Agency National Statement on Housing Demand and Supply, the Government's action programme on housing and homelessness Rebuilding Ireland and Project Ireland 2040 and the National Planning Framework, published since the 2015 guidelines.

An assessment against each of the applicable standards is provided below:

### Housing Mix

The following guidance is provided in relation to housing mix:

*Specific Planning Policy Requirement 1*

*Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).*

The proposed development includes 13 no. one-bedroom apartments and 139 no. two-bedroom apartments. The one-bedroom apartments equate to 8.5% of the proposed apartments. Therefore, the proposed development complies with this aspect of the 2018 standards.

Minimum overall apartment floor areas

The overall apartment floor area sizes required for apartment units outlined in the 2018 Guidelines are as follows:

- *Studio apartment (1 person)*                      37sq.m
- *1-bedroom apartment (2 persons)*              45sq.m
- *2-bedroom apartment (3 persons)*              63sq.m
- *2-bedroom apartment (4 persons)*              73sq.m
- *3-bedroom apartment (5 persons)*              90sq.m

All apartments in the proposed development comply with and exceed the required minimum standards, as shown in Table 1.0.

Minimum overall required floor areas		
Unit Type	Requirement	Floor Area of Proposed Units
One Bedroom	45sq.m.	49.1-54sq.m.
Two Bedroom (4P)	73sq.m.	76.8-105.5sq.m.

Table 1.0      Table showing the required overall floor areas provided for each apartment type

Section 3.8 also requires that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10%. Compliance is illustrated in the below table.

Unit Mix:	Number of Apartments	Cumulative Min Floor Area
8.5% 1-bed units	13	13 x 45sqm = 585sqm
91.5% 2-bed units	139	139 x 73sqm = 10,147
<b>Total 100%</b>	<b>Total apartments</b>	<b>Total 10,732sqm</b>
1-beds +10% min area	13	13 x 4.5sqm = +58.5sqm
2-bed +10% min area	63	63 x 7.3sqm = +459.9sqm
<b>Total +10% of majority</b>	<b>Total 76 apartments</b>	<b>= 518.4sqm</b>
<b>Total Required Minimum Floor Area</b>		<b>10,732sqm + 518.4sqm = 11,250.4sqm</b>
<b>Total Floor Area of Proposed Unit Types</b>		<b>13,159.4sqm (which exceeds the minimum floor area outlined above)</b>

Table 2.0:      Table outlining compliance with Section 3.8(a) of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2018

### Minimum Aggregate Floor Areas and Minimum Widths for Living/Dining/Kitchen

The proposed development is fully compliant with the minimum aggregate floor areas and minimum widths for living/dining/kitchen areas, as shown in the table below.

<b>Minimum Aggregate Floor Areas and Minimum Widths - Living/Dining/Kitchen Areas</b>				
<b>Unit Type</b>	<b>Minimum Width Required</b>	<b>Minimum Width Proposed</b>	<b>Minimum Aggregate Floor Area Required</b>	<b>Floor Areas Proposed</b>
One Bedroom	3.3m	3.3m	23sq.m	24.2sq.m
Two Bedroom (4P)	3.6m	3.6m	30sq.m	30.4sq.m

Table 3.0 Table showing the minimum aggregate floor areas and minimum widths for living/dining/kitchen areas

### Minimum Floor Areas, Minimum Widths and Minimum Aggregate Floor Areas for Bedrooms

The proposed development is fully compliant with the minimum aggregate floor areas and minimum widths for bedrooms, as shown in the table below.

<b>Minimum Floor Areas and Minimum Widths - Bedrooms</b>				
<b>Unit Type</b>	<b>Minimum Width Required</b>	<b>Minimum Width Proposed</b>	<b>Minimum Floor Area Required</b>	<b>Floor Areas Proposed</b>
Double Bedroom	2.8m	2.8m	11.4sq.m	11.4-16.4sq.m

Table 4.0 Table showing the minimum aggregate floor areas and minimum widths for bedrooms

The overall aggregate bedroom floor areas for apartment unit areas is required as follows:

- One bedroom - 11.4 sq m
- Two bedrooms (3 person) - 13 + 7.1 sq m = 20.1 sq m
- Two bedrooms (4 person) - 11.4 + 13 sq m = 24.4 sq m
- Three bedrooms - 11.4 + 13 + 7.1 sq m = 31.5 sq m

The proposed development fully accords with the areas above, as seen in Table 5.0 below.

<b>Minimum Aggregate Floor Areas - Bedrooms</b>		
<b>Unit Type</b>	<b>Requirement</b>	<b>Minimum Floor Area of Proposed Bedroom(s)</b>
One Bedroom	11.4sq.m.	11.4sq.m.
Two Bedroom (4P)	24.4sq.m.	24.8sq.m.

Table 5.0 Table showing the minimum aggregate bedroom floor areas

### Dual Aspect Ratios

The 2018 Guidelines require the following in relation to dual aspect apartments

*In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:*



- (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.
- (ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.
- (iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.

The proposed development provides 139 no. dual or triple aspect apartments, accounting for 91% of the 152 no. apartment units proposed, which complies with the above requirements. In addition, the proposed single aspect apartment units have been orientated to face in a southern, eastern or western direction and towards the open space areas to allow for maximum light exposure for each individual apartment throughout long periods of the daylight hours. This is consistent with the 2018 Guidelines which recommend, in Section 3.18, that single aspect apartments be orientated to face south, east or west, to allow for maximum sunlight exposure.

#### Floor to Ceiling Height

The 2018 Guidelines require a minimum floor to ceiling height of 2.4 metres, except in relation to ground floor apartments, where a minimum of 2.7 metres is required.

The proposal provides a floor to ceiling height in the apartment scheme in excess of 2.4 metres and 2.7 metres, being 2.7 metres, respectively.

#### Lift and Stair Cores

The 2018 Guidelines outline that subject to compliance with the dual aspect ratios specified in these guidelines and building regulations particularly in relation to fire safety, it is a specific planning policy requirement that up to 12 no. apartments per floor per individual stair/lift core may be provided in apartment schemes.

The proposed development complies with this aspect of the guidelines, with a maximum of 5 no. apartments proposed per floor.

#### Internal Storage

The minimum internal storage areas required for apartment units outlined in the 2018 Guidelines are as follows:

- Studio 3 sq m
- One bedroom 3 sq m
- Two bedrooms (3 person) 5 sq m
- Two bedrooms (4 person) 6 sq m
- Three or more bedrooms 9 sq m

Overall the development provides for ample storage for each individual apartment that meets the required storage space needs for each unit. See Table 6.0 below.

Minimum storage space requirements		
Unit Type	Required storage space	Storage space provided
One Bedroom	3sq.m	3sq.m
Two Bedroom (4P)	6sq.m	6-9.27sq.m

Table 6.0 Table showing the provided storage space per apartment type

### Minimum private open space requirements

The overall floor area of private open space provided in each apartment meets the required standards, also the minimum provisions for communal open space also meet the standard requirements, as shown in Table 7.0 below.

<b>Minimum private open space requirements</b>		
<b>Unit Type</b>	<b>Required floor areas for private amenity space</b>	<b>Total provision of private open space</b>
One Bedroom	5sq.m	6.9-13.2sq.m
Two Bedroom (4P)	7sq.m	7.05-28.9sq.m

Table 7.0 Table showing the provided floor areas for private open spaces per apartment type

### Security Considerations

Section 3.40 of the Guidelines recommend that in order to ensure visitor and occupant safety natural surveillance should be maximised for all streets, open spaces, play areas and any surface bicycle or car parking areas. Particular attention should be given to entrance points being well lit and overlooked in building blocks. Consideration should also be given to incorporating privacy strips in instances where ground floor apartments front onto public footpaths.

The proposed development has been designed in a manner that allows for maximum natural surveillance throughout the development site, with windows overlooking all internal and external public spaces and is therefore consistent with the Guidelines in this regard.

### Bicycle Parking

The Guidelines seeks that the design of apartment schemes should ensure that bicycle parking spaces are located to be conveniently accessible to residents, both in terms of proximity to access points to apartments and routes to the external road / street network. The development includes a provision of 154 no. bicycle spaces to serve residents of the apartments, as well as visitors, in secure and convenient locations throughout the scheme.

It is considered that the proposed development is wholly in compliant with all the required floor area and room standards set out in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018). Please refer to submitted floor plans and other technical drawings submitted by NDBA Architects.

### Communal Facilities

Sections 4.5-4.7 of the Guidelines deals with the provision of communal facilities for apartment developments, extending to childcare and gyms. The subject development includes a c. 486sq.m childcare facility within the proposed neighbourhood centre. Due to the neighbourhood centre's position adjacent to the site's eastern boundary, it will be capable of serving both the residents of the apartments and dwellings on the subject site and the surrounding area more broadly. The appropriateness of the proposed childcare facility on site is discussed further in Section 7.0 below.

Further to this, as discussed in detail previously, the apartments and dwellings included in the subject development have access to a number of high quality landscaped communal open space areas.

## **6.9 Design Manual for Urban Roads and Streets (2013)**

The proposed development is considered having regard to the Design Manual for Urban Roads and Streets (2013) in the in the Engineering Assessment Report, prepared by Waterman Moylan Consulting Engineers. This is provided under a separate cover.

### **6.10 The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)**

The proposed development is considered having regard to the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) in the Flood Risk Assessment Report, prepared by JBA Consulting. This is provided under a separate cover.

### **6.11 Smarter Travel: A Sustainable Transport Future - A New Transport Policy for Ireland (2009).**

The purpose of the Smart Travel policy is to provide alternatives to the use of the car through improved public transport services and investment in cycling and walkable. The policy document states that;

*“to achieve the vision of a sustainable transport system, individual lifestyles will have to change and collectively we will have to work progressively on a range of solutions which deal with apparently conflicting goals: economic growth, reduced emissions, less use of motorised transport and better accessibility.”*

The 5 key goals of this transport policy are as follows:

- Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport;
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks;
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;
- Reduce overall travel demand and commuting distances travelled by the private car; and
- Improve security of energy supply by reducing dependency on imported fossil fuels.

The proposed development complies with Smarter Travel: A Sustainable Transport Future. The subject site is located within 3.5km from the MacBride Train Station located to the western side of Drogheda. There are also a number of bus stops within the immediate vicinity inclusion bus routes 100x, 163, 173, 901 and the 904. The development encourages cycling with 188 no. of bicycle spaces provided, whilst the use of bus and rail provides alternative access to Dublin.

### **6.12 Regional Spatial and Economic Strategy for the Eastern and Midland Region, 2019**

The Regional and Spatial Economic Strategy for the Eastern and Midland's Regional Assembly (RSES) was published on 28<sup>th</sup> June 2019. It is a strategic plan and investment framework to shape future development and to better manage regional planning and economic development throughout the Region to 2031 and beyond. It identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives. The RSES builds on the foundations of Government policy in Project Ireland 2040 and replaces the current Regional Planning Guidelines (RPGs).

The RSES states that Drogheda is the fastest growing town in the Country in the most recent inter-census period. Drogheda is identified as a Regional Growth Centre in the plan. Regional Growth Centres are defined as:

*Large towns with a high level of self-sustaining employment and services that act as regional economic drivers and play a significant role for a wide catchment area.*

The RSES states that Drogheda is the fastest growing town in the Country in the most recent inter-census period. Drogheda is identified as a Regional Growth Centre in the plan. The role of these Regional Growth Centres within the RSES is *'to serve as focal point to gain critical mass and to deliver positive impacts to their surrounding areas and enhance overall regional and national growth.'*

The RSES predicts that Drogheda will have a population of 50,000 by 2031 and will be a major economic centre in the region. The objective is to *'provide for the regeneration of the town centre, the*

*compact planned and co-ordinated growth of the town's hinterland along with enhancing Drogheda's role as a self-sustaining strategic employment centre on the Dublin-Belfast Economic Corridor.'*

The proposed development is consistent with the above as it will provide housing to accommodate the population increase expected in Drogheda moving forward.

The RSES requires a Joint Urban Area Plan (UAP) for Drogheda which Louth County Council and Meath County Council will be required to prepare following the adoption of the Regional Spatial & Economic Strategy. In tandem with the requirements outlined in the Implementation Roadmap for the National Planning Framework the joint UAP for the Regional Centre of Drogheda should endeavour to support and provide for the following:

- *Provide for the sustainable, compact, sequential growth and urban regeneration in the town core by promoting the regeneration of underused, vacant or derelict town centre lands for residential development to facilitate population growth.*
- *Support the regeneration of the Westgate area of Drogheda's historic town centre to address vacancy and dereliction in the town core and as an alternative option to new development on green field sites.*
- *Facilitate the regeneration of lands at McBride Station to capitalise on existing and planned public transport infrastructure, including the DART Expansion Programme whilst avoiding development that detracts from the town centre.*
- *Provide for redevelopment or renewal of obsolete areas on lands at Mell / North Road.*
- *Support the sustainable development of existing zoned lands in the northern and southern environs of the town with a particular emphasis on the promotion of the IDA Business Park as a location for economic investment and the creation of compact, residential communities in key locations in proximity to established residential areas and transport hubs.*
- *Support the implementation of the Urban Design Framework Plan for the Heritage Quarter.*

The absence of this Joint Urban Area Plan does not impede a decision being issued on an application for development within the Joint Urban Area Plan area in advance of this plan being prepared.

Given the subject site is currently zoned for residential development and the ranking afforded the subject site, in relation to the prioritising of the release of residentially zoned land, in the Southern Environs of Drogheda Local Area Plan 2009-2015 (discussed further in Section 6.17 of this report), it is anticipated that the subject site will be earmarked for residential development in the Joint Urban Area Plan for Drogheda.

## **6.13 Meath County Development Plan 2013-2019**

### **6.13.1 Zoning**

According to the zoning objectives contained within the Meath County Development Plan 2013-2019 the proposed development site is subject to two zoning objectives. The majority of the site is zoned 'A2', the objective of which is 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 remainder of the site (northern and western sections adjacent to the Boyne Valley and the M1 motorway, respectively) is subject to 'F1' zoning, the objective of which is to:

*'Provide for and improve open spaces for active and passive recreational amenities'.*

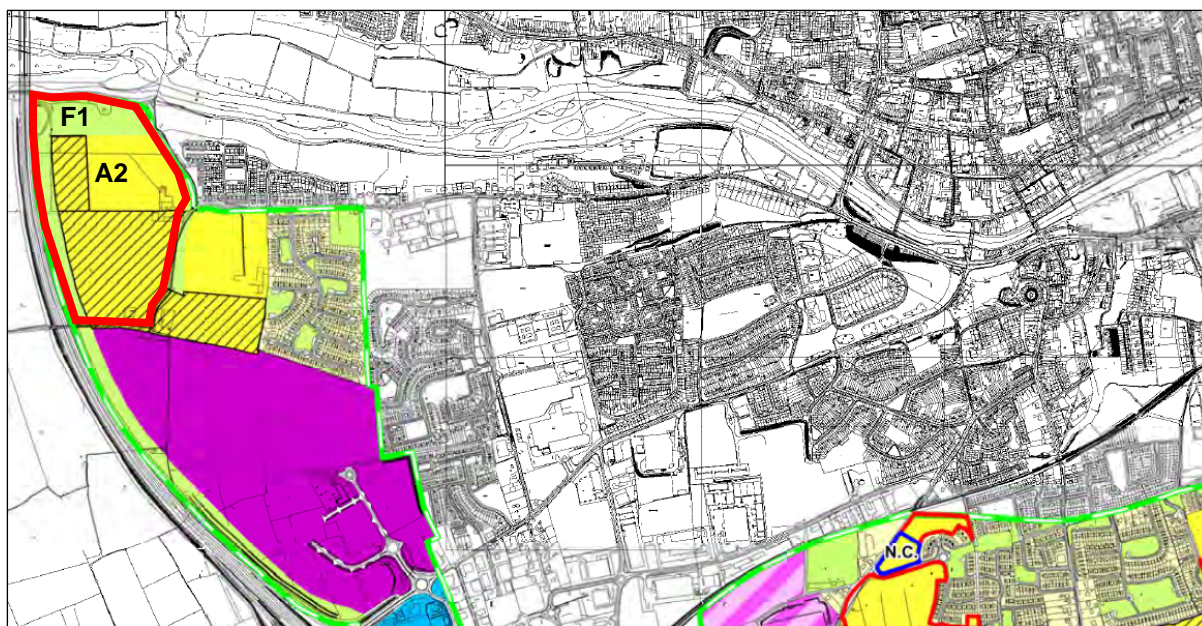


Figure 74.0 Extract from Drogheda Southern Environs Land Use Zoning Objectives Map included in Volume 5 of the Meath County Development Plan 2013-2019, with the development site (red outline)

The zoning matrix included in the Development Plan indicates 'permissible uses' and 'open for consideration uses' in 'A2' and 'F1' zones. Permissible uses are generally acceptable subject to the normal planning process and compliance with the relevant policies and objectives, standards and requirements set out in the Plan. An open for consideration use is one which may be permitted where the planning authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on the permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area. The following uses are 'permissible' and 'open for consideration' in the 'A2' and 'F1' zones:

#### A2 Zoning: Permissible Uses

*A.T.M. (In Commercial Premises), B&B, Bring Banks, Community Facility / Centre, **Creche / Childcare Facility**, Guest House, Halting Site / Group Housing, Library, **Open Space**, Public Services, **Residential**, Retirement Home, Shop – Local <200 sq.m, Water Services.*

#### A2 Zoning: Open for Consideration

*Adverts, Bank / Financial Institution, Betting Office, Church, Conference Centre, Cultural Facility / Use, Doctors / Dentists, Education, Enterprise Centre, Funeral Home, Health Centre, Home Based Economic Activities, Hospital, Hostel, Hotel / Motel, Industry – Light, Leisure / Recreation, Offices < 100m2, Petrol Station, Public House, Residential Institution, Sports Facilities, Veterinary Surgery (ancillary to use of overall dwelling).*

#### F1 Zoning: Permissible Uses

***Open Space**, Public Services, Sports Facilities, Tourism Complex, Water Services.*

#### F1 Zoning: Open For Consideration

*Outdoor Advertising Structure, Bring Banks, Caravan Park, Church, Community Facility, Cultural Facility / Use, Leisure / Recreation, Telecommunication Structures.*

It is submitted that the proposed residential development is an acceptable use with regards to the zoning applying in the subject site. The proposed dwellings and apartments have been offset from the portion of the subject site zoned 'F1', with the 'F1' zoned land being used for amenity space primarily.

The majority of the A2 zoned land (section featuring black diagonal lines) is earmarked for 'Residential Phase II (post 2019)' development. We would argue that the development of these lands as part of the subject is appropriate as planning permission was previously granted for the entirety of the site; given we are over halfway through 2019 and there is currently a national housing crisis. Further to this, since this zoning was applied to the subject site, the 2016 Census has identified Drogheda as the fastest growing town in the country. A further reason to allow development of this land as part of the subject application. The appropriateness of the Phase II lands is discussed in further detail in the Statement of Material Contravention, prepared by Hughes Planning and Development Consultants, submitted with this application.

### 6.13.2 Large Growth Towns

As noted in the County Development Plan, the settlement of Drogheda are classified as a Large Growth Town I. The 'Large Growth Towns I' in Meath include both the Drogheda and Navan environs, these towns have varying characteristics and differences can be seen in the factors that have influenced their growth and these traits are recognised in the RPGs.

The Meath County Development Plan 2013-2019 acknowledges that Large Growth Towns I represent both the primary growth centres of Meath and key destinations within the Greater Dublin Area, the plan seeks to actively promote these towns as economically active towns which support their surrounding environments. The following commentary from Section 3.4.2 'Large Growth Town I – Navan and Drogheda Environs' is noted:

***'The policy is to promote them as economically active towns supporting the surrounding area and maximising their location on multi modal corridors. The functions of these towns are to include acting as regional economic drivers in the GDA whilst also supporting and servicing a wider local economy. They will accommodate significant new investment in transport, in economic and commercial activity and in housing. Planning for Navan and Drogheda Environs should take cognisance of accommodating an ultimate population of 50,000 persons in those towns. This is critical as it will contribute to achieving critical mass in these centres'.***

It is submitted that the proposed residential housing scheme is appropriate within the context of the future development of Drogheda as a regional economic driver within the Greater Dublin Area. The development site is situated within the southern environs of Drogheda Town Centre within close proximity to numerous existing services and will ultimately improve the efficiency of local services through the concept of critical mass.

Moreover, the objective of Meath County Council in respect of 'Large Growth Towns I' is as follows:

**SS OBJ 8** *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.*

It is considered that the location of the proposed development is appropriate to allow for the compact growth of Drogheda in a manner that reflects the density of existing settlements within the town and will allow for the efficient use of local transport services.

### 6.13.3 Core Strategy

Set out in Chapter 2 of the Meath County Development Plan 2013-2019 is the 'Core Strategy' which outlines the medium to long term strategy for the spatial development for the county by way of policies and objectives, translating the strategic planning framework set out at national and regional levels.

The following policies and objectives set out in the 'Core Strategy' are relevant to the application site:

**Core Principle 1** *To develop Meath's critical role in the Dublin and Mid East Region and its role as part of the Dublin City National Economic Gateway maximising on its proximity to Dublin Airport.*

- Core Principle 2** *To facilitate the development of sustainable and socially inclusive communities which generate pride, a sense of place, and a healthy lifestyle; are safe, well connected, well served, environmentally sensitive, thriving and well designed.*
- Core Principle 6** *To support the creation of a compact urban form in all settlements in Meath.*
- Core Principle 9** *To consolidate population growth and employment in areas best served by public transport and a range of transport modes.*
- Core Principle 10** *To promote and support the integration of land use and transport and a modal shift to greater use of sustainable modes of transport, including public transport, walking and cycling.*

The objective of the 'Core Strategy' is to ensure the medium-long term sustainable development of Meath through focusing residential development within compact urban forms that allow for the greater use of existing services and increased usage and viability of public transport. This form of development supports the long term growth of the Metropolitan Consolidation Towns set out in the Regional Planning Guidelines for the Greater Dublin Area 2010-2022. The 'Core Strategy' makes particular reference to higher residential densities being supported at appropriate locations in close proximity to town centres or high capacity public transport nodes, noting underutilised industrial lands, residentially zoned undeveloped lands and proximity to rail services as priority sites.

The proposed development will provide for the intensification of uses on an undeveloped site which is zoned for residential development and is situated within close proximity to high capacity public transport services, in terms of Drogheda Train Station, which is less than 3.5km to the east of the site. It is submitted that the proposed development is therefore in accordance with the objectives of the 'Core Strategy' as set out in the Meath County Development Plan 2013-2019.

#### **6.13.4 Residential Development**

The Meath County Development Plan 2013-2019 requires a high standard of residential development, which provides good quality accommodation and also protects the character and amenity of the area. This is embedded in the zoning objective of the lands, which is seek to protect and enhance the amenity of developed residential communities, and also pursuant to the following development plan policies:

- HS POL 1** *To encourage and foster the creation of attractive mixed use sustainable communities which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities.*
- HS POL 2** *To require a high standard of design in all new residential schemes that are built in a style and scale that is appropriate to the landscape setting.*
- HS POL 4** *To promote energy efficiency both during the construction phase and during the lifetime of residential development by sensitive design and layout taking into account topography, orientation and surrounding features.*
- HS POL 5** *To recognise the need for people with special needs to enjoy a decent living environment in the County and to support local communities, health authorities and other agencies involved in the provision of facilities to people with special needs including supporting the voluntary sector in the development of housing for people with special needs.*
- HS POL 6** *To support the concept of independent living for older people and people with disabilities and ensure where possible that housing for such groups is integrated with mainstream housing in their existing communities. Such housing shall generally be located close to existing or committed community and convenience retail facilities, where possible.*
- HS POL 7** *To pay special attention to the needs of older people on low incomes in substandard, privately rented accommodation when planning and allocating accommodation for older people.*

- HS POL 8** To support proposals for day/resource centres for people with special needs within, or close to, town, village and neighbourhood centres, subject to normal planning requirements.
- HS POL 9** To ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner, with regard to the Lifetime Homes guidance contained in Section 5.2 of the Department of Environment, Community and Local Government 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities'(2007).
- HS POL 10** To support a sequential approach to residential development in which the first choice location for new housing is within the built up area of towns and villages maximising under-utilised and brownfield lands within and adjoining town and village centres in the first instance and thereafter moving sequentially outwards.

Chapter 11 of the Development Plan sets out the development management guidelines and standards which seek to supplement the policies and objectives cited throughout the development plan. These guidelines deal with qualitative and quantitative standards, with those relevant to the proposal for the subject site being as follows:

#### Unit Mix

Section 11.2.2 'Residential Design Criteria' of the County development plan has regard to unit mix standards, accordingly we note the following commentary from this section:

*'In housing developments containing 15 or more units, a mix of house types and sizes should generally be provided. Variety in design, within a unified concept, will generally be required. This may be achieved through scale and massing, roof profiles, materials and decorative details'.*

It is noted that the Meath County Development Plan provides no definitive percentage breakdown regarding the mix of units with regards to no. of bedrooms. Notwithstanding this, it is considered that the housing mix provided within the proposed residential development responds appropriately to the location of the site within the Southern environs of Drogheda Town.

As stated previously all dwellings and apartments units within the proposed development are generously sized and thoughtfully laid out, providing high standards of residential amenity and meet the minimum apartment size standards. The residential mix of the application is set out below:

<b>Dwelling Type</b>	<b>No. Proposed</b>
2 Bedroom Mid-Terrace	158
3 Bedroom End-of-Terrace	158
3 Bedroom Semi-Detached	102
3 Bedroom Detached	9
4 Bedroom Semi-Detached	80
4 Bedroom Detached	2
<b>Total</b>	<b>509</b>

Table 8.0 Table showing mix of dwellings types proposed

<b>Apartment/Duplex Unit Type</b>	<b>No. Proposed</b>
1 bedroom apartment	13
2 bedroom apartment	139
<b>Total</b>	<b>152</b>

Table 9.0 Table showing mix of apartment unit types proposed



The dwelling mix proposed relates to urban design considerations regarding an appropriate residential development within the southern environs of Drogheda Town and an aspiration to provide for a balanced community centred on good passive surveillance and attractive interfaces between the hierarchy of different streets within the development.

### Density

Similar to the mix of units in a given residential development, the Meath County Development Plan does not provide a definitive figure with regards to the appropriate density of individual sites regardless of zoning designation. In this respect, the following commentary from Section 11.2.1 'Residential Density' of the Development Plan is noted:

*'The appropriate residential density in any particular location will be determined by the following:*

- *The extent to which the design and layout follows a coherent design brief resulting in a high quality residential environment;*
- *The extent to which the site may, due to its size, scale and location, propose its own density and character, having regard to the need to protect the established character and amenities of existing adjoining residential areas;*
- *Proximity to points of access to the public transport network; v) Existing topographical, landscape or other features on the site, and;*
- *The capacity of the infrastructure, including social and community facilities, to absorb the demands created by the development'.*

In addition to the above, we would note the following commentary, in respect of Outer Suburban / Greenfield Sites as per the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009:

*'These may be defined as open lands on the periphery of cities or larger towns whose development will require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities. Studies have indicated that whilst the land take of the ancillary facilities remains relatively constant, the greatest efficiency in land usage on such lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be encouraged generally. Development at net densities less than 30 dwellings per hectare should generally be discouraged in the interests of land efficiency, particularly on sites in excess of 0.5 hectares'.*

On the basis of the above commentary, it is considered that a residential density of between 30-50 dwellings per hectare is an appropriate design response with regards to the proposed development site. With regards to the factor that the County Development Plan does not provide an indicative figure for density on suburban sites, we note that the density of development approved by An Bord Pleanála under Ref. No. PL 17.224875, which allowed permission for 556 no. units, was 35 units per hectare.

The proposed development makes provision for 661 no. residential dwellings. A considerable section of the development site is situated within the F1 zoning objective. This body of land, given its proximity to both the motorway and River Boyne is unsuitable for development and has been designated as open space to serve the development. It is submitted that excluding this body of land, which is subject to the F1 zoning parameters, the zone of public open space adjoining the Rathmullan Road, the main arterial roads through the development and the area taken up by the Rathmullan Road re-alignment/upgrade works that the resultant net site area is 18.917Ha. This site area in conjunction with the proposed 661 no. units provides a residential density of 35 units per Ha and thus complies with both the County Development Plan and the Sustainable Residential Guidelines.

Further to the above, the undulating topography of the subject site dictates the layout of development on the subject site as well as where access can be provided. This restricts the no. of dwellings that can be provided on site as well as the density that can be achieved.

## Building Height

Chapter 11.1.1 discusses the impact of 'high buildings' to the character of the urban area and identity of towns. The following considerations are to be considered when proposing a high building;

- The characteristics of the site and surrounding area;
- *The design of high buildings which should exhibit exceptional architectural character and quality;*
- *The degree of overshadowing and consequent loss of light caused to surrounding property;*
- *The degree of overlooking, (particularly of residential property) and consequent loss of privacy to surrounding premises;*
- *Impact on the streetscape;*
- *Impact on structures or spaces of architectural or historic importance or special visual quality;*
- *The extent to which the building impacts on important landmarks;*
- *Impact on identified protected views;*
- *The degree of impact of the building on the skyline;*
- *The contribution the proposal makes to the public realm;*
- *Microclimatic impacts including shadow impacts and down draft effect;*
- *Standards of environmental sustainable design and building solutions; and*
- *Whether the purpose or civic importance of the building would justify its prominence.*

It is considered that the proposed development is fully compliant with the Meath County Development Plan with regards to height of the buildings proposed. It is submitted, on the basis of site orientation and separation distances from existing or future development, that the heights of individual apartment blocks contained within this development is inconsequential in the overall design concept with the use of apartment blocks adding visual interest to the development in conjunction with the practicality of allowing for a higher density of development.

## Private Open Space

The Meath County Development Plan 2013-2019 provides the following standards with regards to the provision of private amenity space to serve housing units:

<b>House Type</b>	<b>Minimum Area of Private Open Space to be Provided</b>
One/two bedroom	55 sq.m.
Three bedroom	60 sq.m.
Four bedrooms or more	75 sq.m

Table 10.0 Extract of Table 11.1: Minimum Private Open Space Standards for Houses as per Meath County Development Plan 2013-2019.

The County Development Plan does not, however, provide standards with regards to the provision of private amenity space for apartments and, as such, we note the requirements of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018) as follows:

<b>Apartment Type</b>	<b>Minimum Area of Private Open Space to be Provided</b>
Studio	4 sq.m
One Bedroom	5 sq.m
Two Bedrooms (3 Persons)	6 sq.m
Two Bedrooms (4 Persons)	7 sq.m
Three Bedrooms	9 sq.m

Table 11.0 Extract from Appendix 1: Required Minimum Floor Areas and Standards of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)

Individual housing units are provided with private amenity space within rear garden sites, whilst apartments are provided with private balconies and/or terraces in accordance with DoEHLG Sustainable Urban housing: Design Standards for New Apartments (December 2015).

### Public Open Space

Considering the nature of the proposed residential development, which includes housing and apartments, we have noted the provisions of Sections 11.2.2.2 'Houses' and 11.2.2.3 'Apartments' of the County Development which together state that:

*Public open space shall be provided for in residential development at a minimum rate of 15% of total site area and in keeping with the following criteria:*

- *Where residential developments are close to existing facilities or natural amenities or where in the opinion of Meath County Council that it would be in the interest of the proper planning and sustainable development of the area, Meath County Council may require a financial contribution towards the provision of public open space or recreational facilities in the wider area in lieu of public open space within the development.*
- *A variety of types and sizes of open spaces should be provided and located to cater for the active and passive recreational needs of children and adults of all ages. The minimum requirements per 1,000 population (in excess of 350 conventional housing units) for the different types of open space are set out below. Discretion is required to take account of the composition of different housing units and the different demographic characteristics which may result from same.*

Further to the above we note the requirements of Table 11.2 'Open Space Specification' with regards to the proposed use of open space per 1,000 population:

- *0.4 ha Children's Play Area*
- *1.2 ha Urban Parks/General Amenity Space*
- *1.6 ha Playing Fields*

In addition, a recreational area (providing safe, durable and accessible active recreational facilities) appropriate in scale and nature should be provided for:

1. *All developments of 75 dwellings or more,*
2. *Where a development for less than 75 houses represents Phase 1 of a scheme likely to equal or exceed 75 houses or,*
3. *Where it is considered appropriate and deemed necessary by the Planning Authority.*

The location, siting and design of the open space will have regard to the following:

- *Be well designed and of a high visual standard so that it is functional and accessible to all;*
- *Provide for the retention of existing natural features;*
- *Include proposals for drainage and landscaping of the public open space;*
- *Houses shall not be permitted to back onto open spaces;*
- *Provide high levels of natural surveillance and overlooking by as many houses as possible; and*
- *Be provided with a boundary fence / wall or appropriate soft landscaping where such open space is adjacent to a main access road or Local Distributor Road.*

The proposed development provides an appropriate design response, with regards to the design of public open space, to the orientation of the site which will provide for a high standard of visual amenity and usable spaces. 17 no. open spaces areas are provided throughout the residential scheme (please refer to the Landscape Strategy & Design Report and Landscape Masterplan, prepared by Cunnane Stratton Reynolds, for further details regarding the play areas, pocket parks and landscaping). These 17 no. open space areas are supplemented by landscaped open space areas provided adjacent to the

Boyne river frontage and adjacent to the M1 motorway frontage. These bring the overall total open space provision to 9.14Ha or 34.9% of the overall site area.

### Car and Bicycle Parking

#### *Car Parking*

Car parking standards provide a guide on the number of required off-street parking spaces acceptable for new developments. The purpose of parking standards is to ensure that a considered and appropriate level of parking is provided to serve new development. Section 11.9 'Car Parking Standards' of the County development plan has regard to car parking standards, according to this section the requirement for car parking is as follows:

<b>Dwelling/Apartment/Building Type</b>	<b>No. of Car Parking Spaces Required</b>
Conventional Dwelling	2 Parking Spaces
One/Two Bedroom Apartment	1.25 Parking Spaces
Three/Four Bedroom Apartment	2 Parking Spaces
Retail	1 Per 20 sq. m
Crèche	1 per employee & dedicated set down area 1 per 5 children

Table 12.0 Car parking standards as set by the Meath County Development Plan.

The proposed development is compliant with the above standards with regards to vehicular parking, for further information regarding the proposed provision of car parking spaces we would ask the Council to assess the Outline Schedule of Accommodation prepared by NDBA Architects. In addition, we note compliance with regards to the provision of parking spaces for visitors and mobility impaired drivers as follows:

- Mobility Impaired 2 no. spaces per 100 no. spaces
- Visitors 1 no. spaces per 4 no. apartments.

#### *Bicycle Parking*

In addition, we note the following requirements regarding cycle parking are set out by Meath County Council:

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

The proposed development includes 188 no. bicycle parking spaces. Although this falls short of the above standard requirements, it is considered appropriate as the bicycle parking spaces provided service the proposed residents/visitors of the apartments (154 no.) and neighbourhood centre (34 no. spaces provided for staff and visitors). The remaining units feature rear gardens capable of accommodating bicycles.

### **6.14 Planning Strategy for Greater Drogheda Area, 2007**

The Planning Strategy for Greater Drogheda Area was published in 2007. It was jointly commissioned by Louth, Meath and Drogheda Borough Councils and had a 20-year timeframe. It sought to plan for the cohesive and integrated development of the town going forward. The Strategy provides a framework within which the future planning of the area will take place. It will inform the content and implementation of present and future statutory plans. The Strategy presents a statement of objectives for the next 20 years and recommends a process for the management of growth within the Study Area during that time.

Map 6.1, included in Section 6.0 of the Strategy, illustrates an indicative roll out of residential development lands within the Drogheda area. This map places the subject site within the Period 1 lands (see map snippet included in Figure 71.0).

The following is outlined in regards to Period 1:

*In the short term up to 2008, infrastructure (and associated permissions for development) to develop out the environs will likely be progressing through the planning system. In line with the principles of sustainable development it is appropriate to continue to support the established zoned landbank within the Core Area. The main locations of development would likely be around Scotch Hall, the quays, Duleek Road, Rathmullen Road Ballymakenny Road (in the vicinity of Castle Manor housing estate).*

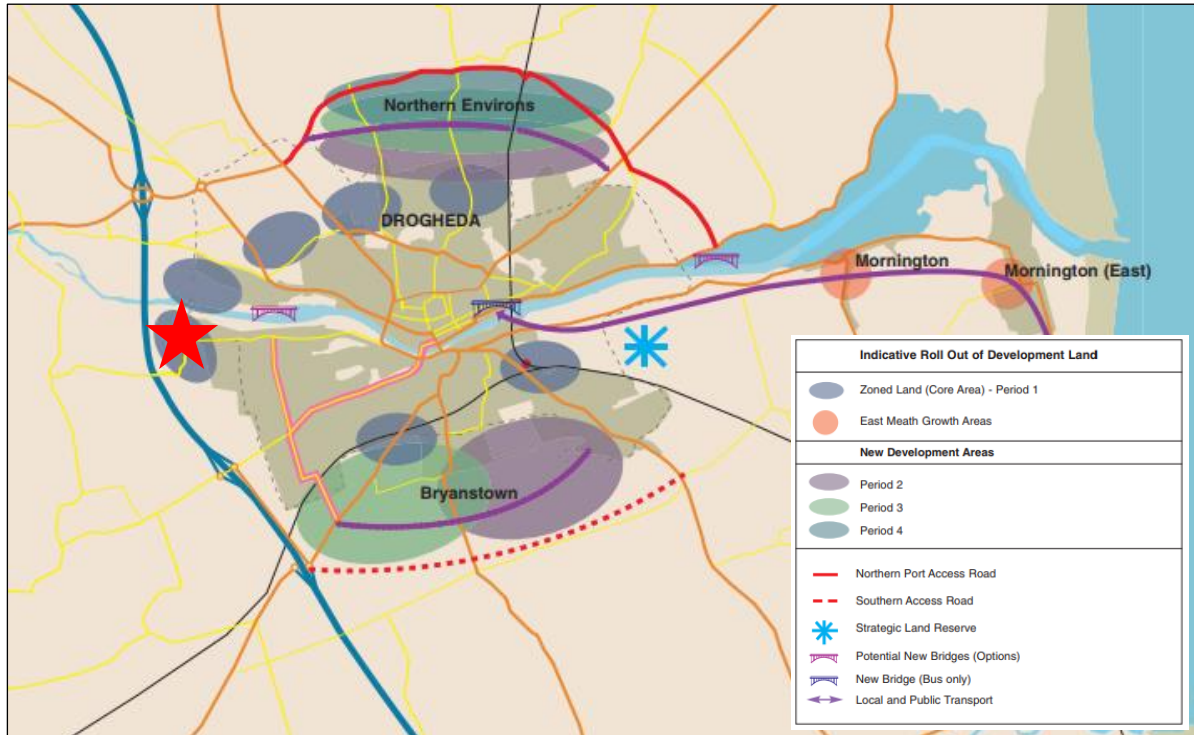


Figure 75.0 Map 6.1 indicating expected roll out of residential development lands (subject site marked with red star)

Further to the above, the subject site falls within one of the ‘core area residential growth areas’ identified in Map 6.2 included in Section 6.0.

The proposed development is consistent with the direction provided in the above policy.

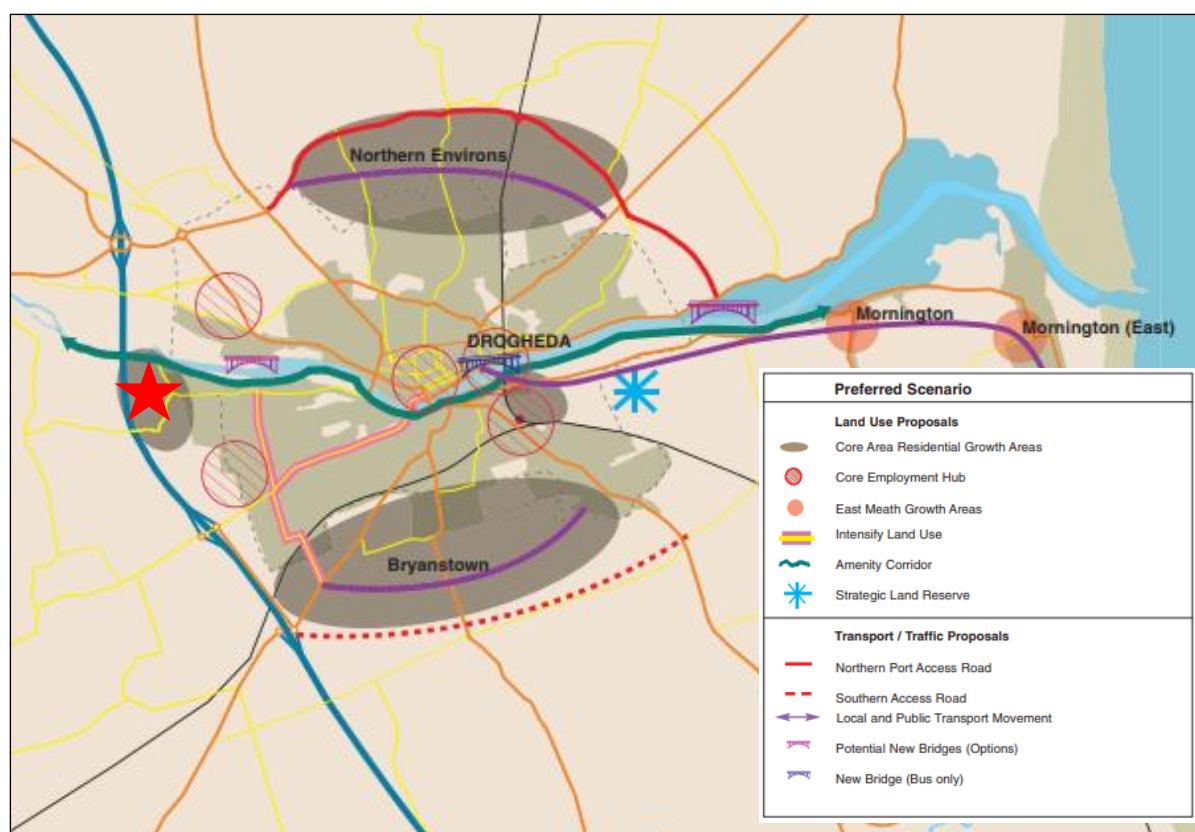


Figure 76.0 Map 6.2 - Preferred Scenario Map (subject site marked with red star)

### 6.15 Southern Environs of Drogheda Local Area Plan 2009-2015

As illustrate in Figure 77.0 below, the subject site is located within the Southern Environs of Drogheda Local Area Plan 2009-2015. This Local Area Plan (LAP) was first adopted in 2009 (it was subsequently amended following the adoption of the Meath County Development Plan 2013 – 2019) to provide the statutory and strategic framework for the orderly and sustainable development of the Drogheda Environs area situated in the administrative area of Meath County Council. The LAP covers a 690Ha area of land which wraps in a horseshoe shape around the southern Drogheda town boundary (which is in the administrative area of Louth County Council). It aims to set out a framework for how the southern environs of the town can contribute to Drogheda fulfilling its role as a 'Large Growth Town I'.

The LAP sets out the context, goals, objectives and structure for future development of the South Drogheda Environs area. Although expired, this LAP provides some strategic direction for the development of the South Drogheda area in the absence of a current LAP or the Joint Urban Area Plan, which Louth County Council and Meath County Council will be required to prepare following the adoption of the Regional Spatial & Economic Strategy.

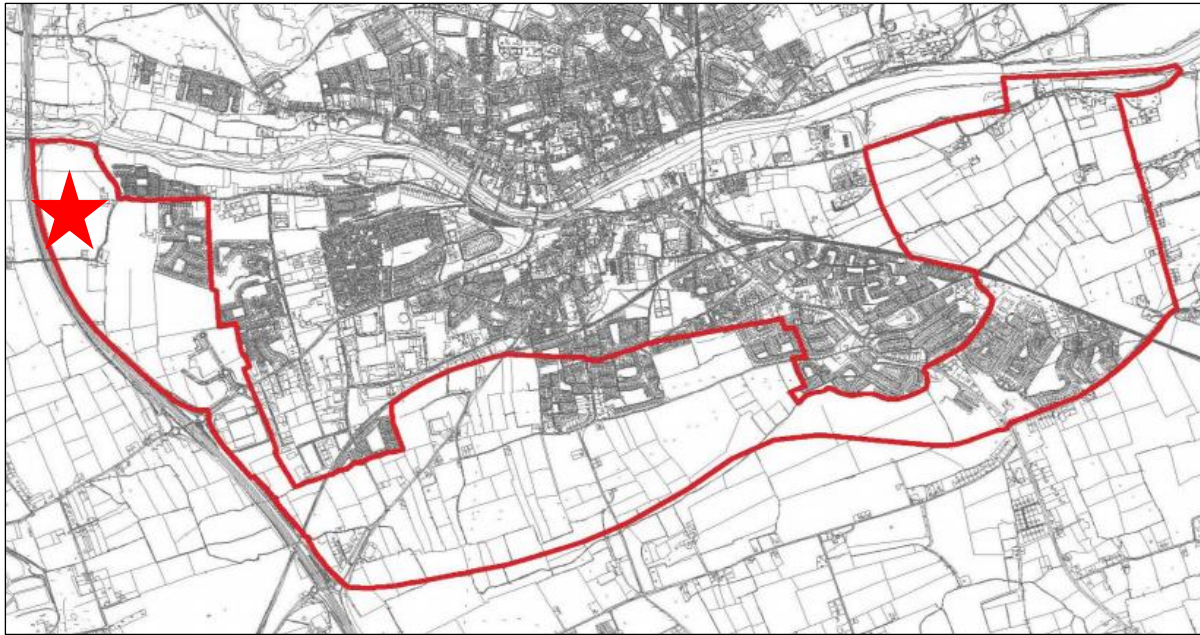


Figure 77.0 Site Context Map illustrating area included in the Drogheda Southern Environs Plan area (subject site identified by a star)

The Meath County Development Plan 2013–2019 identified 1,653 no. units with planning permission in the Drogheda Southern Environs area (this was revised downwards to 1,132 units as two separate planning permissions were not implemented and lapsed since the preparation of the Meath County Development Plan 2013-2019). In light of an excess of residentially zoned land contained in Southern Environs LAP area of Drogheda as adopted in 2009 being identified in the Meath County Development Plan 2013 – 2019, an evaluation (in the form of a variation to the LAP) 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, including the subject site which was identified as Site 9 - Lands at western end of Rathmullan Road (see Figure 78.0).

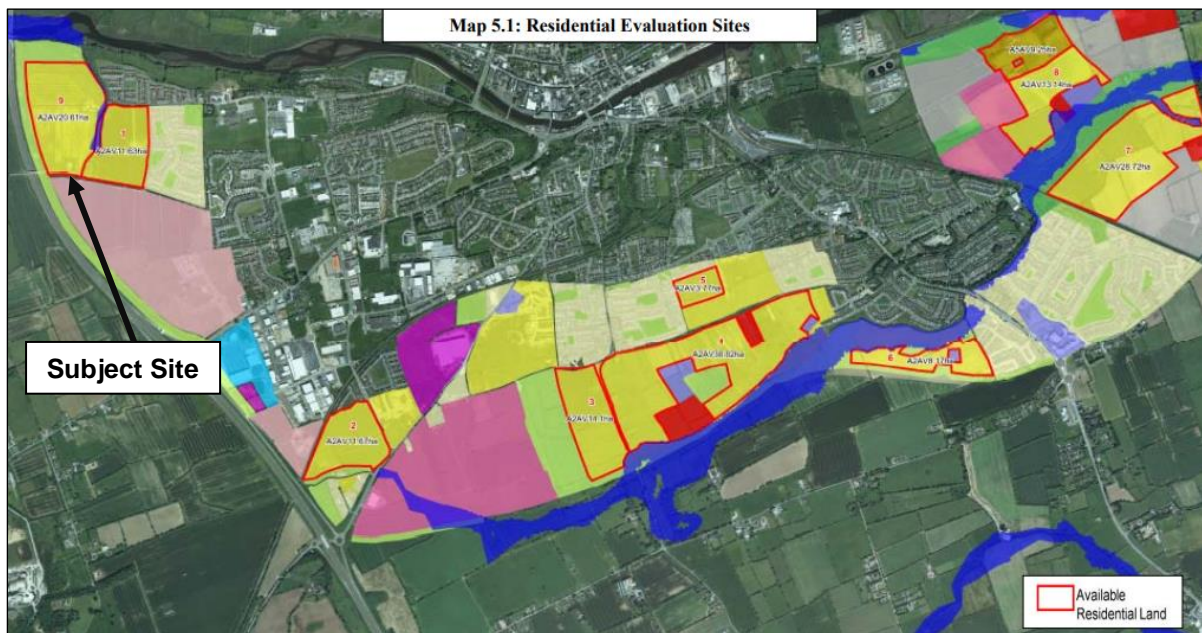


Figure 78.0 Residential Evaluation Sites Map included in the Drogheda Southern Environs Plan

In evaluating the residentially zoned lands, the following factors were considered:

- *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.*

Following the evaluation, it was found that Site 5 scored the highest, followed by Sites 1, 2 and 9 (the subject site) which achieved the same score. 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. Development of the subject site is considered appropriate given where it ranked when evaluated. It is considered appropriate that the proposed development include the Phase II - post 2019 land given we are entering into 2019 and in light of the current housing crisis.

The overall plan area has been subdivided into a number of smaller character areas, each of which has some defining characteristics relating to existing zoning, existing roads and other landscape features and natural barriers. The subject site is located within the Rathmullan Area (see Map 6.1 included in Figure 79.0).

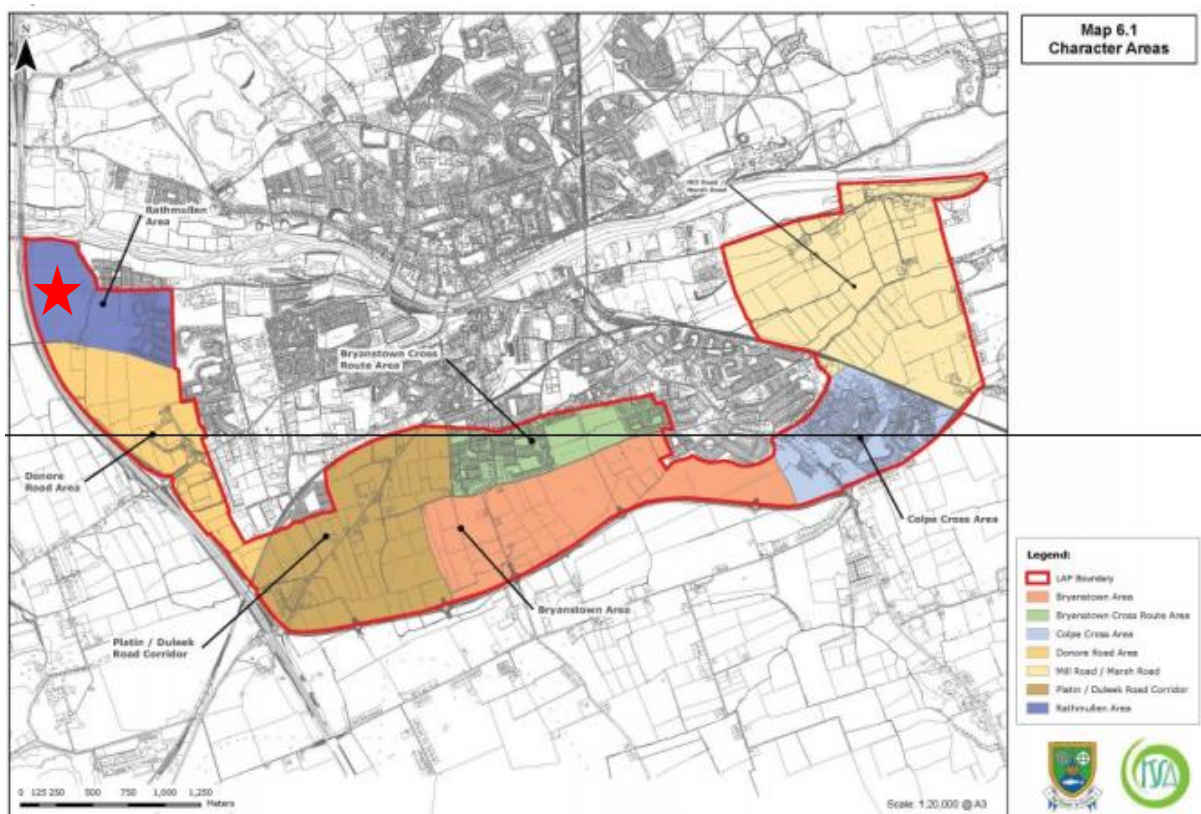


Figure 79.0 Character Areas Map included in the Drogheda Southern Environs Plan (subject site identified by a star)

The key issues, outlined in Section 6.2.3, that need to be taken into consideration for the future of the Rathmullan Area are as follows:



- *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.*

Further to this the following Policy Objectives are set out for the Rathmullan Area:

- RM1 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.*
- RM2 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.*
- RM3 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*

The proposed development appropriately responds to these issues and policy objectives by being sensitively designed having regard to the Boyne Valley, Battle of the Boyne site and Brú na Bóinne world heritage site, improving the existing road infrastructure by realigning part of the existing Rathmullan Road and also providing footpaths and cycle paths adjacent to Rathmullan Road as well as in close proximity to the River Boyne; and water and sewage infrastructure being proposed on site being designed having regard to natural, built and archaeological heritage features and in a manner that ensures the River Boyne and River Blackwater SAC are not negatively impacted upon.

The development framework, included in Section 6.2.4 of the Plan, anticipates that the Rathmullan 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. A 50 metre setback from the M1 motorway is one of these safeguards – its purpose being to shelter future development from the negative environmental impacts associated with the motorway. The proposed development adopts the required setback.

## **7.0 Childcare Facilities**

The Notice of Pre-Application Consultation Opinion, issued by An Bord Pleanála on 11<sup>th</sup> March 2019, requested the inclusion of specific information in any application lodged subsequently, pursuant to Article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017. The list of specific information included the following, in relation to childcare facility provision:

- 10. Rationale for proposed childcare provision with regard to, inter alia, the 'Childcare Facilities Guidelines for Planning Authorities', circular letter PL 3/2016 and the 'Sustainable Urban Housing Design Standards for New Apartments-Guidelines for Planning Authorities (2018)', to provide details of existing of childcare facilities in the area and demand for childcare provision within the proposed scheme. The applicant is advised to consult with the relevant Childcare Committee in relation to this matter prior to the submission of any application.*

The Meath County Development Plan 2013-2019 includes the following policies in relation to childcare facilities:

- SOC POL 5** *To require as part of all new large residential and commercial developments, and in existing developments where appropriate, that provision is made for facilities including local/neighbourhood shops, childcare facilities, schools and recreational facilities, and to seek their provision concurrent with development.*

**SOC POL 25** *To require the provision of childcare facilities of an appropriate type and scale in suitable locations throughout the County. In particular, the development of childcare facilities at the following locations will normally be required:*

- *areas of concentrated employment and business parks;*
- *neighbourhood centres;*
- *large retail developments and retail warehouse parks;*
- *in schools or major educational facilities;*
- *adjacent to public transport nodes, and; within new and existing residential developments.*

The Guidelines for Planning Authorities on Childcare Facilities (2001) indicate that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing estates where planning authorities should require the provision of a minimum of one childcare facility with 20 no. places for each 75 no. dwellings. The threshold for provision should be established having regard to existing location of facilities and the emerging demography of the area where new housing is proposed. The Guidelines advise that sites should be identified for such facilities as an integral part of the pre-planning discussions.

The following definition of Childcare is included in the Guidelines:

*In these Guidelines, "childcare" is taken to mean full day-care and sessional facilities and services for pre-school children and school-going children out of school hours. It includes services involving care, education and socialisation opportunities for children. Thus, services such as pre-schools, naíonraí (Irish language playgroups), day-care services, crèches, playgroups, and after-school groups are encompassed by these Guidelines. Conversely childminding, schools, (primary, secondary and special) and residential centres for children are not covered by these Guidelines.*

The total number of units within the proposed development is 661 no. units. Excluding the 1 bed units (22 no.) there are a total of 641 no. units considered appropriate for families. Based on the average family size of 2.75 it can be considered that the proposed development will result in 1762 no. persons. According to Census 2016 the average family in the State contains 1.38 children (0-18 years old) and so the proposed development would theoretically accommodate 884 no. children.

According to the 2016 Census, approximately 9.2% of the population of Louth was of pre-school age (0–4) and 12.4% was of primary school age (5-12). Applying this rate to the projected population of 1762 no. persons, the proposed development would accommodate 123 no. pre-school aged (0–4) children and 218 no. primary school aged (5-12) children.

The CSO's Quarterly National Household Survey (QNHS), Childcare, Quarter 3 2016 is the most current available published date on childcare statistics. It reports that nationally:

- 13% of children aged 0-12 years are cared for in a creche / Montessori / playgroup / after-school, with parent/relative care accounting for 86%.

Based on the above statistics, the proposed development would therefore generate a need for childcare spaces for 45 no. children aged 0-12 years. However, this assessment is based on the worst case scenario i.e. that all children aged 0-4 years would be cared for in a creche in addition to the requirement generated for primary school aged children based on national statistics. The assessment therefore proceeds on the basis of a requirement for 151 no. childcare spaces (comprising of 123 no. pre-school aged (0–4) children and 13% of the 218 no. primary school aged (5-12) children residing in the subject residential development) being generated by the proposed development.

As set out on the architectural drawings accompanying this application, the proposed childcare facility of c. 486sq.m, and adjacent play area, is considered appropriate for the subject site. The exact capacity of the proposed childcare facility will only become apparent when an operator comes on board and will be subject to operator's particular requirements and will be dependent on what types of childcare facility are already available in the area. However, it is estimated that this childcare facility could cater for the in the order of 121-162 no. children having regard to an accepted industry average of c. 3 to 4sq.m

gross floor space per child depending on the type of childcare offered by the end user. Schedule 7 of the Child Care Act 1991 (Early Years Services) Regulations 2016 outlines the following minimum space requirements for full day care or part-time day care services:

(1)	(2) AGE RANGE	(3) CLEAR FLOOR SPACE
1.	0-1 year	3.5 square metres
2.	1 — 2 years	2.8 square metres
3.	2 — 3 years	2.35 square metres
4.	3 — 6 years	2.3 square metres

Based on the mean of the above minimum space requirements (2.7sqm), it is estimated that this childcare facility could cater for the in the order of 180 no. children.

Whether applying the accepted industry average or the minimum space requirements set out in the Child Care Act 1991 (Early Years Services) Regulations 2016, the proposed childcare facility is of an appropriate size to satisfy the childcare spaces generated by the proposed development.

In addition, the proposed childcare facility is considered appropriate in light of the existing childcare facilities that exist within the Drogheda area. Section 5.8 of the Meath County Development Plan 2013-2019 states that '*childcare provision in Meath has grown dramatically over the last decade with the support of Government Investment. There are now 221 childcare services providing a total of 5,641 Childcare places compared with 1,353 places just under 10 years ago.*' While in Louth, a 5% increase in the number of childcare services available has been seen from 2016/17 to 2017/18, according to the Early Years Sector Profile Report 2017/2018 prepared by the Department of Children and Youth Affairs. More specifically, the following childcare facilities exist within 5.7kms (a 12 minute drive) of the subject site:

Childcare Facility	Address	Distance from the Subject Site (km)	Childcare Type Offered
Just Kids Playschool & Afterschool	83 Windmill Road, Drogheda, Co. Louth	2.9	Sessional & Part-time
Just Kids Creche	31 Bothar Brugha, Drogheda, Co. Louth	2.8	Sessional & Part-time
Little Steps Creche & Preschool	34 Oulsters Lane, Drogheda, Co. Louth	3.4	Full Day Care, Sessional & Part-time
Olive Tree Daycare	28A Rosehall, Crosslanes, Drogheda, Co. Louth	3.7	Full Day Care, Sessional & Part-time
Play'n'Learn	Townley Hall Road, Tullyallen, Drogheda, Co. Louth	5.2	Sessional
Moneymore Childcare Centre	Moneymore, Roaches Lane, Drogheda, Co. Louth	3.4	Full Day Care, Sessional & Part-time
The Magic Kingdom Playschool & Montessori	136 Brookville, Drogheda, Co. Louth	3.8	Full Day Care, Sessional & Part-time
Aunty Paula's	394 Ballsgrove, Drogheda, Co. Louth	2.3	Full Day Care, Sessional & Part-time
Maples Montessori	Greenhills, Drogheda, Co. Louth	4.2	Sessional
Grove Early Years Centre Lifestyle Centre	Ballsgrove, Drogheda, Co. Louth	2.2	Full Day Care & Sessional
Tiny *Tots	5 Harmony Heights, Drogheda, Co. Louth	4.3	Sessional

Little Treasures	Mount Hawthorn House, Blackbush Lane, Dublin Rd, Drogheda, Co. Louth	4	Sessional
Little Miracles Creche & Montessori	6 Ashley Heights, North Road, Drogheda, Co. Louth	3.3	Sessional & Part-time
Cala's Cabin	18 Forest Hill, Drogheda, Co. Louth	4.1	Sessional
Wheaton Montessori Academy & Creche	Unit 7 Wheaton Hall Shopping Centre, Drogheda, Co. Louth	4.2	Full Day Care, Sessional & Part-time
Peter Pan Crèche	Bryanstown Cross Route, Martello Village, Dublin Road, Drogheda, Co. Louth	4.3	Full Day Care, Sessional & Part-time
Peter Pan Crèche	Ivy House, William Street, Drogheda, Co. Louth	3	Full Day Care, Sessional & Part-time
Ferndale Creche	Ferndale, Matthew's Lane, Drogheda, Co. Louth	2.9	Full Day Care, Sessional & Part-time
Clever Clogs	Educate Together Primary School, Aston Village, Drogheda, Co. Louth	5.7	Sessional
Little Rascals	Main Road, Tullyallen, Drogheda, Co. Louth	4.4	Full Day Care, Sessional & Part-time
Jellytots Daycare & Montessori	Unit 5 Drogheda Leisure Park, Rathmulen Road, Drogheda, Co. Louth	1	Full Day Care, Sessional & Part-time
Playmates Montessori	Presentation School, Ballamakenny Road, Drogheda, Co. Louth	4.3	Sessional
Playmates Montessori	St Joseph's School, Upper Magdalene Road, Drogheda, Co. Louth	3	Sessional
Stepping Stones Comm	15 Tredagh Court, Marleys Lane, Drogheda, Co. Louth	1.2	Full Day Care, Sessional & Part-time
Daisychain Montessori & Crèche	4 Blackbush Lane Drogheda, Co. Louth	4.2	Full Day Care, Sessional & Part-time

Table 13.0 Details of childcare facilities operating in the town of Drogheda

Further to these, the residential development recently permitted under Reg. Ref. LB170675 at Rathmullan Road, Drogheda Co. Meath (immediately east of the subject site, on the opposite side of Rathmullan Road) include a childcare facility. More specifically, a childcare facility for 36 no. children is proposed in the northern part of the site adjacent to Rathmullan Road.

Both the Meath and Louth Childcare Committees were consulted regarding the proposed childcare facility on site in advance of this application being lodged. More specifically, Hughes Planning and Development Consultants liaised with Ms. Frances Morrow in the Louth Childcare Committee and Ms. Catherine Coogan in the Meath Childcare Committee. They were supportive of the inclusion of a childcare facility on the subject site and offered no comments in regards to the design/size of the proposed facility but rather provided information about existing facilities within the area and advised of Quality and Regulatory Frameworks the future operator would need to be aware of.

## 8.0 Part V, Section 96 of the Planning and Development Act

The Planning and Development Act 2000 was issued on 28<sup>th</sup> August 2000. Section 96 of the Planning and Development Act 2000 (as amended) states that any development for residential use or for a mixture of residential and other uses shall provide a percentage of the proposed residential units for the purpose of social and affordable housing. The current legislation regarding the transfer of residential units under Part V, as amended by the Residential Tenancies Act of 2014, requires 10% of units to be transferred to the local authority.

The applicant consulted Meath County Council's Housing Department regarding their housing needs in Drogheda while developing the subject proposal. The applicant proposes to satisfy their Part V obligations for the proposed development by building and transferring 66 no. dwellings to the ownership of the Planning Authority, or to the ownership of persons nominated by the authority. Please consult the Part V drawings, prepared by NDBA Architects, for specific details on the units proposed for construction/transfer.

This proposal has been discussed with Meath County Council's Housing Department and they agree in principle with the Part V proposal put forward. Please see a letter confirming this at Appendix A.

## **9.0 Environmental/Appropriate Assessment**

An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared as part of this application which looks at the potential effects of the proposed project on the receiving environment and Natura 2000 sites, respectively. They accompany this planning application under a separate cover. In summary, there are no apparent characteristics or elements of the design of the scheme that are likely to cause significant effects on the environment or Natura 2000 sites. All recommended mitigation measures and standard practices will be employed throughout the construction and operational phase of the development to ensure that the proposed development will not create any significant impacts on the quality of the surrounding environment.

## **10.0 Conclusion**

In conclusion, we submit that the proposal, which comprises the demolition of 2 no. existing farm buildings and the construction of 509 no. dwellings; 152 no. apartments, 1 no. retail unit, 1 no. café and a creche on c. 26.2 ha of land, is considered to be acceptable and compliant with the policies and objectives as set out in the applicable national, regional and local planning policy context.

At a national and regional level, this statement has demonstrated consistency with the following:

- Project Ireland 2040 – National Planning Framework (2018);
- National Development Plan 2018—2027;
- Urban Development and Building Heights - Guidelines for Planning Authorities, December 2018;
- Rebuilding Ireland – Action Plan for Housing and Homelessness, July 2016;
- Quality Housing for Sustainable Communities – Guidelines for Planning Authorities (2007);
- Sustainable Residential Development in Urban Areas – Guidelines for Planning Guidelines (2009);
- Urban Design Manual – A Best Practice Guide, 2009;
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018);
- Design Manual for Urban Roads and Streets (2013);
- The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel: A Sustainable Transport Future - A New Transport Policy for Ireland (2009); and
- Regional Spatial & Economic Strategy for the Eastern and Midland Regional Assembly, 2019.

Consistency is also demonstrated with the policies and provisions of the Meath County Development Plan 2013-2019 and which is a key planning policy documents at a local level.

It is considered that the proposed residential development comprising 661 no. residential units at this application site in the Drogheda presents an appropriately scaled residential development on residentially zoned land.

It is considered that the subject site, being located within close proximity to the growing township of Drogheda has the capacity to accommodate additional residential accommodation and respond to the current housing shortage.

The development has been designed to an exceptionally high standard to contribute to the urban form of the area and it is considered that the proposal will not give rise to any undue impacts on the amenity of any adjacent properties. We are of the opinion that the development is generally compliant and in accordance with the qualitative and quantitative standards as set out in the relevant statutory development plans and other national guidance documents.



Kevin Hughes MIPI MRTPI  
Director  
for HPDC.

## Appendix A

Acceptance Letter from Meath County Council regarding Part V proposal



Housing Department - Direct Line 046 909 7255

14<sup>th</sup> December 2018.

Mr David O'Reilly  
Trailford Limited  
c/o Hughes Planning & Development Consultants  
No. 70 Pearse St  
Dublin 2.

**"Subject to Agreement/ Agreement Denied"**

**Re: Part V proposal for development of 662 housing units at Rathmullan, Drogheda. Co. Meath**

Dear David,

I refer to your proposals received in this office on the 9<sup>th</sup> December 2018 with regard to the provision of housing in accordance with the requirements of Section 94(4) and Sections 96(2) and (3), (Part V) of the Planning & Development Act 2000, as amended, for the above mentioned development.

Subject to being granted Planning Permission, the Housing Authority agrees in principle to your proposal to comply with your Part V requirement by means of the building and transfer of 66 No. dwellings to the ownership of the Planning Authority, or to the ownership of persons nominated by the authority in accordance with Part V, on the lands which is subject to an application for planning permission at Rathmullan, Drogheda, Co. Meath.

The following is a breakdown of the 66 No. Part V units proposed by unit type which is acceptable to the Housing Authority as identified on Drawing Number PP-PV-01 of 7<sup>th</sup> December 2018:-

Number of Units	Description
6	4 Bed Semi-detached
10	3 Bed Semi-detached
19	3 Bed end of terrace
16	2 Bed mid terrace
3	C - Apartment Block – 2 storeys over retail/creche
12	E- Apartment Block – 3 storey

Unit costs, and internal finishes to be agreed with the Housing Authority following the Grant of Planning Permission.

For the record, I would point out that Meath County Council engage in discussions/correspondence with Developers concerning their proposals for compliance with Part V on the basis that nothing is agreed until everything is agreed and that no agreement is deemed to be concluded until such time as a formal letter is issued from Meath County Council confirming compliance with Part V.

Yours faithfully,

Brendan Fulham  
Administrative Officer