



An
Coimisiún
Pleanála

Inspector's Report

ACP-323629-25

Development

Retention of timber shed display area and fencing.

Location

Lands at Newtown Business Park, Drogheda, Co. Louth.

Planning Authority

Louth County Council

Planning Authority Reg. Ref.

2460815

Applicant(s)

Peter Moore

Type of Application

Permission for retention

Planning Authority Decision

Grant with conditions

Type of Appeal

Third Party

Appellant(s)

John Branigan

Observer(s)

None

Date of Site Inspection

13 November 2025

Inspector

Aisling MacNamara

1.0 Site Location and Description

1.1. The proposed development relates to a 0.07 ha site located within the Newtown Business Park in the urban built up area of Drogheda in County Louth. The site is located at the eastern edge of the business park towards the end of existing buildings. The eastern boundary abuts the Newtown Road. The site is a rough gravelled area with northern and western boundaries adjoining land within the business park treated with 2m high metal construction fencing. There are a number of timber sheds on the site.

2.0 Proposed Development

- 2.1. Permission is sought for the retention of a timber shed display area and fencing of the site. The area of the site is 703sqm.
- 2.2. Further information (advertised as 'significant') submitted on 30/07/2025 includes a revised site layout plan with revised red site boundary and site area of 620sqm including revised boundary treatment.

3.0 Planning Authority Decision

3.1. Decision

By order dated 18th August 2025, the planning authority decided to grant retention permission subject to five conditions.

3.2. Planning Authority Reports

3.2.1. Planning Reports

- Case planner report of 19/02/2025 recommended further information. The report states that the use of the site for storage / display of timber sheds, is acceptable and in accordance with zoning requirements of the CDP noting uses generally permitted and open for consideration in this zone and the unsightly nature of the site. The planner observed difficulties in driving around the business park due to ad hoc vehicle movement and parking arrangements.

- Further Information was requested on 20/02/2025 in relation to 5 items:
 - (1) Submit revised plans detailing the boundary positioning and alignment in accordance with permitted details under 18/1062 (Drawing BRBE-104/07-003) to show that the development does not impede on previously approved access and layout arrangements at this location in the interests of traffic safety.
 - (2) Submit proposals for more appropriate boundary treatment to site in the interests of visual amenity.
 - (3) Submit details of proposed ground surfacing across the site. If new hardstanding is proposed in lieu of gravel, required to comply with policy IU19 of CDP in relation to SUDS.
 - (4) Clarify signage proposals.
 - (5) Submit revised newspaper and site notices if FI is significant.
- Further Information response received on 30/07/2025 as follows:
 - (1) Revised site layout plan drawings PM-02 Rev1 and PM-03 Rev1 submitted – the layout is changed to reflect the site layout previously granted under 18/1062 Drawing BRBE-104/07-003.
 - (2) Revised boundary treatment drawings submitted showing proposals for 2.4m high mesh fence around site. The entrance gates will be 656 mesh 4m double leaf gates. Gate drawings submitted.
 - (3) No change is proposed to gravel surface.
 - (4) There is no associated signage proposed on the fencing.
- The second report of the Case Planner dated 15/08/2025 considers the FI response. The report notes the objection made from third parties raising issues that the proposal impedes parking and access arrangements for units 60 and 61. States that permission was granted under 18/1062 for a boundary that altered the former boundary granted under 03/510230 and that in consultation with the Councils Placemaking & Physical Development Section, it was considered that the revised FI details accord with previously permitted

18/1062 and are acceptable. The report states that no objection is raised from Placemaking & Physical Development Section in relation to traffic safety matters and that it is not appropriate through this application to revisit the assessment previously carried out under 18/1062.

3.2.2. Other Technical Reports

- Placemaking & Physical Development – report 18/02/2025 states no objection subject to conditions relating to surface water, protection of public roads during works.

3.3. Prescribed Bodies

None

3.4. Third Party Observations

A submission was received from John Branigan (the appellant) of unit 62 of the business park at application and FI stage, objecting to the development for reasons as follows:

- The subject fencing is erected close to units 60 and 61 and is affecting access for deliveries and collections and emergency services – allocated spaces cannot be accessed by several tenants, the permitted turning point has been fenced off.
- Original permission is for 'light industrial' use and domestic sheds for sale is 'retail' use. Other units nearby are engaging in uses with associated retail, in contravention of original permission.
- Permission granted under 03510230 (drawing showing final allocated spaces and one way direction of traffic flow). The current application cannot rely on drawing BRBE-104/07-003 of 18/1062 (not commenced) to establish boundary positioning. It is not accurate and does not reflect allocated parking spaces.
- The autotrack analysis submitted omits allocated spaces. Insufficient space available for delivery trucks to turn around the corner forcing trucks and vans to reverse against the flow of traffic.

- Unauthorised fencing to northern boundary has blocked access to unit 61 when allocated parking is in place to front of unit 60.
- The proposed new position of the northern boundary will hinder parking for units 60 and 61 and will impact on their property rights.

4.0 Planning History

- PA 18/1062 – grant – permission for new commercial units for industrial / warehouse / employment generating uses and all associated site development works.

Further Information was requested in relation to turning space for vehicles.

Revised drawing submitted 29th April 2019 BRBR-104/07-003 'Proposed Site Layout Plan, Site Layout Plan as per Planning Ref 03510230 & Autotrack Analysis'.

- PA03/510230 – grant – permission to construct 3 blocks containing industrial / warehousing / business units as follows – Block A 2400sqm, Block B 1600sqm, Block C 1600sqm.

A number of conditions were attached requiring final site layout plan and details to be agreed prior to development:

Condition 10 requires loading bays in proximity to proposed units.

Condition 11 requires parking in accordance with CDP, 5m x 2.5m (perpendicular parking) and 6m x 2.5m (end to end parking) with circulation aisle of min 6.1m.

Condition 12 requires access roads to be min 6m wide and footpaths 2m wide.

Condition 15 requires parking to be lined with impermeable surface.

- 98/510106 – grant - extension and alterations to existing office block
- Enforcement UD 24/148 – alleged unauthorised change of use of lands to use as commercial business and alleged unauthorised erection of fencing enclosure around the perimeter of business.

5.0 Policy Context

5.1. Louth County Development Plan 2021-2027

The site is located within the settlement of Drogheda (a regional growth centre) on lands zoned as E1 General Employment. The objective for this zoning is to 'provide for general enterprise and employment generating activities'.

This zoning is the primary location for employment generating activities. It will facilitate the improvement and expansion of existing employment areas and the investment and development of new employment areas. A wide range of uses will be facilitated on these lands including small, indigenous enterprises, general industry, manufacturing, food production, logistics, and warehousing. The compatibility of a particular use or operation will be dependent on the nature of the use/operations and surrounding uses in the area in which the development will be located. This zoning also facilitates opportunities for uses that are deemed permissible under the "Business and Technology" zoning category.

Generally Permitted Use – builders provider / yard, industry light, industry general, wholesale warehousing / cash and carry

Open for consideration – garden centre

Chapter 2 Core Strategy and Settlement Strategy

SS 2 To continue to support and promote the economic role of Drogheda as a regional centre of employment along the Dublin-Belfast Economic Corridor and to facilitate any infrastructural investment or employment generating sustainable development that will strengthen the role of the town and maintain its competitiveness.

Chapter 5 Economy and Employment

EE 3 To facilitate and support the sustainable growth of the economy in County Louth whilst maintaining and improving environmental quality. This economic development policy shall strive to deliver the following key aims: • To strengthen existing employment centres supported by enterprise, innovation and skills; • To strengthen the integration between employment, housing and transportation with a view to promoting compact urban areas and reducing car dependency; • To promote

measures to improve the County's attractiveness as a location for investment and increase entrepreneurial activity; • To improve the cluster-specific business environment by putting in place a favourable business ecosystem for innovation and entrepreneurship that supports the development of new industrial value chains and emerging industries; • To facilitate economic growth by consolidating existing industrial and commercial areas and by ensuring that there is an adequate supply of serviced employment lands at suitable locations; • To promote the regeneration of underutilised industrial and town centre areas in a manner which enhances the local economy and encourages a sequential approach to development; and • To provide for a range of business accommodation types, including units suitable for small business.

EE 15 To promote and facilitate the provision of a range of employment and enterprise units of different size, scale, and layout that will increase the choice of such facilities to meet the requirements of the various enterprise and employment sectors in the County.

EE 18 To encourage and facilitate the re-use and rejuvenation of vacant and under utilised industrial, enterprise, manufacturing, and warehousing units.

EE 32 To promote the delivery of essential infrastructure and utilities that support businesses in establishing a competitive and resilient stronghold at local, regional and national level.

Chapter 13 Development Management Guidelines

13.13 Employment

13.13.1 Business Parks and Industrial Estates

The design and layout of business parks and industrial estates shall create a functional and attractive working environment where building design is of a high quality and pedestrians, cyclists, and motor vehicles can easily navigate around. A Masterplan will be required to be prepared for any expansive areas of undeveloped employment lands to ensure the access and internal roads, services, infrastructure requirements and phasing can be agreed in order to ensure the development of the lands can be appropriately managed and co-ordinated thus avoiding ad-hoc, piecemeal development.

13.13.5 Parking and Loading

A functional parking and set down/loading area shall be provided in accordance with the parking standards set out in Table 13.11 in this Chapter. Adequate turning areas for delivery vehicles shall be provided within the curtilage of a site unless an alternative arrangement is agreed. This may require the preparation of an 'auto-track' analysis. Cyclist parking shall be provided in a safe, convenient location close to the main entrance of buildings. Parking areas shall be constructed using permeable materials and incorporate the principles of SuDS (Sustainable Drainage System).

13.13.7 Landscaping and Boundary Treatments

The front roadside boundaries shall be of a high quality. To provide continuity within a business park/industrial estate, where possible, the front roadside boundary shall be consistent with adjacent buildings. Palisade fencing along front boundaries will not be permitted.

5.2. Design Manual for Urban Roads and Streets (DMURS)

4.4 Carriageway Conditions

- The standard carriageway width on Local streets should be between 5-5.5m (i.e. with lane widths of 2.5-2.75m).
- Where additional space on Local streets is needed to accommodate additional manoeuvrability for vehicles entering/ leaving perpendicular parking spaces, this should be provided within the parking bay and not on the vehicle carriageway (see Section 4.4.9 On-Street Parking and Loading).

4.4.9 On-Street Parking and Loading

- The standard length of a space should be 6m (parallel spaces).
- The standard depth of a perpendicular space should be 4.8m (not including a minimum 0.3m overhang, see Section 4.3.1 Footways, Verges and Strips).
- The dimensions of a loading bay should be 2.8 x 6m to cater for large vans. Facilities for larger vehicles, such as trucks, should be located off-street.
- There are additional design considerations associated with perpendicular or angled spaces to ensure that they do not result in excessively wide vehicular

carriageways. Perpendicular spaces generally require a minimum carriageway width of 6m, which is generally too wide for Local streets. Where additional space is needed, manoeuvrability should be provided within the parking bay itself and kerb build-outs should extend forward of each bank of parking to narrow the carriageway. Alternatively, additional manoeuvrability can be provided by designing wider spaces. For example, if the width of parking spaces is 2.6m, the carriageway may be reduced to 5m (see Figure 4.82).

5.3. Natural Heritage Designations

There are no natural heritage designated sites located within or adjoining the site.

The closest designated sites are as follows:

- River Boyne and River Blackwater SAC located c 0.53km from the site.
- Boyne Coast and Estuary proposed NHA located c 0.95km from the site.
- Boyne Estuary SPA located c 0.63km from the site.

5.4. EIA Screening

The proposed development is not a class for the purposes of EIA as per the classes of development set out in Schedule 5 of the Planning and Development Regulations 2001, as amended (or Part V of the 1994 Roads Regulations). No mandatory requirement for EIA therefore arises and there is also no requirement for a screening determination. Refer to Form 1 in Appendix 1 of report.

6.0 The Appeal

6.1. Grounds of Appeal

A third party appeal is received from the owner of two industrial units unit 60 and 61.

- Request ACP to refuse permission.
- The Further Information shows revised northern boundary position. The revised boundaries do not meet the requirement of the FI request to “not

impede on the previously approved access and layout arrangements at this location, in the interest of traffic safety.”

- Background to appeal relates to two previous planning decisions by Louth County Council – information set out detailing 03/510230 and 18/1062.
- 03/510230 – The application was completed and Newtown Business Park built comprising 3 blocks for industrial /warehousing / business. All units are owned privately with allocated parking for each unit as a requirement of planning.
- The planning decision on 24/60815 was impaired due to the lack of information available to the planner and the decision making process. The file (03/510230) containing the map indicating the allocated parking was lost until 19/08/2025.
- The planner relied on 18/1062 (drawing Brady Hughes BRBE 104/07-003) to make a decision however this drawing is not accurate and does not reflect the final drawing of allocated parking for the development. This drawing cannot be relied on to establish the location of boundaries – does not reflect the allocated parking spaces to the west, omits the allocated parking spaces to the north. The auto track analysis submitted with the 18/1062 application omits the allocated parking spaces. Note that 18/1062 was not commenced.
- The planner states that the subject area was approved under 03/510230 as a planted area. This is not valid – this is not the final parking allocation map.
- The planner considered that the only matters of relevance relate to the area within the red line boundary. This is a failure in judgement – fails to take account of allocated parking west and north of the site.
- As the owner of units 60 and 61 and allocated parking numbers 126-133, is deeply concerned that the ‘altered boundary arrangement’ will have a negative impact on the economic value of the units. The proposed fencing completely impedes access to and from units 60 and 61 if parking spaces 128-130 are utilised. It is impossible to access unit 61 if a car is parking in parking space 130. Full analysis required of the impact to the access and parking of units 60 and 61.

- The boundary to the north of the development is 10996mm from the south facing elevation of units 60 and 61. The public footpath is 2000mm wide. The parking space is 5000mmx 2500mm (as per permission 032230) which leave an accessible access of 3996mm up to the new proposed northern boundary. There is not sufficient reversing space to manoeuvre from a parking space in either a forward or reversing motion if the boundary is permitted. The minimum passing space for a fire tender (length 7900mm) is 3100mm which leaves 986mm clearance.
- Insufficient space for turns. At the southern boundary of the proposed fencing the passing distance available when allocated parking space 151 is occupied is 5000mm. All units on the northern side of the development cannot be reached by fire tender if the proposed boundary is permitted. On permission 03230 it is clearly indicated that the turning points and hard standing was intended to facilitate larger vehicles and emergency services. The granting of permission under 18/1062 did not consider the implications of traffic flow and width requirements for larger vehicles and emergency services making a 90 degree left turn at unit 65 in accessing units 61 to units 56.
- The submitted drawing supporting application 18/1062 was not the final drawing upon which the granting of 03230 relied upon. Has consulted with the architect firm that worked on this application and have advised that Fig 1 (attached to appeal) is the final drawing of allocated parking.
- As file 03230 was lost up until 19/08/2025, the permission of 18/1062 was granted in the absence of relevant information and subsequently 24/60815 has now been granted compounding these omissions and potentially a dangerous and unsafe environment for the owners of 61-56.
- The decision is invalid as the information relied on is erroneous. Request Louth County Council to invalidate 18/1062.
- Appellant was not consulted to relinquish property rights to the allocated parking spaces included in the purchase of units 60 and 61.

6.2. Applicant Response

None received.

6.3. Planning Authority Response

The planning authority submitted a response to the grounds of appeal. The planning authority notes the issues raised pertaining to site history, impacts on units 60 and 61 on parking arrangements and vehicle movements including fire tender and delivery access. Requests the Commission to take the assessments contained in the initial planners reports which provide justification for the grant of permission.

6.4. Observations

None received.

7.0 Assessment

7.1. Having examined the application details and all other documentation on file, including all of the submissions received in relation to the appeal, the report/s of the local authority, and having inspected the site, and having regard to the relevant local/regional/national policies and guidance, I consider that the substantive issues in this appeal to be considered are as follows:

- principle of development
- traffic, access and parking considerations
- other matters

7.2. Principle of development

7.2.1. This is an application for permission for the retention of a small timber shed display area and fencing of lands within a business park in Drogheda. The cover letter submitted with the application states that the application is on foot of a warning letter in relation to alleged unauthorised development, the site has been subject to fly tipping over a number of years and that the owner has cleared the site, put it back into use and installed security fencing in order to prevent misuse of the lands. Photographs are submitted showing the land in unkempt condition with waste.

7.2.2. The site is located on lands zoned General Employment in the Louth County Development Plan (CDP) 2021-2027 where a wide range of uses are to be facilitated including small enterprises, general industry and manufacturing. The compatibility of a use or operation will be dependent on the nature of the use / operations and the surrounding uses in the area.

7.2.3. The planning authority are satisfied that the proposed use is compatible with the zoning objective. Having regard to the nature and scale of the development for the display of bulky domestic sheds, and to the range of business and employment uses in the business park, I consider that the use is compatible with the uses in the business park, would not undermine the zoning objective for the land and is acceptable.

7.2.4. The CDP contains objectives to facilitate and support employment and economic development including objectives to facilitate the re use and rejuvenation of underutilised industrial areas (EE3, EE15, EE18). The proposal to utilise the site for more efficient use and to improve the condition and appearance of the site is in accordance with objectives to promote the use of underutilised industrial areas and will positively impact on the appearance of the industrial estate.

7.3. Traffic, access and parking considerations

7.3.1. This appeal is from the owner of units 60 and 61, which are located within the building on the northern side of the site. The appeal is an objection to the proposed development on the basis that the boundaries to be installed as part of the development will restrict access to parking that serve units 60 and 61 and that the development restricts turning movements of vehicles on the access roads near the site.

7.3.2. The development management guideline standards of the CDP set out in section 13.13.1 states the following: "The design and layout of business parks and industrial estates shall create a functional and attractive working environment where building design is of a high quality and pedestrians, cyclists and motor vehicles can easily navigate around." Section 13.13.5 states that functional parking and set down / loading areas shall be provided and adequate turning areas for delivery vehicles shall be provided within the curtilage of a site unless an alternative arrangement is agreed.

7.3.3. I note the comments raised from the appellant regarding the reliance of the planning authority on a drawing BRBR 104/07-003 'Proposed Site Layout Plan, Site Layout Plan as per Planning Reg 03510230 & Autotrack Analysis' submitted under PA18/106 (not commenced) to establish the acceptable location of boundaries. This drawing relies on a layout drawing submitted under PA03/230. In this regard, PA03/230 was granted subject to conditions 10, 11 and 12 requiring a final site layout to be agreed prior to development and it is not clear that the drawing used in PA18/106 is the final agreed layout. I am not satisfied that the drawings under permitted PA18/106 should be used as a basis to determine the location of boundary fencing in this subject application.

7.3.4. It is some time since permission was granted under PA03/230 and what is now clear, is the constructed development that is currently on site as observed on site visit. The site layout drawing submitted with this subject application shows the location of the buildings on the site. Vehicles accessing the site are expected to travel towards the site from the southern access road and turn in a northerly direction around the gable end of the building to the west of the site (unit 65) to exit via the northern access road. Within the estate there is signage, faded road markings and angled parking all of which guides the driver to take this course.

7.3.5. To the west of the site, I observed that there is a line of parking spaces oriented perpendicular to the full length of the gable wall of the western building along with signage on the gable wall reserving the parking spaces for the use of businesses. On the northern side of the site, to the front of units 60 and 61, there is a footpath and road. There is no lineage on the road to show parking spaces, however on day of site visit there were vehicles parked to the front of these units both parallel and perpendicular to the road. I also note that these units have roller shutter doors for loading located on the front elevation of the building addressing the road.

7.3.6. As it stands, and due to the location of the existing fencing on site, should cars be parked in all spaces along the gable end of the western building, there is limited space for a vehicle accessing from the south to turn around the corner. Should cars be parked perpendicular to the front of unit 60, there is limited space to access the road to the front of units 60 /61.

7.3.7. At further information stage, the applicant submitted revised drawings. These show the setback of the existing northern and southern boundaries inward towards the site and revisions to the western boundary.

7.3.8. Taking account of the standards set out in the Design Manual for Urban Roads and Streets and allowing for the footpath of 2m, perpendicular parking of 5m and a carriageway of 5.5m, the provision of 12.5m separation between the front elevation of the northern building (units 60/61) and the proposed new fence line, would allow sufficient space for access and parking. The drawing submitted at FI stage on 30/07/2025 shows that there is a distance of 10.63-11m between the elevation and the fence line. There is insufficient space, however this matter can be addressed by condition requiring revisions to the fence location.

7.3.9. There is a need to ensure that the proposed new fence line does not restrict vehicles accessing the site from the southern access road, turning around the gable and accessing the northern road. In this regard, I note the autotrack illustrations shown on BRBR 104/07-003 of 18/102 are of assistance as they show the red site boundary that was replicated at FI stage of the subject application and show the turning space needed for articulated vehicle, rigid vehicle and fire engine. The drawing does not accurately show the existing parking along the full length of the gable wall. The drawing does not show the existing space at the southeast corner of the building which if filled, would result in limited space to allow vehicles to turn the corner. This matter could be addressed by condition requiring revisions to the fence location so that the fence is set back an additional distance to allow for more space on the road for turning. I consider that in this instance an additional set back distance of 2m would be reasonable.

7.3.10. In conclusion, I am satisfied that the proposals are acceptable and would not compromise traffic safety or obstruct existing road users in the estate, subject to condition requiring final boundary repositioning.

7.4. Other matters

7.4.1. The appellant states that the decision relies on erroneous material and that the decision of the planning authority is invalid, that the decision of PA18/106 is also invalid and that the development impacts on their property rights.

- 7.4.2. The appellant has raised that the planning authority have had regard to 'erroneous' material. In this appeal, I am satisfied that the issues raised by the appellant are addressed in this appeal.
- 7.4.3. There is no information available to show that the decisions of the planning authority are not in accordance with the statutory requirements of the Planning and Development Act 2000 (as amended).
- 7.4.4. Regarding concerns raised in relation to property rights, I consider that any dispute regarding property rights to be a civil matter and outside of the remit of the planning application.

7.5. Appropriate Assessment Screening

- 7.5.1. I have considered the proposed development in light of the requirements of S177U of the Planning and Development Act 2000 as amended. The subject site is not located within or adjacent to any European site. The closest European sites are the River Boyne and River Blackwater SAC located c 0.53km from the site and the Boyne Estuary SPA located c 0.63km from the site. Having considered the nature, scale and location of the development to be retained, I am satisfied that it can be eliminated from further assessment because it could not have an appreciable effect on a European site. The reason for this conclusion is as follows:
 - the small scale and nature of the development,
 - the location of the development within a serviced urban area, the distance to the Natura 2000 site network and the absence of pathways to this network.

I consider that the proposed development would not be likely to have a significant effect individually or in combination with other plans or projects, on a European site and appropriate assessment is therefore not required.

8.0 Water Framework Directive Screening

- 8.1.1. I have assessed the proposed development and have considered the objectives as set out in Article 4 of the Water Framework Directive (WFD) which seek to protect and where necessary, restore surface and ground water bodies in order to reach good status (meaning both good chemical and good ecological status) and to prevent deterioration.

8.1.2. Having regard to the nature of the development which relates to the use of land for display of sheds, the proposal to retain existing gravel, to the absence of effluent discharges from the development, that there is an absence of any significant pathways to a water body and therefore I consider that the proposed development will not result in a risk of deterioration of any water body or jeopardise any water body in reaching WFD objectives and consequently the proposed development can be excluded from further assessment.

9.0 Recommendation

I recommend that permission be granted for the proposed development.

10.0 Reasons and Considerations

Having regard to the provisions of the Louth County Development Plan 2021-2027, the urban context and location of the site within an existing business park and the layout and design of the proposed development, I consider that subject to compliance with the conditions set out below, that the proposed development would not seriously injure the amenities of area and is an acceptable form of development at this location and would be acceptable in terms of traffic safety. The proposed development would therefore be in accordance with the proper planning and sustainable development of the area.

11.0 Conditions

1.	The development shall be retained and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars lodged with the application on 30 th July 2025, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority and the development shall be retained and completed in accordance with the agreed particulars.
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	<p>Reason: In the interest of clarity.</p>
2.	<p>A revised site layout plan drawing shall be submitted to and agreed in writing with the planning authority within three months of the date of this permission showing:</p> <p class="list-item-l1">(a) A separation of 12.5 metres between the fence line along the northern boundary of the site and the elevation of the building located to the north of the site (units 60/61).</p> <p class="list-item-l1">(b) The western boundary fence line shown on the site layout drawing submitted 30/07/2025 set back by a further 2 metres inwards towards the east of the site.</p> <p class="list-item-l1">(c) Details for the finishing treatment of setback areas and</p> <p class="list-item-l1">(d) Details of the location of the site entrance.</p> <p>The works shall comply with the requirements of the planning authority.</p> <p>Reason: In the interests of orderly development and traffic safety, to ensure that road users and vehicles can access and park without obstruction.</p>
	<p>All surface water generated within the site boundaries shall be collected and disposed of within the curtilage of the site. No surface water from roofs, hard landscaped areas or otherwise shall discharge onto the public road or adjoining properties.</p> <p>Reason: In the interest of traffic safety and to prevent flooding or pollution.</p>
3.	<p>The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable</p>

	<p>indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Coimisiún Pleanála to determine the proper application of the terms of the Scheme.</p> <p>Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.</p>
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I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

Aisling Mac Namara
Planning Inspector

15th December 2025

Form 1 - EIA Pre-Screening

Case Reference	323629
Proposed Development Summary	Retention timber display area and fencing
Development Address	Lands at Newtown Business Park, Drogheda, County Louth
In all cases check box /or leave blank	
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	<input checked="" type="checkbox"/> Yes, it is a 'Project'. Proceed to Q2. <input type="checkbox"/> No, No further action required.
2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
<input type="checkbox"/> Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	State the Class here
<input checked="" type="checkbox"/> No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	
<input checked="" type="checkbox"/> No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road	

<p>development under Article 8 of the Roads Regulations, 1994.</p> <p>No Screening required.</p>	
<p><input type="checkbox"/> Yes, the proposed development is of a Class and meets/exceeds the threshold.</p> <p>EIA is Mandatory. No Screening Required</p>	
<p><input type="checkbox"/> Yes, the proposed development is of a Class but is sub-threshold.</p> <p>Preliminary examination required. (Form 2)</p> <p>OR</p> <p>If Schedule 7A information submitted proceed to Q4. (Form 3 Required)</p>	

<p>4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?</p>	
<p>Yes <input type="checkbox"/></p>	<p>Screening Determination required (Complete Form 3)</p>
<p>No <input checked="" type="checkbox"/></p>	<p>Pre-screening determination conclusion remains as above (Q1 to Q3)</p>

Inspector: _____ Date: _____