



# Design Statement



**COLP WEST SHD**  
Strategic Housing Development



# INTRODUCTION

The purpose of this document is to describe the Design Rationale behind the proposed residential development at Mill Road, Drogheda, Co Meath. The development has been designed by DDA Architects Ltd in conjunction with DBFL Consulting Engineers, Dermot Foley Landscape Architects and John Spain Associates with additional inputs from other specialists. The client is Shannon Homes (Drogheda) Ltd.

The Proposal includes a framework masterplan encompassing the subject site. The masterplan illustrates how the proposed residential development fits into Drogheda Southern Environs as identified on the Meath County Development Plan 2013-2019.

The framework masterplan demonstrates how the proposed scheme is connected to Drogheda Town, MacBride Rail station, South Gate Shopping Centre and employment areas. The framework masterplan also suggests an outline for future development of lands to the north and south of the subject site, connections to adjacent Schools and local amenity spaces.

The proposed development will provide 357 dwellings and a creche. These units are comprised of detached, semi-detached and terraced houses, apartments and duplex apartments. The planning application includes a detailed landscape design proposal, with open spaces distributed through the proposed scheme. These open spaces are in turn integrated into the framework masterplan.

# CONTENTS

## 12 Urban Design Criteria

1.0 CONTEXT .....	3
2.0 CONNECTIONS .....	12
3.0 INCLUSIVITY .....	14
4.0 VARIETY.....	16
5.0 EFFICIENCY .....	18
6.0 DISTINCTIVENESS.....	20
7.0 LAYOUT .....	24
8.0 PUBLIC REALM .....	30
9.0 ADAPTABILITY + ACCESSIBILITY .....	31
10 PRIVACY & AMENITY.....	32
11 PARKING .....	34
12 DETAIL DESIGN .....	35

13 MASTERPLAN .....	APPENDIX 1
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14 MASTERPLAN MAPS .....	APPENDIX 2
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# 1.0 CONTEXT

## 1.1 Regional Context

*How has this development evolved naturally from its surroundings?*

### Context

Drogheda is one of the oldest towns in Ireland. It is known for its tourism and as a centre of industry and medical care. It is mostly located in County Louth, with the south of the town in County Meath, on the Dublin–Belfast corridor on the east coast of Ireland, 49 km or 30 miles north of Dublin, with a population of approximately 41,000 inhabitants (2016). It is the last bridging point on the River Boyne before it enters the Irish Sea. The UNESCO World Heritage Site of Newgrange is located 8 km west of the town.

### Motorway Links

Drogheda is located close to the M1 ( E1 Euro route 1) on the main Dublin – Belfast motorway. The Boyne River Bridge carries traffic from the M1, across the River Boyne, 3 km west of the town to Dundalk and Northern Ireland.

### Rail Links

Drogheda has a wide variety of Irish Rail commuter services southbound to Balbriggan, Malahide Howth

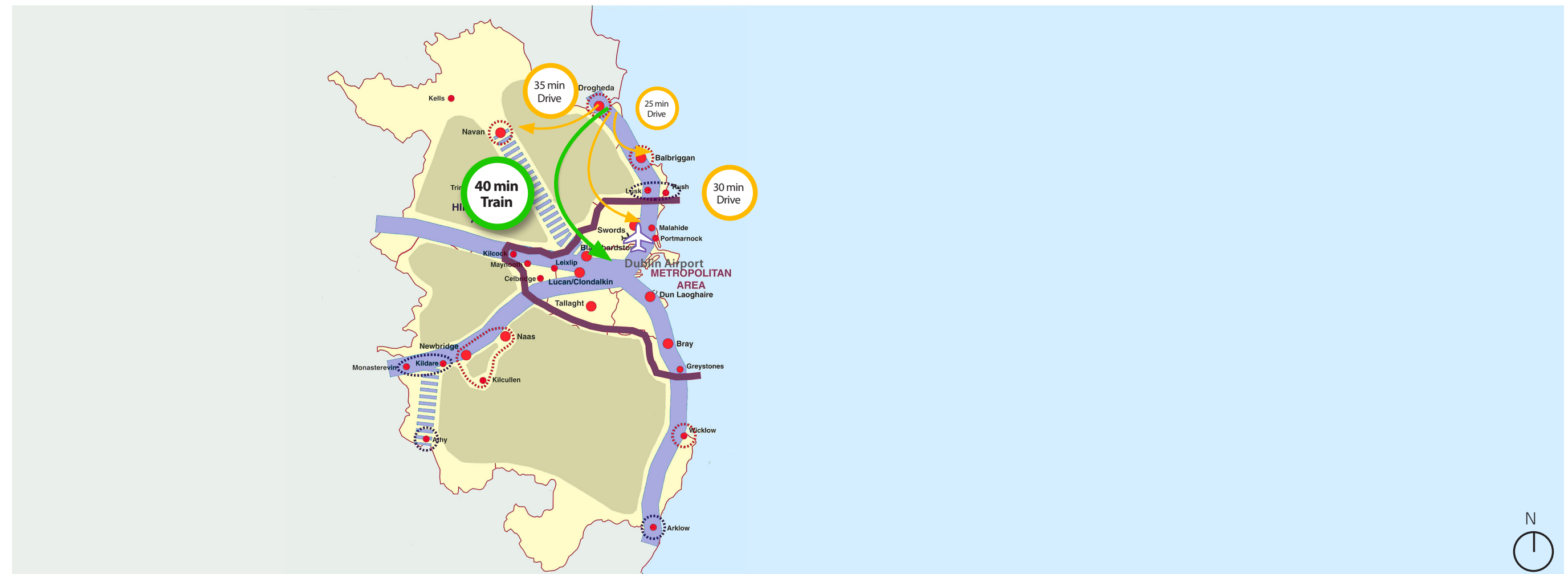
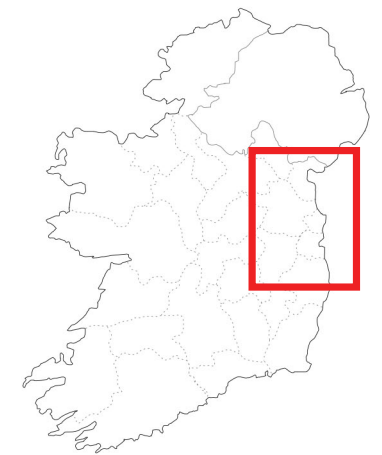
Junction and Dublin. Mac Bridge Railway Station also provides direct trains to Dundalk, Newry and Belfast to the north.

### Population

Drogheda is classified as a Primary Development Centre , with a hinterland population of 70,000 and within a 15km radius of the town which has a population of approx. 41,000 . It is identified as being within the hinterland of the greater Dublin Area in Strategic Planning Guidelines for the greater Dublin Area.

### Economy

In recent years Drogheda’s economy has diversified from its traditional industries, with an increasing number of people employed in the retail, services and technology sectors. The town also has a community of independent artists and musicians however many families commute to Dublin for work.



(Source: “Strategic Planning Guidelines for the Greater Dublin Area”; P.9)



## 1.2 Local Context

The planning application site has a net site area 9.07 hectares of a large landholding extending to approximately 30 hectares, inclusive of approved road that passes through the landholding. This larger landholding is bounded by Colpe Road to the south, Mill Road to the east, the Dublin/Belfast Rail line to the west and additional third party zoned residential lands to the north.

The entire landholding is located within the eastern part of Drogheda Southern Environs Land Use Zoning Objectives Map contained in the Meath County Development Plan 2013-2019. This land is relatively flat, rising gently from a level of 26.0m above sea level adjoining Colpe Road to the south to a level of 29.5 m at the centre of the site before gently sloping to a level of 24.0 m at the northern end of the site, a fall from the centre of the site to the north of approximately 1 in 80 metres.

The area is characterized by suburban type housing developments to the south west, ribbon development along Mill Road itself and existing agricultural lands to the north and south. Gaelscoil and Bhradain Feasa, a primary school borders the eastern boundary and some hedgerows of varying quality border the northern end part of the southern boundaries



Framework Area Plan



1.3 Planning Context

The South Drogheda Environs Local Area Plan (LAP) zoned an area of land known as the “Mill Road/Marsh Road” lands for a number of different land uses, including; Residential, Employment, Open Space, Neighbourhood Centre, Education and Community and Future Development.

The lands are also affected by specific objectives:

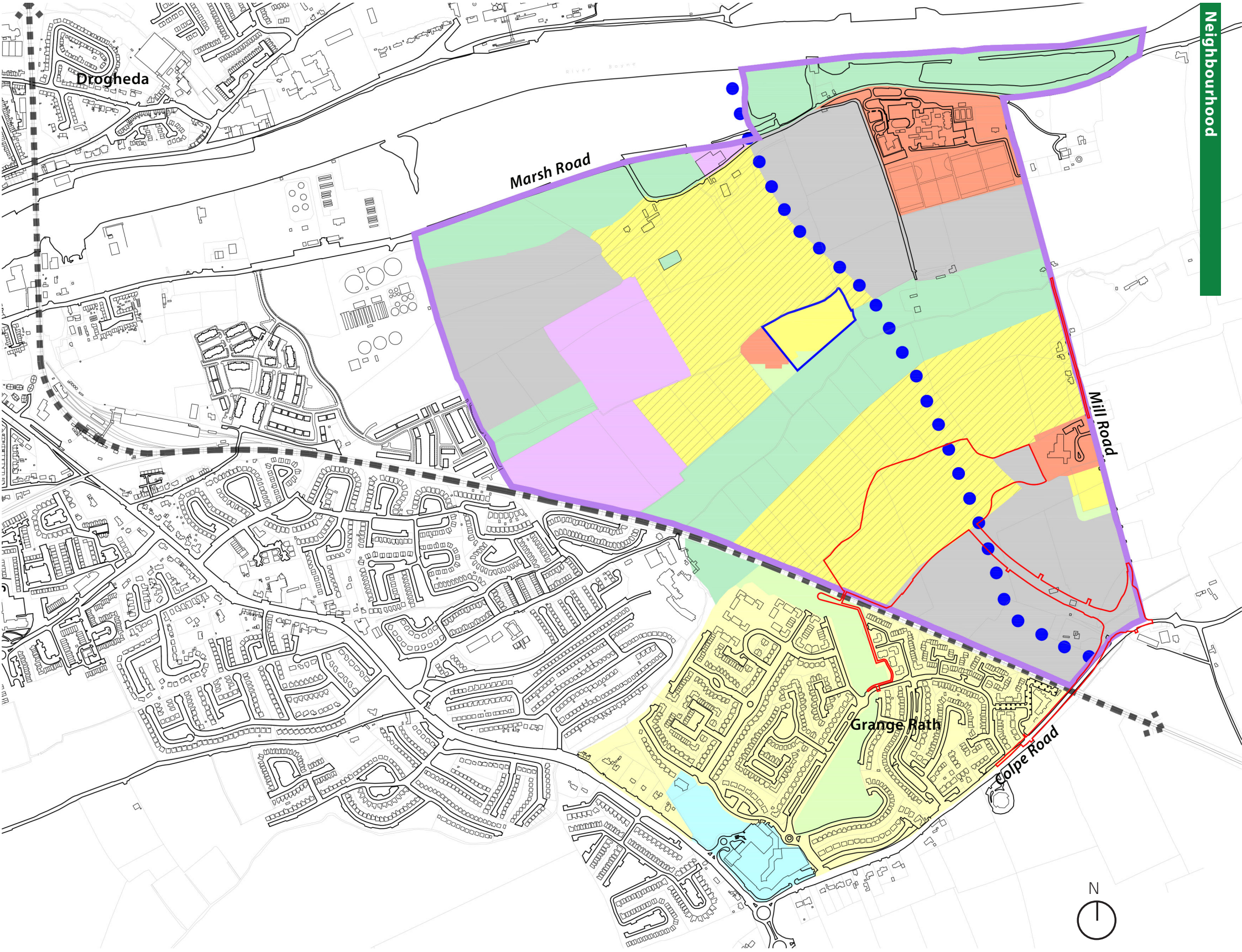
- The construction of a new road (New Mill Road) linking the Colpe Road to the Marsh Road to the south
- A new road (Station Road) from the New Mill Road in a westerly direction with the objective of linking to Drogheda Railway Station (Mc Bride Station).

Planning Permission has been granted for the Link Street Ref LB/180620

- A2 - Residential Community
- E3 - Logistic Warehousing
- F1 - Passive Residential Amenities
- G1 - Community Social Educational Facility
- H1 - High Amenity - Open Space -
- W1 - White Lands
- Residential Phase II ( Post 2019)
- Neighborhood Centre
- Link Street (Indicative Alignment)

**\*Source:**  
County Development Plan 2013 – 2019;  
Drogheda Southern Environs  
Land Use Zoning Objectives Map

- Masterplan Boundary
- Application Site Boundary







## 1.4 Framework Masterplan

The Framework Masterplan is intended only to act as an urban design reference or as supplementary guidance, for use alongside statutory Development Plans. All future planning applications must have regard to the policies and provisions of the LAP and the County Development Plan, including development control criteria and site development standards.



 Masterplan Boundary  
 Application Site Boundary




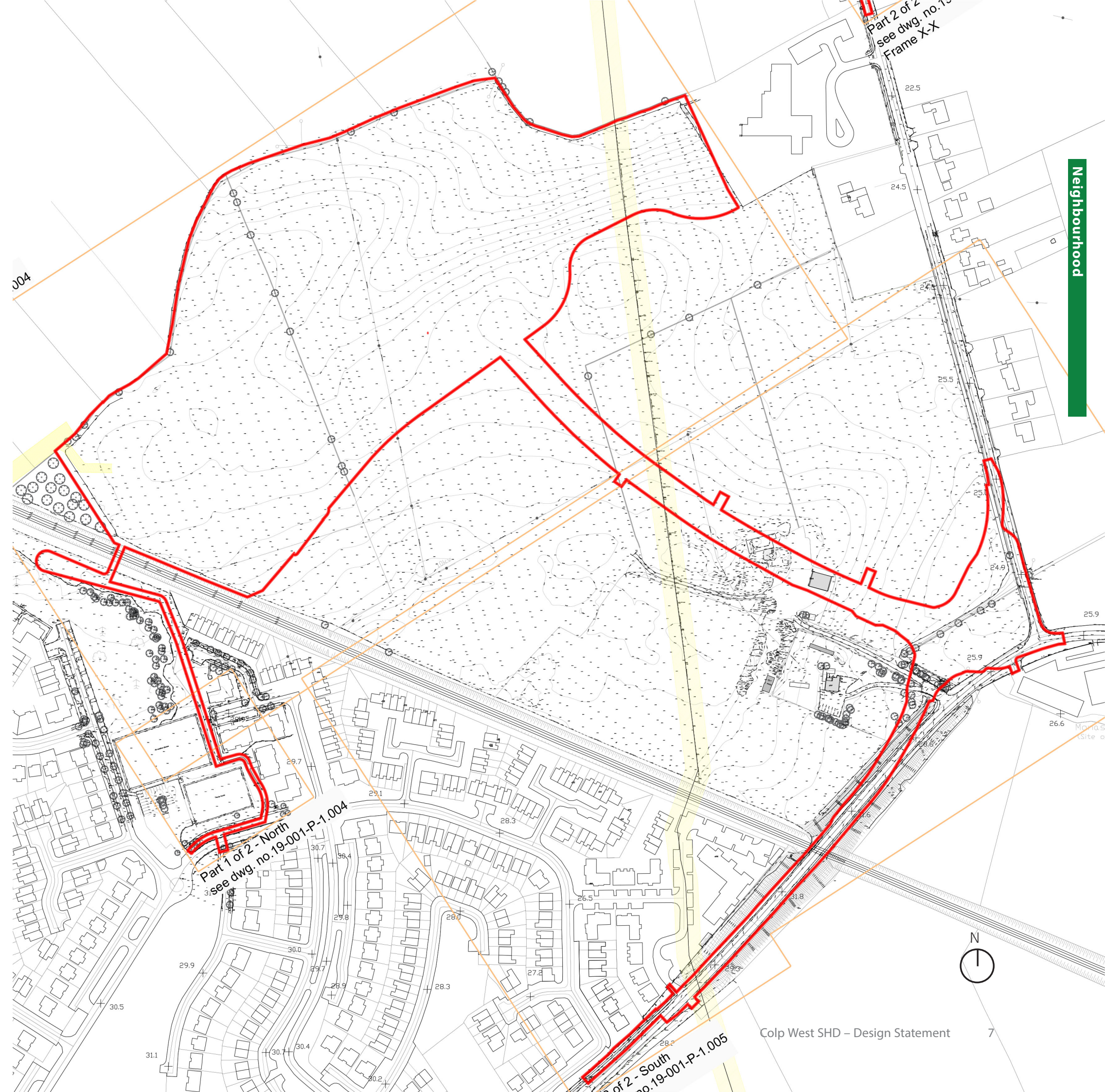
## 1.5 Site Survey

The site is an irregular shape and is divided into two main development areas. The net development site area excludes the proposed pedestrian bridge and the link street.

The western development area is c. 7.14 hectares, this portion of the site is divided in two by a central field division. The eastern development area is c. 1.93 hectares, giving a net site area of 9.07.

Site gradients are predominantly gentle in nature. Generally the lands fall gently in a south to north direction, levels range from 24.0 metres to 29.5 metres OD.

 Application Site Boundary





## 1.6 Wider Urban Context

Drogheda urban context is characterized by vernacular churches, schools and houses as most evident in local environs.

The wider urban character is defined by Drogheda Town Centre with a diversified architectural heritage, its association with its industrial past and the dominance of the rail line. St Laurences Gates demonstrates the medieval historical context.

The plan is situated on the urban/rural divide and relates to both the lower scale of the vernacular architecture and the higher scale of Drogheda Town Centre.



Donacarney Church



Drogheda: Docks at River Boyne



View towards the River Boyne



Donacarney Cottages



Donacarney Cottages



Donacarney - Community Centre (former School Building)



Drogheda - Town Centre and River Boyne



Drogheda - St. Laurences Gate



Donacarney Cottages



Donacarney Cottages



Drogheda, R150 Marsh Road - View towards Viaduct ( Dublin-Belfast railway-line)



## 1.7 Immediate Urban Context

The **Grange Rath** housing development was completed between 2000 to 2008. This is a medium density housing development comprised mainly of two storey detached and semi detached houses. Three storey duplex buildings act as landmark buildings to the north of the development. The buildings are finished in a mix of buff/red brick and render, with brick detailing on soldier courses.

The **Southgate Shopping Centre**, completed in 2008, is a key retail and employment complex within the South Drogheda Environs. South Gate provides a mix of retail, leisure, cafes and restaurants, as well as offices and 62 apartments. The building itself forms a gateway to the greater Drogheda environs, bordered by the N1 and Colpe Road.

**South Gate** is designed and executed to a high standard. The complex is designed to respond to its prominent corner site, addressing the Colp Cross on two sides. Balconies and office spaces overlook public streets. Internally, the shopping centre is arranged around a central boulevard in the form of a covered street. The building is completed with high quality materials - terracotta tiles, cut stone and extensive glazing.

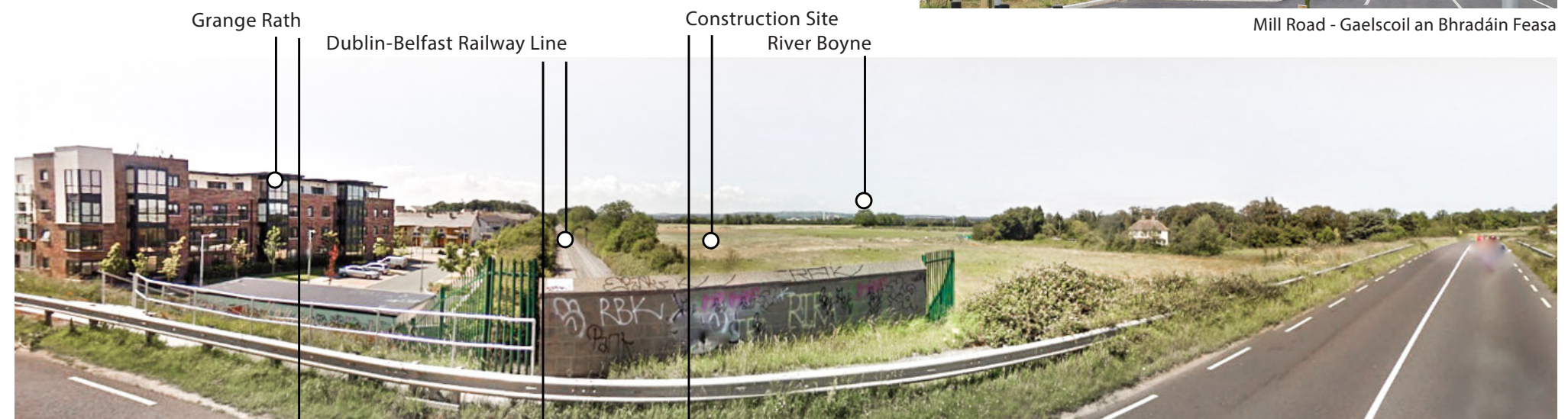
**Gaelscoil An Bhradain Feasa** is located to the north east of the subject site, was completed 2014. This is a two storey building- designed to be readily identifiable as an educational building. It is arranged in a 'T' form – rotated to align north/south. The building is finished in render, completed with overhanging metal roofs and large window openings.



Mill Road - Gaelscoil an Bhradain Feasa



Grange Rath – South Gate Shopping Center



View from the bridge on Colpe Road towards Grange Rath Landmark Building and the Construction Site



Construction Site – View from Mill Road in the West towards Grange Rath



Grange Rath - 3 Storey Landmark building



# 1.8 Visual Context: Agricultural Lands

The subject site is an irregular shape with gently sloping topography. Ground conditions vary, with lands mostly free draining. The site borders the railway line to the west, agricultural lands to the south, the Gaelscoil Bhradain Feasa to the east and extensive orchards to the north. It constitutes c. 9.07 hectares. The lands currently comprise arable land and grassland and are divided by a line of hedgerows in the center.

The site boundaries vary in character. The northern boundary comprises a dense hedgerow, made up of mostly hawthorn. It covers the entire northern boundary and extends south-west where a number of mature

trees overhang the site along the boundary. Further south-west a group of early mature trees form a buffer between the site and the existing railway line. The southern site boundary is generally open, looking onto undeveloped agricultural lands. An area of open space separates the site from the primary school further east.

All of the existing trees are located along the boundaries and within the hedgerow running through the center of the site. Most of the trees on site are Ash. According to the arboricultural assessment the quality of the trees is mixed, with over half in the low/ very poor categories.

The trees located to the north-western corner form the better specimens. Species comprise Beech, Oak, Lime, Elm (all category B), and a large category A Sycamore tree. The trees along the boundary with the existing railway are Elm, Oak, Beech, Hawthorn, Sycamore and Maple.

The hedgerows comprise mainly of Elder, Blackberry, Dog-rose, Ash, Hawthorn, Sycamore and Ivy. The boundary hedgerows have been identified to be in a fair structural and physiological condition and vary between 4-6 m in height. The central hedgerow however is not in a good condition.



Areal View – Grange Rath / Colpe Road



Gaelscoil an Bhradain Feasa

River Boyne

Factory Premier Periclase Ltd.

Application Site – Panorama View towards Gaelscoil an Bhradain Feasa



Application Site – Panorama View towards River Boyne



## 1.9 Visual Context: Approved Office Development

Gaelscoil an Bhradáin Feasa



Office Building Colpe Road – Planning permission granted Ref LB/180620

Office Building Colpe Road



Bridge on Colpe Road

Grange Rath



Application Site – Panorama View towards Girlschool an Bhradáin Feasa and Grange Rath



Application Site – Panorama View towards Grange Rath / Dublin–Belfast railway-line



## 2.0 CONNECTIONS

### 2.1 Connections to Drogheda Town Centre

*How well connected is the new neighbourhood?*

The Planning application site is served by a new link street recently granted planning permission under LB180620. The link street is 720m in length and includes a 230m long spur to Gaelscoil an Bhradain Feasa and the realignment of a section of the Colpe Road and the southern section of the Mill Road.

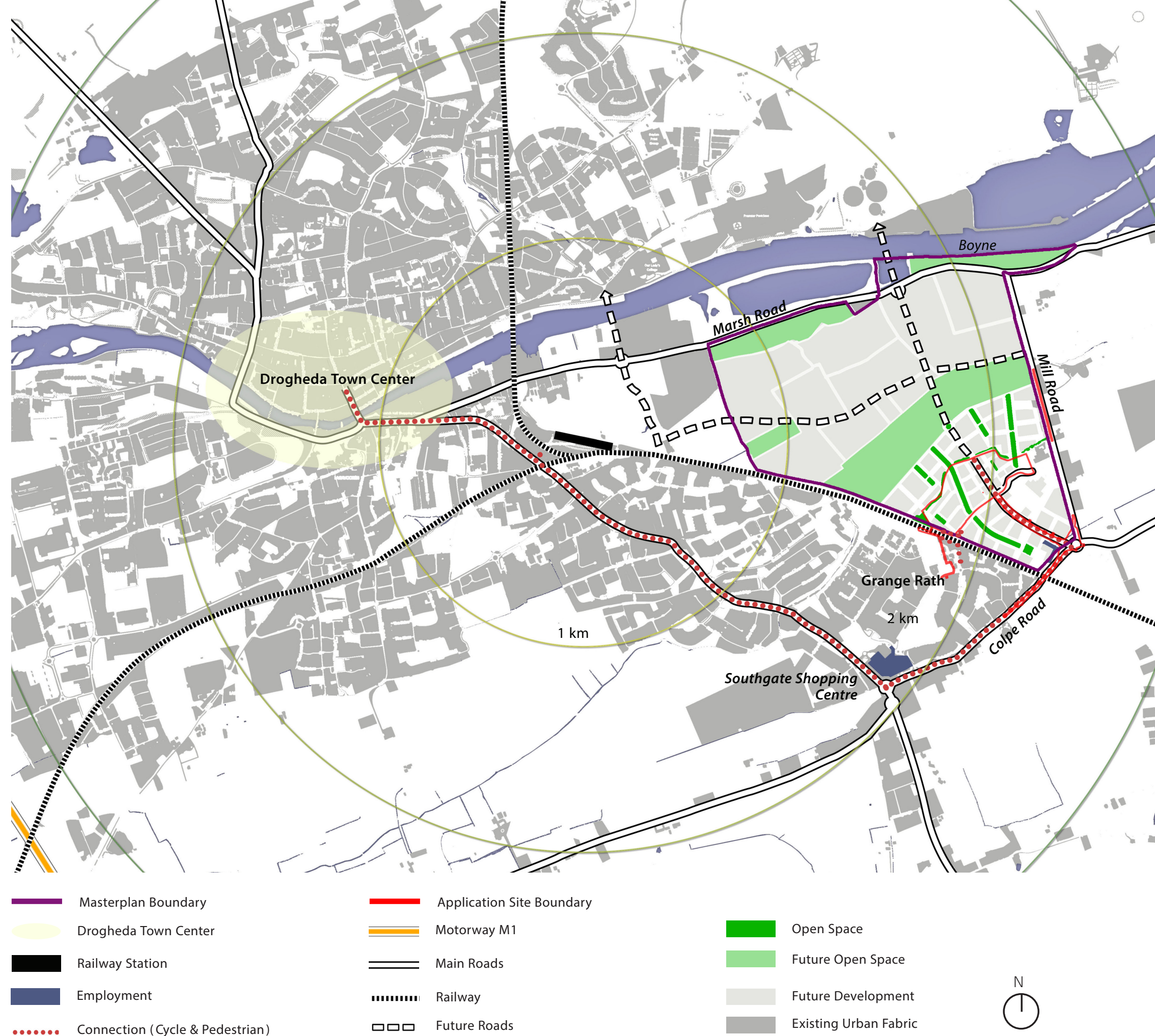
A new pedestrian and cycle bridge over the Dublin-Belfast rail line is proposed as part of this application. The new bridge will provide a pedestrian connection through the proposed development, linking Gaelscoil an Bhradain Feasa through to South Gate Shopping Centre. This route also forms part of the wider cycle and pedestrian network. The new pedestrian and cycle bridge will create a more direct route to Drogheda town centre and Mac Bride train station.

Drogheda Town Centre is situated 4 km from the subject site via the Colpe Road and the Dublin Road. The proposed new pedestrian bridge offers a more direct route for cyclists and pedestrians to the town, via South Gate Shopping centre. The town centre is also accessible via the Mill/ Marsh Road along the Boyne River.

Mac Bride Railway station is situated approximately 3km from the subject site, accessible via the proposed new pedestrian bridge, or the continuous footpath and cyclepath along the Colpe Road. The approved Link street is designed with cycle paths on both sides.

The recently approved office building, located 500m from the subject site, will provide a total GFA of 11205sqm and 280 car parking spaces. This will be a major employment centre within walking distance of the proposed development.

Southgate Shopping Centre is located approximately 1km from the subject site. This is a mixed-use retail, commercial and leisure centre developed by Shannon Homes Ltd.





## 2.2 Pedestrian + Cycle Connectivity

### Proposed Housing Site






The proposed residential development is designed with a legible hierarchy of streets providing a good distribution of housing areas and an easily comprehensible layout.

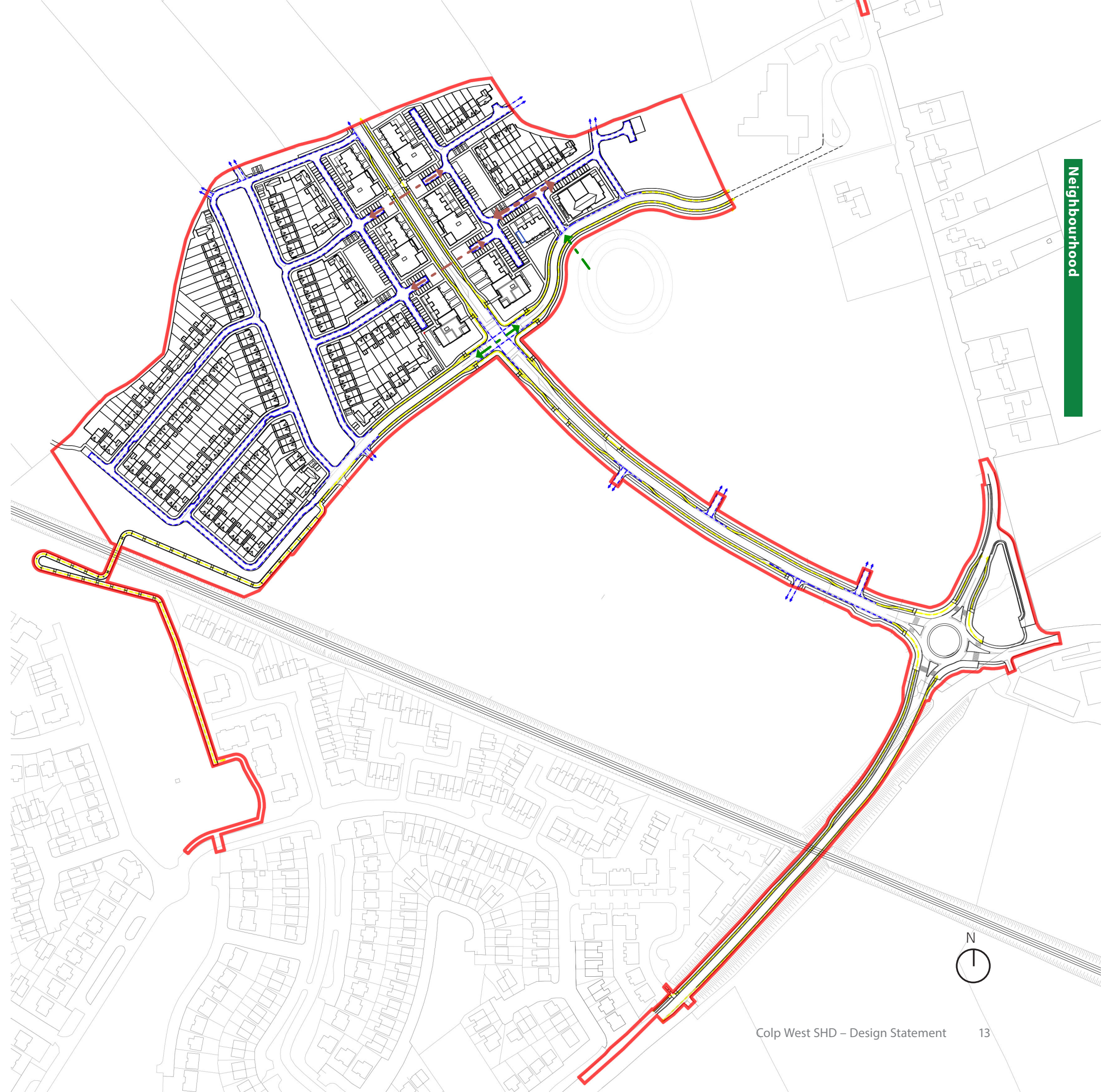
The main vehicular access is located on the Link Street providing independent access to the eastern and western parts of the development.

Six independent pedestrian and cycle entrances are provided off the link street, three to the west and three to the east, to promote separate cycle and pedestrian movement into the scheme and away from car traffic.

Within the housing areas, cyclists share the roads with vehicles. Footpaths which are overlooked by the houses and apartments to provide safe and secure access and egress to and from the individual housing areas.

The proposed scheme is designed in conjunction with an overall masterplan for the area. The layout allows for future connections to future development lands to the north and south of the subject site. Pedestrian and cycle routes are designed to connect residents to on-site open spaces.

-  Cycle + Pedestrian Access
-  Vehicle Access
-  On Road Cycle Permeability
-  Footpath / Pedestrian Links
-  Application Site Boundary





### 3.0 INCLUSIVITY

*How easily can people use and access the development?*

All parts of the development are fully accessible to all residents. Public open spaces are used to define different character areas and cater to a wide range of activities.

Landscape Design and detailing of streets and footpaths provide for movement by mobility impaired persons including rollover kerbs and level crossings of all streets. The layout and landscape will comply with the requirements of Part M of the Building Regulations for People with Disabilities. The development will also provide for accessible car parking spaces.

The development provides 10% of each house type for social housing provision, which are dispersed through the scheme and fully integrated into the development. The development also includes a creche to cater for working families with children.

The proposed development includes apartments and houses which are suitable for people with a wide range of abilities. Units have been designed with the needs of people with reduced mobility in mind.

 Application Site Boundary







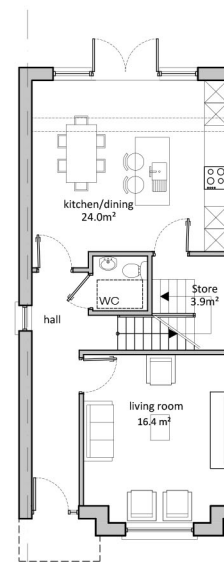
Site Layout Plan



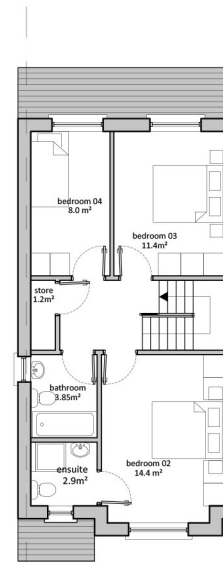
## 4.0 VARIETY

*How does the development promote a good mix of activities?*

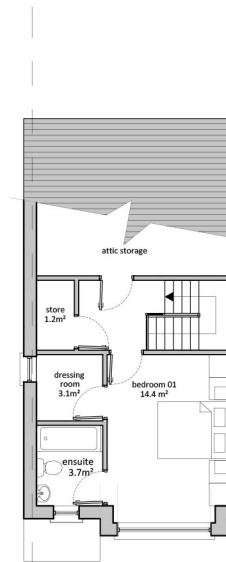
The proposed residential development caters for a wide variety of activities and end users. This is achieved by creating a variety of unit types and sizes, as well as a mix of open spaces. The range of unit types provided will allow for lifetime living whereby people can trade up or down within the scheme should the need arise. This in turn lends itself to the creation of a diverse community.



Ground Floor Plan  
Area - 59.3 m<sup>2</sup>  
Total - 143.6 m<sup>2</sup>

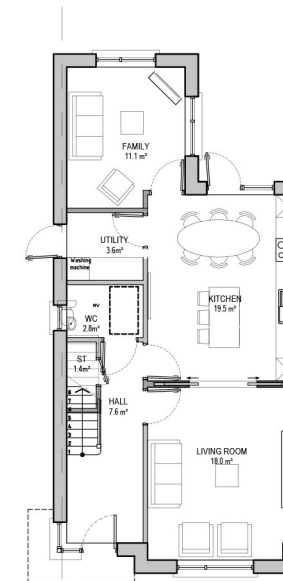


First Floor Plan  
Area - 52.3 m<sup>2</sup>  
Total - 143.6 m<sup>2</sup>

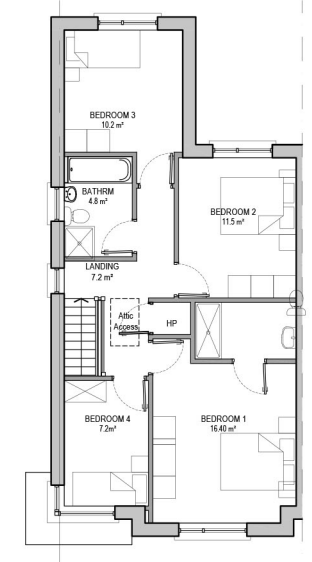


Second Floor Plan  
Area - 32 m<sup>2</sup>  
Total - 143.6 m<sup>2</sup>

HOUSE TYPE A1



Ground Floor Plan  
Area - 68.1 m<sup>2</sup>  
Total - 137 m<sup>2</sup>



First Floor Plan  
Area - 68.5 m<sup>2</sup>  
Total - 137 m<sup>2</sup>

HOUSE TYPE A3

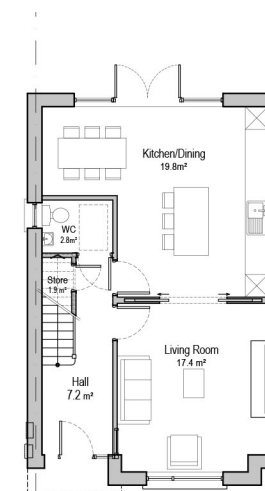
## House Types

The 4 bedroom house are designed as either detached or a semi-detached units. These are generally provided with on site parking and generous back gardens.

The 3 bedroom houses are designed as semidetached, end terrace and terraced units, and are the most numerous type within the development, available at a range of sizes and layouts.

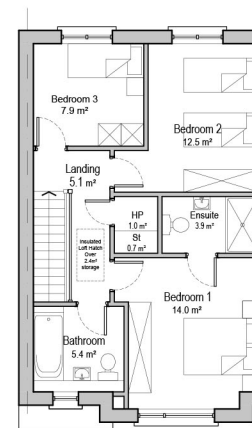


Corner treatment at Homezone

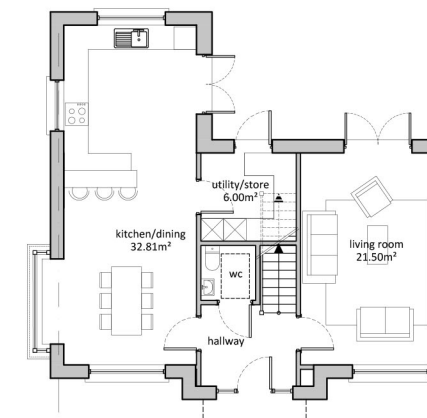


Ground Floor Plan  
Area - 56.5 m<sup>2</sup>  
Total - 113 m<sup>2</sup>

HOUSE TYPE B1

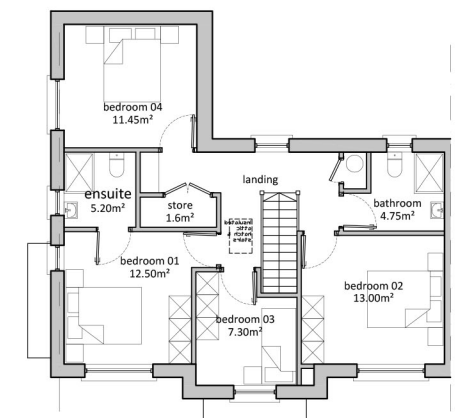


First Floor Plan  
Area - 56.5 m<sup>2</sup>  
Total - 113 m<sup>2</sup>



Ground Floor Plan  
Area - 71.1 m<sup>2</sup>  
Total - 141 m<sup>2</sup>

HOUSE TYPE C1



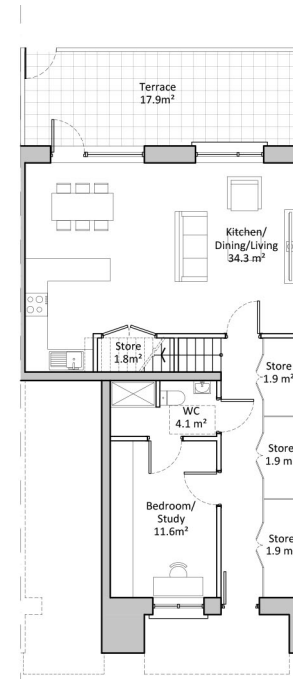
First Floor Plan  
Area - 69.9 m<sup>2</sup>  
Total - 141 m<sup>2</sup>



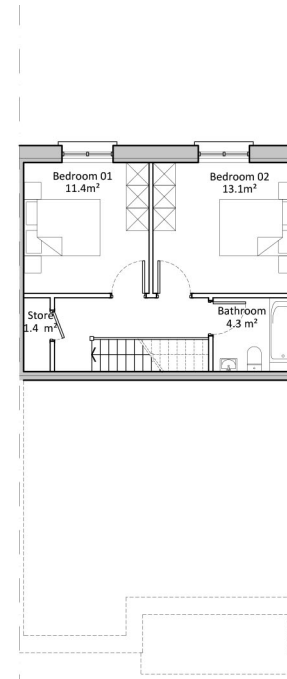
## Duplex Apartments

The duplex apartments are all own door units and typically divided into a lower floor own door 3- bedroom unit or an upper level 3-bedroom unit within the living accommodation on the uppermost level.

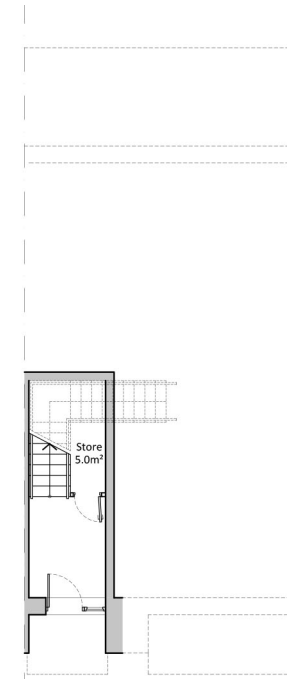
The ground floor unit has a bedroom/study to the front of the units which could be used as an additional spare room or as home office – adding further choice for end users. Parking is generally provided in parking courts to the rear of apartment and duplex buildings.



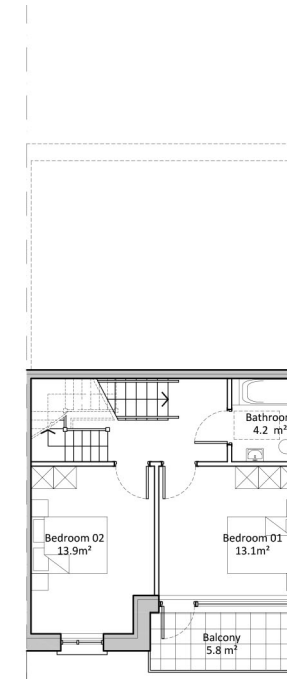
Ground Floor Plan  
GF Area 69 m<sup>2</sup>



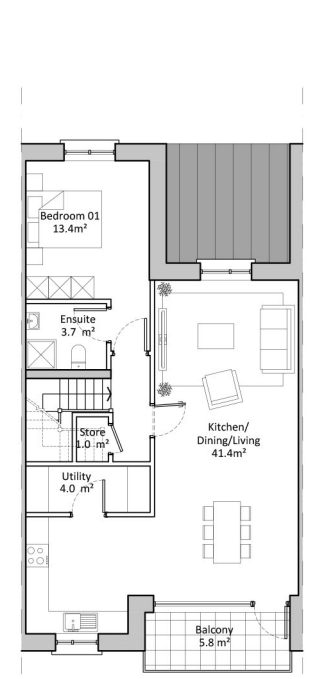
First Floor Plan  
FF Area 40 m<sup>2</sup>



Ground Floor Plan  
GF Area 12 m<sup>2</sup>



First Floor Plan  
FF Area 44 m<sup>2</sup>



Second Floor Plan  
SF Area 73 m<sup>2</sup>

LOWER LEVEL DUPLEX 106 m<sup>2</sup>

UPPER LEVEL DUPLEX 133 m<sup>2</sup>

## Apartments, 1 + 2 Bedroom

The apartments are in 6 no. apartment buildings, strategically positioned along the link street. These buildings are generally 4-5 storey along the link street, with two 5-6 storey landmark buildings forming the entrance to the scheme.

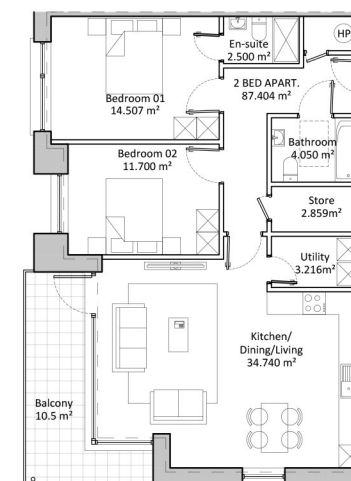
Apartments are accessible via lift and stairs, generally with 5 apartments per core. All apartments exceed the minimum floor area requirements in terms of overall floor areas and room requirements. These units are provided with outdoor terraces or balconies as appropriate.

The one-bedroom units are generally single aspect and two-bedroom units are dual aspect. Car parking is generally provided in grouped car parking to the rear, with communal open spaces adjacent to the apartment buildings.



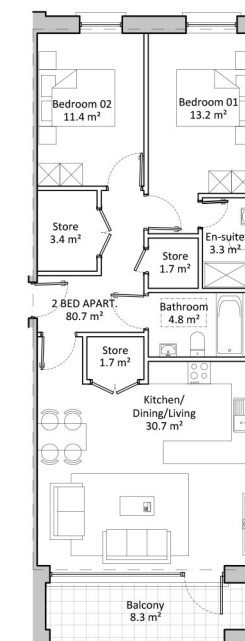
Total Floor Area 47 m<sup>2</sup>

TYPICAL 1 BEDROOM APARTMENT



Total Floor Area 87.4 m<sup>2</sup>

TYPICAL 2 BEDROOM APARTMENT



Total Floor Area 80.7 m<sup>2</sup>

TYPICAL 2 BEDROOM APARTMENT



## 5.0 EFFICIENCY

*How does the development make appropriate use of resources, including land?*

The development makes appropriate use of resources and land by delivering a nett development density of 38.9 units per Ha. (357 dwelling units on a nett site area of 9.07 Ha).

Efficiency is achieved by incorporating multi storey apartment buildings into the design, and by providing a variety of different unit types including apartments, houses and duplex units. Higher density buildings are strategically located along the link street.

Housing is arranged in a cellular design as advocated by DMURS. The cellular layout of housing areas and open spaces has produced an efficient design, optimizing the use of residentially zoned land.



Application Site Boundary








## 5.1 Heights

Higher scale apartment buildings are located along the approved Link Street. The entrance to the development is marked by two 5-6 storey gateway apartment buildings.

Duplex units are arranged in 3-storey buildings, completed with mono-pitch roofs. These duplex units are connected to the larger apartment buildings. As such, the apartment/duplex building read as 6 buildings along the link street. A stepping effect is created, stepping up from 3 storey duplex units to 5/6 storey elements on the approach corners.

These buildings address the link street and provide a perimeter block behind which the lower scale housing blocks are arranged.

2 – 3 storey housing streets are arranged around green open spaces. These streets are bookended with taller corner duplex units, designed to animate street corners and provide passive street surveillance.

-  Buildings 2–3 Stories
-  Buildings 3–5 Stories
-  Buildings 6 Stories
-  Landmark Buildings
-  Application Site Boundary





## 6.0 DISTINCTIVENESS

*How do the proposals create a sense of place?*

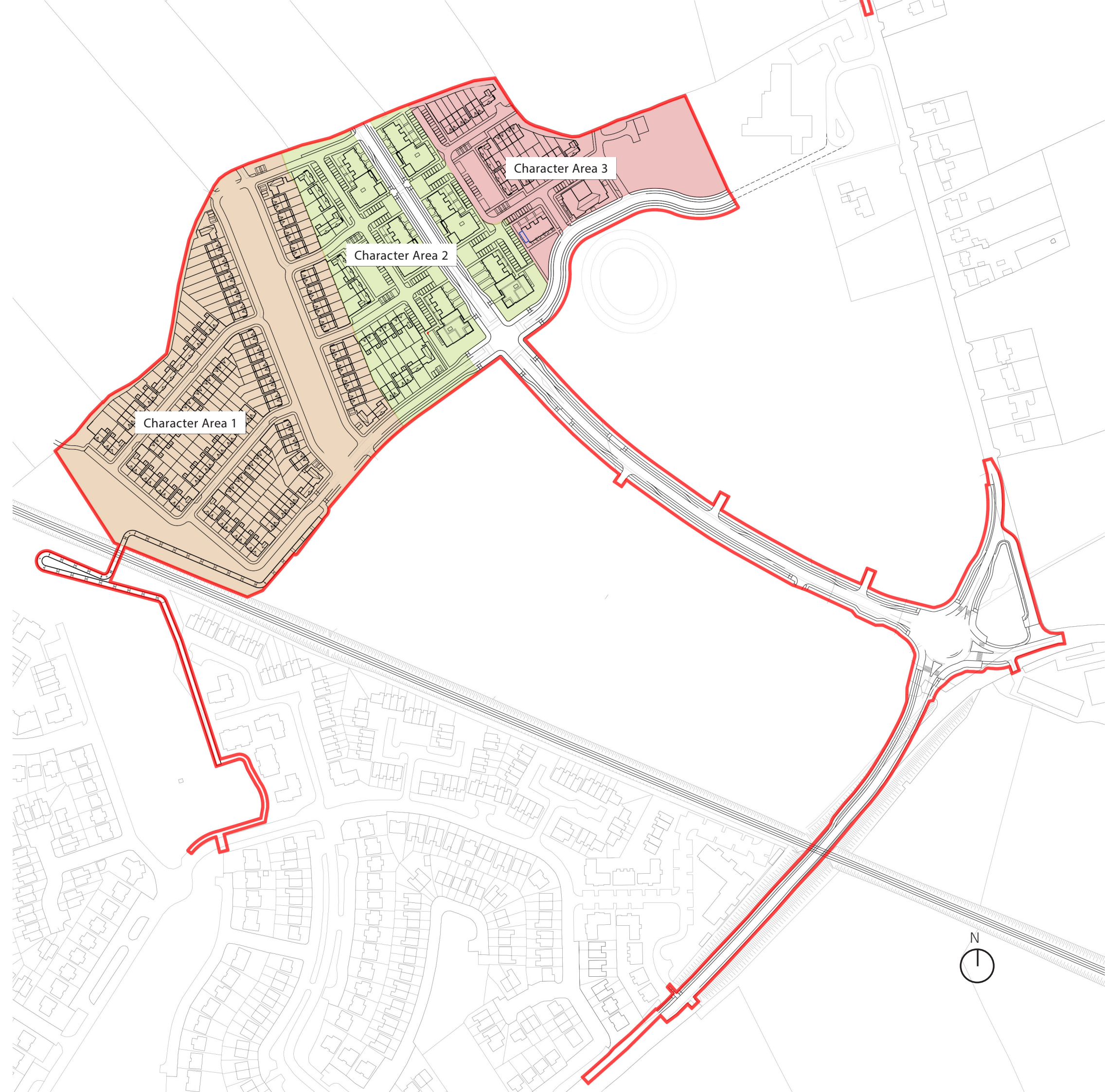
The proposed development aims to create a distinctive sense of place. Given the strategic importance of the subject site, this development has been designed in conjunction with a broader masterplan. As such, a key aspect of the design was creating a development that would be distinctive, within its current context as well as within the wider masterplan area.

The design intention strategy was to create a series of higher density buildings addressing the link street. These buildings create an enlivened street elevation and protected zones for lower scale housing.

There is a consistent architectural style throughout the development, and a simple contemporary material palette. There is a clear legible cellular layout throughout. Open spaces are distributed throughout the scheme breaking up housing cells. These open spaces also assist in wayfinding throughout the development.

In order to create a more localized sense of place, 3 distinct character areas are proposed.

Character Area 1 includes the eastern side of the development site, and is identifiable by the linear park running through the scheme. Character area 2 is the central area of the development, encompassing the larger apartment buildings either side of the link street. Character Area 3 includes the houses to the east of the development, including the creche and a secondary site entrance



— Application Site Boundary



## 6.1 Character Area 1

Character Area 01 is to the south west of the subject site. The proposed linear park acts as the primary identifier of the area.

The area is defined the use of a smooth buff brick. This area is comprised of a mix of 2 – 3 storey houses, with duplex units designed as book-end buildings animating corners of the housing streets. These corner units add to the variety and mix of unit type. All units have been designed in accordance with the 'Quality Housing for Sustainable Communities' guide.

All of these being own door units with generous private amenity space and on-curtilage car parking. Houses are designed with pitched roofs and well-proportioned elevations.

The proposed linear park running through the scheme acts as the primary identifier for the character area. The park is framed by the surrounding housing, creating a clear geometric urban form. The linear park is considered an important urban design feature for the scheme, allowing for a range of activities, overlooked by adjacent housing.

A secondary open space is provided here also, creating a distribution and variety of open spaces. The secondary open space runs along the south western boundary of the site, backing onto the rail line.

The proposed pedestrian and cycle bridge over the rail line is integrated into the overall landscape proposal for this secondary open space. Ramped access to the bridge runs along the south eastern and south western boundaries. The existing natural features are respected and the hedgerows that mark the boundary maintained insofar as is practicable.

Streets, parks and houses are designed to complement the overall scheme. Pedestrian connectivity is provided to the on-site amenities. Future development of the area and pedestrian permeability has been considered in the development of the design in conjunction with the overall masterplan.



Character Area 1 – Typical Elevation



Roof detail with Solar Panel



Corner treatment at Homezone



Brickwork Character Area 1



Example of timber door with glass sidelight



Character Area 1 – Typical Corner Treatment



Amenity Space



## 6.2 Character Area 2

This area encompasses the central spine of the development. The area is characterized by the gateway buildings marking the entrance, the adjacent apartment/duplex buildings and the central link street. This area is considered as a high density zone within the overall scheme.

Grey engineering brick have been chosen as the predominant colour for this character area. All the apartments and duplexes have been designed in accordance with the Sustainable Urban Housing Design Standards for New Apartments.

The scale, proportion and material of the buildings along the link street have been carefully considered. The apartment buildings are generally finished in brick, with other materials used selectively to animate the elevation.

The corner elements of the gateway buildings are clad with high quality stone. Balconies are positioned carefully to activate the street front. These balconies and terraces are generally recessed or set back into the volume of buildings. Balconies also act as a design feature breaking up the volume of the buildings. Enclosed winter gardens are provided for the apartments on blocks 1 and 6, overlooking the scheme entrance.

The ground floor is finished with a mid-grey brick colour. The first, second, and third floors having a contemporary off-white brick colour. Darker brickwork is used selectively on the upper floors to create depth in the elevation. The top floor of the apartments will be finished with aluminium cladding. All materials selected will be resilient and maintenance free.

The duplex elements are finished with a grey metal standing seam roof. The window colour of the apartments will be in keeping with grey roof colour. The balconies will be tinted glass to allow light in but maintaining privacy.

Car parking is arranged at surface level between the individual blocks. Parking is interspersed with extensive landscaping and surface treatments to soften the impact of the cars. Landscaping is carefully integrated into the overall design. Communal amenity spaces are provided between the individual blocks, along with smaller green spaces and soft landscaping to the immediate front and rear of the buildings.

In order to create a distinctive character area, houses in the immediate vicinity of the blocks use a similar pallet of materials. Houses are finished with render, with elements of brick matching the apartment building



Landmark Building



Roof Detail Apartment



Duplex – Elevation to Link Street



Elevation to Side street



Open Space Amenity



Zinc Coated Architectural Wall Panel



Brickwork Character Area 2



Example of timber door with glass sidelight



## 6.3 Character Area 3

Character area 3 is located to the North East of the subject site. This area has an urban character of mid to high density, comprising 2 storey houses, a 3 storey duplex building, and a two storey crèche and duplex building. This area is defined by the use of red smooth engineering brick.

The 3-storey duplex building and the crèche building form the entrance to this character area. As such the materials selected and the proportions of these buildings are carefully considered. These buildings also assist in wayfinding and orientation through the development.

Housing is arranged to the rear of these entrance buildings in a legible, cellular housing layout. This housing pattern accommodates generous private amenity space and on-curtilage car parking.

As with character area 01, this zone has been designed with a variety of open spaces. A rectilinear open space is located centrally, with the adjacent houses and duplexes giving passive supervision. This open space along with a communal zone in front of the duplex units provide a dispersed amenity space.

A further large open space located to the east of the site, near the existing gaelscoil, play areas and extensive planting are provided in this area.



Local Open Space for Character Area 3



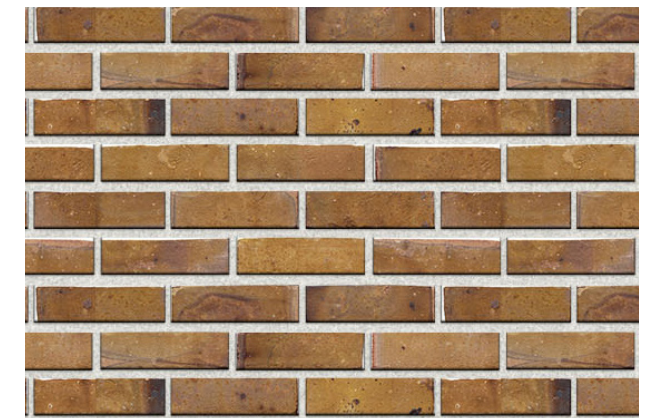
Proposed Duplex Building



Roof detail with Solar Panel



Character Area 3 – Duplex Apartment



Brickwork Character Area 3



Example of timber door with glass sidelight



Character Area 3 – Typical Elevation



## 7.0 LAYOUT

*How does the proposal create people friendly streets and spaces?*

The site layout has been designed from the point of view of pedestrian priority and permeability. The site layout has a clear legible design. Larger apartment buildings line the Link Street, with inner housing areas arranged in cellular blocks.

The gateway apartments mark the formal entrance to the scheme. Own door access is a feature of this part of the development, with both the apartment buildings and the duplex buildings provided with direct access from the Link Street.

A clear hierarchy of roads and streets are arranged within the developments. With the cellular layout, streets, urban squares, and parks are overlooked by housing.

Care has been taken to ensure that site gradient is optimized so that footpaths are accessible to residents of all abilities. Footpaths are 2m wide throughout. The street design promotes a calm traffic environment for the benefit of all users. Raised tables, traffic calming and Home-zones are incorporated into the design to give pedestrian priority in safe locations. Homezones are completed in a mix of acceptable surfaces so that they are readily identifiable as areas of traffic calming.

The proposed development includes a pedestrian and cycle bridge over the adjacent rail line. This is a key part of the application, and more readily connects the development site to Drogheda town and train station via South Gate Shopping Centre.

A linear park acts as a central amenity and play area for the scheme, it is fronted by housing to provide passive supervision. The linear park follows the same line as the Link Street in the western part of the development, and this area acts as a central wayfinding element of the scheme. The park is designed to line up with future open spaces to the south and to the north of the scheme creating a continuous green link from the future parkland on the north through to the approved office development south of the subject site.

Two further large open spaces are provided to the east and west of the development, as well as smaller urban parks interspersed with housing. A detailed landscape design has been prepared. The landscape proposal supplements the retained existing trees and hedgerows at boundaries, and these features are integrated into the overall landscape design.







Aerial View from South-West



## 7.1 Road hierarchy

There is a clear hierarchy of streets from link street to side street to homezone.

The proposed internal road network has been designed with reference to the Design Manual for Urban Roads and Streets (DMURS). The street design is the outcome of an integrated design approach that seeks to create a sustainable community connected by well-designed streets which deliver safe, convenient, and attractive networks. The promoting a real and viable alternative to car-based journeys is a key design consideration.

The design has sought to respect the different levels of motorised traffic whilst optimising access to / from public transport, catering for higher number of pedestrians and cyclists.

The layout offers a well-connected calmed 'by design' street network. In addition to pedestrian / bicycle facilities at the adjacent approved link street, the provision of a dedicated pedestrian / bicycle connection through the linear park and other open space maximise permeability along key travel desire lines thereby delivering convenient, attractive and safe linkages for pedestrians and cyclists.

- Link Street
- Primary and Secondary Streets
- Homezone
- Application Site Boundary





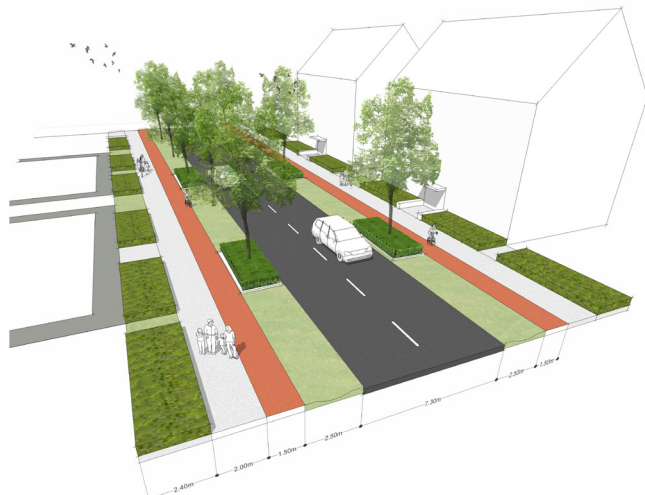
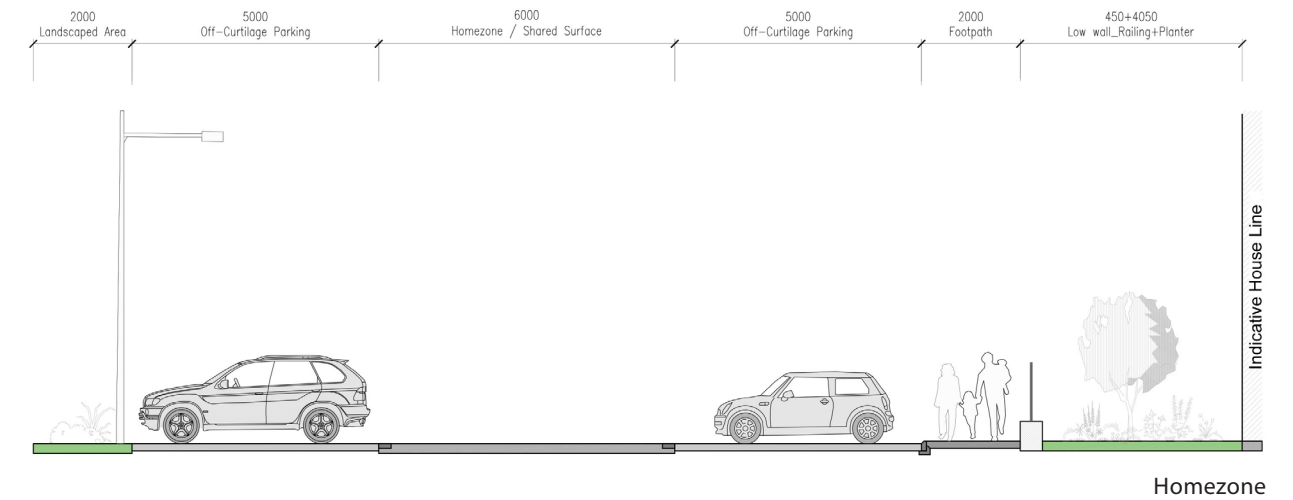
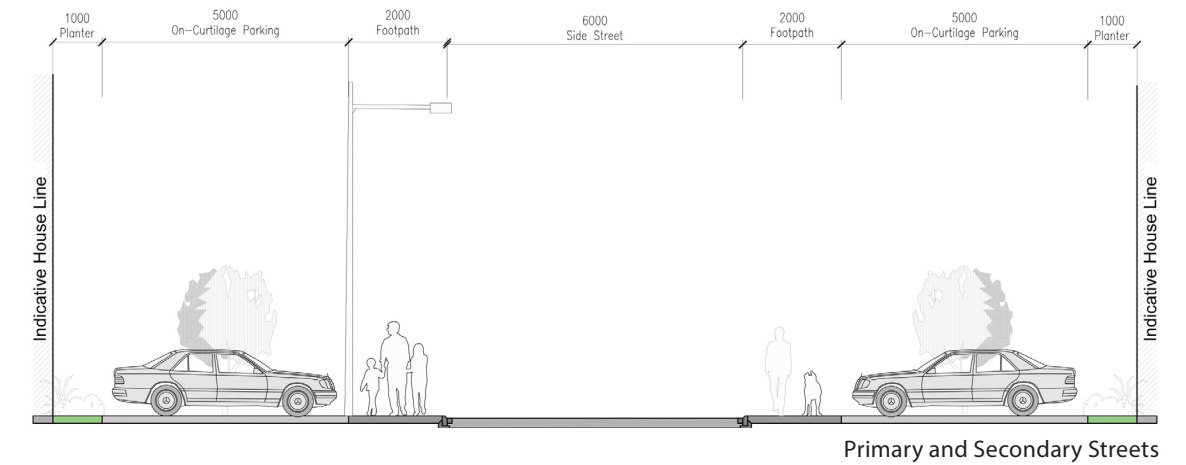
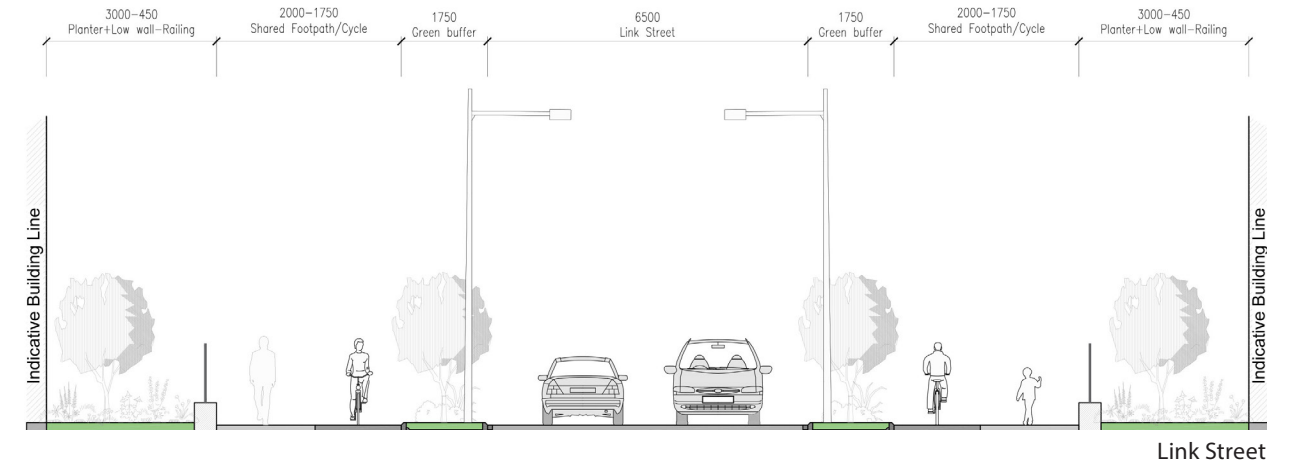
## 7.2 Road Sections

There is a clear hierarchy of streets for link street to local street to homezone.

**Link Street** – This is the primary route through the scheme, and acts as the ‘spine’ of the development. This route has dedicated pedestrian and cycle lanes to both sides.

**Primary and Secondary Streets** – These are the streets feeding off the link streets and will have low volumes of through traffic. These streets are dual fronted throughout and provide a safe pedestrian and vehicular access to housing areas.

**Homezone** – These are smaller streets that only serve a cluster of residential units, and will have very low volumes of traffic at very low speeds, typically between 10km/h and 20km/h. Homezones provide traffic calming to create a more pedestrian friendly environment.





## 7.3 Road hierarchy and Road sections

### INTRODUCTION

1.1.1 It is DBFL's opinion that the proposed residential development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2013. The scheme proposals are the outcome of an integrated design approach that seeks to implement a sustainable community connected by well designed streets which deliver safe, convenient, and attractive networks in addition to promoting a real and viable alternative to car-based journeys.

1.1.2 The following section outlines the specific design features that have been incorporated within the proposed residential scheme with the objective of delivering a design that is in full compliance with DMURS.

### 2.0 DESIGN ATTRIBUTES

#### 2.1 Strategy Development

2.1.1 The development strategy maximises connectivity between key local destinations through the provision of a high degree of permeability and legibility for all network users particularly for sustainable forms of travel. Accordingly, the proposed residential scheme delivers greater mode and route choices along direct, attractive and safe linkages to a range of amenities and local service destinations.

2.1.2 The development strategy also incorporates a hierarchy of streets with Arterial links including the M1 and N2 to the west of the subject site. Link streets adjacent to the site, include Colpe Road to the south, and the R132 and R150 to the west and east of the site respectively, which provide connections between the proposed development and the above Arterial links and with local centres and community infrastructure such as schools, sports clubs and shopping areas. The link street approved under LB180620 will connect the proposed development with the above link streets and with the Arterial Links.

2.1.3 The internal road network has been designed to deliver a hierarchy of local streets that provide access within / across the proposed new residential community and between the Link streets adjacent to the site. The movement function of each of internal local street has sought to respect the different levels of motorised traffic whilst optimising access to/from public transport and catering for higher number of pedestrians and cyclists. In parallel the adopted design philosophy has sought to consider the context / place status of each residential local street in terms of level of connectivity provided, quality of the proposed design, level of pedestrian / cyclist activity and vulnerable users requirements whilst identifying appropriate 'transition' solutions between different street types.

2.1.4 High levels of internal connectivity are also delivered for motorised vehicles, albeit at slower speeds to that achievable along the external Link streets. The layout offers a well-connected traffic calmed 'by design' street network. In addition to pedestrian / bicycle facilities at the adjacent approved link street, the provision of a dedicated pedestrian / bicycle connection through the linear park and other open space areas maximise permeability along key travel desire lines thereby delivering convenient, attractive and safe linkages for pedestrians and cyclists.

#### 2.2 Design Parameters

2.2.1 The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The implementation of self-regulating streets actively manages movement by offering real modal and route choices in a low speed high quality residential environment. Specific attributes of the schemes design which contribute to achieving this DMURS objective include;

a) A strong sense of street enclosure is achieved utilising the adopted building height to street

width ratios internally; in parallel with the provision of street trees. b) The potential dominance of on-street car parking for the apartment area is actively managed through the provision of landscaped buffers, the provision of street trees and the provision of landscaped communal open space areas.

- c) On-street activity is promoted internally along the residential streets through the adoption of 'own-door' dwellings and access to the apartments and duplex units from the proposed local streets and the approved link street,
- d) The proposed design has sought to specify minimal signage and line markings along the internal local streets with such treatments used sensitively throughout.
- e) Footpaths of generally 2.0m width are provided throughout the scheme and with connections / tie-in to existing external pedestrian networks.
- f) Appropriate clear unobstructed visibility splays, as per DMURS requirements; are provided / safeguarded at all internal nodes and at the site access junctions to the external road network.
- g) Well designed and frequently provided pedestrian crossing facilities are provided along key travel desire lines throughout the scheme in addition to those located at street nodes. All courtesy crossings are provided with either dropped kerbs or a raised flat top treatment thereby allowing pedestrians to informally assert a degree of priority.
- h) At the more heavily trafficked external local street / link street (approved under LB180620), formal signalised crossings are provided for the benefit of both pedestrians and cyclists. Such crossings are provided with a single straight direct movement to minimise crossing distance and enhance pedestrian / cyclist convenience and comfort levels.
- i) All informal pedestrian crossing facilities are at least 2.0m wide, whilst all controlled pedestrian crossings are at least 2.4m wide.
- j) All toucan crossings are 4.0m wide or more.
- k) With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii at Local / Local nodes have been generally specified as 3.5m.

- l) Contrasting materials are specified in the 'Homezone', (shared area), to indicate that the carriageway is an extension of the pedestrian domain.
- m) Internally within the development carriageway kerb heights have been specified as 75-80mm in accordance with the objectives of DMURS.
- n) The proposed residential developments internal hierarchy of Local streets incorporates 5.5m/6m wide carriageways. Proposed 'Homezone' Local streets are 4.8m wide with a 1.2m wide utility corridor.
- o) The main access routes (e.g. leading to/from the site access nodes with external Link streets) of internal street network will be formed using standard macadam / asphalt finishes, however for 'Homezone' Local streets, a colour contrast is to be achieved by way of a textured / colour surface to reinforce the lower design speed in these areas.
- p) Similarly, at each of the at-grade flat top pedestrian crossing / traffic calming table treatments, different surface material treatments are proposed to alert and subsequently influence driver behaviour and vehicle speeds.
- q) Vertical deflections in the form of raised tables have been strategically placed across the internal Local street network to promote lower design speeds and enable pedestrians to cross the street at-grade. These features have been located at (i) equal priority junctions, (ii) on straights where there is more than 70m between nodes, (iii) at entrance treatments to reinforce a change between design speeds, (iv) at pedestrian crossings; The maximum height of these raised flat top treatments is designed to be 75mm with a minimum flat top width of 2.0m.
- r) Horizontal deflections are proposed at strategic locations to control speed and to facilitate soft landscaping features such as street trees.

The provision of on-street car parking includes perpendicular parking bays along either one or both sides of the internal local streets. In accordance with DMURS the perpendicular parking spaces are a minimum of 5m long 2.5 m wide.



# 7.4 Phasing

The proposed residential scheme will be delivered in three phases.

**Phase 1**  
Phase 1 covers the south western portion of the scheme, and includes the delivery of the housing encircling the lower part of the linear park. The proposed pedestrian bridge over the rail line will also be delivered in the first phase. One of the gateway buildings is also included in this phase, as well as the creche building to the east of the site.

134 units will be delivered in phase 1.

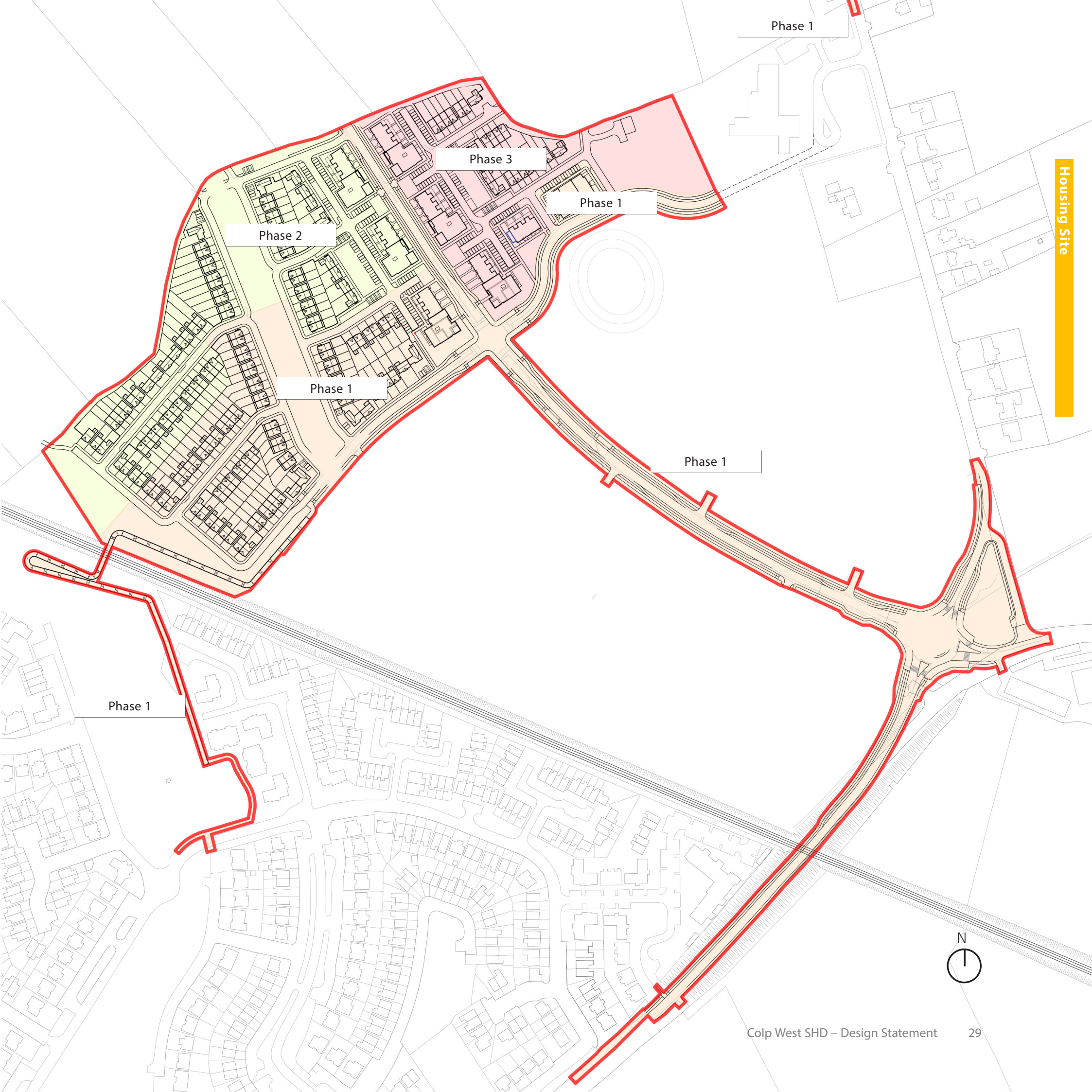
**Phase 2**  
Phase 2 will complete the development to the west of the link street, including completing the linear park and the open space to the west of the site.

110 units will be delivered in phase 2

**Phase 3**  
Phase 3 is to the east of the site, and this phase will complete the development. The apartment and duplex buildings east of the link street will be the most significant work in this phase.

113 units will be delivered in phase 3

Application Site Boundary





## 8.0 PUBLIC REALM

*How safe, secure and enjoyable are public areas?*

The proposed development provides safe and enjoyable public spaces. The public realm is made up of public streets, large landscaped open spaces and urban squares. Each of these spaces are overlooked, and accessible and usable by all residents

The 'calmed by design' streets deliver safe, convenient, and attractive networks, in accordance with the parameters set out in the Design Manual for Urban Roads and Streets (DMURS). Pedestrian and cycle routes are provided along key desire lines, particularly to the central linear park.

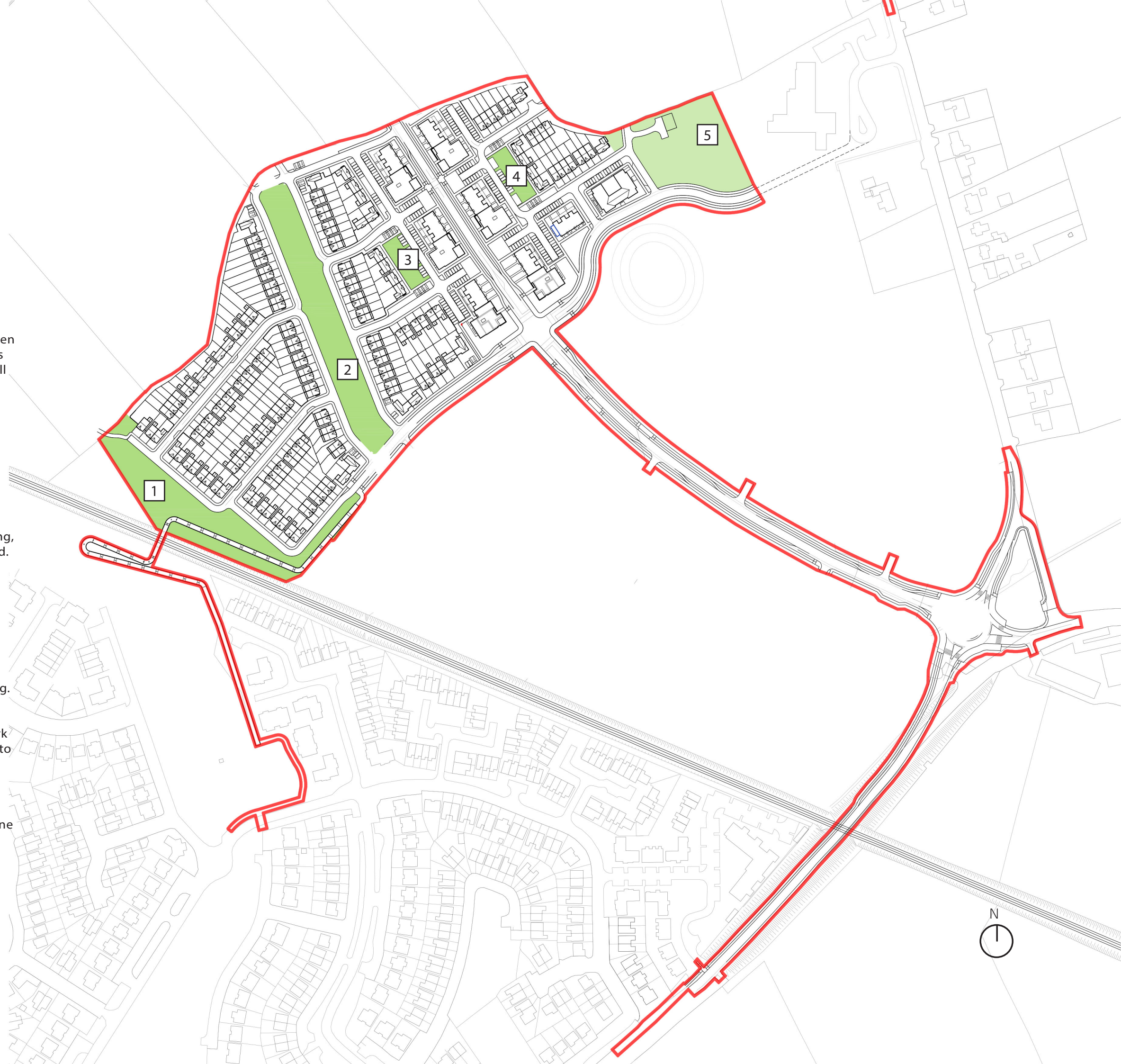
Three large open spaces, with play areas, seating, walking routes and extensive planting provided.

The central linear park provides for a range of activities and is a key wayfinding element of the layout. Two further large open spaces are provided, one to the east and west of the development. Several smaller urban parks are interspersed with housing. All these areas are designed to be safe and welcoming as passive supervision is provided by the adjacent housing.

In accordance with the overall masterplan produced alongside this scheme, the linear park is designed to line up with future open spaces to the south and to the north of the site. Existing hedgerows are retained at site boundaries and integrated into the overall landscape design.

The proposed pedestrian bridge over the rail line

 Application Site Boundary





## 9.0 ADAPTABILITY + ACCESSIBILITY

*How will the building cope with change?*

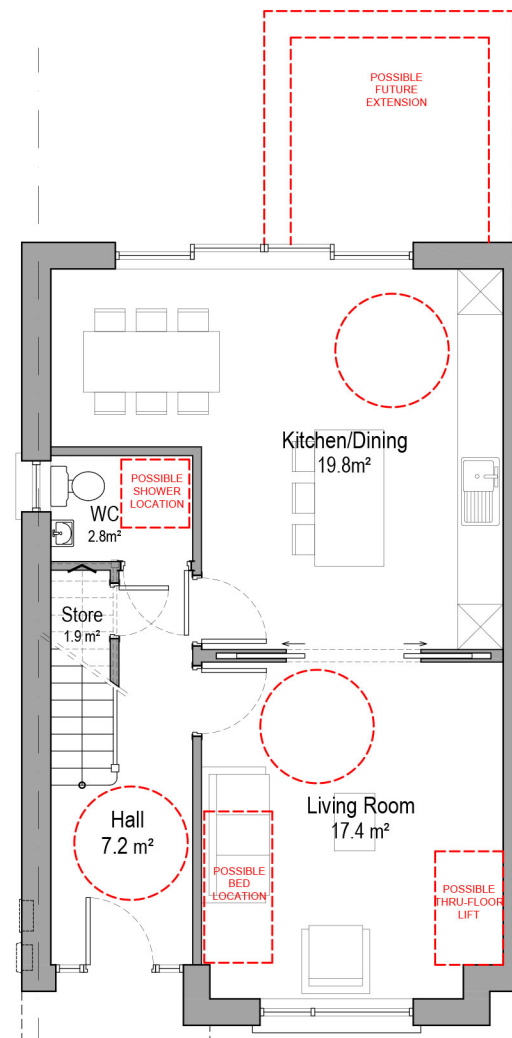
The range of unit types provided will allow for lifetime living whereby people can trade up or down within the scheme should the need arise. The units are also designed so that they can be easily adapted as the needs of users changes over time.

Pedestrian routes are designed with dropped kerbs for ease of movement for all, particularly users with limited mobility.

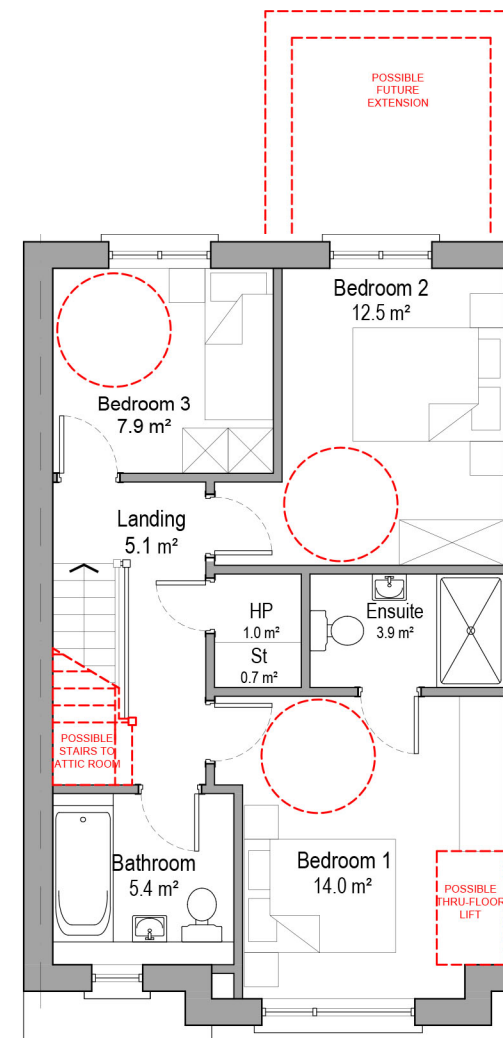
The houses can be extended without altering the character of the development, with adequate rear garden area for an extensions and convertible attic spaces.

All units are designed with the principles of universal design in mind. All units are accessible and are provided with Part M compliant sanitary facilities.

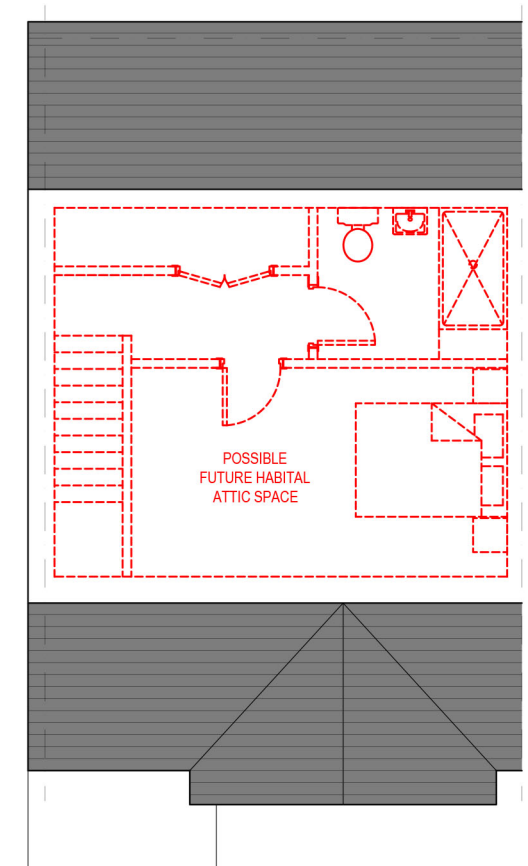
All apartment buildings are accessible by lift, and as such are accessible to all. The apartment buildings are designed with cross wall construction which allows for the eventuality of combining two or more apartments in the future if the need arises.



Ground Floor Plan Indicating Universal Adaptability + Accessibility



First Floor Plan demonstration Accessibility



Attic Floor Plan Future Adaptability

TYPICAL FLOOR PLANS WITH OPTIONS FOR ADAPTABILITY



## 10 PRIVACY & AMENITY

*How does the scheme provide a decent standard of amenity?*

How does the scheme provide a decent standard of amenity?

The scheme provides a high standard of privacy and private amenity spaces. All units are provided with useable outdoor private spaces either in the form of private back gardens, private balconies or private terraces.

All apartments are provided with private balcony areas and additional communal amenity space in the open spaces near the apartment blocks.

Separation distances between houses are in accordance with Development Plan standards which requires a separation of 22 metres between first floor windows to the rear of dwellings.

Several wider fronted house with no 1st floor rear overlooking windows besides bathroom windows with obscure glazing are included in the scheme. These units have shallower gardens but still provide the required private amenity space.

All homes are designed to provide adequate storage including space within the house for storage and sorting of recyclables.



Illustration of a typical housing arrangement demonstrating sub-division of front gardens. Private houses are private with fully enclosed private rear gardens.



Public Amenity Area



Public Amenity Area



Privacy and amenity – Illustration showing Houses with their front and rear garden



Open Space Character Area 1 – Illustration showing the entrance to the Linear Park





Character Area 1 – Indicative Representation showing proposed front garden and parking



Character Area 1 – Houses fronting Linear Park



Character Area 1 – Indicative Representation showing proposed front garden and parking



# 11 PARKING

*How will the parking be secure and attractive?*

Secure parking is provided in a variety of measures on this site including:

- Grouped perpendicular parking
- Grouped parallel parking
- On-curtilage private parking
- Homezone parking

All car parking spaces provided on street are in easy reach of the units they serve and are passively surveilled. Parking arrangements vary across the site with grouped parking being more appropriate in higher density locations.

The communal parking areas maximises efficiency and careful consideration has been given to the inclusion of both visitor and disabled parking spaces.

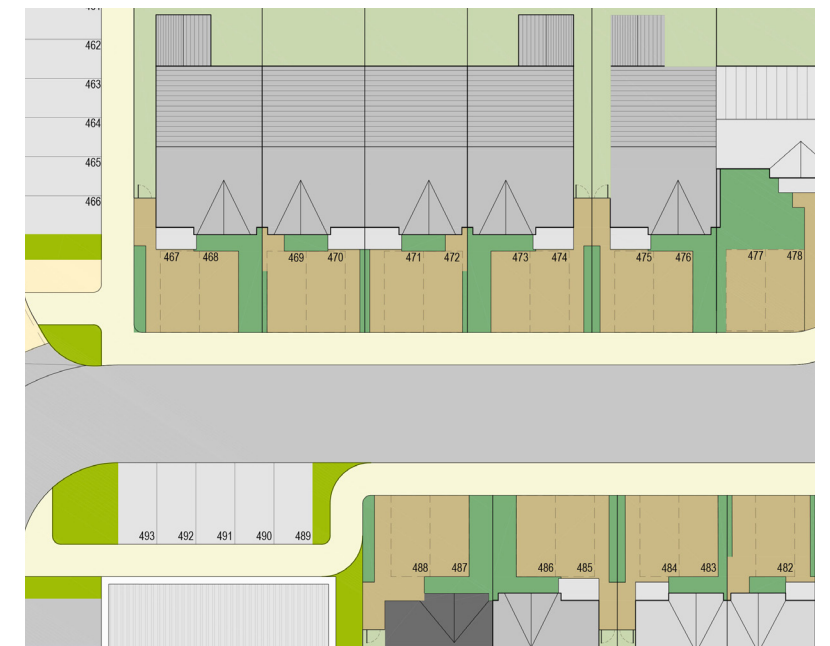
The potential dominance of street car parking for the apartment area is mitigated through the provision of landscaped buffers, extensive planting and trees.

Bicycle parking is a big issue for all homes, particularly apartments. Secure lock-up bicycle parking is provided and is easily accessible to the units they serve. Visitor bicycle parking is also provided in accordance with the requirements of Design Standards for New Apartments.

All houses have sufficient width to provide a footpath to the front door and a small strip of landscaping ensuring an element of softening to the front gardens.



Typical Homezone Arrangement situated opposite houses with on-curtilage parking



On-curtilage parking arrangement



## 12 DETAIL DESIGN

*How well thought through is the building and landscape design?*



Illustration showing Landmark Building along Avenue

High quality, durable and low maintenance materials have been selected for the proposed development. This selection of materials will positively contribute to the building stock in the area and enhance the public realm. Buildings are designed to be distinct to this development, while being respectful to existing buildings and future developments. This is achieved by carefully considering the scale proportion and materials of buildings.

Apartment buildings characterize the central zone of the site. Corner elements of the gateway buildings are clad with high quality stone, with enclosed winter gardens on approach corner overlooking the site entrance. Balconies are positioned carefully to activate the street front. These balconies and terraces are generally recessed or set back into the volume of buildings.

Balconies also act as a design feature breaking up the volume of the buildings.

In order to create a distinctive housing development, houses use a similar pallet of materials to the adjacent apartment buildings. Houses are finished with render, brick and elements of pressed metal on canopies.

**External Walls:** Selected brickwork to principal elevations for houses and apartments. A range of colours are selected to distinguish character areas. High quality stone is selected for prominent corners of apartment buildings, the upper floors of apartments are clad in aluminum, set back from the main volume of the building. Self coloured render has been selected for side and rear elevations.

**Roofs:**  
Slate pitched roofs to houses.  
Apartment buildings are completed with green roofs, with duplex buildings finished with mono-pitch standing seam roofs.

**Windows:**  
Coloured high performance upvc or aluminium window frames with double glazing.

**Rainwater Goods:**  
High quality upvc coloured gutters and down- pipes.

**Fascia and soffits:**  
Colour coded upvc fascias and soffits.



12.1 Site Context Elevation – Section H–H  
and Section A–A



Illustration showing Landmark Building along Avenue



Gateway Apartment Building  
6 Stories in height to form  
Entrance to the development

Own Door Duplex Buildings  
to form Street Edge

Pedestrian Entrances  
to Communal Open Spaces





Character Area 2 – Indicative representation Section AA facing Avenue



Indicative representation facing Link Street



12.2 Site Context Elevation – Section K–K







Street Entrance

Typical 4 Bed Houses  
3 Storey Family Houses



Character Area 1 – Indicative representation Section KK facing Linear Park



Character Area 3 – Birds Eye View Creche



Indicative representation of the Entrance to Character Area 3 – Apartments and Creche



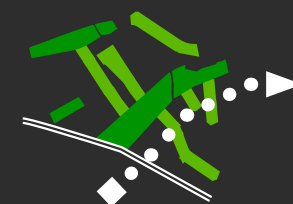




Prepared by Duignan Dooley Architects  
and John Spain Associates

In association with  
DBFL Consulting Engineers  
and Dermot Foley Landscape Architects

## POTENTIAL FUTURE MASTERPLAN FOR LANDS FOR MILL ROAD & MARSH ROAD



**COLP WEST SHD**

Strategic Housing Development



# CONTENTS

- 1. INTRODUCTION..... 3
- 2. URBAN DESIGN FRAMEWORK PLAN ..... 4
- 3. MASTERPLAN CONTEXT ..... 5
- 4. BOUNDARY OF THE FRAMEWORK MASTERPLAN ..... 6
- 5. APPROVED DEVELOPMENT..... 7
- 6. LAND USE ZONING..... 8
- 7. MASTERPLAN LAYOUT + USES ..... 9
- 8. BUILDING BY ZONING ..... 10
- 9. CONNECTION + STREET HIERARCHY..... 11
- 10. SHORT TERM TRANSPORTATION LINKAGE PLAN ..... 12
- 11. LONG TERM TRANSPORTATION LINKAGE PLAN ..... 13
- 12. ROAD HIERARCHY ..... 14
- 13. URBAN FORM AND BUILDING FORM AND BUILDING HEIGHT ..... 15
- 14. GREEN INFRASTRUCTURE AND OPEN SPACE ..... 16
- 15. CONCLUSIONS ..... 17



# 1. Introduction

This masterplan has been prepared by JSA and DDA Architects, in association with the design team, and is a non-statutory and non-binding document. Rather, the masterplan seeks to illustrate how the proposed development could fit in with the possible future development of the surrounding area, subject to separate potential future planning applications by others.

**This masterplan is intended to be flexible and non-binding. While the document adheres to best practice, it is illustrative only and does not prejudice other landowners or future planning applications adopting a different design or different approaches (provided that such applications accord with the statutory policy context, including the County Development Plan and LAP for the area).**

The masterplan builds upon the high level guidance set out in the Urban Design Framework Plan to provide a coherent structure and layout to illustrate the potential future growth and development of individual land parcels within the Mill Road/Marsh Road area. The masterplan is intended to be illustrative and is submitted for information purposes, the development of other land parcels outside of the current SHD site will be subject to separate potential future planning applications, and will be subject to Environmental Impact Assessment and Appropriate Assessment as necessary. This masterplan does not set the framework for development consent in the area and is not binding on the development of the wider area.

The formulation of this Masterplan has had regard to the guiding principles set out in the UDFP, the context of the Mill Road/Marsh Road lands and relationship to the wider urban context, the existing site characteristics and the existing and permitted land uses including the permitted commercial development and road infrastructure. The

masterplan also has regard to and responds to the points raised by the Board and the Planning Authority during the course of the pre-application process on the current SHD proposal.

The masterplan provides indicative guidance on and illustrates the potential future urban form and layout of the Mill Road/Marsh Road lands including guidance on layout, block form, height and density and aims to ensure that the future development of these lands is integrated into the existing context of Drogheda's built form and developed in a co-ordinated manner, subject to separate planning applications by others.

This masterplan demonstrates how the overall Mill Road/Marsh Road area could be integrated into the built form of Drogheda and provides for connectivity and linkages to the urban centre of Drogheda and key social and community facilities in the surrounding area, including the Southgate Centre and a number of schools in the area, and also to important focal points within the masterplan area such as the future neighbourhood centre north of the central park (amenity space).



# 2. Urban Design Framework Plan

The Local Area Plan for the Southern Environs of Drogheda 2009- 2015 highlighted the strategic importance of the Mill/Marsh Road area, noting it is one of only two large land banks in the LAP area which remain undeveloped. Consequently, the LAP has included a specific objective requiring the provision of an Urban Design Framework Plan for the area prior to development.

An Urban Design Framework Plan for the Mill/Marsh Road area was prepared for by John Spain and Associates in 2017. This UDFP encompasses the subject site for this proposed residential development. The UDFP was approved by Meath County Council in 2018.

The UDFP lands are strategically located c. 2km south-east of Drogheda Town Centre in the townlands of Colpe West, Stagrennan and Stameen, along the Belfast – Dublin rail line, the River Boyne and within the M1 corridor. The lands are within a 30- minute drive of Dublin Airport. McBride Train Station is located approximately 900m west of the Plan lands. The R132 is approximately 850m south west of the plan lands and provides access to the M1 and is served by a number of bus services.

The proximity of the lands to Mc Bride Station makes the lands very highly suited to public transport based development. Such an approach to development is very much in keeping with National, Regional and Local planning policies.

The UDFP lands are predominantly greenfield and in agricultural use. The Stameen River runs south west to north east through the lands. A number of one-off houses are located along Mill Road. Drogheda Grammar School, Gaelscoil an Bhradáin Feasa and Le Cheile Educate Together National School are also located in the area.

The lands are bordered bounded to the west by the existing town boundary, to the north by the Marsh Road and River Boyne and to the south by the Dublin Rail line with a total overall area of approximately 180 hectares. To the east, the area stretches toward the Mill Road.

## Development of the Masterplan

As part of this application, the design team has developed a framework masterplan encompassing the subject site. This masterplan is a further development of the UDFP approved by Meath County Council in 2018. This masterplan builds upon the high-level guidance set out in the UDFP to provide a conceptual layout to guide future growth and development within the Mill Road/Marsh Road area.

The Masterplan has regard to the guiding principles set out in the UDFP, the context of the Mill Road/ Marsh Road lands and relationship to the wider urban context, the existing site characteristics and the existing and permitted land uses including the permitted commercial development (LB 180620) and road infrastructure (LB18060).

## Outline Buildings:

- The masterplan provides guidance on appropriate design parameters in terms of new streets, blocks, plots, public spaces, building heights and materials..
- Urban blocks address their respective streets, streets in turn act as the urban stage between public and private realms..
- Perimeter block as the basic urban form to define streets and public open spaces..
- A range of building types are suggested, creating a varied urban environment and a sustainable mix of uses providing all essential facilities locally and within walking distance..

- The masterplan suggests a pattern for the sequential and orderly development of residential areas in terms of ensuring a high-quality built environment. The LAP envisages a population of c. 4,000 and c.1,390 dwellings on A2/A5 zoned lands over the period of the LAP..
- The masterplan encompasses both the adjoining landowners residentially zoned land to the north of the application site and the applicant’s future development lands to the south of the application site – and provides includes an indicative layout for both.
- The masterplan also provides design guidance for the development of employment lands in the form of enterprise areas for office type employment

## Suggested Connections:

- The approved ‘New Mill Road’ (LB18060) forms the spine of the masterplan. This route serves to optimize the strategic importance of the area. This new distributor road is designed as a boulevard with active frontage, off street facilities for pedestrians and cyclists and provision for significant planting..
- This route is integrated into a network of both existing and future streets, urban spaces and parks allowing for an enlivened and safe public realm..
- A new pedestrian and cycle bridge over the Dublin-Belfast rail line is proposed as part of this application. This key new infrastructure is integrated into the masterplan. The new bridge will provide a pedestrian connection through the masterplan lands, connecting Gaelscoil an Bhradáin Feasa on the east of the masterplan, through to South Gate Shopping Centre to the South West. This route also connects the proposed residential development to the adjacent Grange Rath residential development south of the rail line..
- The masterplan includes for independent cycle route and pedestrian connections through the commercial lands to the south of the masterplan to the large open space along the Stameen River. .

- The masterplan outlines public transport routes as well as safe and secure pedestrian and cycle routes.
- Pedestrian and cycle routes are integrated into the comprehensive landscape proposal for the masterplan.
- Community and Schools: .
- The Masterplan provides guidance on the location and approximate scale for a new Neighborhood center.
- Neighbourhood Centres and school sites are integrated into the overall masterplan in terms of how buildings relate to each other and create active street frontage.
- The masterplan also includes for the provision of a possible future secondary School on the applicants lands which extends to a possible 3.6 hectares including a playing pitch. This is a strategic location adjacent to the existing Gaelscoil.

## Open Space Provision:

- The Masterplan outlines significant green infrastructure. The land zoned open space either side of the Stameen River forms the central open space amenity for the masterplan. .
- The masterplan includes a linear park, traversing the proposed residential development, the adjoining owners lands to the north and the applicants future development lands to the south. .
- Further distributed open spaces are suggested throughout the masterplan, integrated with areas for residential and future development land. .
- Existing natural features are integrated into the masterplan, and where practicable existing land boundaries, trees and hedgerows are respected and maintained. Existing trees and waterways form important reference points and features in the allocation and design of open spaces.

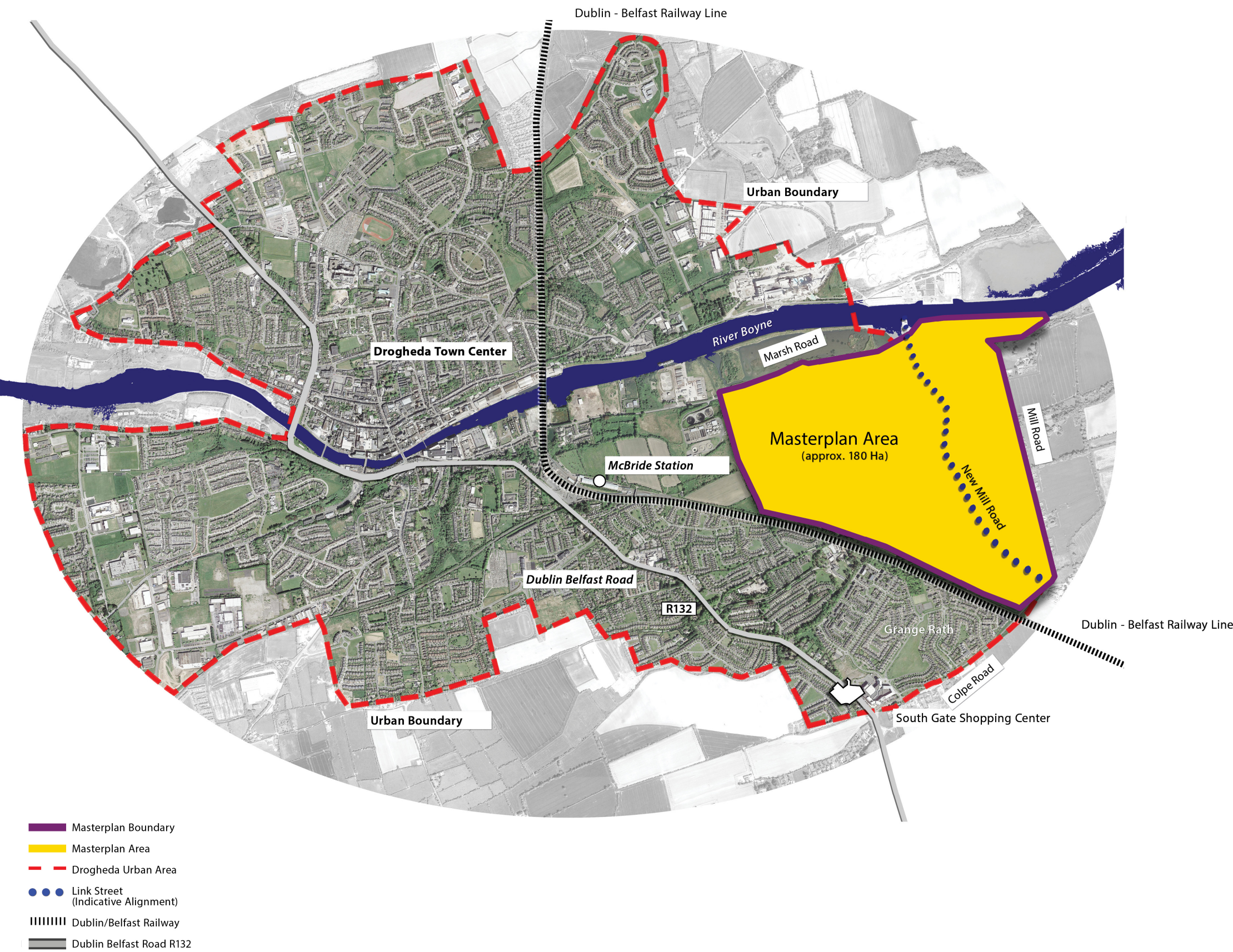


### 3. Masterplan Context

The UDFP which has been approved by Meath County Council relates to the Mill Road / Marsh Road Area. This masterplan sets out an illustrative framework for the potential future development of these lands.

The Mill Road/Marsh Road Area is located in Co Meath within the southern environs of Drogheda and approximately 2km south east of Drogheda Town Centre. The Mill Road/Marsh Road lands are predominantly greenfield and in agricultural use; of particular note are the orchards in the area. The Stameen River runs south west to north east through the framework plan lands. A number of one-off houses are located along Mill Road. Drogheda Grammar School, Gaelscoil an Bhradáin Feasa and Le Cheile Educate Together National School are also located in the area. The subject lands are strategically located southeast of Drogheda Town Centre and along the Belfast – Dublin rail line, the River Boyne and within the M1 corridor. The lands are also within a 30-minute drive of Dublin Airport. McBride Train Station is located approximately 900m west of the Plan lands. The R132 is approximately 850m south west of the plan lands and provides access to the M1 and is served by a number of bus services.

The Urban Design Framework Plan (which is submitted herewith for information purposes) provides further details in relation to the context and characteristics of the lands.

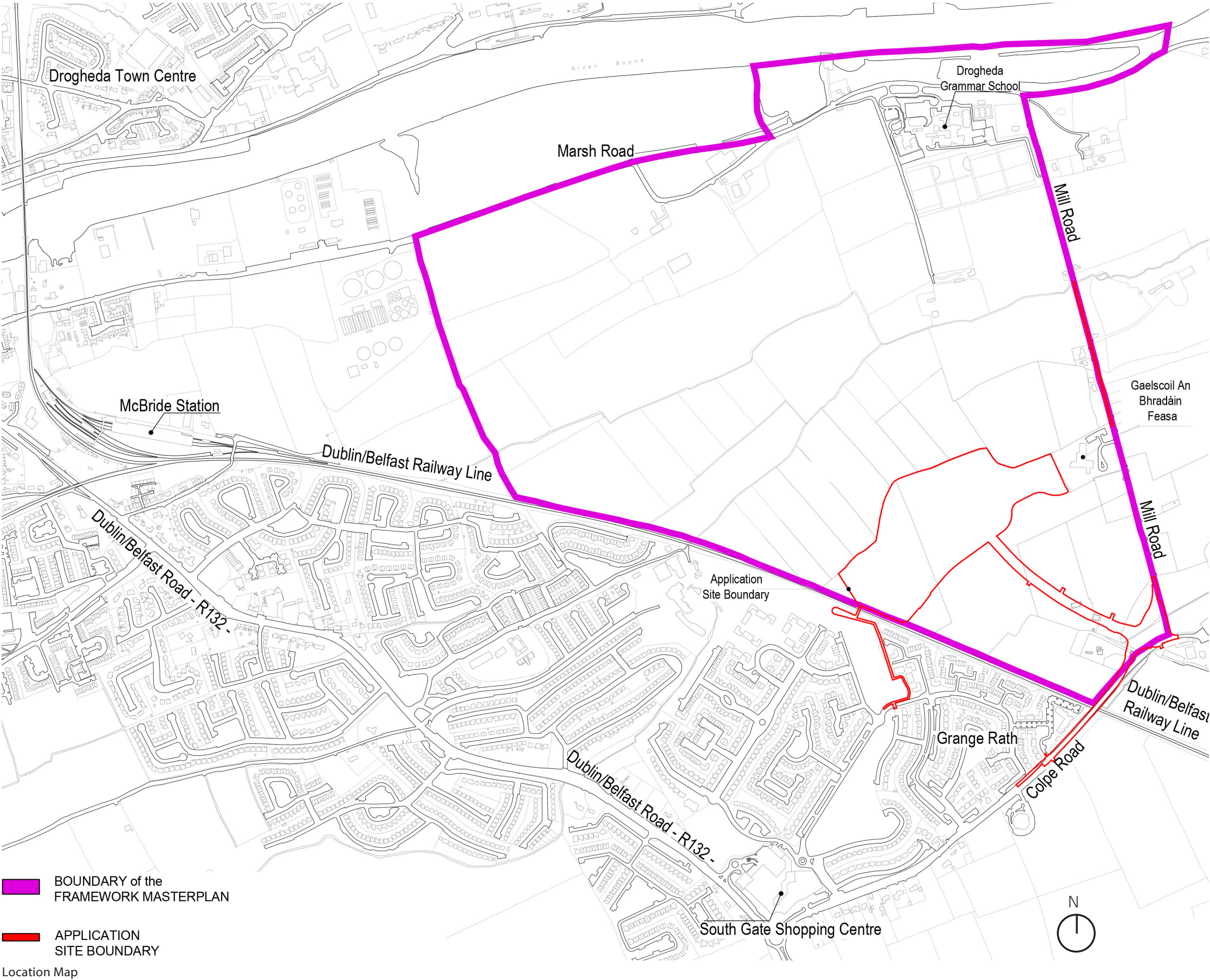




# 4. Boundary of the Framework Masterplan

The Framework Masterplan Area outlined in blue on the attached drawing extends to a total of 180 Hectares. the area is bordered by the Dublin Belfast Railway Line to the Southwest, the Marsh Road to the North, the Mill Road to the East and the Colpe Road to the South East.

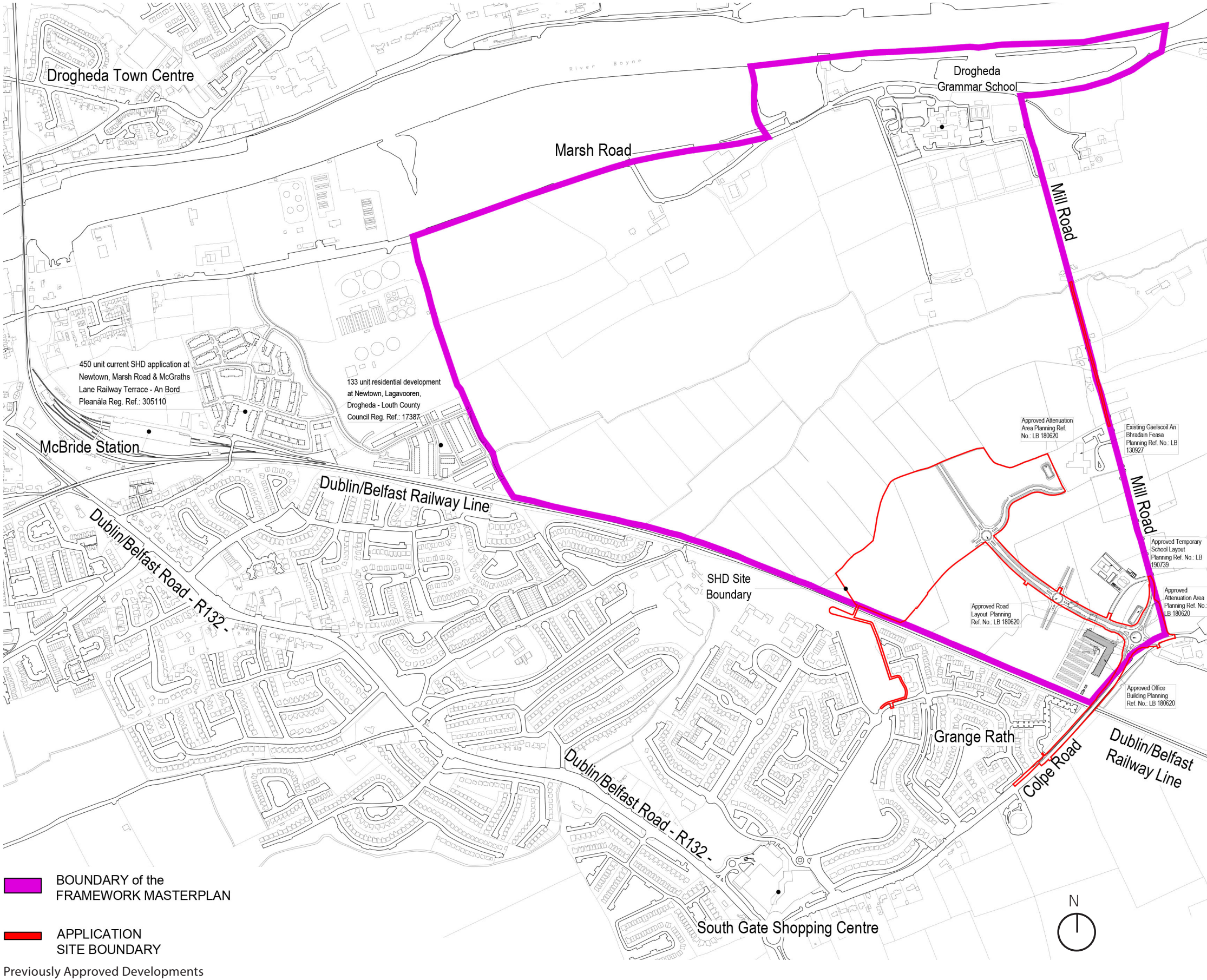
The Planning Application Site extends to a Gross Area of 13.44 Hactares and is situated in the Southern half of the Framework Masterplan.





# 5. Approved Development



- The pattern of approved development within the UDFP area and adjoining this area supports the delivery of the current proposed Strategic Housing Development. The figure included below illustrates the elements of existing and permitted development in the vicinity which are of relevance to the current development proposal. These include the following:
- Commercial and road development permitted under Meath County Council Reg. Ref.: LB/180620. The current application site takes in and proposes an updated layout for the road infrastructure permitted as part of this development.
- Existing 16 classroom primary school adjoining the subject site (Gaelscoil and Bhreadain Feasa) permitted under Meath County Council Reg. Ref.: SA130927 & ABP Reference: PL17.243331. The current proposal provides for a linkage with this existing school, as provided for in the permission for the school.
- Temporary secondary school permitted under Meath County Council Reg. Ref.: LB190739. The link street proposed as part of the current SHD will allow for access to this school as provided for in the permission for this temporary school.
- Permitted housing development at Marsh Road, Newtown, Lagavoreen, adjoining the UDFP lands as permitted under Louth County Council Reg. Ref.: 17387. This development of 133 no. units demonstrates that development is beginning to materialise to the north of the UDFP lands, although the current proposal will be the primary catalyst for the development of the overall UDFP area by providing the key Link Street. This development also includes the provision of a new road which has received Local Infrastructure Housing Activation Fund (LIHAF) funding, demonstrating the importance of promoting development within the area surrounding the SHD site.
- The existing development in the area which supports the delivery of the proposed SHD include two further schools (Drogheda Grammar School and Le Cheile Educate Together primary school). The approved development figure below also clearly illustrates the immediate proximity of the existing built up area of the town, including the Grange Rath and Southgate Centre developments, to which the current SHD proposal will provide a linkage.



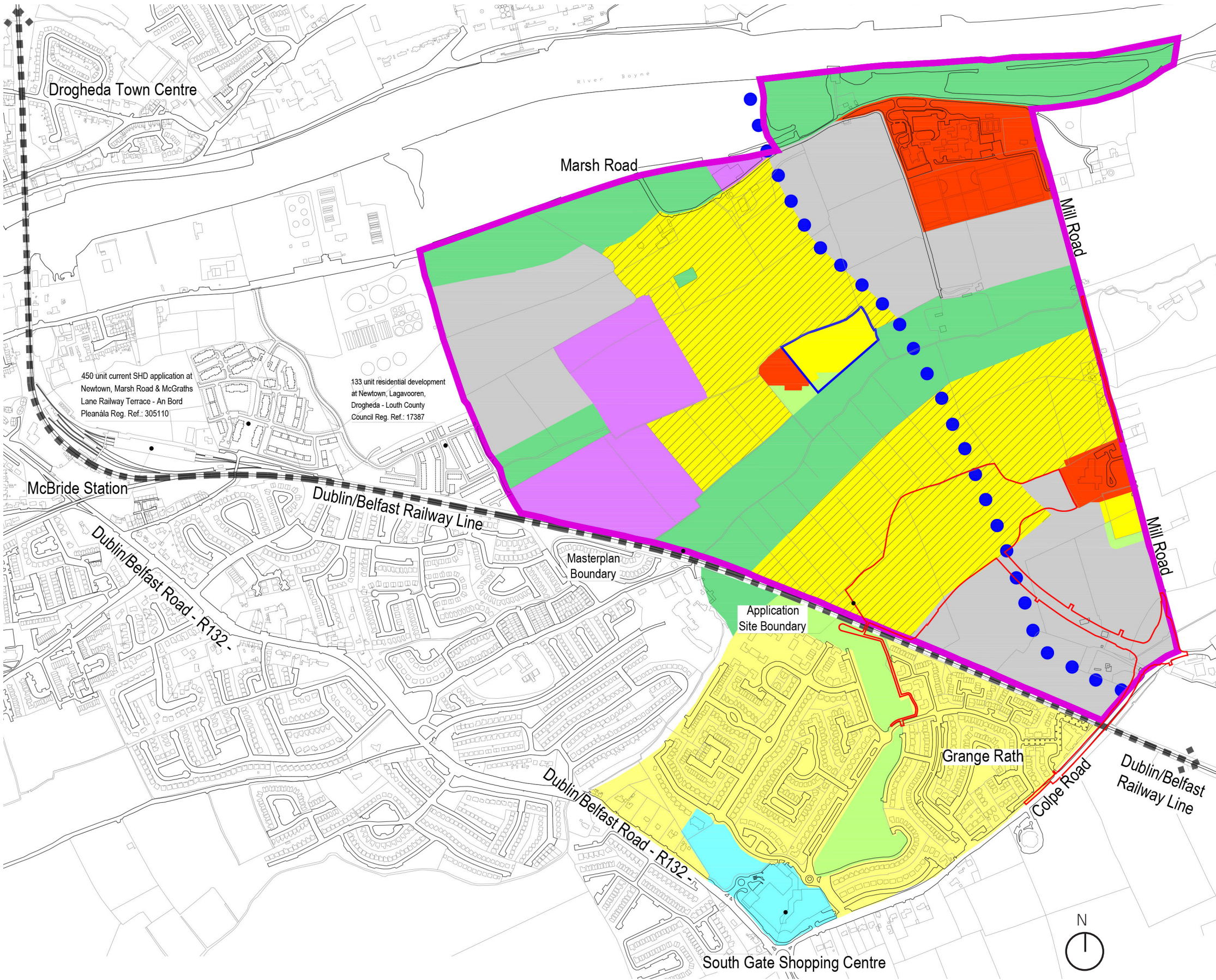


## 6. Land Use Zoning

The figure below illustrates the land use zonings which apply to the lands within the UDFP area and adjoining lands forming part of the current SHD application site (i.e. including the associated roads infrastructure and bridge link to Grange Rath). The proposed residential development is located entirely on lands zoned A2, while the link street (which is an update of an already approved road layout) is located to deliver on a specific road objective. The new linkage with Grange Rath is in accordance with the F1 zoning pertaining to the lands through which it passes on the southwest side of the railway line. The small element of lands zoned WL (white lands) in the eastern part of the site been included in the current application for completeness, to provide for a link with the existing school, and to avoid the pocket of WL zoned space at this location remaining as an undeveloped barrier between the school and adjoining residential development. For further details in relation to the compliance of the proposed development with the relevant zoning objectives, please refer to the Statement of Consistency and Planning Report.

-  BOUNDARY of the FRAMEWORK MASTERPLAN
-  APPLICATION SITE BOUNDARY
-  A1 - DEVELOPED RESIDENTIAL COMMUNITY
-  A2 - RESIDENTIAL COMMUNITY
-  C1 - MIXED RESIDENTIAL & BUSINESS USES
-  E3 - LOGISTIC WAREHOUSING
-  F1 - PASSIVE RESIDENTIAL AMENITIES
-  G1 - COMMUNITY SOCIAL EDUCATIONAL FACILITY
-  H1 - HIGH AMENITY - OPEN SPACE -
-  WL - WHITE LANDS
-  RESIDENTIAL PHASE II (POST 2019)
-  NEIGHBOURHOOD CENTRE
-  LINK STREET (Indicative Alignment)

**\*Source:**  
County Development Plan 2013-2019;  
Drogheda Southern Environs  
Land Use Zoning Objectives Map-



Land Use Zoning

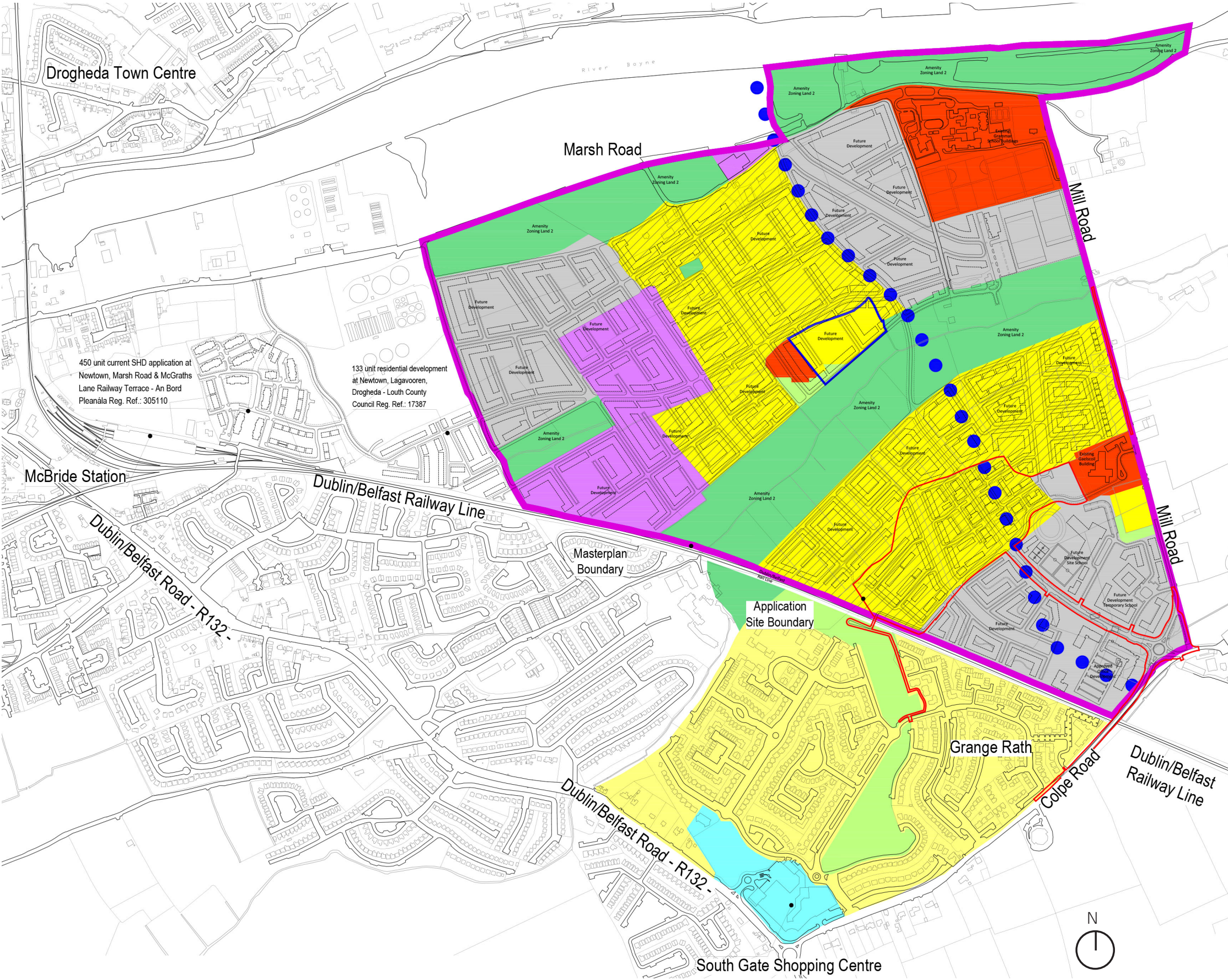


# 7. Masterplan Layout + Uses

The figures below provide an indicative masterplan layout for the lands within the UDFP area. This illustrative layout has regard to the land use zonings pertaining to the lands. The layout demonstrates how the proposed development would fit in with the potential future development of the surrounding lands in the UDFP area. The masterplan layout builds upon the high-level principles set out within the UDFP as approved by Meath County Council and illustrates how the lands within the masterplan area could provide for a sustainable extension of the built up area of Drogheda. As set out in further detail below, the illustrative layout prioritises permeability, connectivity and the provision of an integrated network of open spaces. The following layout drawings illustrate how this layout can be accommodated under the prevailing zonings pertaining to the lands, in such as way as to provide an appropriate mix of uses including commercial, residential, and educational uses.

- BOUNDARY of the FRAMEWORK MASTERPLAN
- APPLICATION SITE BOUNDARY
- A1 - DEVELOPED RESIDENTIAL COMMUNITY
- A2 - RESIDENTIAL COMMUNITY
- C1 - MIXED RESIDENTIAL & BUSINESS USES
- E3 - LOGISTIC WAREHOUSING
- F1 - PASSIVE RESIDENTIAL AMENITIES
- G1 - COMMUNITY SOCIAL EDUCATIONAL FACILITY
- H1 - HIGH AMENITY - OPEN SPACE -
- WL - WHITE LANDS
- RESIDENTIAL PHASE II (POST 2019)
- NEIGHBOURHOOD CENTRE
- LINK STREET (Indicative Alignment)

**\*Source:** County Development Plan 2013-2019;  
Drogheda Southern Environs  
Land Use Zoning Objectives Map-



Land Use Zoning Layout



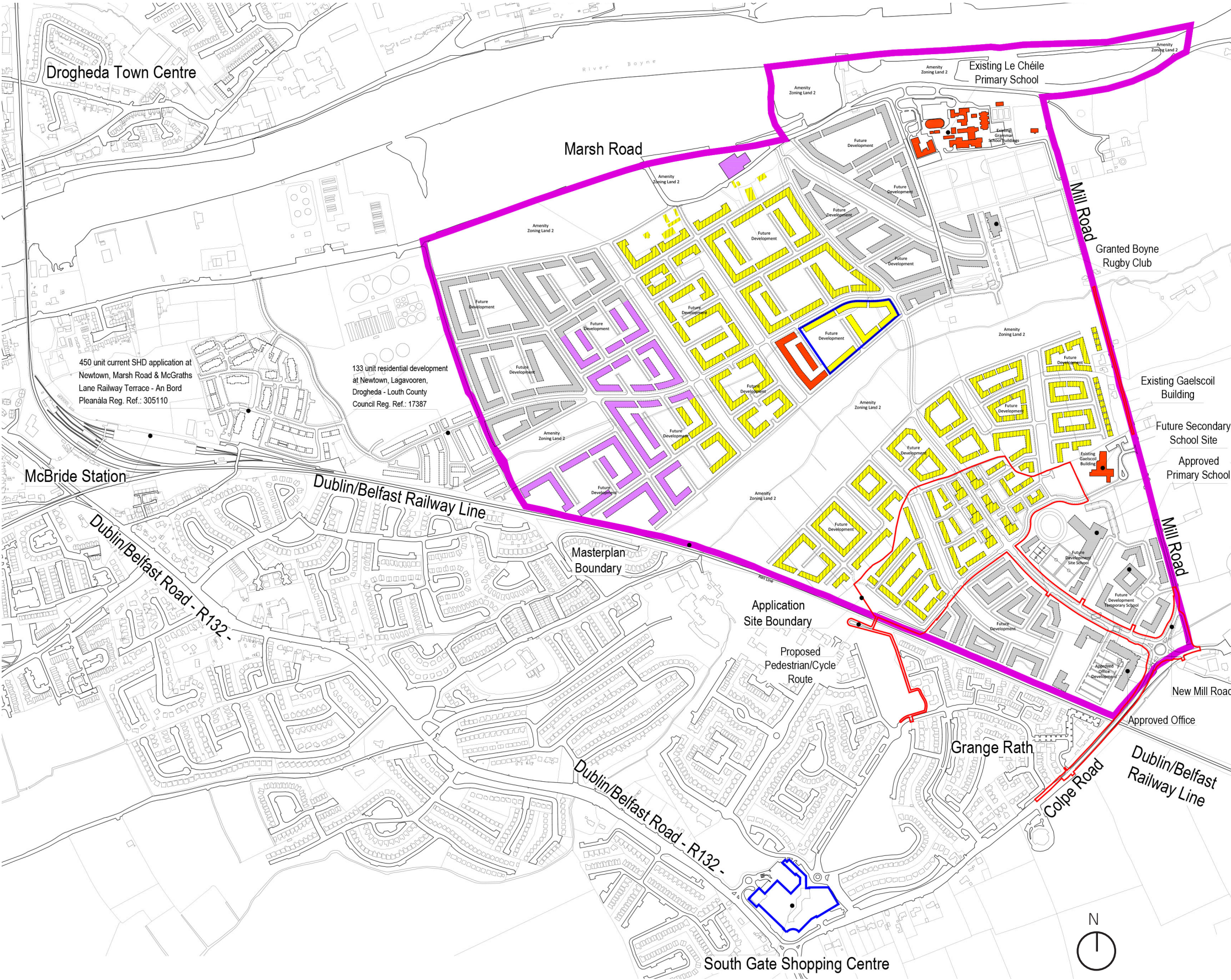
# 8. Building by Zoning

The Masterplan provides guidance on appropriate design parameters in terms of new streets, blocks, plots, public spaces and building heights.

In accordance with the Land Use Zoning Objectives as set out in the County Development Plan for the Drogheda Southern Environs, building uses are proposed for residential, commercial and community uses.

- BOUNDARY of the FRAMEWORK MASTERPLAN
- APPLICATION SITE BOUNDARY
- A1 - DEVELOPED RESIDENTIAL COMMUNITY
- A2 - RESIDENTIAL COMMUNITY
- C1 - MIXED RESIDENTIAL & BUSINESS USES
- E3 - LOGISTIC WAREHOUSING
- F1 - PASSIVE RESIDENTIAL AMENITIES
- G1 - COMMUNITY SOCIAL EDUCATIONAL FACILITY
- H1 - HIGH AMENITY - OPEN SPACE -
- WL - WHITE LANDS
- RESIDENTIAL PHASE II (POST 2019)
- NEIGHBOURHOOD CENTRE
- LINK STREET (Indicative Alignment)

**\*Source:**  
County Development Plan 2013-2019;  
Drogheda Southern Environs  
Land Use Zoning Objectives Map-



Building Use by Zoning



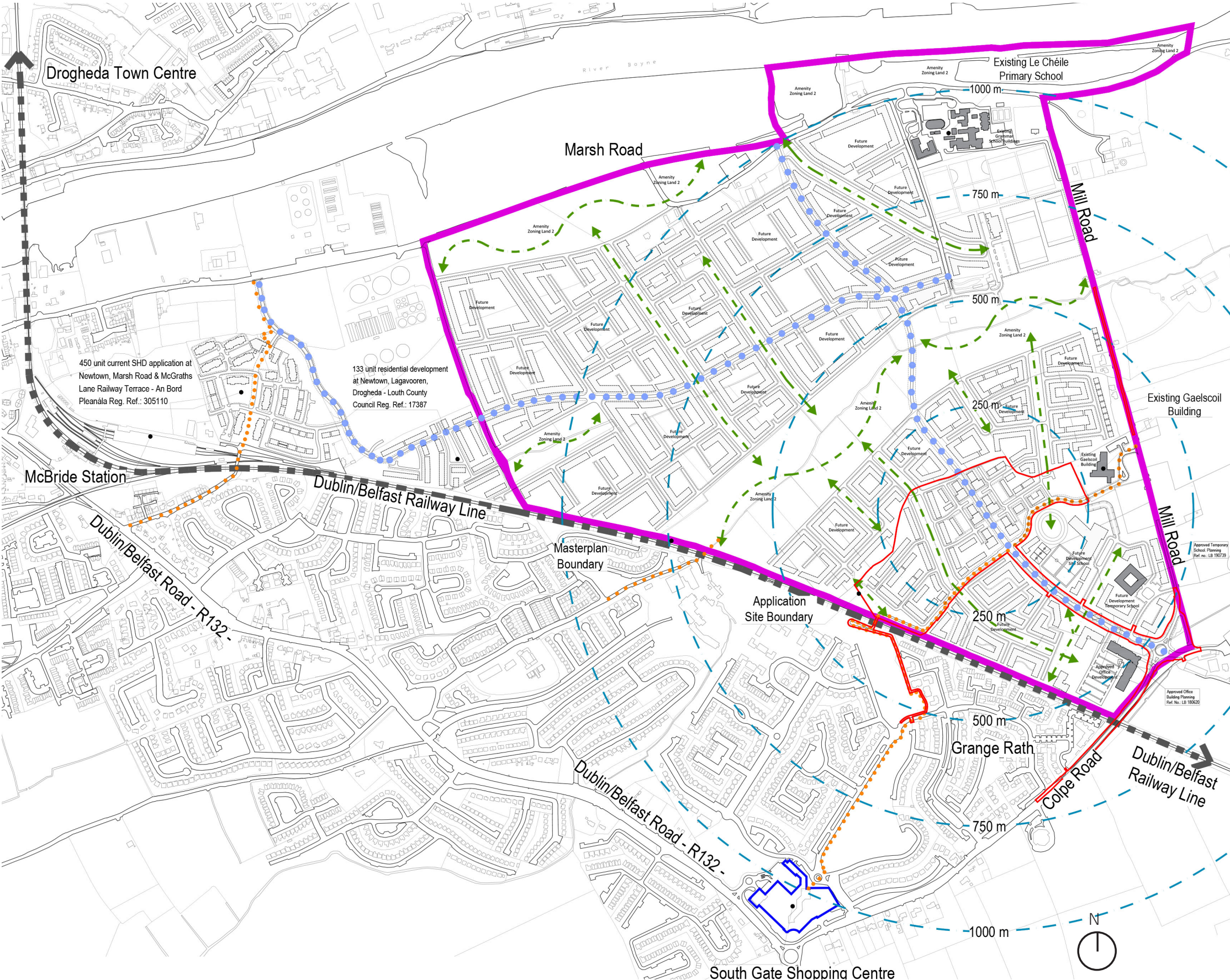
# 9. Connection + Street Hierarchy

This masterplan map illustrates the high level of permeability and connectivity which would be achievable on the lands within the UDFP area. The potential layout described above provides for ease of movement through the area, with connections promoted to the surrounding existing built up area of the town. The current SHD proposal realises the first important link with the existing built up area of Drogheda, by providing a new pedestrian and cycle connection across the rail line, linking with the Grange Rath residential area and the Southgate Centre beyond. The development also includes an important initial section of the main link street to serve the overall UDFP area. This road infrastructure within the SHD application is an update of road infrastructure which was previously approved under MCC Reg. Ref.: LB/180620, which has been partially implemented to date.

TRAVELING - Distance/Time*		
	Walking	Cycle
250 m	3 min	1.5 min
500 m	6 min	3 min
750 m	9 min	4.5 min
1000 m	12 min	6 min

\*Timing might vary as per different route

- BOUNDARY of the FRAMEWORK MASTERPLAN
- APPLICATION SITE BOUNDARY
- EXISTING & PERMITTED DEVELOPMENT
- DUBLIN/BELFAST RAILWAY
- ROAD CONNECTION - NORTH/SOUTH from COLPE ROAD to MARSH ROAD
- PEDESTRIAN CONNECTION - EAST/WEST from GAELSCOIL to NEIGHBOURHOOD CENTRE
- GREEN CONNECTIONS
- ISOCHRONES
- NEIGHBOURHOOD CENTRE

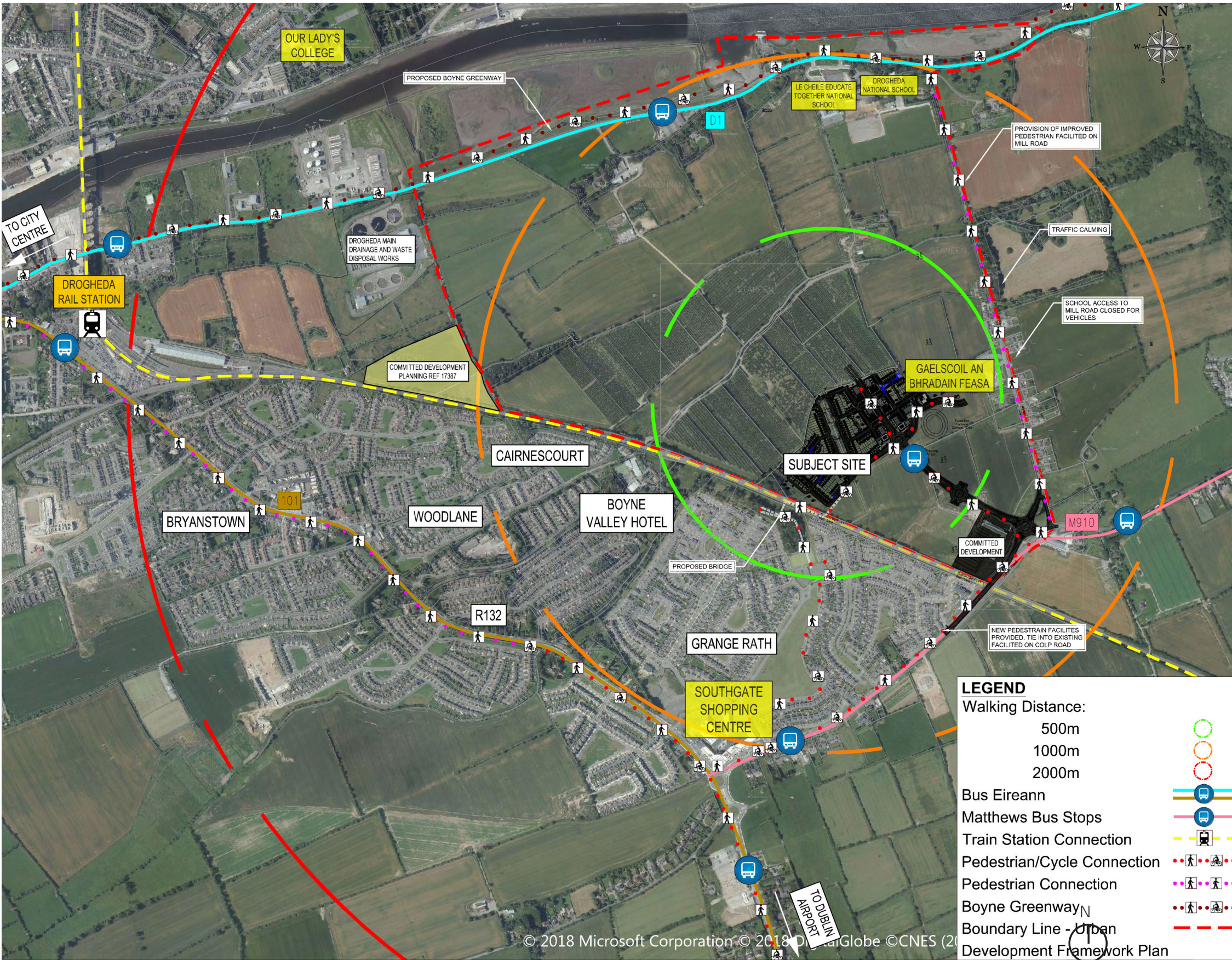


Connections



# 10. Short Term Transportation Linkage Plan 1

The following two transport maps prepared by DBFL Consulting Engineers illustrate the short term and long-term connections provided for in the UDFP area. As noted on these figures, the short-term connections, to be realised as part of the current SHD proposal, include a new pedestrian and cycle bridge linking the SHD site to the adjoining built up area of Grange Rath and onward to the Southgate Centre. The SHD proposal also includes a significant portion of the overall link street that will serve the masterplan lands, and a connection with the existing primary school and permitted temporary school adjacent to the SHD site.

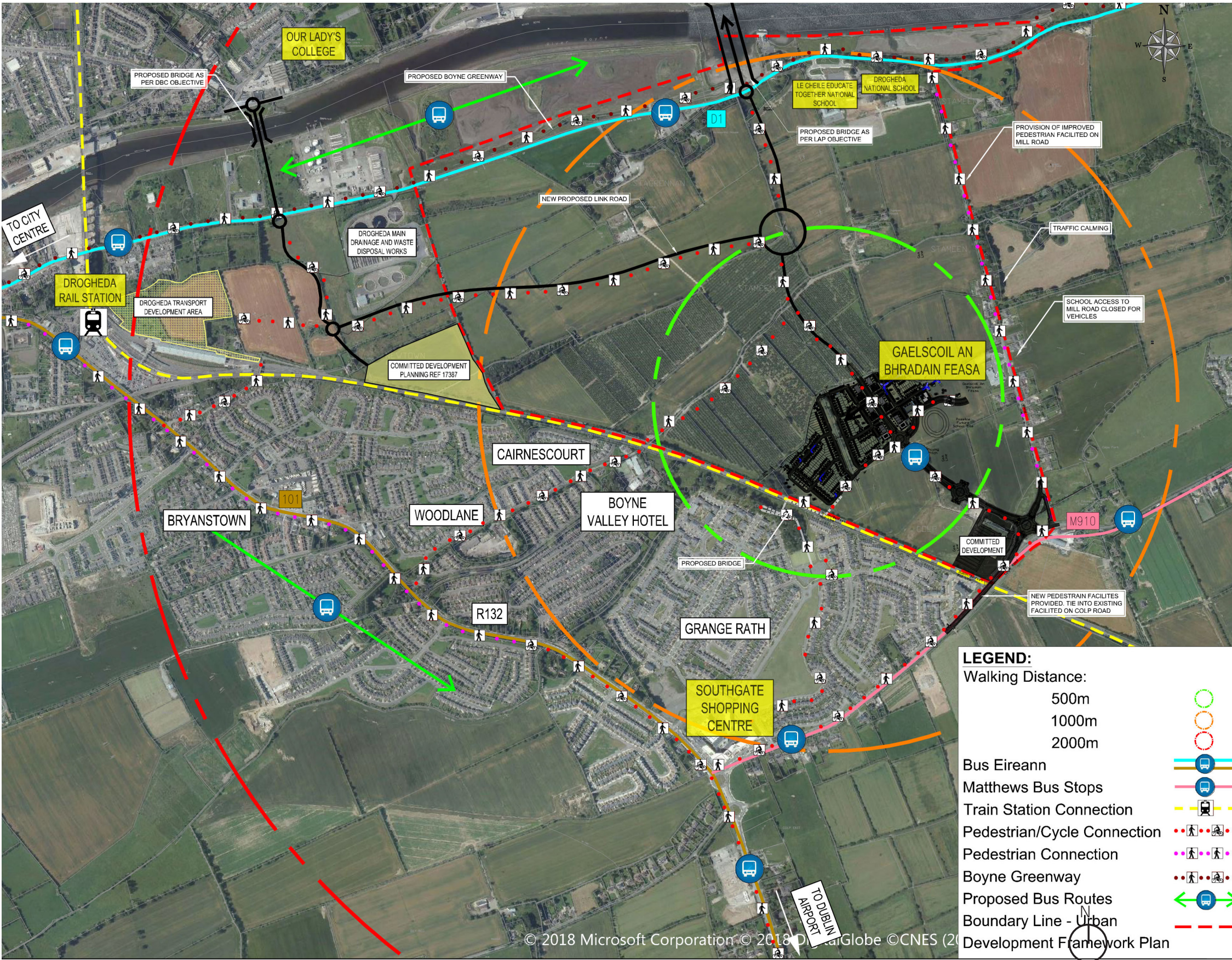


Short Term Transportation Linkage Plan



# 11. Long Term Transportation Linkage Plan 2

The DBFL Long Term Connections map illustrates potential future connections and transport infrastructure which will serve the overall UDFP / masterplan lands. These include new crossings of the adjacent railway line to the northwest of the current SHD site, extension of the proposed link street to serve the remainder of the landholding, and the implementation of other associated road infrastructure and public transport improvements.



Long Term Transportation Linkage Plan

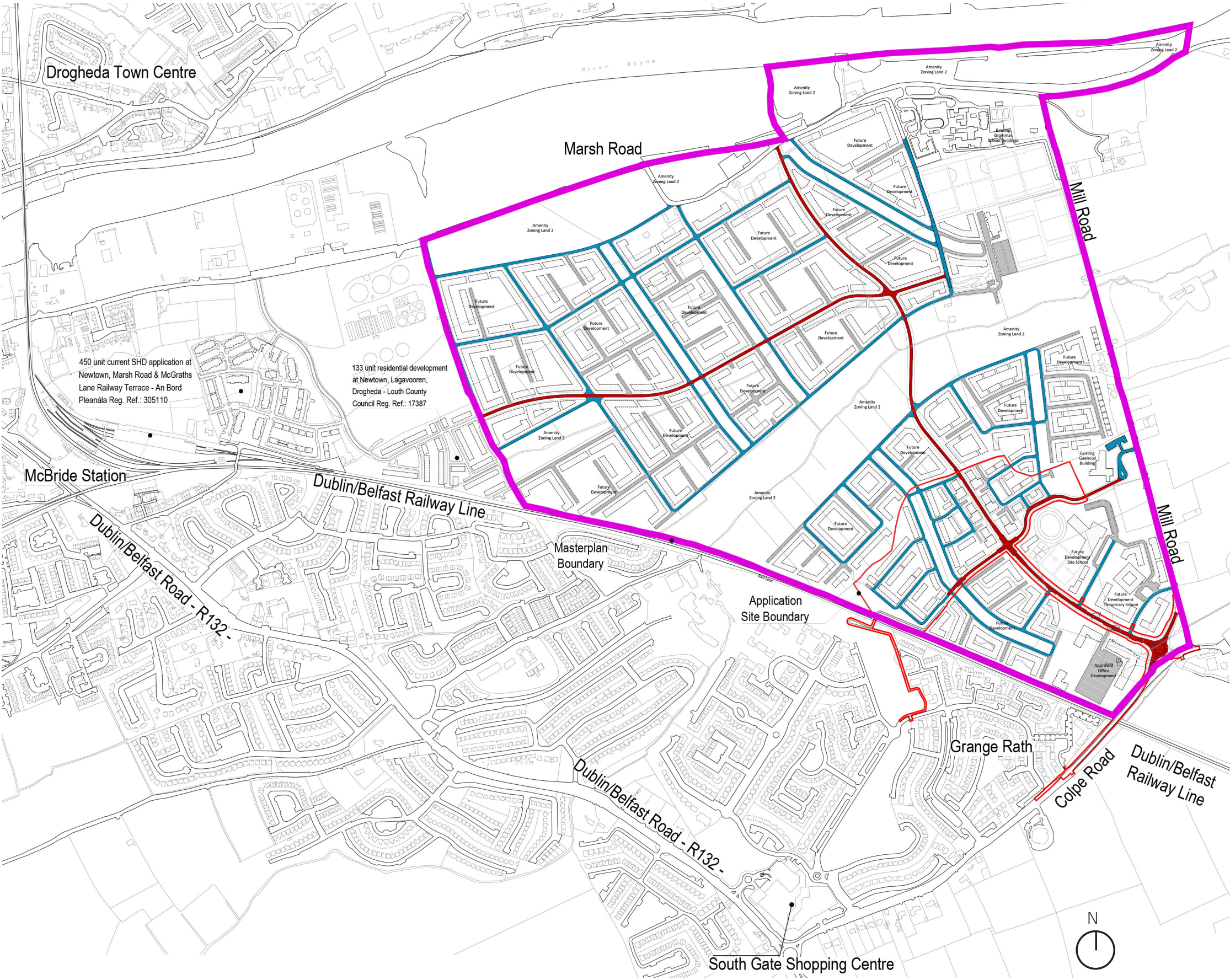


# 12. Road Hierarchy

The masterplan drawing below illustrates the potential future roads hierarchy of the masterplan landholding in the context of the current SHD proposal. This illustration sets out how the current proposal will fit in with the potential future road network in the area, including the elements of road infrastructure which are set as objectives within the Meath County Development Plan 2013-2019. The resulting road hierarchy and layout would provide for compliance with DMURS and would deliver significant benefits in terms of permeability and traffic management for the wider area going forward.

The current SHD proposal forms an important phase of the realisation of this overall potential roads hierarchy and infrastructure and will facilitate the potential future development of other lands within the UDFP area (subject to separate future planning applications by others) and thereby will act as a potential catalyst and will not prejudice the development of other lands in the vicinity. Rather, the development will facilitate the orderly development of the area in a plan led and sustainable manner.

- BOUNDARY of the FRAMEWORK MASTERPLAN
- APPLICATION SITE BOUNDARY
- LINK STREET
- PRIMARY & SECONDARY LOCAL
- HOMEZONE

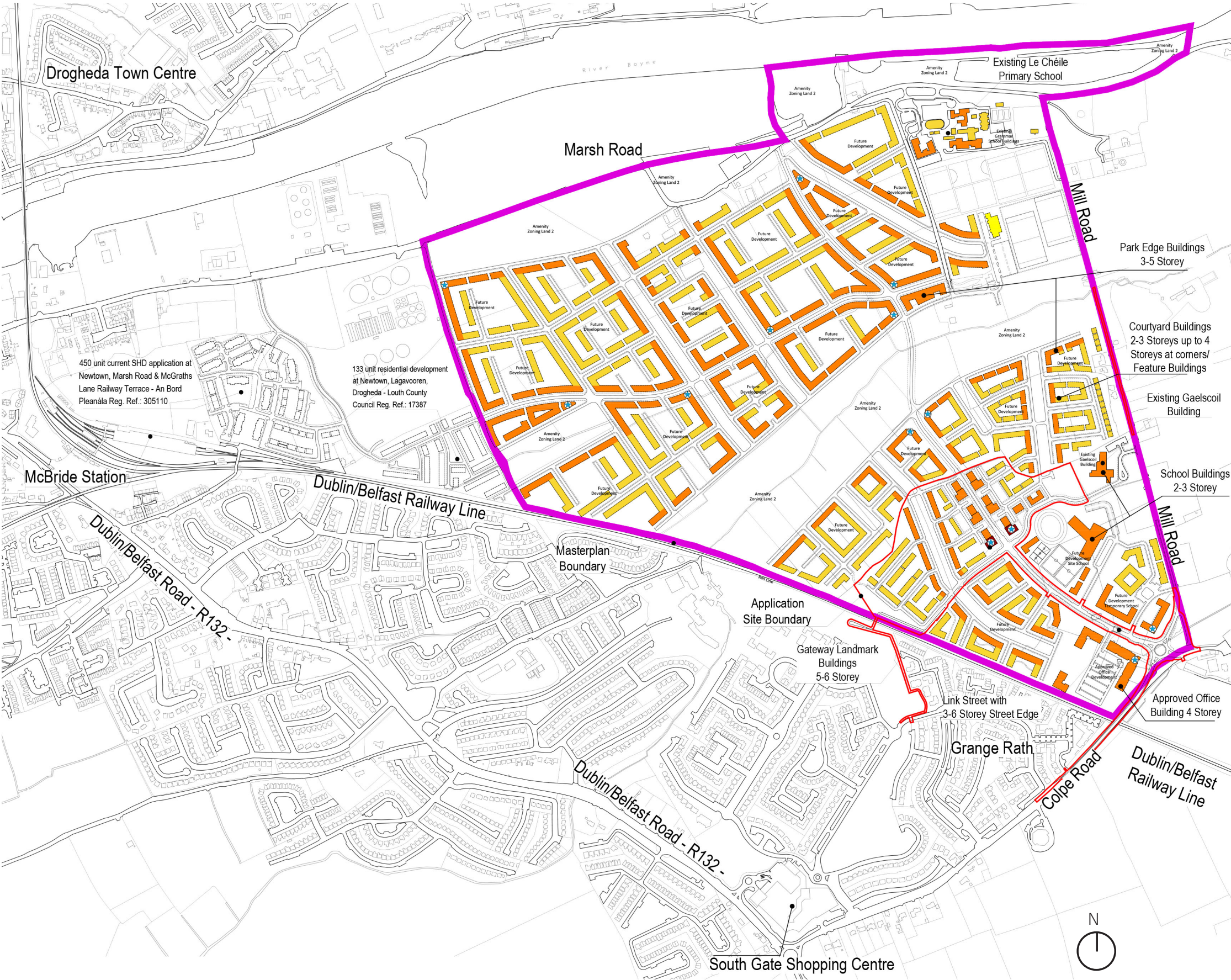
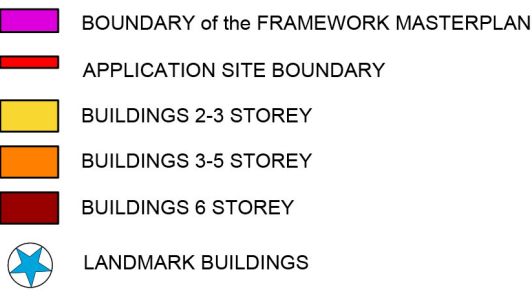


Road Hierarchy



### 13. Urban Form and Building Form and Building Height

The figure below illustrates how the built form and building height of potential future development within the UDFP lands could tie in effectively with the current SHD development proposal. This illustrative layout drawing sets out how potential future developments, to be delivered by others, could ensure appropriate heights and built form onto key routes and open space areas, while maintaining an appropriately urban, orthogonal layout traversed and intersected by higher order link streets. This masterplan drawing also demonstrates how the permitted and existing elements of development in the area fit in with this potential future layout for the area.

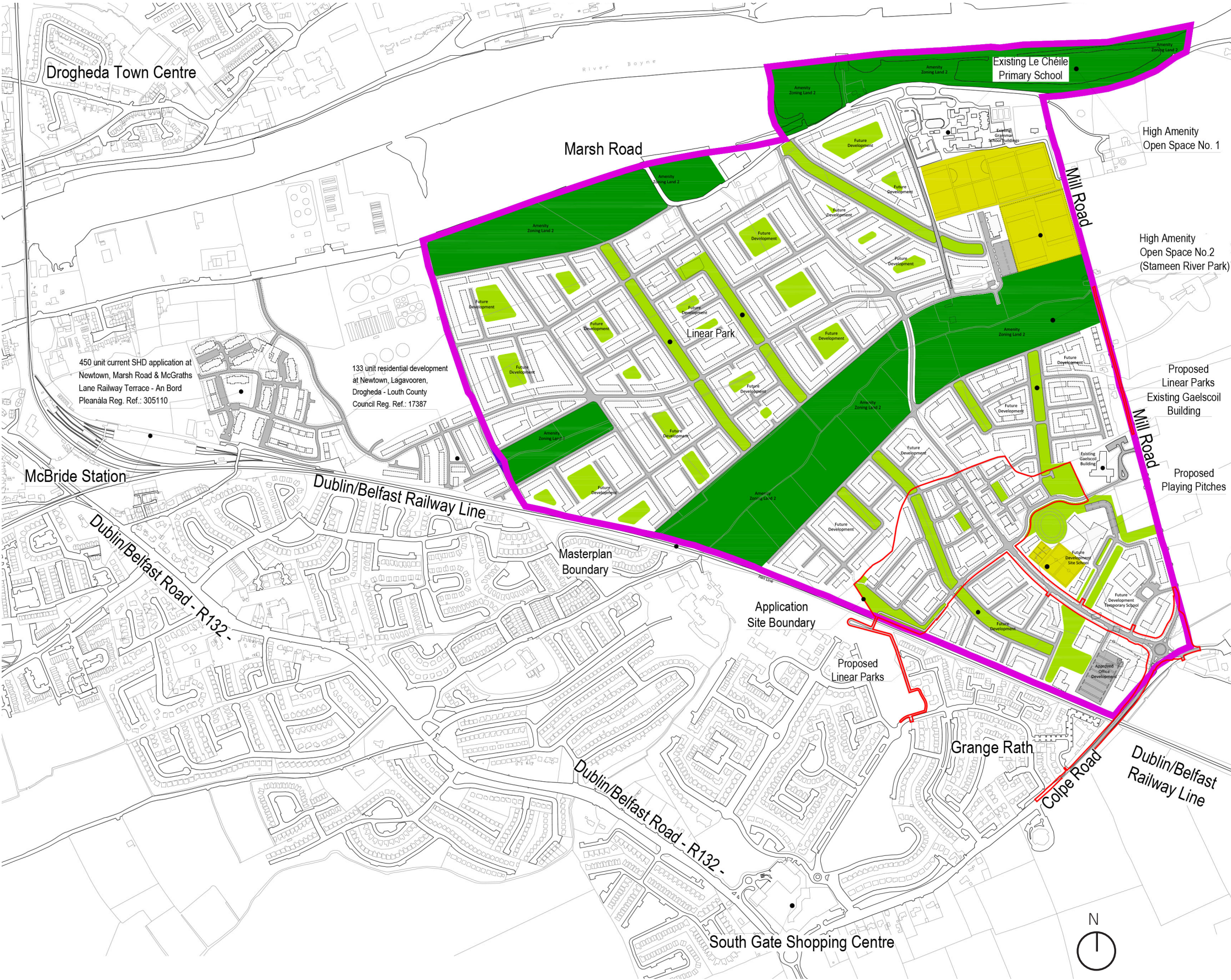


Building Heights



# 14. Green Infrastructure and Open Space

The green infrastructure and open space strategy for the masterplan lands takes as a baseline the areas of the overall UDFP landholding which are specifically zoned for open space provision and links these major open spaces with an integrated network of open space interspersed throughout the illustrative development layout. This element of the masterplan demonstrates how the open spaces within the proposed development (including the main linear park) tie in with a potential future green infrastructure network for the wider area, creating an integrated series of open spaces and recreational areas linking with major open space zoned areas.



Green Infrastructures



## 15. Conclusions

This masterplan brochure has been prepared by DDA Architects and John Spain Associates in association with DBFL Consulting Engineers and Dermot Foley Landscape Architects to accompany the current Strategic Housing Development application to An Bord Pleanála in respect of a residential development of 357 no. units and a childcare facility at Colp West, Drogheda, Co. Meath.

This indicative masterplan builds upon the principles set out within the Urban Design Framework Plan for Mill Road and Marsh Road which was prepared by John Spain Associates in association with DBFL Consulting Engineers, and which was approved by Meath County Council in January 2018.

The masterplan demonstrates how the area surrounding the current proposed SHD application site can be developed in the future (subject to separate future planning applications and environmental assessment as required) so as to provide for a sustainable, compact expansion of the town, in accordance with the zoning and objectives for this area. The current SHD proposal constitutes an important step in the realisation of a new high-quality urban quarter and could act as a catalyst for the plan-led delivery of such development.



**Masterplan Maps – Appendix 2**





## Legend

- Masterplan Boundary
- Application Site Boundary
- High Amenity - Open Space
- Community Social Facility
- Existing Schools
- Future Schools
- Masterplan Boundary
- Drogheda Grammar School
- Approved Rugby Club
- Gaelscoil an Bhradáin Feasa SA130927
- Linear Park
- Application Site Boundary
- Future Secondary School Site
- Temporary School Ref LB190739
- New Mill Road Ref LB180620
- Approved Office Development Ref LB180620
- Dublin - Belfast Railway Line
- Proposed Pedestrian/ Cycle Bridge Link to Grange Rath



**COLP WEST SHD**  
Strategic Housing Development

MASTERPLAN



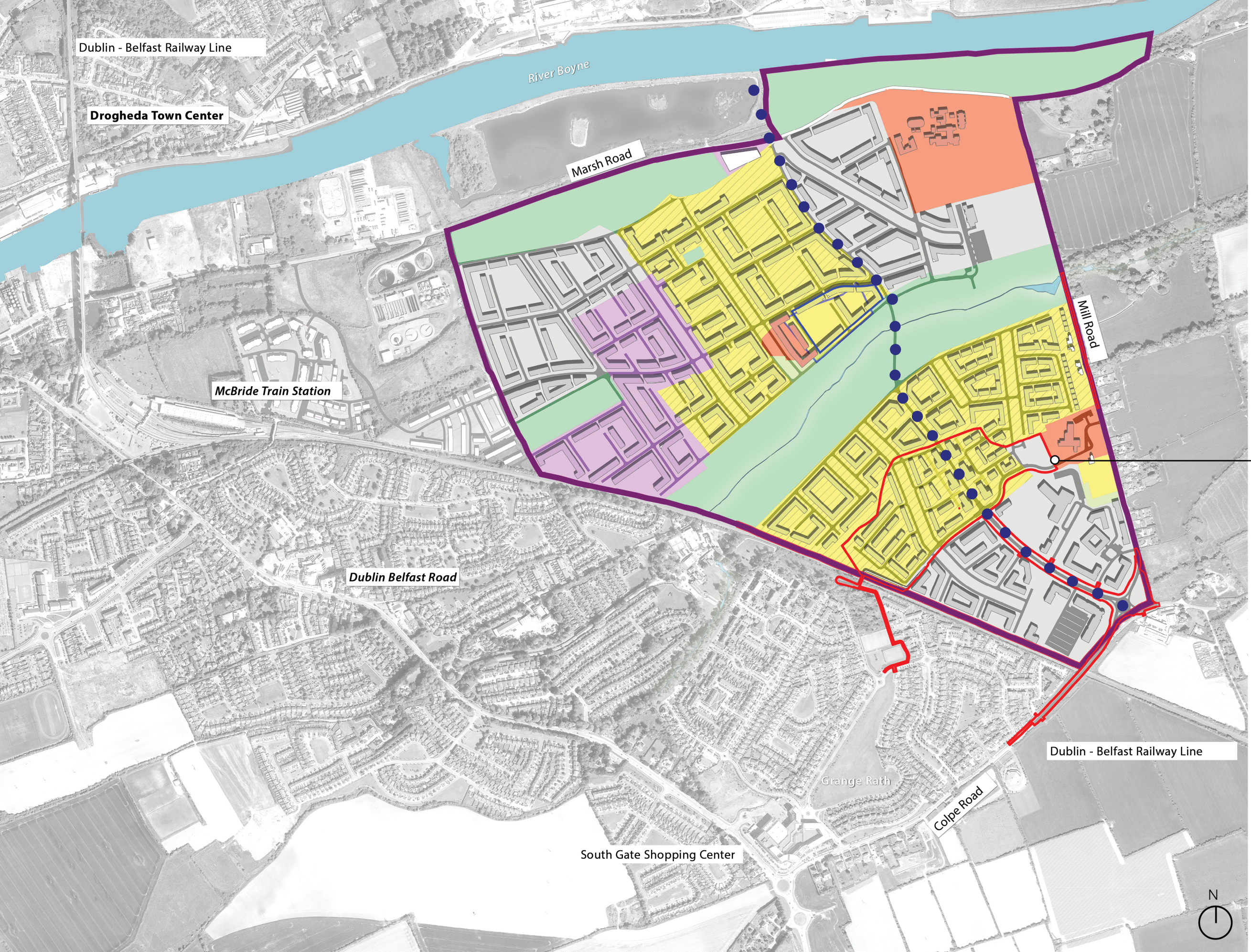


**Legend**

- Masterplan Boundary
- Application Site Boundary
- Buildings 2-3 Stories
- Buildings 3-5 Stories
- Buildings 6 Stories
- Landmark Buildings
- Masterplan Boundary
- Park Edge Buildings 3-5 Storeys
- Courtyard Buildings 2-3 Storeys up to 4 Storeys at corners/ Feature Buildings
- School Buildings 2-3 Storeys
- Gateway Landmark Building 5-6 Storeys
- Link Street with 3-6 Storey Street Edge
- Approved Office Building 4 Storeys

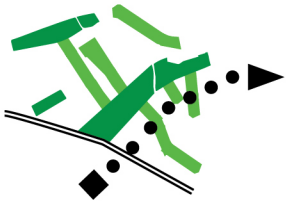






## Legend

- Masterplan Boundary
- Application Site Boundary
- A2 - Residential Community
- E3 - Logistic Warehousing
- F1 - Passive Residential Amenities
- G1 - Community Social Educational Facility
- H1 - High Amenity - Open Space -
- WI - White Lands
- Residential Phase II ( Post 2019)
- Neighbourhood Centre
- Link Street (Indicative Alignment)
- Application Site Boundary



**COLP WEST SHD**  
Strategic Housing Development

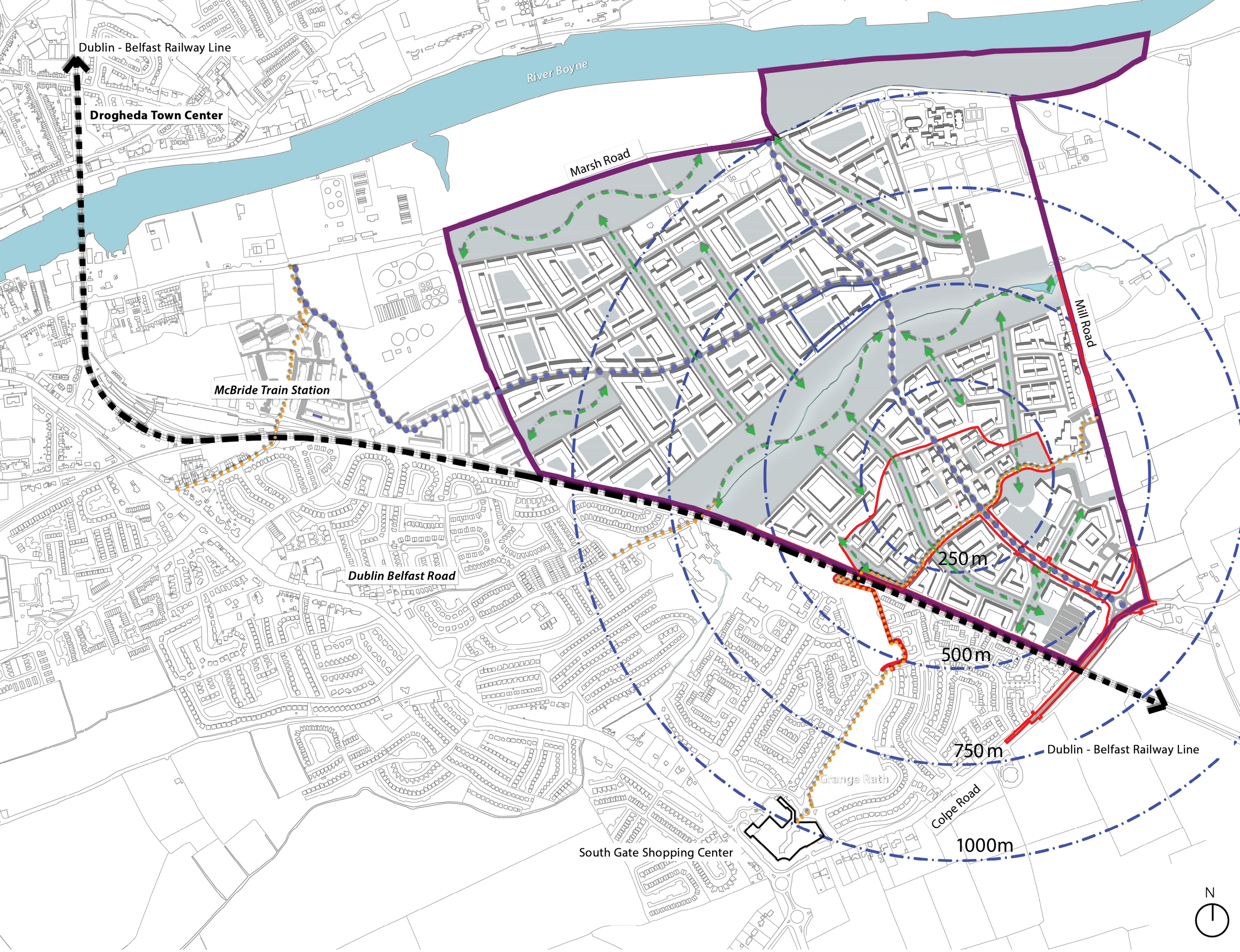
LAND USE MAP

**\*Source:**  
County Development Plan 2013 – 2019;  
Drogheda Southern Environs  
Land Use Zoning Objectives Map









# Legend

- Masterplan Boundary
- Application Site Boundary
- Dublin/Belfast Railway
- Road Connection - North/South From Colpe Road to Marsh Road
- Pedestrian Connection - East/West From Gaelscoil To Neighborhood Centre
- Green Connections
- Isochrones
- Neighbourhood Centre



**COLP WEST SHD**  
 Strategic Housing Development

CONNECTIVITY MAP

