Architectural Design Statement

LRD Planning Application to
Louth County Council for modification to residential development approved under REF: ABP-311678-21

Gort Mell, Old Slane Road and R168, Mell and Tullyallen, Drogheda, Co. Louth

For: Lagan Homes Tullyallen Ltd.

JFOC

Contents

Introduction

This LRD planning application has been prepared for a residential development at Gort Mell, Old Slane Road and R168, Mell and Tullyallen, Drogheda, Co. Louth on behalf of Lagan Homes Tullyallen Ltd. A scheme for 237 dwellings and a creche on this site was previously approved under reg. ref. ABP-311678-21 and amended under P.A. Ref. 2360368. This application is for a modification to the design of 207 of the dwellings.

A Section 247 Pre-Planning Meeting was held between Louth County Council, Lagan Homes Tullyallen Ltd and the Design Team on 11th October 2023 under reg. ref. LRD014. Following this, an LRD Pre-Planning Meeting was held on 31st January 2024. A detailed opinion was received from Louth County Council on 21st February 2024. This planning application has taken account of all items included in this opinion. Stephen Ward and Associates Planning Consultants have prepared a detailed response to the opinion.

Publication recently of proposed updates to government policy in support of Low-Rise, Medium/ High Density housing: Department of Housing, Local Government and Heritage 'Sustainable and Compact Settlement Guidelines for Planning Authorities' in January 2024' has allowed new opportunities to emerge in the layout and composition of development on this site.

We explore in this proposal how they can be implemented and create a high quality neighbourhood comprising largely of houses and exclusively of own door units.

The approved scheme provides for 237 dwellings ranging from single to five storeys, in a proportion of 151 apartments and 86 houses.

With the new policy approach, the revised proposal provides for the same number of dwellings (237), with 195 houses and 42 duplex apartments, of between single, two and three storeys, all of which have own door access. Thirty dwellings approved under the original planning application, and revised under planning reg. ref. 2360368 are currently under construction, with this planning application relating to modified proposals for the remaining 207 dwellings and the creche.

In their analysis of the potential for Low-Rise, Medium/ High Density housing for Ireland, the RIAI has identified that the current formula, whilst achieving the required density, does not generally produce the high standards of sustainable residential communities to which architects, urban designers and the general public aspires. The result has been that low density enclaves of houses and high density enclaves of apartments , as opposed to sustainable integrated neighborhoods and communities have been common solutions.

The SCSG outlines that the continued application of suburban housing standards dating from the early 1900's is hampering innovation in the housing sector in Ireland. In particular, a reliance on suburban housing standards is precluding compact housing models that have the potential to offer a broader range of housing options in urban areas and provide for the more efficient use of zoned and serviced land.

Low-rise medium density housing models are common in the UK and Europe and offer significant potential to contribute to compact urban growth when applied at the right locations.

We believe that a more sustainable, and affordable and integrated solution that provides housing at an appropriate density can be achieved on this site with the considered implementation of the new guidelines.

The key design principles that alter previous norms we are working with are listed below.

- Firstly, a reduction in back gardens dimensions between opposing first floor windows from 22m to 16m. This most powerful of changes reverses a century of low-density suburban policy and recognizes that adequate privacy is much more a function of design than of distance per se.

- Secondly a change to private open space to provide in each case:
  1 bed house 20 sq. metre min
  2 bed house 30 sq. metre min
  3 bed house 40 sq. metre min
  4 bed + house 50 sq. metre min

- Finally, a reduction in carparking provision in accordance with the National Sustainable Mobility Policy 2022 and in CAP23 for reduced private car travel

Quality of Design and Placemaking are emphasized in the document and we respond to this with the design of a legible urban form and the distinctive natural park area beside the Mell stream and ravine area, supplemented with pocket parks embedded close to dwellings. Active streetscapes and high levels of passive surveillance are provided throughout the proposals.

These proposed changes allow for a neighbourhood that is not dominated by the car, has a rich and diverse spatial experience, is safe for play and for socialising with your neighbours.

JFOC Architect's previous work in medium density low-rise development was selected for inclusion in the Housing Agency/Irish Architecture Foundation exhibition Housing Unlocked in 2022. Continued engagement with this research led us to win the recent RIAI Town Centre Living competition for a site in Roscrea.

Practice Profile

JFOC Architects was founded in 1987 by John O'Connor and the directors now include Dominic Stevens & Claire McManus.

As a design-led practice with strong technical competencies, we specialise in large-scale housing for the public and private sectors, with over nine thousand high-quality housing units delivered to date and a further fifteen hundred dwellings currently on site or in the design and planning process. Our other specialisations include commercial, public and religious buildings.

The practice is involved in ongoing research projects as well as guiding the profession. Dominic lectures at the Dublin School of Architecture, TUD (formerly DIT); and is a member of ARENA, the European architectural research network. Claire is the RIAI Spokeswoman on Housing and is a sitting member of the RIAI Council. She holds an MBA and is involved in the research and the development of RIAI policy with respect to Housing and Building Control.

Low - Rise/ High Density Housing is an area of particular interest to JFOC Architects.

The Irish Architecture Foundation / Housing Agency exhibition "Housing Unlocked" in 2022 selected our proposal for "Homes4Community".

This proposal illustrated new solutions for economic, practical and desirable homes in a wonderful open green setting, while having the high density required to support local services and viable communal amenities , making a strong argument for a low rise, high density form of development. We developed this proposal in collaboration with timber frame manufacturers and with a community led housing group, Common Ground.

Communities are formed in the spaces between dwellings. These must be carefully designed to nurture the formation of community. Our proposal provides a series of spaces for these interactions; from a shared bench at the front door to open green spaces. It fosters a strong sense of community, yet remains affordable.

We were delighted to win the commission through the RIAI Town Centre Living Competition for a social housing project in Roscrea, one of four projects selected from over one hundred entries. This is an examplar project on low-rise high density housing.

We proposed a project that feels as if it has always been a part of Roscrea while creating a series of new interlinked small scale public spaces grafted onto the existing flow of the town.

This project serves to tidy up a slightly ragged edge of town condition, in the spirit of the existing masterplan. We propose a “mini-landmark” on this prominent corner, a destination on a sunny day, connected back to the main street down existing pedestrian routes.

Three new public spaces are created:

1) An active street on Gantly Road with trees and places to sit.

2) A new urban plaza at the corner of Gantly Road and Chapel Lane. This plaza provides an access into the centre of the courtyard.

3) A central courtyard public open space.

Roscrea features excellent urban housing such as that at Limerick Street that has been an influence on this scheme. Oblique corner buildings and undercroft access to laneways and open spaces are typical characteristics of Irish towns that we have incorporated into the inspiration for the design.

This is a medium density medium rise proposal at a density of approx. 58 dwellings per hectare while offering own door access to all.

The new Low-Rise High Density Housing outlined in the SCSG opens up the opportunity to extend this research onto larger sites such as Gort Mell, Drogheda.

Development Desciption

The LRD planning application seeks modifications to the permitted SHD (APB-311678-21, as amended under P.A. Ref. 2360368) and the application relates to 207 of the 237 permitted dwellings and the construction of the crèche as a standalone building (crèche is permitted as integral part of one of the apartment buildings in the permitted development). The modifications proposed do not affect the 30no. permitted dwellings currently under construction (Amendment permission P.A. Ref. 2360368) other than a minor boundary adjustment to the garden boundary of No. 30. The modifications provide for amendments to the design, layout and dwelling types including the omission of two permitted apartment buildings (111no. apartments) with associated modifications to the road layout and distribution of public open space, car parking, site services and site development works including the undergrounding of ESB overhead lines and associated diversion works. The 207no. new house types and apartments proposed have a residential mix of 21no. 1-bed, 49no. 2-bed, 115no. 3-bed & 22no. 4-bed, one, two and three storey in height in detached, semi-detached and terraced formats. The overall number of dwellings as permitted under the SHD (APB-311678-21, as amended under P.A. Ref. 2360368) will remain unchanged at 237 dwellings. The overall permitted dwelling mix will change from 147no. apartments and 90no. houses, to 42no. apartments and 195no. houses. The mix of dwellings within the entire SHD site will be amended from 19no. 1-bed, 96no. 2-bed, 109no. 3-bed and 13no. 4-bed (as permitted under APB-311678-21 and amended under P.A. Ref. 2360368), to 21no. 1-bed, 49no. 2-bed, 142no. 3-bed and 25no. 4-bed. This planning application also seeks permission for 2no. ESB substations required to serve the proposed development. This planning application will be accompanied by a Natura Impact Statement (NIS).

Design Team and Supporting Documentation

View towards duplexes on northern boundary

This planning application has been prepared collaboratively by the design team for this project.

Client:	Lagan Homes Tullyallen Ltd.	**LH**
Architect:	JFOC Architects	**JFOC**
Landscape Architect:	Niall Montgomery + Partners Architects + Landscape Architects	**NMP**
Planning Consultant:	Stephen Ward and Associates	**SWA**
C&S Engineers:	Waterman Moylan Consulting Engineers	**WM**
M&E Engineers:	Waterman Moylan Consulting Engineers	**WM**

Supporting Documentation has been provided by:

Arborist:	Charlec McCorkell	**CMcC**
Ecologist:	Pat Doherty	**PH**
Acoustic Consultant:	Amplitude Acoustics	**AA**
Archaeologist:	Claire Walsh	**CW**
Daylight and Sunlight Consultant:	IES	**IES**

Supporting Documentation for this pre-planning consultation is summarised below. A full Schedule of Documentation also accompanies the application:

- Architectural drawings including Site Location Map, Site Layout Plans, Phasing Plan, Dwelling types, Creche Design and Contiguous Elevations and Site Sections
- Architectural Design Statement
- Housing Quality Assessment
- Schedule of Housing Mix
- Palette of Materials
- Part V Allocation proposal
- Engineering Site Layouts
- Engineering Services Reports including Flood Risk Assessment, Energy Report. A Traffic and Transport Assessment and DMURS Report will be prepared for the full Planning Application
- Landscape Masterplan, Boundary Treatment and Landscape Design Report
- Acoustic Design Statement
- Archaeological Impact Statement
- Ecological Impact Assessment
- Daylight and Overshadowing Study
- Heritage Impast Assessment
- Appropriate Assessment
- EIA Screening
- Uisce Éireann Statement of Design Acceptance

Section 247 - Pre Planning Process

View towards courtyard of houses along western boundary

The design team have engaged in pre-application consultation with Louth County Council in the development of proposals for this site. An iterative process of design refinement and improvement has led to a comprehensive, coherent and community oriented design scheme. The first 30 dwellings on this site, currently under construction, will be completed as previously approved by An Bord Pleanala under the SHD Process, and as amended under reg. ref. 2360368.

Following the first section 247 meeting with Louth County Council in October 2023, the scheme was refined and the concerns of the council addressed. In particular:

House alongside the western Boundary
The details for this bespoke solution to use the built form of the houses to act as an acoustic barrier, while creating attractive and cosy courtyard spaces for residents have been further developed and detailed. We have used a 3D model to create a video of how this space works to illustrate the quality and amenity of these spaces. A shared courtyard provides access to four houses in a landscaped home-zone, with carparking provided for the two rear houses in this courtyard. This space has been autotracked by Waterman Moylan Engineers to ensure safe access and egress. The 2m. high boundary walls to protect the private amenity spaces have been broken up by access gates. Hedgerow planting to the front of these walls will further enhance the quality of these courtyards. To the rear of these houses, windows facing the motorway will be fixed glazing, and will follow the standards outlined in the Acoustic Report by Amplitude Acoustics. A yard area to the rear of the end-terrace and semi-detached houses will provide for bin and bicycle storage. Mid terrace houses will be provided with bin and bicycle storage in their main gardens. These rear yards provide added benefit to these houses, but have not been included as a part of the private amenity space in the HQA.

The link below is for a video of the O type houses, gardens and access courtyards. This video has also been provided on a CD as a part of this planning submission.

https://youtu.be/4XnpN3Na6J4

Childcare Provision
A creche has been designed to provide for 58 No. children and 11 No. staff in line with the requirements of the Planning and Development Regulations and the Louth County Development Plan. The Childcare Assessment and Planning Report from Stephen Ward and Associates Planning Consultants gives further detail on the requirements for a creche. The detailed design of the creche is illustrated in the accompanying documentation.

Carparking
Carparking has been provided at a rate of 2 No. spaces per three or four bedroom house, 1 No. space per 2 bedroom house, 1 No. space per duplex apartment, and 1 No. visitor space for every 3 duplex apartments. Total carparking provision: 429 car parking spaces.

LRD - Pre Planning Process

As per the LRD Planning Regulations, a pre-planning meeting was held on 31st January 2024, and Louth County Council reverted with a report on 21st February with their opinion as to whether or not the documents submitted for the purposes of the meeting constitute a reasonable basis on which to make an LRD planning application. SWA Planning Consutants have provided a full response to the Opinion as a part of the planning documentation.

The following items from the opinion relate directly to the architecture of the scheme and have been dealt with directly in the Architectural Design Statement and accompanying documents.

1. Appropriate Assessment

The extant SHD scheme (APB-311678-21) was the subject of a Natura Impact Statement (NIS) due to a hydrological pathway identified connecting the project site to a number of European Sites and the potential to convey pollutants from the project site to those European Sites. The proposed modification to the extant permission has been the subject of a AA Screening Report which has found that the proposed amendments are minor in scale and represent minor changes to the consented SHD project that will not will not result in the potential for any additional impacts to European Sites over and above those that have already been identified in the Natura Impact Statement for the planning-approved SHD project and subject to Appropriate Assessment. While the findings of the AA Screening report are not disputed, it is recommended that such findings are included as part of an updated NIS for the entire development as opposed to an AA screening report on the modified portion of the overall scheme. In the absence of an updated NIS it is not possible to determine the potential impacts of the proposed development on any SAC or SPA.

Please refer to the updated NIS and Appropriate Assessment prepared by Pat Doherty and the response to the opinion prepared by Stephen Ward and Associates Planning Consultants.

2. Material Contravention of the Louth County Development Plan 2021-2027 (CDP)

It is recognised that the quantitative standards for private open space for houses as set out in the CDP do not align with the quantitative standards as prescribed under SPPR 2 in the new "Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities" (2024). Specifically, the CDP requires a minimum standard of 60sqm private amenity space for 1-2 bedroom dwellings and a minimum standard of 80sqm private amenity space for 3+ bedroom dwellings, whereas the new Guidelines require a minimum standard of 30sqm private amenity space for a 2 bedroom dwelling, a minimum standard of 40sqm private amenity space for a 3 bedroom dwelling and a minimum standard of 50sqm private amenity space for 4 bedroom dwelling.

The development has been designed in accordance with SPPR 2 of the Sustainable Residential Development and Compact Settlement Guidelines. Please refer to the response to the opinion by Stephen Ward and Associates.

The prospective applicant has submitted a Housing Quality Assessment (HQA) in Appendix D of the Statement of Consistency. The HQA indicates that all houses meet or exceed the minimum requirement for private open space, in accordance with SPPR 2 of the "Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities". However, in terms of compliance with the CDP it is noted that the proposed private open space standards for all 2 bed and 3 bed houses are significantly below the minimum standard as set out in Section 13.8.7 of the CDP and as such to permit such standards would constitute a material contravention of the CDP and would be premature, pending a variation to the CDP to aligning it with SPPR 2 of the "Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities".

A Housing Quality Assessment, including a full schedule of all private gardens and private amenity areas accompanies this planning application. We note that the total area of private amenity space for the proposed scheme is 12,356 sqm., which exceeds the total area of private amenity space provided with the approved scheme for 237 dwellings of 10452 sqm.

3. Public Open Space

While the proposed Public Open Space provision of 14% of net site area is compliant with SPPR 3 of the "Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities" (2024) it does not take into account Section 13.8.15 of the CDP which seeks a higher standard of 15%. The prospective applicant shall amend the Public Open Space provision to comply with Section 13.8.5 of the CDP.

We confirm that the revised proposals for this development provide for Public Open Space that equates to 15% of the Nett Site Area, in accordance with the Louth County Development Plan. In addition, we note that with the added benefit of the amenity space provided by the riparian corridor and 'ravine' area to the east of the site, 26% of the gross site area contributes to the visual amenity, green infrastructure and biodiversity of the site.

LRD - Pre Planning Process

4. Daylight and Sunlight Analysis

The Daylight and Sunlight Assessment undertaken by IES does not examine the entirety of the proposed modification to the extant permission, rather the assessment includes only a sample of 18 units out of the proposed 207 units in the development. The sample identifies that only 11 out of the 18 sample units receive the minimum recommended 2 hours of sunlight on 21st March over at least 50% of their garden/amenity areas. The IES assessment appears to suggest that the development meets the minimum sunlight standards as set out in the BRE Guide (3rd Edition) but this is at odds with the results included in Section 5.2.1 to 5.2.3 of that assessment. It is recommended that further analysis is undertaken with regard to the sunlight assessment and that the assessment is extended to all 207 units within the site to ensure compliance with the BRE Guide (3rd Edition). It is further recommended that the IES assessment is extended all units for assessment of daylight, view out and glare.

Please refer to the Daylight and Sunlight Report prepared by IES in support of this planning application.

5. Noise Levels

The acoustic design statement prepared by Amplitude Acoustics has concluded that acoustic screening will significantly reduce the external noise level on-site to largely below the 50-55dB threshold for amenity spaces, thought the statement does identify that there will be a limited area between 55-60dB LAeq 16 hours. The acoustic design statement also reports that future noise levels are expected to rise by between 1-2dB over the next 10 years. The prospective applicant is recommended to investigate additional noise reduction measures on site to take account of those areas where the external noise level exceeds the 55dB LAeq 16 hours threshold. The prospective applicant is also recommended to investigate additional noise reduction measures factoring in expected future noise level increases of 1-2dB over the next 10 years.

Please refer to the enclosed Acoustic Design Statement by Ampliture Acoustics that has taken account of these requirements

SPECIFIC INFORMAITON TO BE INCLUDED WITH THE PLANNING APPLICATION

Statement of Consistency (SOC)

The SOC by Stephen Ward Town Planning and Development Consultants Limited needs to be updated to reflect the new “Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities”.

In addition to the SOC by SWA Planning Consultants that accompanies this planning application, this Architectural Design Statement also demonstrates detailed compliance with the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities”.

LRD - Pre Planning Process

Separation Distances

Proposed minimum separation distances of 16m have been generally observed between directly opposing first floor habitable rooms in accordance with SPPR 1 of the "Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities" (2024) but do not take into account Section 13.8.9.1 of the CDP which seeks a higher standard of a minimum of 22m separation between directly opposing first floor habitable rooms. The prospective applicant is advised to justify the reduction in the CDP minimum separation distance standard on design grounds, irrespective of the standard as prescribed in SPPR 1, to ensure compliance with CDP standards. Alternatively, the prospective applicant shall increase the proposed separation distances to 22m as per Section 13.8.9.1 of the CDP.

We confirm that the proposed development has been carefully and considerately designed in accordance with SPPR1 of the "Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities". Seperation distances between directly opposing first floor windows are a minimum of 16m. Where there are no directly opposing first floor windows, reduced distances of 14m. minimum have been utilised, while ensuring the provision of private amenity space for all dwellings. As this is a new benchmark for planning in Ireland, we have provided detailed descriptions of the amenity of rear gardens and internal dwellings. In addition to the use of detailed plans, sections, 3D renderings and videos by JFOC Architects and, detailed plans and sections of gardens by NMP Landscape Architects, IES have carried out extensive Daylight and Sulight Analysis of this site, in excess of any testing that would normally be carried out for two and three storey housing. SWA Planning Consultants have compiled a Residenital Amenity Report that compiles the design and testing of the proposals by the whole design team to demonstrate the high quality and amenity of the proposed residentlal development. These proposals demonstrate the clear gains to be made in the public realm, sustainable density and residential amenity that these new guidelines allow for. In place of an unbalanced scheme with low density housing with larger gardens on a large part of the site, and a high density apartment development with small balconies and terraces on the remainder, a scheme of all own-door dwellings with less than 18% apartments in duplex apartments at the same overall density provides for a stronger urban realm and a more equitable distribution of residenial amenity.

Boundary Treatment

1. The prospective applicant is advised to amend the proposed boundary treatment at the rear of residential properties from 2m high concrete post and concrete panel fencing to 2m high block wall.

2. The prospective applicant is advised to amend the proposed side boundaries between properties from 1.8m high concrete post and timber panel fencing to 2m high concrete post and timber panel fencing.

Please refer to the enclosed Landscape Architect drawings in regards to the details of the proposed boundary treatments. We confirm that the proposed boundary treatment to the rear of residential properties will be 2m. high block walls generally. Please note that to the rear of the properties along the western boundary of the site, beside the dense tree planting to the motorway, a concrete post and panel fence has been proposed as per the recommendation of our Arborist Charles McCorkell for the protection of trees. The areas to the rear of these houses is additional amenity space, and not the main garden/ private amenity space. The proposed side boundaries between properties will be 2m. high concrete post and timber panel fencing.

Phasing

The prospective applicant shall amend the proposed phasing strategy outlined in Drawing No. 22.127.PP2002, bringing forward the proposed crèche building from Phase 3 into Phase 1 or early Phase Two to facilitate early delivery of key infrastructure associated with this large residential development.

Please refer to JFOC Architects Phasing drawing included as a part of the planning application. We confirm that the creche will be proposed as a part of Phase 1 of the proposed development.

Contiguous Elevations

The prospective applicant shall amend Contiguous Elevation No.3 so that it is consistent with the site layout plan.

Contiguous elevations have been updated to align with the site layout plan. Additional site sections have been provided to illustrate the detailed proposals for this development.

LRD - Pre Planning Process

Carparking

This site would be considered as “Area 3” Lands – 2 spaces per Unit (apt or dwelling) as per 13.16.12 of the CDP. The prospective applicant has provided carparking for the houses as per SPPR 4 of the “Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities” (2024), i.e. 1 parking space per 2 bedroom house and 2 parking spaces for each house with 3 or more bedrooms, but has not factored in the carparking requirements as out in 13.16.12. This has resulted in a shortfall of 28 spaces in relation to the 28 no. 2-bed dwellings. The CDP does allow for a reduction in parking provisions where it is supported by a Transport Mobility Management Plan (TMMP), but there is no such TMMP submitted. The prospective applicant is recommended to either provide 2 parking space per 2 bedroom house or justify the reduction in carparking to 1 space for this units type by way of a TMMP.

Please refer to the Travel Plan prepared by Waterman Moylan Consulting Engineers to accompany this planning application that includes a Transport Mobility Management Plan and a detailed assessment of the car parking requirements fo this site.

JFOC Archtiects Schedule of Accomodation and Quality Housing Assessment outline the detailed provision of carparking. Parking has been provided for the residents, for visitors and for the creche. In addition, designated EV Charging points and Accessible Parking Spaces have been provided.

Traffic and Transport, including layout of internal streets

1. To support the retrospective provision of walking and cycling infrastructure in existing settlements, where feasible, to achieve growth in sustainable mobility and strengthen and improve the walking and cycling, the prospective applicant shall provide for a sterile section of land(s) on the boundary adjoining the public road for the provision of footpath(s) and cycle path(s) that comply with the widths outlined in section 2.6 & Table 2.2 of “The Cycle Design Manual” i.e. footpath width 1.8m, cycle path width 2m and buffer zone of 0.5m i.e. 4.3m. All boundary fences / walls associated with said application shall be set clear of this sterile lands for the future provision of cycle / walking infrastructure. Further development of the plans provided is required.

2. Details are required to demonstrate road centreline radii including chicanes are designed in accordance with DMURS.
3. Autotracking details are required for large self-loading bin lorries and service vehicles throughout the modified development.
4. Layout plans are required demonstrating road gradients in accordance with DMURS.
5. Sightline details are required in accordance with DMURS, parking and planting on current plans will need to be amended to comply with this.
6. Junction radii shall be provided in accordance with DMURS.
7. Turning bays shall be incorporated to avoid long reversing movements by large vehicles. Turning bay opposite house number 74 shall be in accordance with Recommendations for Site Development Works for Housing Areas figure 2.2 type (ii) Published by the Department of Environment.
8. The proposed 4.8m wide shared space provides a narrow corridor between the houses at the west and those at the east. Where there are links between streets these must be adequately designed in width to facilitate 2-way traffic (minimum 5.5m wide) and provide for footpath on both sides of the street particularly on the main pedestrian desire lines.

Please refer to the enclosed road site layouts, Traffic and Transport Asessment including a DMURS Compliance Statement and Travel Plan from Waterman Moylan Consulting Engineers for a detailed response in respect of traffic, transport and layout of internal streets. Autotracking, road gradients, sightlines. junction radii and turning heads have been included on the enclosed layouts, deonstrating compliance with DMURS and the Recommendations for Site Development Works for Housing Areas.

The layout has been updated to ensure main links are designed as link or local streets with 5.5m carriagewaysand associated footpaths, while shared surfaces are provided

Connectivity and the safe movement of pedestrians has been a priority in the proposed design. Shared Surfaces/ Home Zones have been utilised where appropriate. JFOC Architects have provided a road hierarchy diagram to accompany the planning application.

Irish Water

1. The prospective applicant should submit a new Pre-Connection Enquiry (PCE) to Irish Water as the existing Confirmation of Feasibility (COF) dated July 2023. A valid COF is required with any LRD planning application.

A new COF has been received from Uisce Eireann and is enclosed with the planning application as a part of the Engineering Services package by Waterman Moylan Consulting Engineers.

Department of Housing, Local Government and Heritage

1. It is noted that there does not appear to be any mention that the Mell or Kenny Stream on the eastern boundary of the development site, and the ravine through which it runs south towards the River Boyne, form part of the Waterunderbridge-Dry Bridge County Geological Heritage Site. The Department considers it would be desirable that the prospective applicant reflect as to whether appreciation of the karstic nature of the Mell Stream bed and ravine might require revision of their conclusions within the EIA Screening Report, the AA Screening report and NIS Statement, the EcIA and the Engineering Assessment report as to the possible ecological impacts of the development proposed and the treatment of the surface water drainage from the development which is to be directed to an outfall on this stream. It is also recommended that the prospective applicant should request the opinion of the Geological Survey of Ireland as to whether the proposed development as modified might detrimentally affect the scientific value of the Waterunderbridge-Dry Bridge County Geological Heritage Site and how any potential detrimental effects on the latter site might be mitigated.

Please refer to the response to the opinion by Stephen Ward and Associates.

Site Description

The subject site of the application was a greenfield site on the western edge of Drogheda, with an existing planning permission for 237 dwellings. Construction of the first 30 dwellings has commenced, and the site is now an active construction site. This application is for a modification of the design of the remaining 207 dwellings. The Southern Boundary of the site faces the Old Slane Road, and one-off rural housing. Vehicular access to the site will be provided from here. The eastern boundary of the site is formed by the Mell Stream, with a 20m. Ri[parian Corridor maintained along the extent of the stream. The steep ravine beside the stream is a dominant and defining character of the site, which has been integrated into the landscape plan. The northern boundary of the site faces onto the R168, with the M1 Retail Park immediately to the east of the northern part of the site. Pedestrian and cycle access and connectivity has been provided from the site to the north. The R168 provides direct access to the M1 motorway that forms the western boundary of the site. Careful consideration of the impact of the motorway to the west has informed the layout and massing of the proposed development.

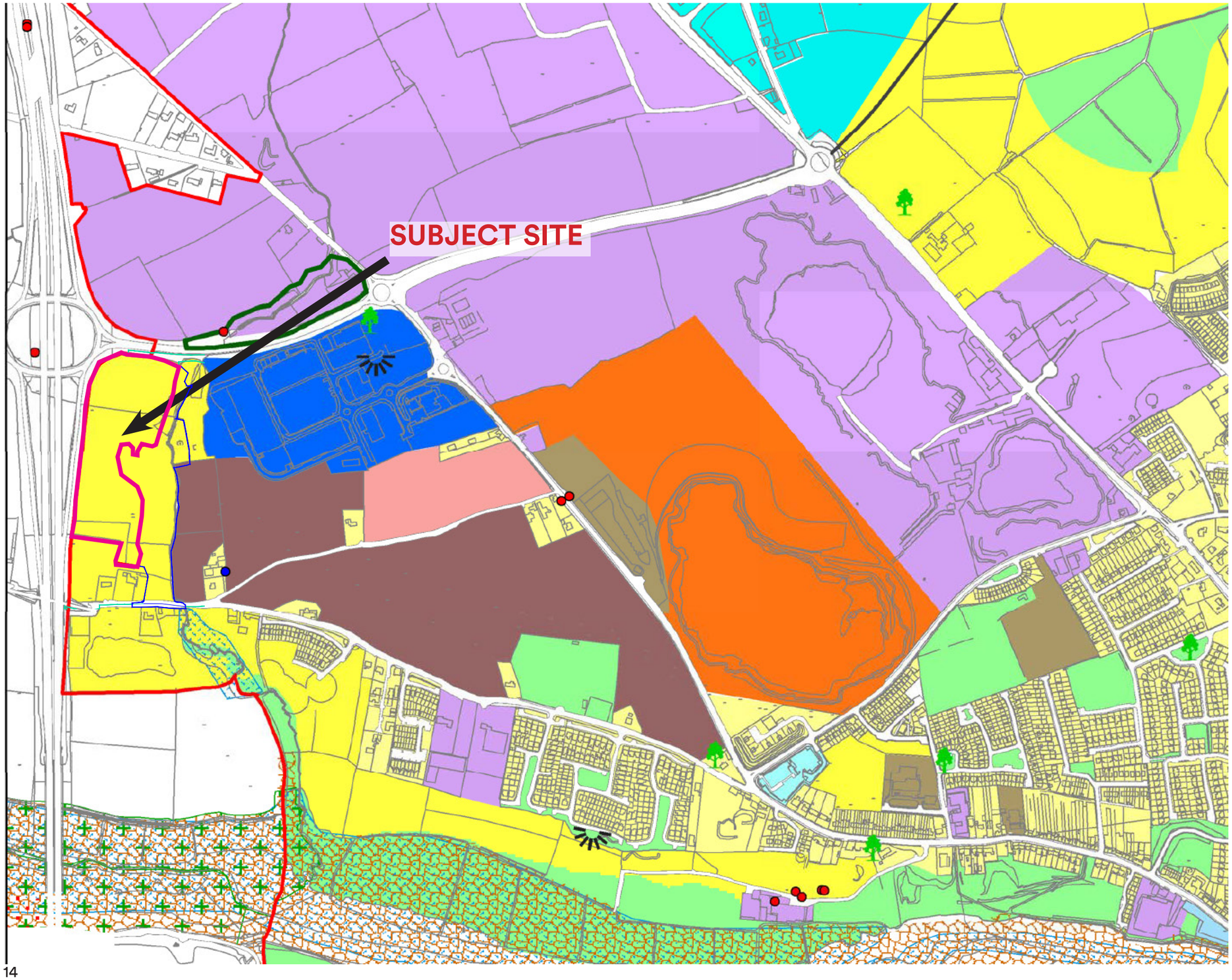
The following sections outline the strengths and weaknesses of the permitted scheme, and the opportunities for improving the sustainability and viability of the residential scheme in accordance with the Louth County Development Plan and the Compact Settlement Guidelines.

The accompanying Landscape Report from NMP Architects incudes a detailed photographic survey of the site.

Zoning

Zoning Objectice A2 - New Residential Phase 1
To provide for new residential neighbourhoods and supporting community facilities.

Guidance: This is the primary location for new residential neighbourhoods. Any development shall have a high quality design and layout with an appropriate mix of housing and associated sustainable transport links including walking, cycling, and public transport to local services and facilities. The density of the development shall be reflective of the location of the lands, with higher densities required on more centrally located areas close to employment or services, or in strategic locations along public transport networks.



Louth County
Development Plan
2021-2027

Drogheda Composite Map

LEGEND
Land Use Category

- A2 New Residential Phase 1
- B2 Neighbourhood Centre
- B3 Retail Park
- B4 District Centre
- C1 Mixed Use
- D1 Regeneration
- E1 General Employment
- G1 Community Facilities
- H1 Open Space
- I1 Tourism and Leisure
- J1 Transportation Development Hub
- J2 Public Infrastructure and Utilities
- SO Spot Objective

- Settlement Boundary
- Benefiting Lands (OPW)
- Tree Preservation Order
- Osi Vector Mapping
- Architectural Conservation Area
- Trees & Woodlands of Special Amenity Value
- Zone of Archaeological Potential
- Special Area of Conservation (NPWS)
- Special Protection Area (NPWS)
- Proposed Natural Heritage Area (NPWS)
- Port Access Northern Cross Route
- Proposed Route
- Views & Prospects
- Proposed Bridges (Indicative Location)
- Record of Protected Structures
- National Monuments (NMS)

Overview of Permitted Scheme

As per SHD REF:APB-311678-21 amended under LRD REF:2360368

Net Site Area:	6.1 Ha		
Total Units:	237		
Proposed Density:	38.5 UPH		
Public Open Space:	9,261 m2 (15%) (15% Required)		
Parking Provision:	2 Spaces per House 1 Space per Apt/Duplex 1 Visitor per 3 Apt/Duplex		
Overall Mix:			
	1 Bed	19	8%
	2 Bed	96	41%
	3 Bed	109	42%
	4 Bed	13	9%
Apartments:	151 no.	64%	
Houses:	86 no.	36%	

SWOT Analysis of Permitted Scheme

Strengths

The permitted scheme has a strong presence to the R168 road to the north of the site. This works as a **place making** condition here, giving the scheme presence in its context and marking a gateway to Drogheda.

The permitted scheme features an extensive **landscape strategy**, with a focus on the ravine and stream to the eastern boundary. This makes the most of the existing natural condition as a visual amenity and the adequate set backs by way of the riparian corridor ensure that this natural amenity is protected.

The permitted scheme has good **connectivity** and includes a pedestrian link which stretches north to south through the site along the riparian corridor. This works well in connecting the context on either side of the site and integrating the scheme into the local area. This link will be useful both for the new residents of the scheme and the existing residents in the area.

Weaknesses

The permitted scheme suffers with a layout that has an **imbalance in density**. Large apartment proposals are employed to counteract low density housing on the rest of the site. This is an inefficient use of land resources to meet density requirements that can be achieved through more sustainable and compact means.

The **acoustic strategy** used in the permitted scheme is wasteful and unsightly. A large area of the site is given to providing a substantial berm and wall to act as an acoustic barrier to the M1 motorway. In the scheme, housing is placed facing this large boundary condition. This strategy provides poor visual amenity and takes up a considerable amount of land use.

There are a large number of **north-facing gardens** in the permitted scheme. The orientation of the blocks of housing proposed do not take into account the amenity level of the gardens. Throughout the site these gardens are oversized and not the optimum use of land as a resource for housing.

The **parking strategy** of the permitted scheme does not consider the public and pedestrian realm throughout the site. The parking is proposed in front of the houses along almost all of the roads around the scheme. This leaves the public realm dominated by cars, and is not in keeping with DMURS.

Opportunities

The **public realm** in the permitted scheme can be improved by reorganising car parking across the site. There is ample space in the current layout to reposition car parking between houses for a better public realm.

There are opportunities to provide more **green infrastructure**. This could better connect open space areas to each other to form pedestrian links across the scheme in an east-west axis as well at the permitted north-south connectivity.

The **block layout** can be reconfigured to provide for a more legible urban form, currently the scheme is made up of winding roads with little definition of place or character aside from the variety of finishes proposed

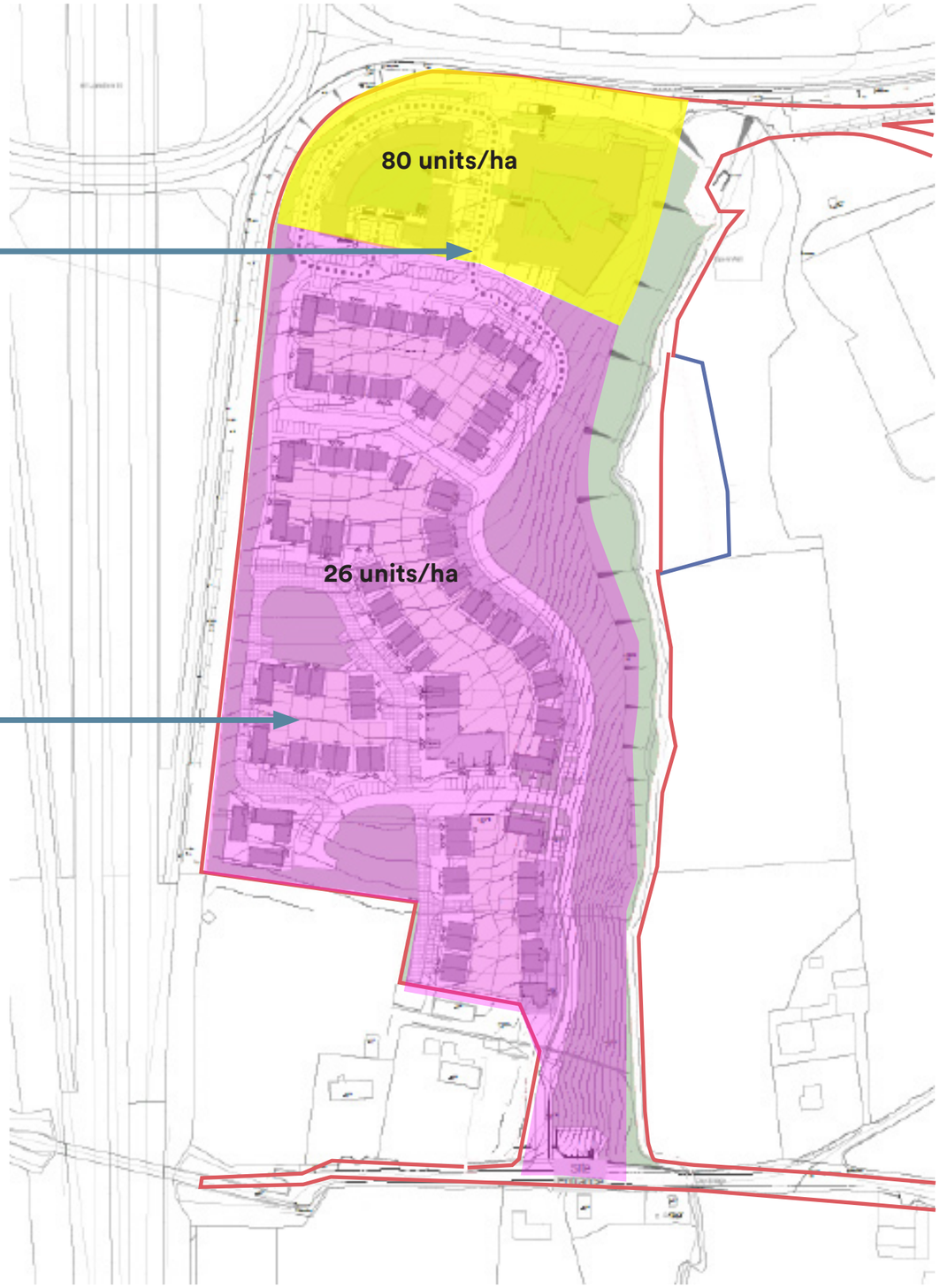
Threats

The **apartment proposals** in the permitted scheme represent a threat for the realisation of the development due to their inefficient design. The apartments rely on large underground car parking areas to meet the parking requirements and in this area they must compensate for a lack of density elsewhere in the site, which represents an inefficient use of land and resources.

Density Imbalance

5 storey over basement apartment blocks at 80 units/ha

Majority semi-detached houses at 26 units/ha



Area Subject of Amendment Application

Amendment area (red)

Remainder of site to be delivered as per grant

Legislative Context

The Sustainable and Compact Settlement Guidelines for Planning Authorities (SCSG) 2024 for Planning Authorities has been the basis for the proposed amendments to this scheme. In all other respects, it has been designed in accordance with the Louth County Development Plan. Other guidelines remain important and relevant to this proposed development and include:

Urban Design Manual (2009)

Design Standards for New Apartments (2022)

Best practice guidelines Quality Housing for Sustainable Communities (2007);

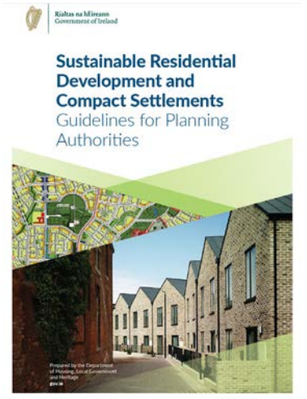
Design Manual for Urban Roads and Streets (2019)

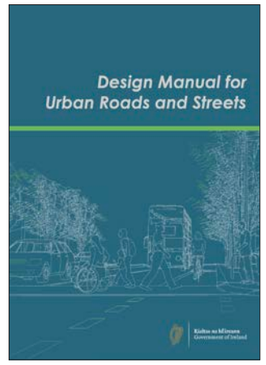
Design Manual for Quality Housing

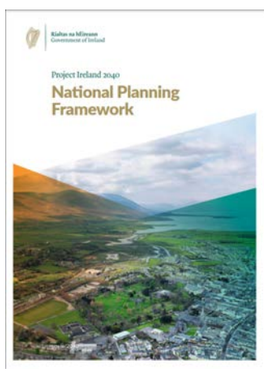
Universal Design Guidelines for Homes in Ireland (2015)

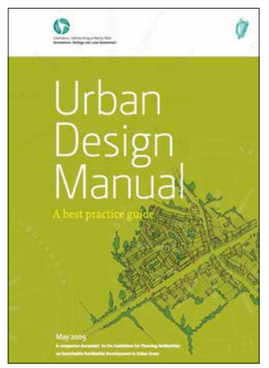
Regional and Spatial Economic Strategy - The National Planning Framework

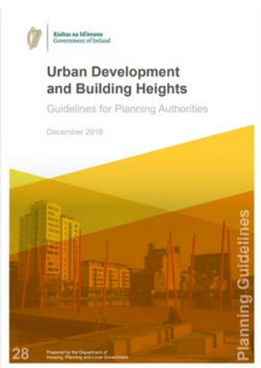
Louth County Development Plan 2021 - 2027











Development Standards

The Sustainable and Compact Settlements Guidelines (SCSG) for Planning Authorities have expanded on the high-level strategy of the NPF and set detailed criteria for residential development to support the development of compact and sustainable settlements. These guidelines will reinforce the need for more compact and efficient forms of development and the need to consider the different contexts in which housing development takes place.

Drogheda has recently been confirmed by latest census figures as Ireland's largest and fastest-growing urban area, with an increase in population leading to calls for it to potentially become the country's newest city. The population of the greater Drogheda area has now reached 67,114 according to the CSO.

Density
Under the terms of the SCSG, the appropriate density for this site is in the range of 35 - 80 dph.

Cities:
Densities of 100-300 dph in central areas,
densities of 40-200 dph in urban areas
densities of 40-80 dph in suburban & edge areas.

Metropolitan Towns:
Densities of 40-100 dph in town centres and
urban areas and densities of 35-50 dph in suburban and edge areas.

The proposed density of 38.5 dph is consistent with the SCSG and the Louth County Development Plan.

Separation
The SCSG propose a minimum separation distance of 16 metres between opposing upper floor windows that serve habitable rooms at the rear of houses and duplex units. Provision for further reductions where there are no opposing windows serving habitable rooms, and where suitable privacy measures are designed into the scheme to prevent overlooking of habitable rooms and private amenity spaces. Our proposed scheme provides for a minimum of 14m between houses where there is no overlooking of first floor windows. This is a departure from the 22m. designated in the Louth County Development Plan.

Detailed analysis of the site has been provided in the drawings, 3D renderings and supporting documentation including daylight and sunlight analysis of this site to demonstrate the high quality and amenity of the private and public realms proposed.

Private Open Space Requirements
Private amenity space has been provided in line with SPPR 2 of the SCSG as per the Table 1. of this document. This is a reduction on the sizes set out in the Louth County Development Plan as outlined in the table. As illustrated in the accompanying documents, the private gardens will be high quality spaces that have been carefully considered in the design of this sustainable and efficient residential development.

Public Open Space Requirements
PA minimum public open space requirement of 10% of the total site area (net) for new residential development in statutory development plans in set out in the SCSG. For this site in Drogheda, we have proposed a public open space provision of 15% of the nett site area in line with the Louth County Development Plan. This is in addition to the riparian corridor and stream that also provide a high quality public space and visual amenity for this site, with public amenity space accounting for 26% of the gross site area.

Car Parking Requirements
In order to meet the targets set out in the National Sustainable Mobility Policy 2022 and in CAP23 for reduced private car travel, the SCSG outlines that it will be necessary to apply a graduated approach to the management of car parkingwithin new residential development. In 'Cities', 'Metropolitan Towns' and 'Large Towns (10,000+ population)' car parking should be graduated based on location and access to services by public transport, walking and cycling. In areas of high accessibility, car-parking provision should be minimised, substantially reduced or wholly eliminated, while in areas of medium accessibility, car-parking provision should be substantially reduced. We have proposed a reduced carparking provision with a minimum of 1 space per 1 or 2 bedroom dwelling, and 2 spaces per 3 or 4 bedroom dwellings, plus additional visitor and creche carparking spaces.

Waterman Moylan have further analysed the carparking provisions and requirements in the accompanying Traffic and Transort Plan Assessment and Travel Plan.

	Houses - Louth County Development Plan 2021 – 2027		**Sustainable and Compact Settlements Guidelines (SCSG)**	**Proposal**
Unit Type	Town Centre and Infill / Brownfield Locations	Greenfield / Suburban locations		Please refer to enclosed Schedule of Accomodation & HQA
Dwelling	Minimum private open space requirement (m^2)	Minimum private open space requirement (m^2)	Minimum private open space requirement (m^2)	
1 Bedroom (2p)	50	60	20	
2 Bedroom (4p)	50	60	30	
3 Bedroom (5P)	60	80	40	
4 Bedroom (7P)	60	80	50	

Table 1. Comparison of Louth CDP and SCCSG Private Amenity Space Standards

Please refer to the enclosed Schedule of Accomodation for a full breakdown of the private amenity space for the individual units proposed

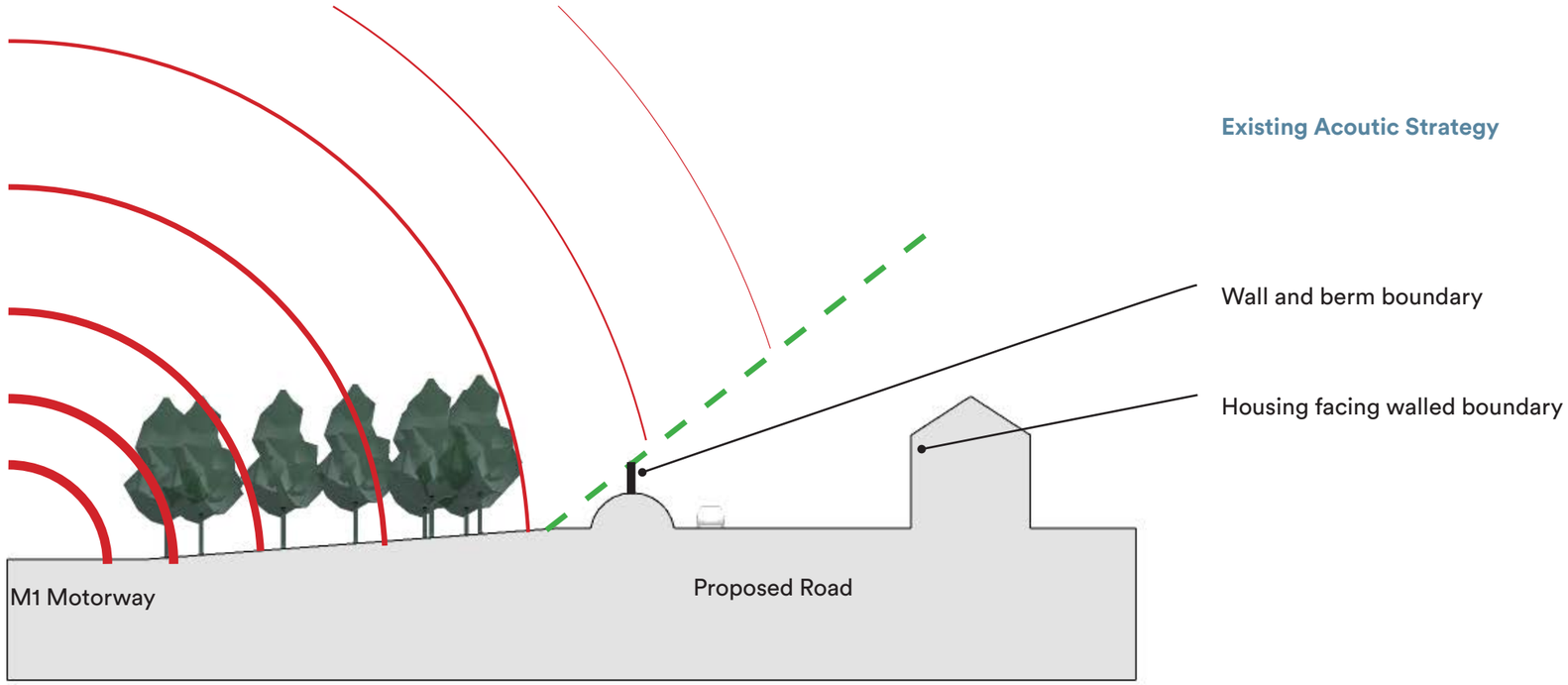
Design Mitigations

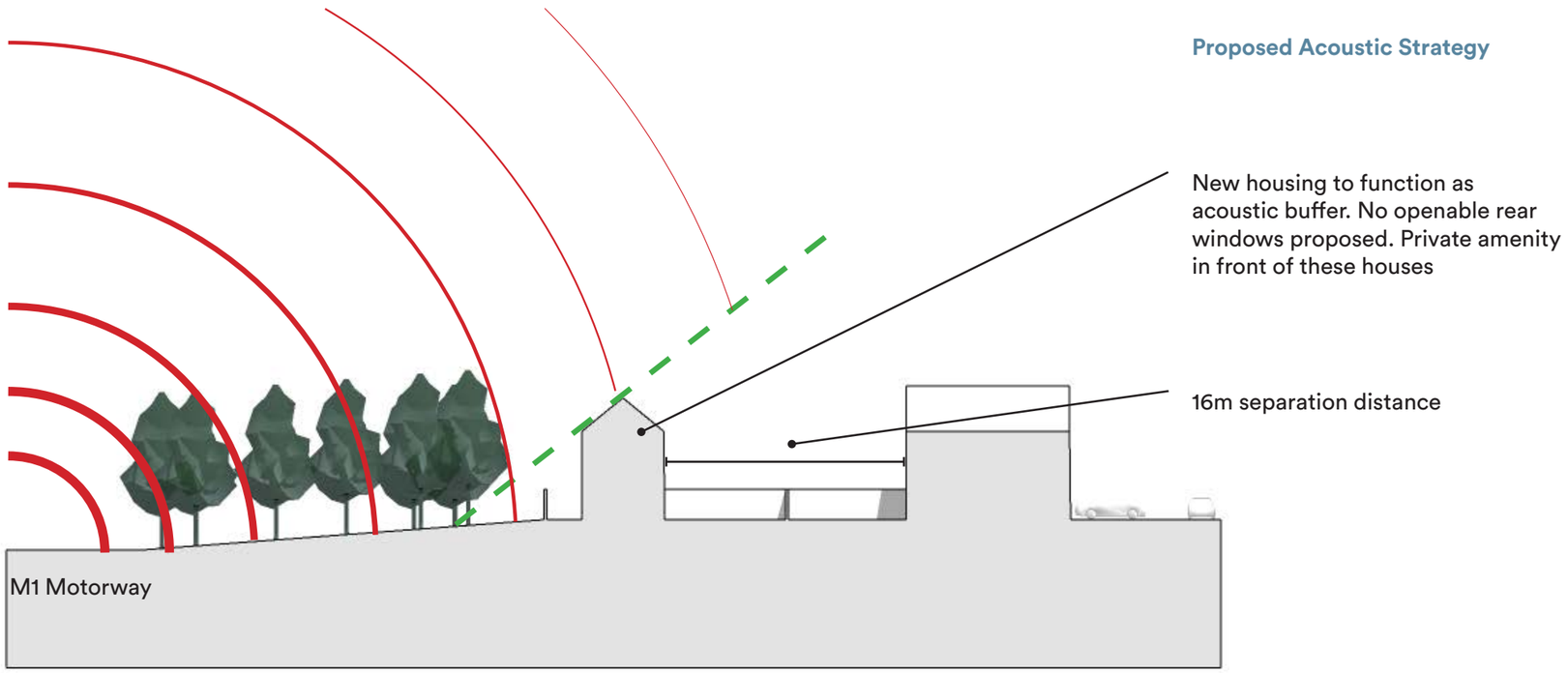
Acoustic Strategy

The western boundary of the site is defined by the M1 motorway slip-road, to the motorway, with the M1 lying to the south of the site. This represents an acoustic concern for the housing that is to be addressed.

The acoustic strategy in the permitted scheme consists of a raised berm and acoustic wall. This runs alongside a proposed road with housing facing directly onto this acoustic wall. This strategy creates an unsightly boundary condition, resulting in a poor visual amenity for the housing that faces it.

Our proposed design has an acoustic strategy that uses the built form of the houses to create protected private spaces within the site, reducing the need for additional acoustic barriers and screens that can be expensive and unsightly.





Mews Type Houses and courtyards along Western Acoustic Boundary

In consultation with our acoustic consultants Amplitude Acoustics, the general best practice principles of (i) using building envelope to mitigate noise, & (ii) using layout to reduce noise propagation across the site have been followed.

In order to assess the noise risk to the proposed development and provide appropriate mitigation the methodology provided in ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise New Residential Development has been followed.

The methodology followed is systematic consideration of four key elements:

1. Demonstrating a “Good Acoustic Design Process”.

2. Observing internal “Noise Level Guidelines”.

3. Undertaking an “External Amenity Area Noise Assessment”.

4. Consideration of “Other Relevant Issues”.

The design of these houses follows best practice in terms of mitigating against noise using layout and massing, and providing high quality residential, private amenity and quality public spaces.

Due to the significant change in level between the site boundary and the road, the new dwellings will be hardly visible at all from passing motorists behind dense trees and hedgerows. We have engaged with the arborist to ensure the proposed dwellings are located at an appropriate distance from the boundary to ensure protection of the existing trees. This ensures both the protection of the existing biodiversity and efficient and attractive new housing.

Please refer to the enclosed Acoustic Report from Amplitude Acoustics for a detailed analysis of the amenity levels provided by the proposed development.

The western boundary beside the motorway is a fixed condition that does not allow for connection. It is elevated above the motorway with a continuous line of trees, hedgerow and vegetation. The new houses have been located to ensure the protection of the existing trees, and to maximise the acoustic protection provided by the built form.

The proposed house types that form the boundary along the site’s western edge provide a high quality of residential amenity, and an attractive suburban environment. This typology provides small courtyards with access for four dwellings - giving the benefit of a ‘cul-de-sac’, without any compromise in the connectivity and accessibility of the street network in this development.

A shared surface provides access to all houses, with parking for the two rear houses.

The private amenity spaces are surrounded by 2m. high boundary walls, while passive surveillance is provided for the shared surface by all four houses.

Here we are using house type qualities that are common place across the scheme, used here in an innovative way to ensure that adequate acoustic buffers are maintained, quality housing is provided with attractive private and shared amenity spaces, and in turn proposed a layout scheme which makes the best and most efficient use of land and natural resources.

All recommendations from Amplitude Acoustics in respect of detailed design, glazing and acoustic walls will be incorporated into the final design and construction of the scheme.

Design Mitigations

Acoustic Strategy

In liason with Amplitude Acoustics, the design and assssment of the proposed development has had regard to:

- Louth County Council Noise Action Plan (2018 – 2023);
- ProPG: Planning & Noise - Professional Practice Guidance on Planning & Noise, May 2017; and,
- British Standard BS8233:2014 Guidance on sound insulation and noise reduction for buildings.

A ProPG Noise Risk Assessment and traffic noise intrusion assessment with outdoor amenity was carried out by Amplitude Acoustics.

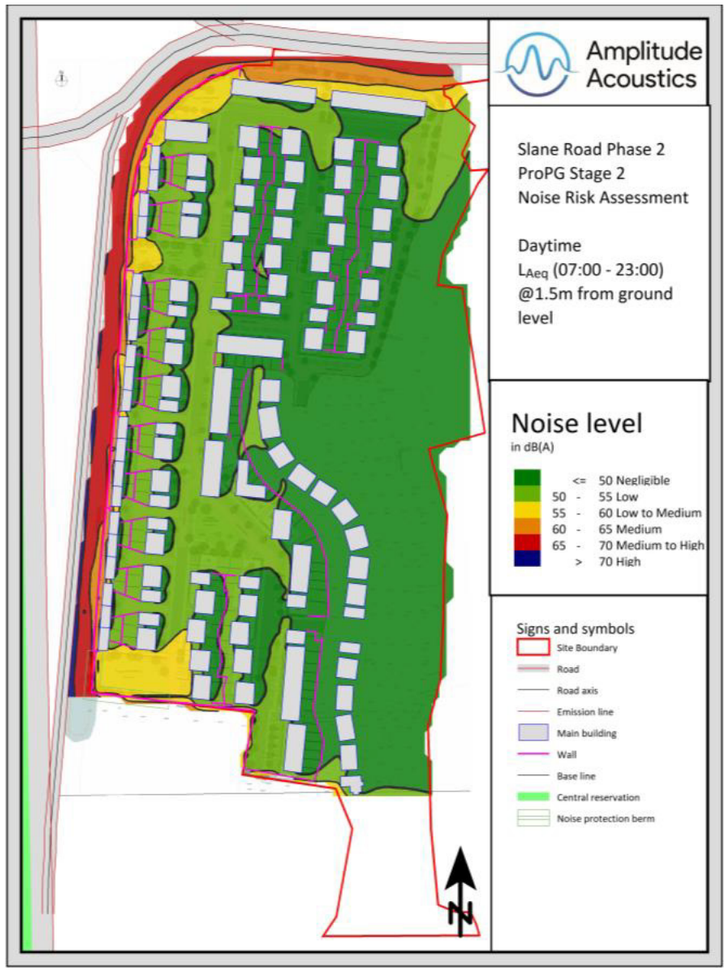
The assessment includes for the forecast increase in traffic volume and associated increase in noise levels outlined in the TII document Project Appraisal Guidelines Unit 5.3 'Travel Demand Projections'. Façade specifications for the glazing and façade elements have been developed to meet the internal noise criteria based on the predicted noise levels and measured noise levels.

To improve outdoor amenity area noise levels, a combination of 2m wall, 3m, 4m wall and a berm have been considered to reduce the traffic noise impact on the site, in addition to the screening provided by the development buildings. Details of the these walls is provided in the Acoustic Design Statement and NMP Landscape Achitect drawings and documentation.

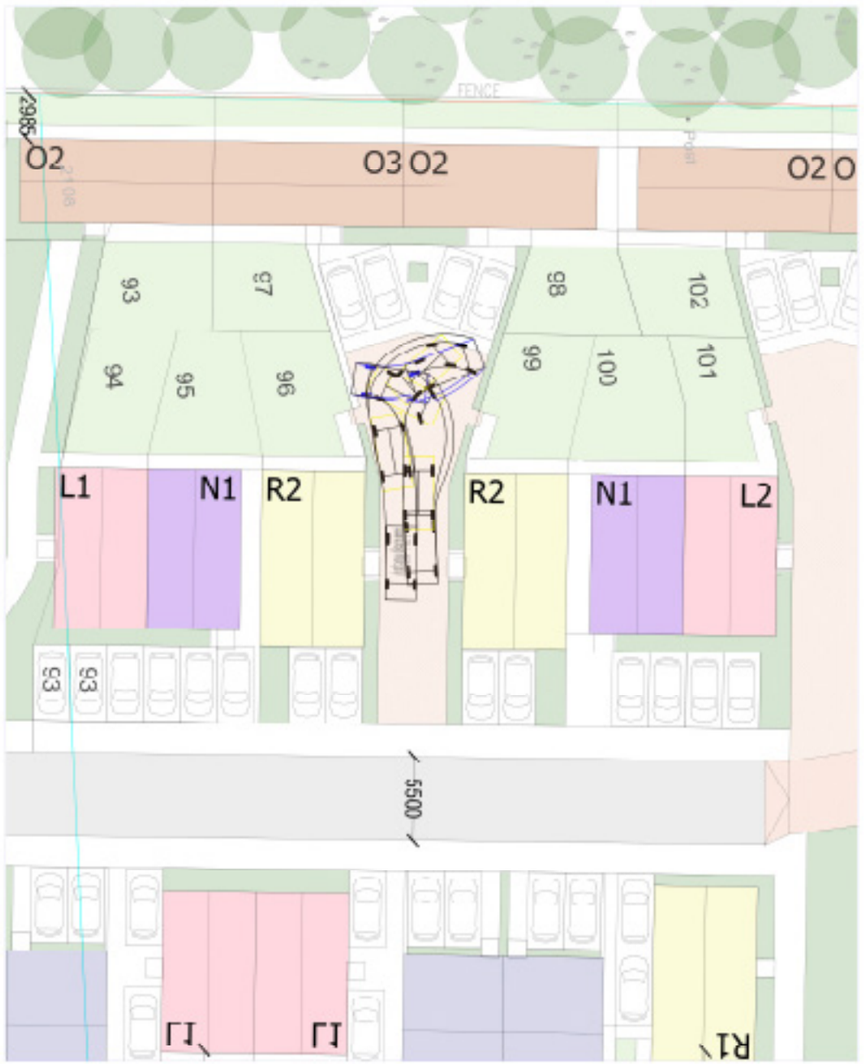
Following the construction details as outline in the Acoustic Design Statement, the internal noise levels in the residential properties are predicted to meet the internal noise criteria. The acoustic screening due to the introduction of the development buildings, boundary noise walls and berms significantly reduces the noise on-site to below the 50-55dB threshold for all amenity spaces. Consequently, the external amenity noise levels are considered acceptable with regard to ProPG guidance by Amplitude Acoustics.

Amplitude Acoustics, the proposed development can be considered as an improvement on the existing planning permission for the site as it:

- Predicts the noise levels across the site based on forecast traffic growth rather than preexisting levels only
- The layout plan reduces the noise levels across the site more than the parent scheme due to more effective use of layout to screen the noise from the M1.



Autotrack Analyisis carried out by Waterman Moylan demonstrates how these dwellings can be safely and conveniently accessed from the shared space.

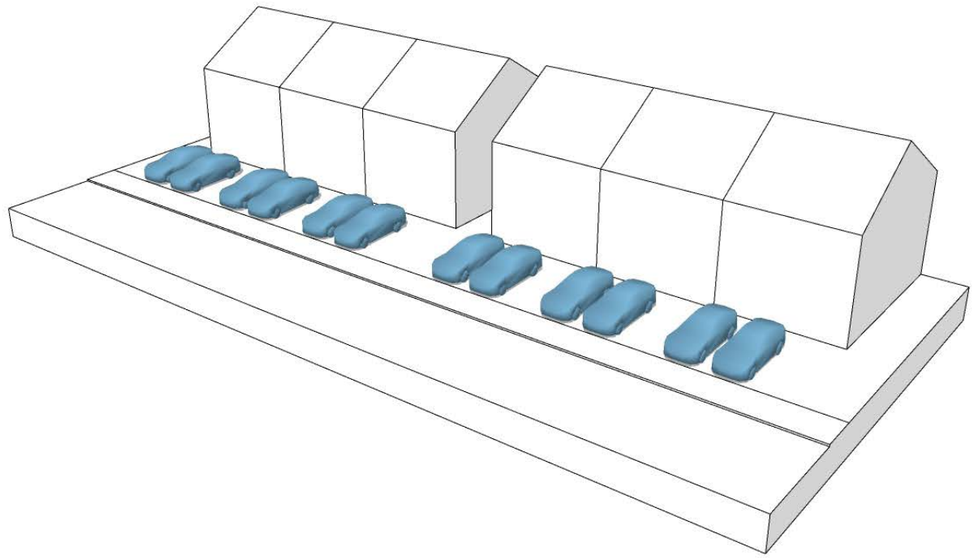


Autotrack by Waterman Moylan Consulting Engineers of the ‘Mews Lane’

Landscape Design proposals as illustrated by NMP Landscape Architects demonstrate the overall quality and amenity of this space and the textures and planting used.

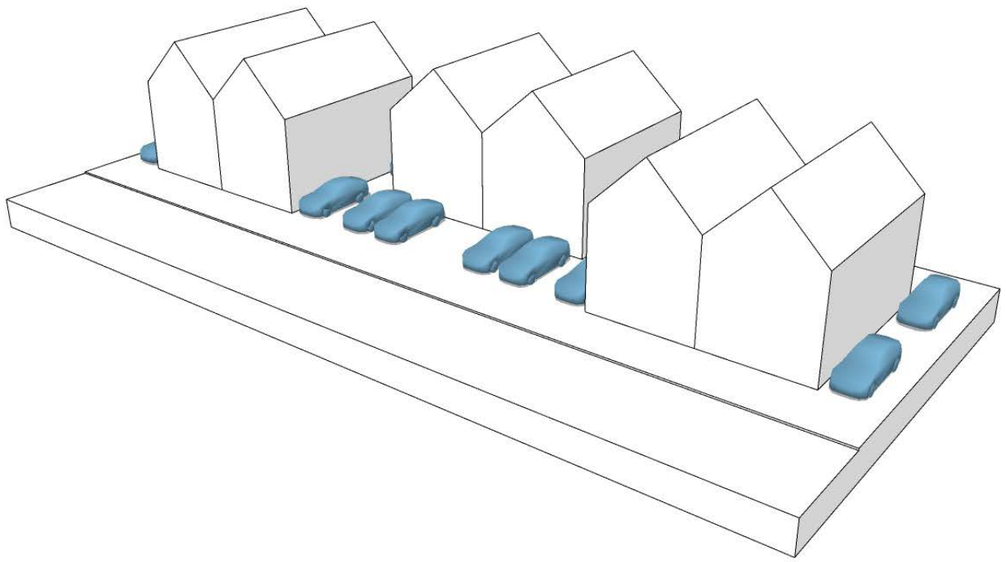
3D view of the courtyard. Please also refer to the video of this space

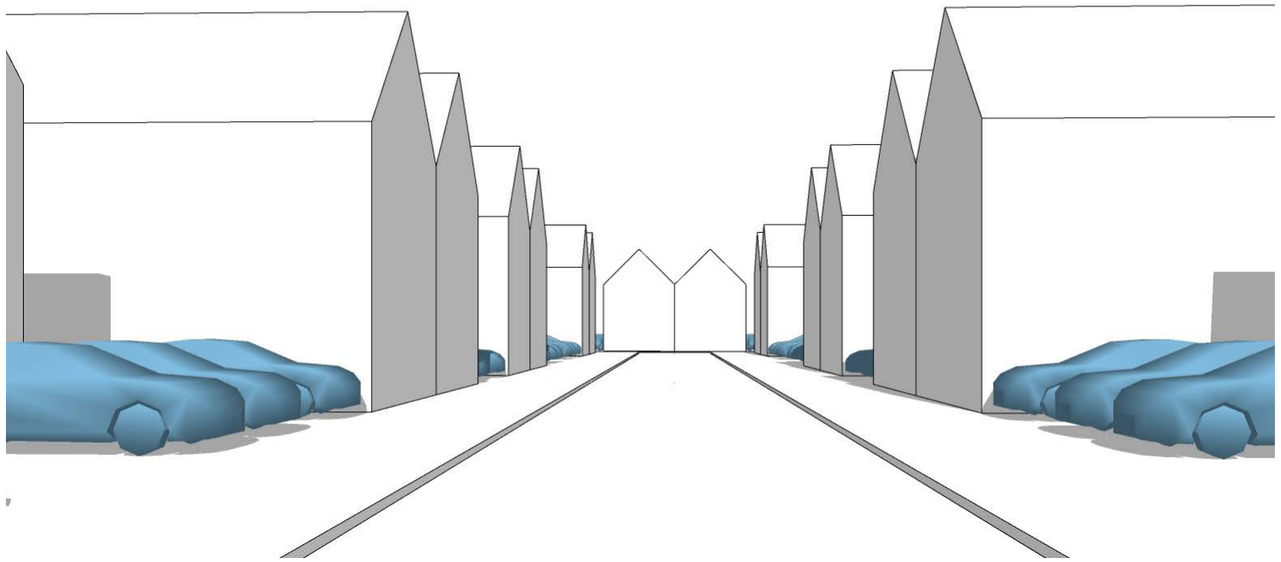
Car Parking Management

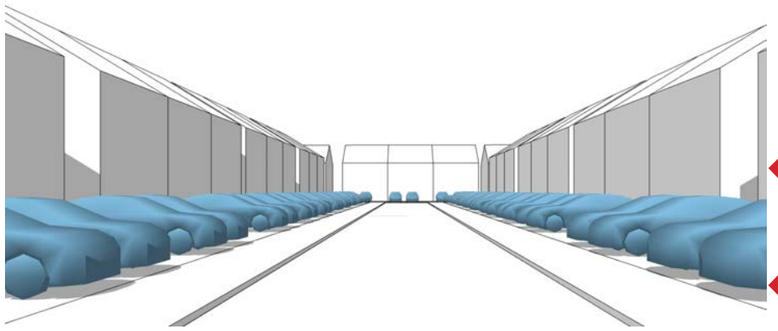


The current design in the permitted scheme positions all of its parking directly in front of the houses. The result is a **car dominated public realm** throughout the scheme. This has negative impacts both for pedestrian safety and for the overall legible of the urban structure of the scheme.

Our proposal is to mitigate the presence of parking to the public realm while maintaining the same quantum of parking for the houses. By stepping houses back and positioning parking between houses, the result is a **legible urban streetscape** with pedestrian priority built in.

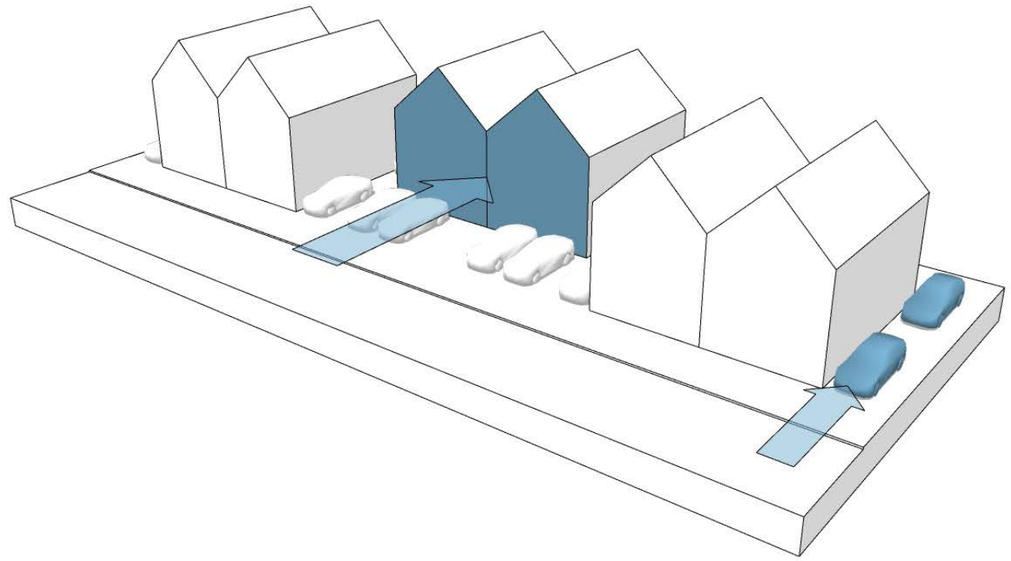


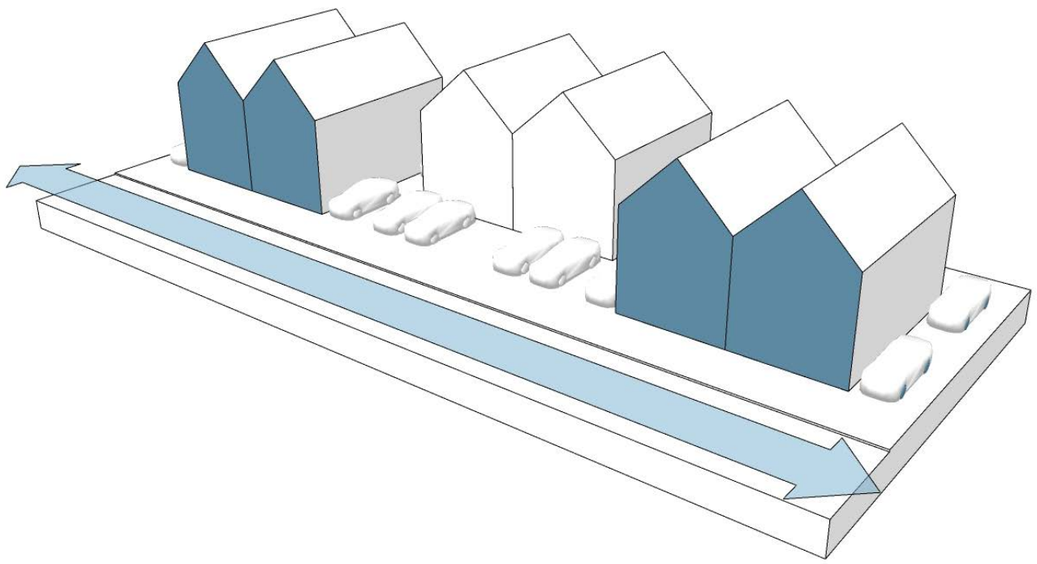




Houses address the street line and define a legible urban form along the streetscape. This benefits the overall presence of the housing in the public realm, replacing the car dominated public realm of the permitted scheme.

Our proposal achieves a high quality pedestrian realm by both staggering houses back from the street line, and allowing houses to define the street line. Here cars are hidden from view, and tucked away behind built form.





Legible Urban Form

A clear sense of identity has been evoked by the proposed development. The coherent urban structure supports a range of dwelling types. Architectural forms are clear, simple, efficient and sustainable, creating light filled homes that balance the identity of the individual with the whole. Passive surveillance of the public realm is continuous throughout the development. Connectivity has been prioritised. Views and vistas to surrounding landmarks and terminating new streets have been formed.

The traditional layout of housing and parking (bottom right) shows an urban form that is dominated by car parking and does not prioritise the pedestrian. The result is a streetscape that feels unsafe for children to play, particularly in Home Zone areas. The traditional layout lacks a sense of place as the expression of the housing is secondary to the ease of use to the car.

In our proposal (top right) the streetscape is defined by housing and not by cars. By positioning the same quantum of parking for the same density of units, between housing we create a legible urban form. In this proposal, the pedestrian is given priority. Here the footpath is not longer dominated by car access and in turn presents a safer public realm. The clear presence of housing on the streetscape adds to passive surveillance and gives the proposal a greater sense of place and security.

Houses defining streetscape, strong public realm, clarity of urban form

Parking between houses

Cars defining streetscape, unsafe public realm, poor legiblity of urban form

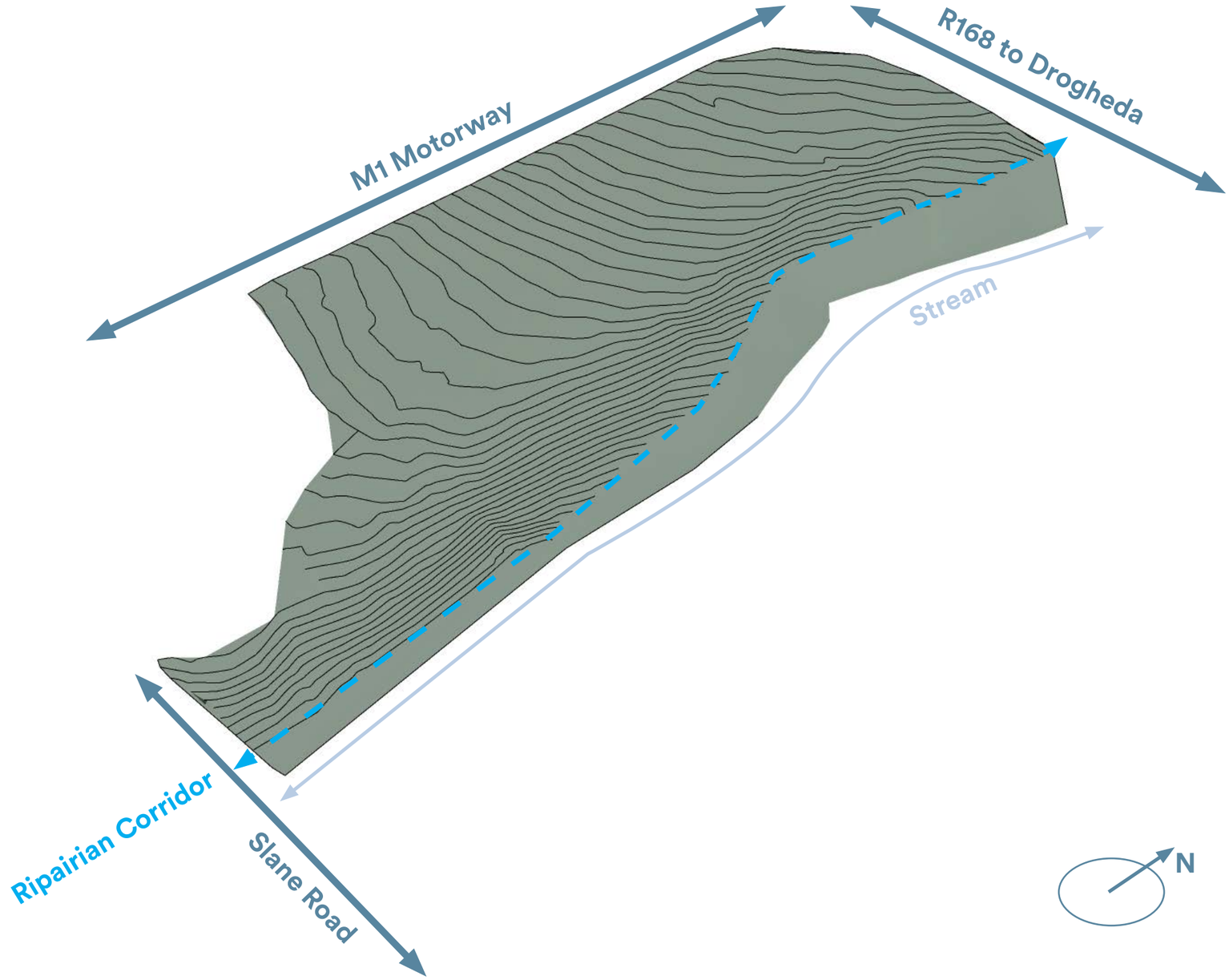
Proposed Site Strategy

Receiving Environment

The site of this proposal is located adjacent to the M1 motorway with access to the site off of the R168 to the north and Slane Road to the south. The site is bounded at the west by the M1 motorway and slip road. This boundary is heavily planted. To the east there is the Mell Stream and a large, steep ravine sloping down towards it.

As with the existing permission there is a riparian corridor proposed along the ravine to the eastern boundary.

The site slopes from North to South and presents opportunities for views of the Mary McAleese bridge. The ravine to the east presents a good visual amenity for the scheme, with large swathes of existing planting and mature trees.

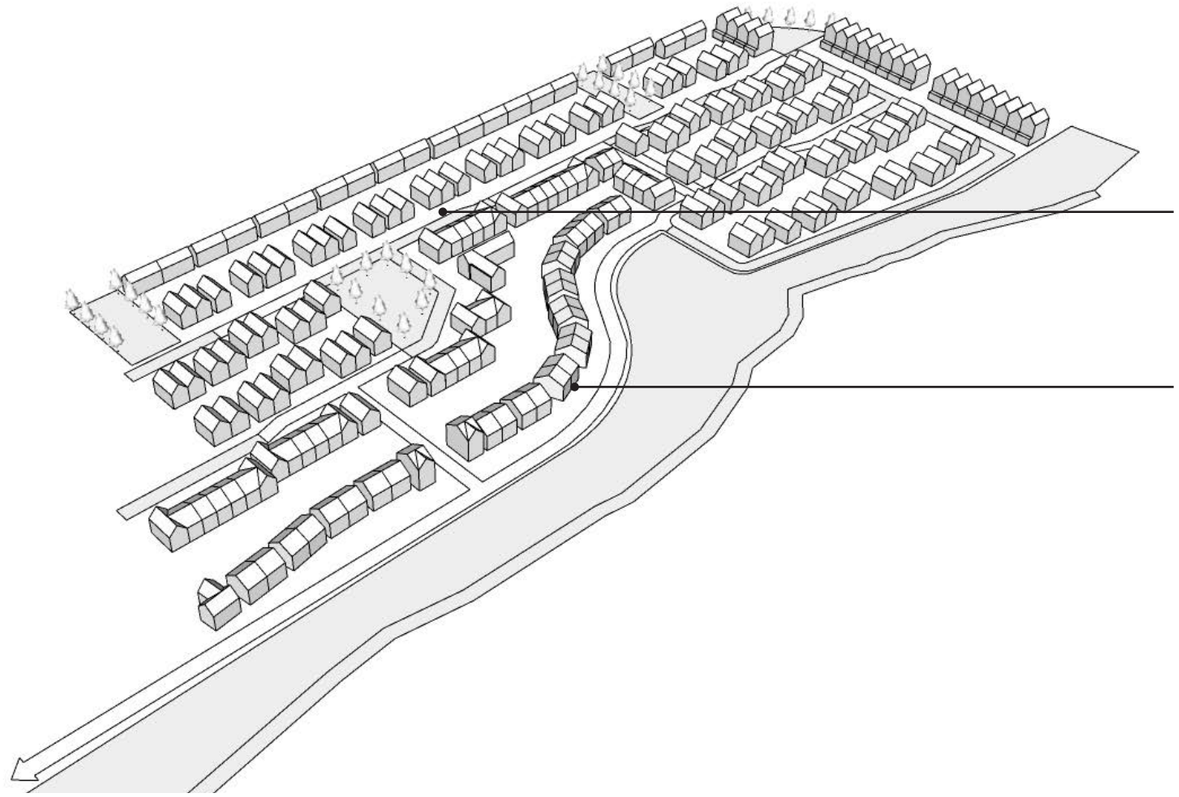


Blocks and Streets

We propose a series of legible spaces, these are strong urban blocks and streets which have a clear and contained linear form and respect the importance of the pedestrian.

These blocks are orientated to have a pocket park within easy access of all units proposed. These pocket parks are connected through the scheme and generally located beside **'Home Zone'** areas.

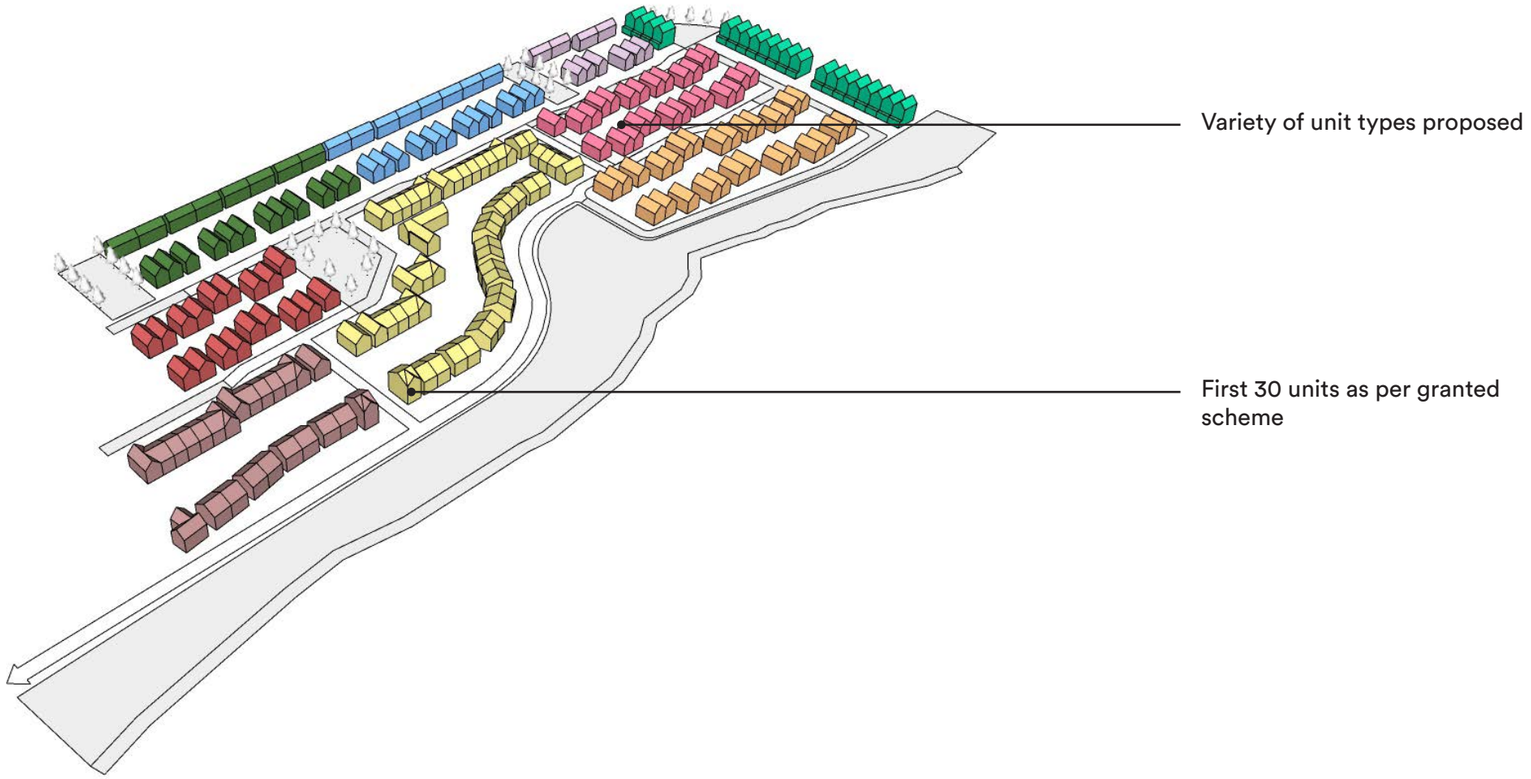
North-South and primary East West routes are made by **'Local Streets'** designed in accordance with best practice guidelines outline in DMURS. Please refer to the sreet hierarchy diagram that accompanies the application.



Variety and Efficiency

We propose a wide range of unit types across the proposal and all of them have own door access.

The proposed layout has provided for housing that is largely in an east-west orientation to, which will give the best solar orientation. There are only a small number of north facing gardens. The majority of houses are two storeys in heights, which with the reduced separation between houses will ensure the quality and amenity of rear garden spaces.
High quality public open spaces and a SuDS strategy are integral to the scheme.



Separation Distances

16m

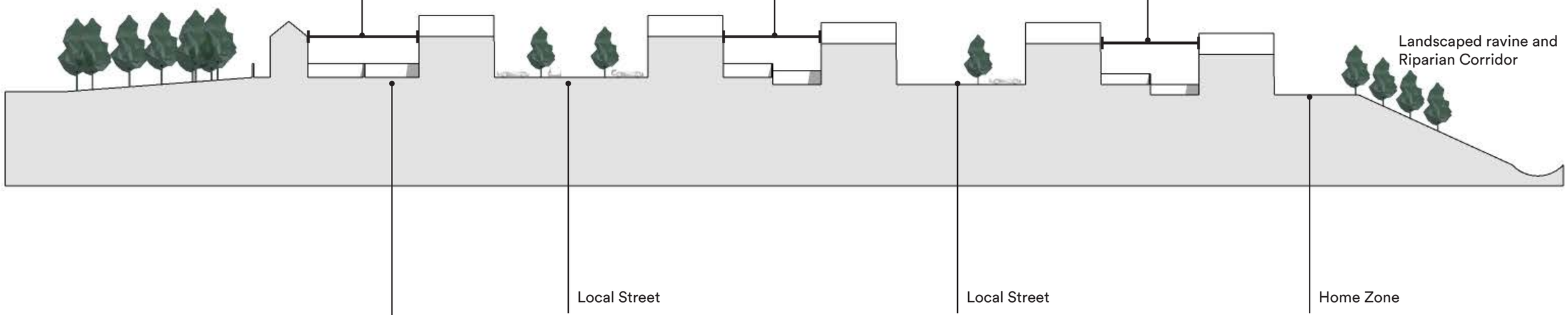
House type to boundary to serve as acoustic barrier with no openable windows at rear elevation and private amenity to the “front”. Private amenity spaces are protected and high quality.

14m*

No overlooking windows at first floor level to the rear of dwelling

14m*

No overlooking windows at first floor level to the rear of dwelling



The layout is arranged in a way that maximises the amount of homes with an east-west orientation

* Page 54 of SCSG

SPPR 1 states that ”[above ground floor level] separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.

There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.”

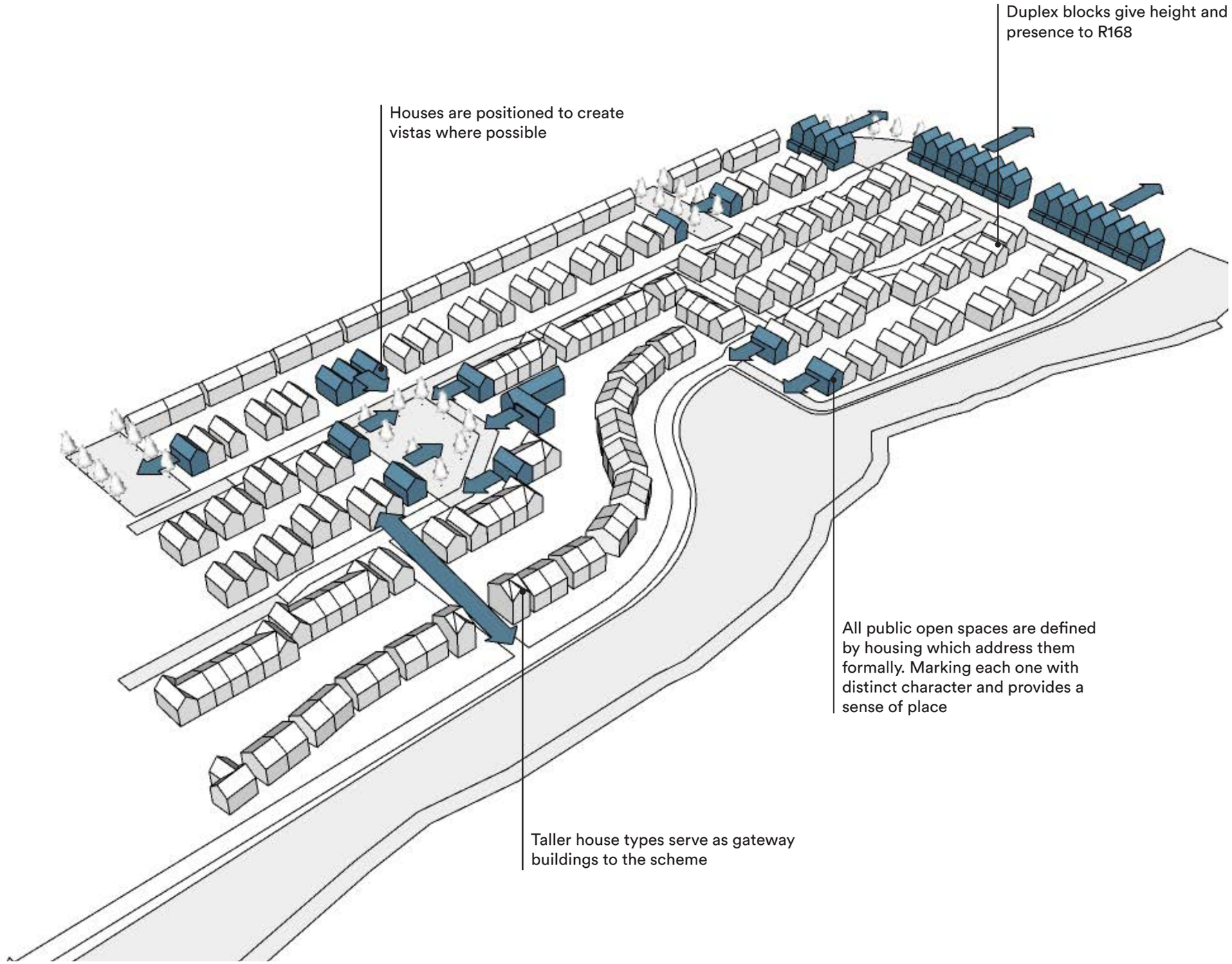
Place-Making

The urban structure of the proposed development is formed by a series of coherent urban blocks, strong street edges and public spaces. The development is legible and easy to navigate, with streets orientated towards existing views and landmarks, or new buildings.

The entrance street from Old Slane Road faces the first house in the development, forming a 'gate lodge' approach. Existing and new trees are located along the first section of the street. This main entrance road is flanked by open space to the east, and continuous housing to the west. Three access points into the rest of the site provide accessibility and permeability throughout the site. Passive Surveillance has been prioritised and is continuous throughout the development. Secondary streets and shared surfaces or homes zones provided continuous access through the rest of the development. DMURS Principles have been applied throughout the layout.

All potential access and connections have been exploited or allowed for, with geographic restraints limiting the access to the east and west.

Housing along the eastern boundary creates a series of access courtyards to ensure maximum private amenity spaces and the best acoustic environment for all homes. This innovative solution in plan creates harmonious and appealing homes that disguise the motorway behind.



As seen in the diagram we are proposing to maintain a presence to R168 that was proposed in the permitted scheme. In our proposal, the duplex blocks which are three storey in height, are positioned along the northern boundary.

This futher serves as place making at this location in giving a new residential context along the R168 into Drogheda.

“Is there a there there?”

Gertrude Stein famously said of her hometown Oakland CA that there was “no there there”. The meaning of the sentence is that she didn’t find a sense of place, a centre, or really anything substantial or important enough to be warranted calling the town of Oakland some place by even a name.

Our proposal seeks to enhance the feeling of place within its context by defining the area by a new residential context

Proposed Condition at R168

Existing Condition at R168

Integration with Context

The primary design concept for this development draws its inspiration from a thorough analysis of the surrounding context and site conditions. It aims to harmoniously and appropriately respond to its environment.

Given the site's elevation, the design makes use of panoramic views both inside and outside the site, particularly to the south, enhanced by the site's natural contours. When observed from the elevated R168, two prominent vistas are preserved: one along the stream and the other spanning across the site to the M1 bridge over the Boyne. The design frames and integrates these viewpoints into the overall scheme.

Overview of Proposal

Net Site Area:	6.16 Ha		
Total Units:	237		
Existing Permission	30		
New Proposed:	207		
Proposed Density:	38.5 UPH		
Public Open Space:	9150 m2 (15%)		
Parking Provision:	2 Spaces per 3 and 4 Bed House 1 Space per 2 Bed House 1 Space per Apt/Duplex 1 Visitor per 3 Apt/Duplex 9 Spaces for the creche		
Overall Mix:			
	1 Bed	21	9%
	2 Bed	49	21%
	3 Bed	142	60%
	4 Bed	25	10%
Duplex Units:	42 no.	18%	
Houses:	195 no.	82%	

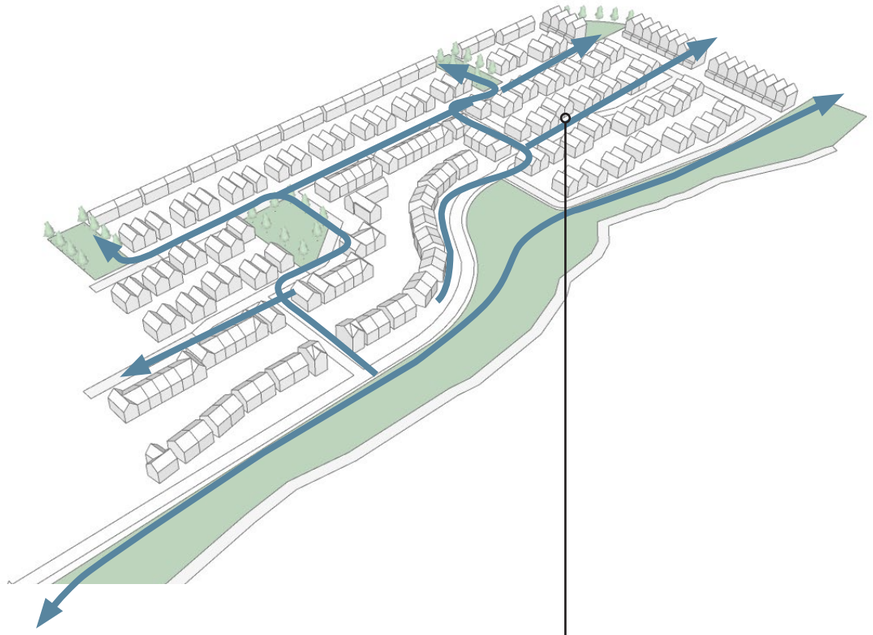
Unit Types (Proposed)

26 no.	K1	Type K 3 Bed, 2 Storey Semi-Detached 108m²	1 no.	N3	Type N3 3 Bed, 2 Storey Semi-Detached 105.5m²	6 no.	O3	Type O3 3 Bed, 2 Storey Terraced 110m²	42 no.	Q	21 no. Type Q1 1 Bed Simplex 56m² 19 no. Type Q2 2 Bed Duplex 86m² 2 no. Type Q3 2 Bed Duplex 86m²
2 no.	K2	Type K 3 Bed, 2 Storey Semi-Detached 108m²	2 no.	M1	Type M1 4 Bed, 2 Storey Detached Corner 132m²	14 no.	P1	Type P1 2 Bed, 2 Storey Terrace 86m²			
40 no.	L1	Type L1 3 Bed, 2 Storey Detached/Semi-Detached/ Semi-Detached 105.5m²	2 no.	M2	Type M2 4 Bed, 2 Storey Detached 134m²	11 no.	P2	Type P2 2 Bed, 2 Storey Terrace 86m²			
6 no.	L2	Type L2 3 Bed, 2 Storey Semi-Detached 105.5m²	4 no.	M3	Type M2 4 Bed, 2 Storey Semi-Detached 134m²	1 no.	P3	Type P3 2 Bed, 2 Storey End of Terrace 86m²	2 no.	T2 T1	Type T1/ T2 2 Bed, 2 Storey Semi Detached 84m²
10 no.	N1	Type N1 3 Bed, 2 Storey Semi-Detached 105.5m²	4 no.	O1	Type O1 3 Bed, 2 Storey Semi-Detached 110m²	4 no.	R1	Type R1 4 Bed, 2 Storey Detached - Side Entrance 126.6m²			
10 no.	N2	Type N2 3 Bed, 2 Storey End of Terrace 105.5m²	10 no.	O2	Type O2 3 Bed, 2 Storey End of Terrace 110m²	10 no.	R2	Type R2 4 Bed, 2 Storey Detached - Side Entrance 126.6m²			

Unit Types (Permitted)

8 no.	A	Type A 3 Bed, 2 Storey 111.4m²	10 no.	F	Type F 3 Bed, 2 Storey 113m²
7 no.	C	Type C 3 Bed, 2 Storey 118m²	1 no.	H	Type H 4 Bed, 2 Storey 150m²
1 no.	C1	Type C1 3 Bed, 2 Storey 118m²	2 no.	J	Type J 4 Bed, 2 Storey 147m²
1 no.	D	Type D 3 Bed, 2 Storey 103m²			

Pedestrian Priority

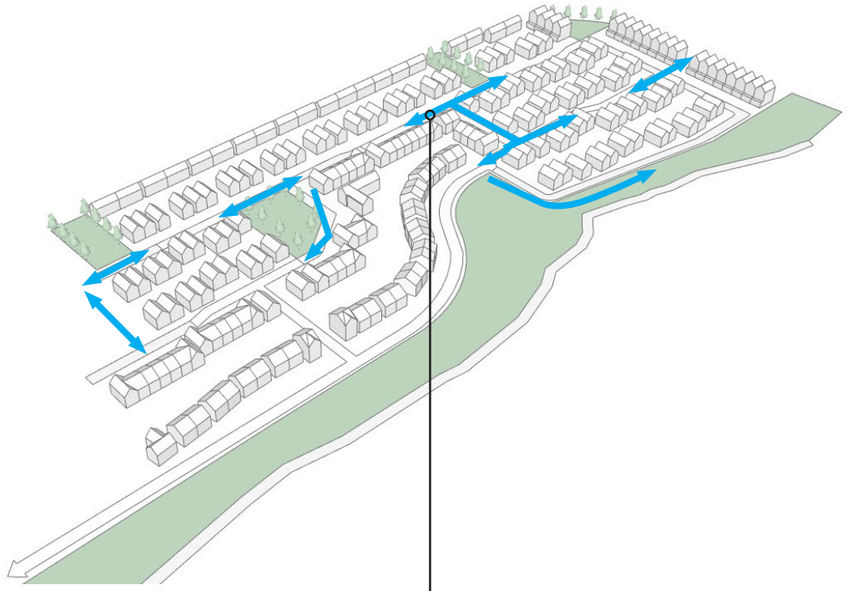


Pedestrian priority in housing is an urban planning strategy that prioritizes the needs and safety of pedestrians within residential areas. This approach offers several important benefits, including enhanced safety and fostering a stronger sense of community and social interaction, creating a housing layout that is more accessible, inclusive, and provides livable urban spaces that improve the overall well-being and quality of life for residents.

Our proposal aligns with best practice guidance outlined in DMURS. A hierarchy of streets is proposed with primary and secondary streets and shared surfaces. Shared surfaces and home zones help to extend the quality of public open spaces. Carparking has been designed so that the majority is contained between buildings. Where carparking is located perpendicular to the front of houses, it is only on one side of a street.

A continuous link for pedestrians and cyclists through the eastern public open space beside the ravine has been provided for in the proposed design. This provides access to local retail, commercial and public transport services. Access for vehicular traffic is provided by a single access from the south, with the new street network designed in accordance with DMURS. In addition to public open spaces, street trees and landscaping has been provided along all streets.

Home Zones



The homezone street is a key public realm element of the scheme. It has been developed as a way to reinforce the benefits of the car free public realm as described previously. It is proposed as a streetscape where the pedestrian has priority and the car is accommodated. It re-frames the quiet residential street as a place for games, for interaction, for incidental meetings.

The street is made up of familiar elements, repositioned to make something new; carriageway, footpath, kerb, lawn, hedge, seat.

It has been designed to be fully in compliance with DMURS in terms of vehicular and universal access to make a street that is welcoming for all.

In terms of benefits to the pedestrian user, lawns, benches and hard surface versatile spaces are provided. To accommodate the vehicle, speeds need to be managed. To achieve this, carriage widths are reduced, and pinch points are created with space for only single vehicles to pass. A high amount of horizontal deflection with tight turning radii are also introduced to further introduce traffic calming measures. Turning heads have been largely avoided by designing continuous connections.

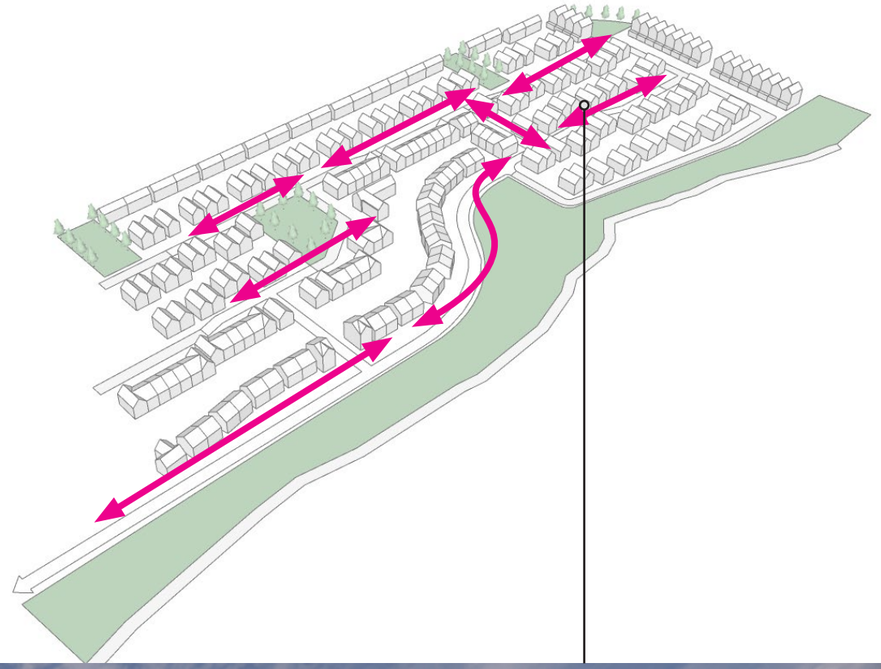
These elements combine to make speeding difficult and the street enjoyable.

Local Streets

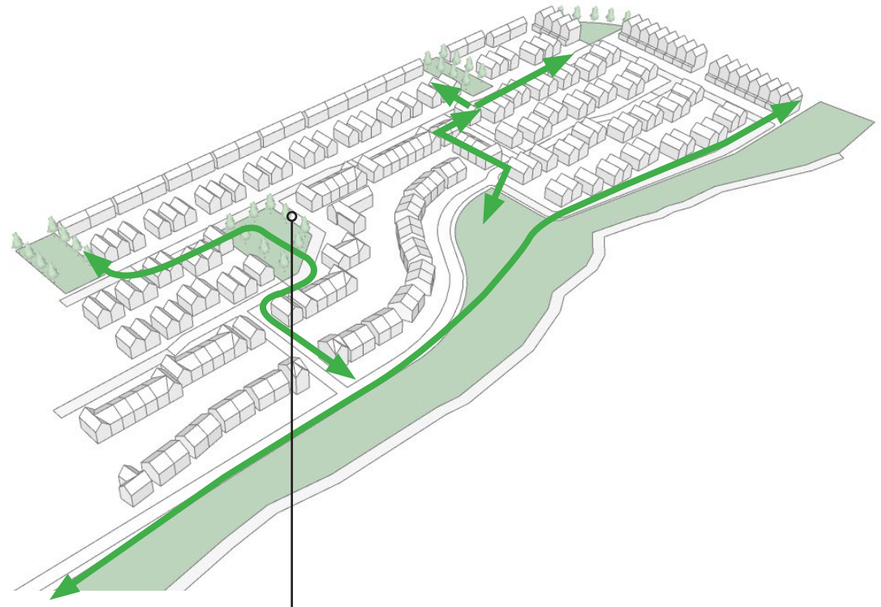
The local street is the typical vehicular street across the development. It has a 5.5m wide carriage way with multiple level access pedestrian crossings.

To control traffic speeds across the site, variety is employed. Parallel parking, perpendicular parking, horizontal deflection, vertical deflection, raised tables - a mix of these approaches are used rather than relying on one or two alone.

In our proposal, these local streets flow north-south across the layout and east -west, and are interrupted by the Home Zones to ensure that continuous straight runs of road are not proposed. The primary routes are clearly delineated through the site. This results in a network of streets that promote pedestrian activity and create a legible public realm. The layout has a neighbourhood style quality to its arrangement, that is not dominated by roads and cars.



Green Infrastructure



Public Open Spaces have been located on this site in the first instance in response to the existing natural features and site conditions - in particular in response to the Mell Stream and the adjacent ravine. Other public open spaces have been provided in a hierarchy of smaller and larger spaces in a way that is distributed throughout the site to provide access for all residents, and to facilitate future development to the south.

A range of active and passive activities have been provided for in the designs prepared by NMP Landscape Architects.

A continuous link for pedestrians and cyclists through the eastern public open space beside the ravine has been provided for in the proposed design. This provides access to local retail, commercial and public transport services. Access for vehicular traffic is provided by a single access from the south, with the new street network designed in accordance with DMURS. In addition to public open spaces, street trees and landscaping has been provided along all streets.

Please refer to NMP Landscape Architect's Report for details of the proposed public open spaces.

Public open space has been provided at a rate of 15% of the nett site area. In addition, added amenity is provided by the ravine and riparian corridor which comprise a total of 26% of the gross site area as green infrastructure.

Entrance

The approved houses currently under construction illustrated on the left hand side of this image will integrate with the new proposals for this development.

Architectural Expression

When it comes to the design of the house types and elevations it is important to consider the design as a cohesive whole rather than as independent elements. Whether looking at the houses, duplexes or apartments the elements are never seen in isolation of either one another or the public realm.

When considering the disappearance of the chimney stack as a form of punctuation in the architectural vocabulary of the house, roofscape and streetscape, an effort must be made in larger developments to create an energy or movement with in the streetscape that can function as the chimney once did in terms of rhythm.

With the density of the scheme and the repeating block elevations there is potential to assert a dynamism in the arrangement by creating a rhythm of roofscapes which add an order to the streetscape.

In exploring this idea we have looked particularly at the precedent of St. Chad's in Essex (right), a council development with Bell Philips Architects. This project shares many of our goals - removing the car from the streetscape to make a people friendly atmosphere, a bio-diverse landscape, and importantly for this example, a simple but elegant house type whose saw-tooth roofs work together as a whole rather than as a series of disparate parts.

Detail Design

Character
In terms of the character areas across the scheme, it is driven by the character of the public realm; street, homezone, park. As such the building finishes can remain consistent.

Primary Finishes
The primary building finish across the site is painted render with brick to the ground floor. This has been chosen for its durability, low maintenance requirements, long life span and when used in concert with our colour strategy, a distinct appearance. The sand cement render has been used extensively in the local area with the adjoining neighbourhoods using either fully rendered front façades or brick and render combinations. The brick datum is located in areas where a more durable material is better suited.

Flush Gables & Low Profile Eaves
To compliment the simple detail of the façades we also propose the use of careful detailing at the prominent gables and eaves. Flush Gables are suggested with render running flush to slate soffits. This is to be complimented by low profile eaves with discrete rainwater goods.

Roof Finish
Finally, we propose the use of grey roof tile in keeping with the local residential context

Porch
The threshold between the private and public realm is a crucial element of residential development. We have selected a reconstituted stone porch to punctuate the entrances to homes. The colour of this can vary in different character areas throughout the site.

Character
Contrasting materials define different areas of the development. At the scale of this new neighbourhood, identity should be established at different levels - the development as a whole, the street and the home.

Facades

The façades across the scheme are refined with repeating window proportions on a simple canvas. JFOC Architects are committed to creating beautiful and coherent streetscapes, but in an affordable, efficient and sustainable manner. Using a simple palette of materials, repeated elements, a standard range of window sizes and careful detailing, placemaking can be achieved in a manner that makes dwellings durable and sustainable, but also efficient.

Houses are designed with a continuous brick ribbon at ground floor level, and entrances are defined and easily legible. Harmonious patterns of fenestration throughout, but a range of dwelling types and sizes are provided. All dwellings are active and engaged at street level and elevations continue to be active around all corners.

The brick ground floor expression absorbs the visual noise of the streetscape, cars, road signs etc, and allows the rendered upper floor to retain a simple and harmonious expression across the site.

Boundary walls to rear gardens that face the public realm are finished in render with brick piers. Defensive spaces between proposed dwellings and the public realm will benefit from landscaping as detailed in the landscape design proposals.

Universal Design

The proposed development has sought to comply with the principles of Universal Design (to encourage access and use of the development regardless of age, size, ability or disability). The following documents have been referred to for guidance: National Disability Authority's "Building for Everyone: A Universal Design Approach" and "Universal Design Guidelines for Homes in Ireland" at www.universaldesign.ie.

Principles of Universal Design
The principles of universal design underpin the design approach, such that the scheme "may be accessed, understood and used to the greatest practicable extent, in the most independent and natural manner possible, in the widest possible range of situations and without the need for adaptation, modification, assistive devices or specialised solutions, by persons of any age or size or having any particular physical, sensory, mental health or intellectual ability or disability" Disability Act 2005.

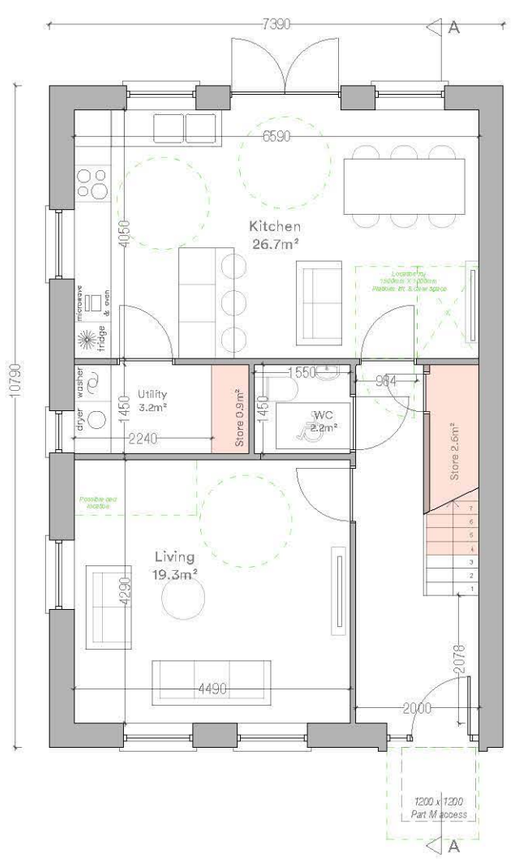
As the architects for the proposed development, we, JFOC Architects confirm that all the proposed dwellings / buildings have been designed to be compliant with Part M of the Building Regulations with regard to accessibility. Cognisance has also been paid to the guidance set out in the 2013 Universal Design Guidelines for Homes in Ireland. The site layout plan and landscaping proposals have also taken into consideration the need for ease of movement through the development. The main features of the proposed development are as follows:

- All houses have level access delivering ease of access for all.
- Duplex Apartments have been designed with ambulant disabled access stairs to all units
- The public realm is designed to ensure accessibility on equal terms for people of a range of ages and physical mobility.
- Changes in level throughout the public realm have been considered to ensure access for all
- Level access at crossing points throughout the scheme have been designed to ensure access and connectivity for all is facilitated.
- A range of house types have been proposed in terms of both size and design, meeting the aspirations of a range of people and households. These provide a range of 1, 2, 3 and 4 bed designs.
- The proposed housing presents a welcoming and positive aspect to passers-by, avoiding unnecessary physical and visual barriers.
- The network of roads, paths and cycle routes ensure full permeability throughout the scheme and ensures connectivity to the north and south of the subject site and to the amenities beyond wherever possible. Future potential connections have also been facilitated.

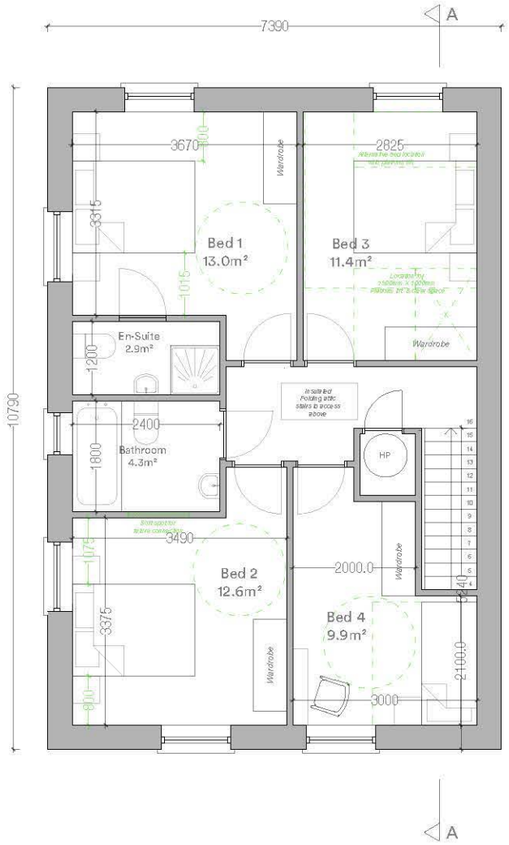
Public Spaces and Shared Spaces
Public spaces, streets, and parks are all designed so that every member of society can use them. Houses front these spaces so that they are passively supervised, creating safe spaces for everyone to use. Level grade crossings, aligned with the height of footpaths, have been provided across junctions for pedestrians between the Link Street and local streets to promote the accessibility and permeability of the proposed development for all users. In addition, the provision of grass, tree and parking verges between the carriageway and footpaths on local streets ensures continuity of footpaths for pedestrians as the dropped kerbs for access to parking have been absorbed in the verges.

In accordance with the Louth County Development Plan, approximately 30% of dwellings have been designed to facilitate universal access as illustrated in the following pages. Measures include turning circles, space around beds and furniture, facility for a ground floor bedroom and the scope to provide for a platform lift in the futire if required. In addition, accessible carparking spaces can be provided on site.

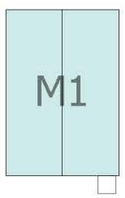
Universal Design
notes shown green



House Type M1
Ground Floor Plan
66 m²



House Type M1
First Floor Plan
66 m²



House Type M1
4 Bed / 7 Person

Detached Corner Type

Total Floor Area	132m² (110m²)
Ground Floor Area	66m²
First Floor Area	66m²
Total Living Area	46 m² (40m²)
Total Bedroom Area	47m² (43m²)
Total Storage Area	7m²* (6m²)

Minimum standards shown in parentheses
Refer to site layout for handing and orientation
*Includes 3.5m² of attic storage

Storage Area

Client
Lagan Homes Tullyallen Ltd.

Project
Gort Mell
Old Slane Road
Drogheda
Co. Louth

Stage Planning
ID 22.127.PD3009
Title House Type M1 - Plans
Scale 1:100 at A3
Date February 2024
Drawn SA

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info@jfocarchitects.com
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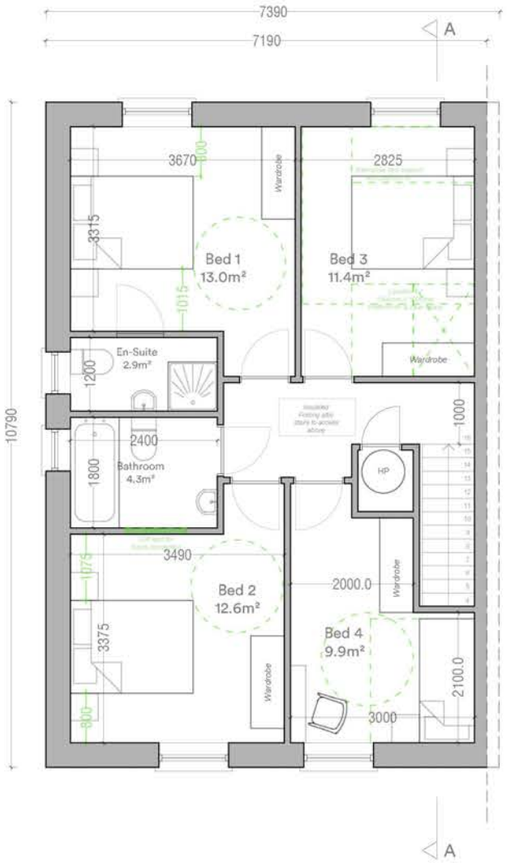
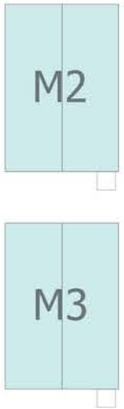
House Type M2/M3
Ground Floor Plan
66 m²



House Type M2/M3
First Floor Plan
66 m²



House Type M2/M3
4 Bed / 7 Person

Detached/ Semi-Detached

Total Floor Area	132m² (110m²)
Ground Floor Area	66m²
First Floor Area	66m²
Total Living Area	46 m² (40m²)
Total Bedroom Area	47m² (43m²)
Total Storage Area	7m²* (6m²)

Minimum standards shown in parentheses
Refer to site layout for handing and orientation
*Includes 3.5m² of attic storage

Storage Area

Client
Lagan Homes Tullyallen Ltd.

Project
Gort Mell
Old Slane Road
Drogheda
Co. Louth

Stage Planning
ID 22.127.PD3011
Title House Type M2/M3 - Plans
Scale 1:100 at A3
Date February 2024
Drawn SA

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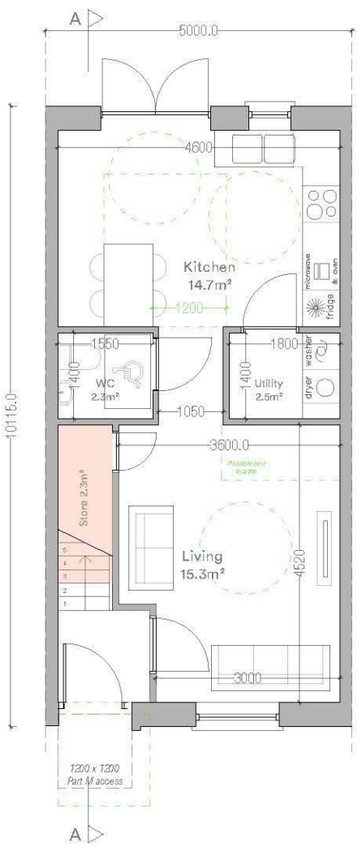
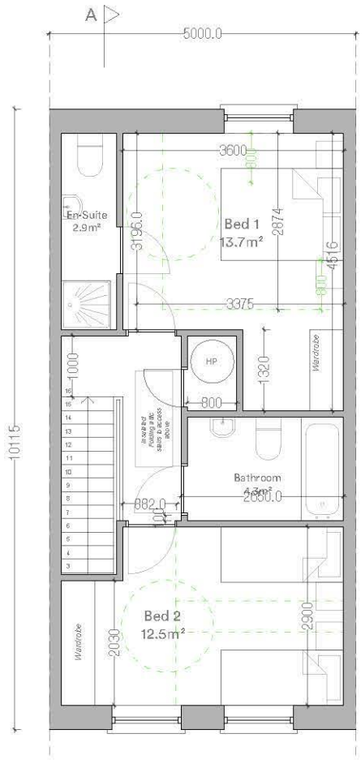


House Type P1
Ground Floor Plan
42.9m²



House Type P1
First Floor Plan
42.9m²

House Type P1
2 Bed / 4 Person

Terrace

Total Floor Area	86m²	(80m²)
Ground Floor Area	43m²	
First Floor Area	43m²	
Total Living Area	30m²	(30m²)
Total Bedroom Area	26.2m²	(25m²)
Total Storage Area	5.8m²	(4m²)

Minimum standards shown in parentheses
Refer to site layout for handing and orientation

Storage Area

Client
Lagan Homes Tullyallen Ltd.

Project
Gort Mell
Old Slane Road
Drogheda
Co. Louth

Stage Planning
ID 22.127.PD3021
Title House Type P1 - Plans
Scale 1:100 at A3
Date February 2024
Drawn SA

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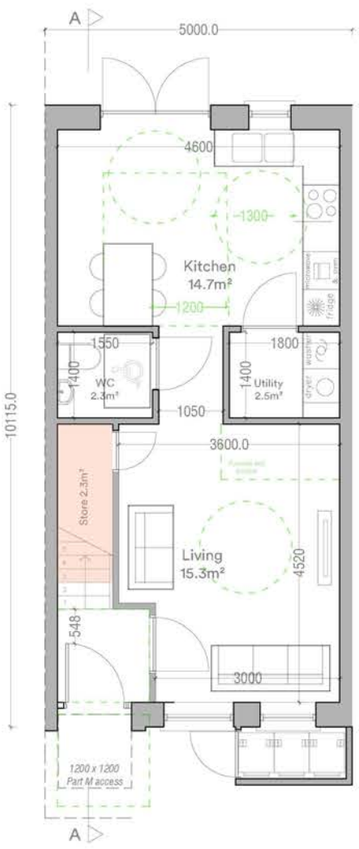
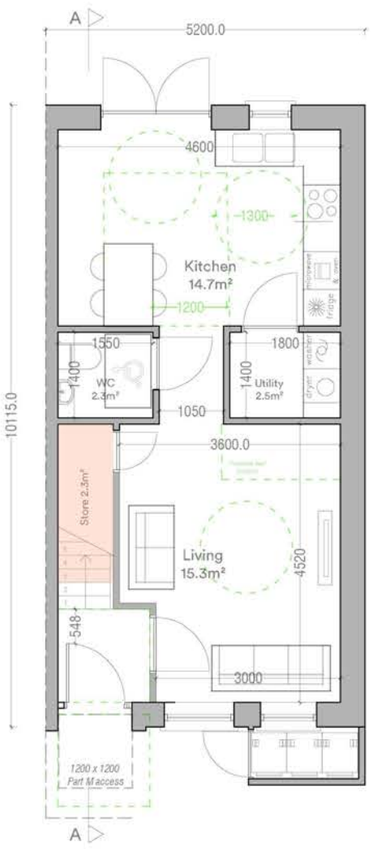
P2

P3

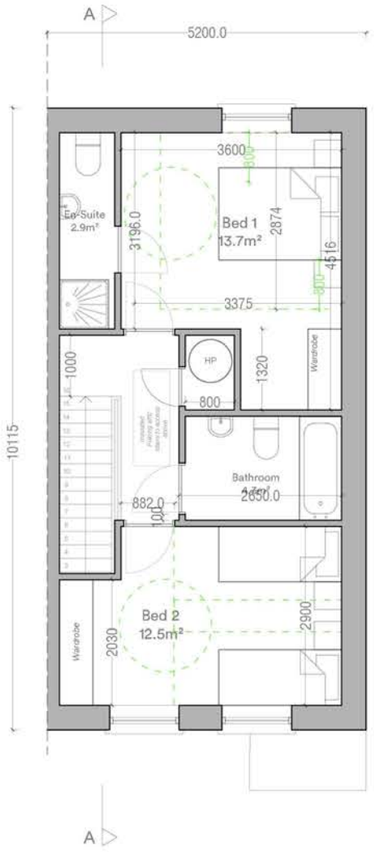


House Type P2
Ground Floor Plan
42.9m²

House Type P2
First Floor Plan
42.9m²



House Type P3
Ground Floor Plan
42.9m²



House Type P3
First Floor Plan
42.9m²

House Type P2/P3
2 Bed / 4 Person

P2 Mid Terrace incl. Bin Store
P3 End of Terrace incl. Bin Store

Total Floor Area	86m²	(80m²)
Ground Floor Area	43m²	
First Floor Area	43m²	
Total Living Area	30m²	(30m²)
Total Bedroom Area	26.2m²	(25m²)
Total Storage Area	5.8m²	(4m²)

Minimum standards shown in parentheses
Storage Area Refer to site layout for handing and orientation

Client
Lagan Homes Tullyallen Ltd.

Project
Gort Mell
Old Slane Road
Drogheda
Co. Louth

Stage Planning
ID 22.127.PD3023
Title House Type P2 - Plans
Scale 1:100 at A3
Date February 2024
Drawn SA

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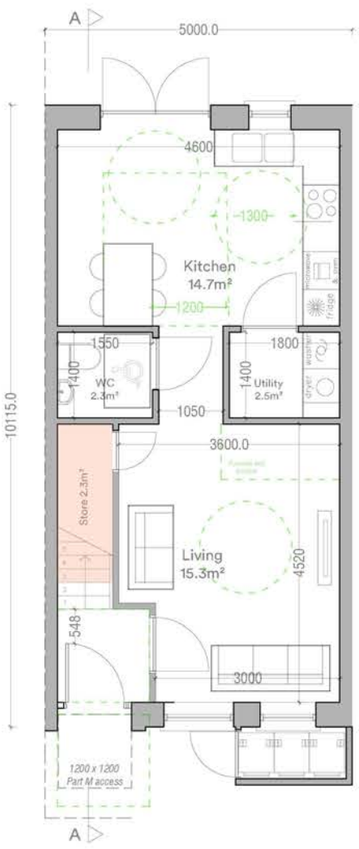
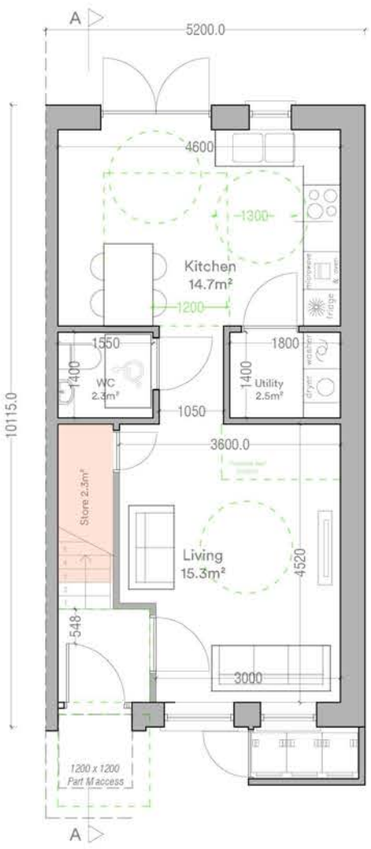
P2

P3

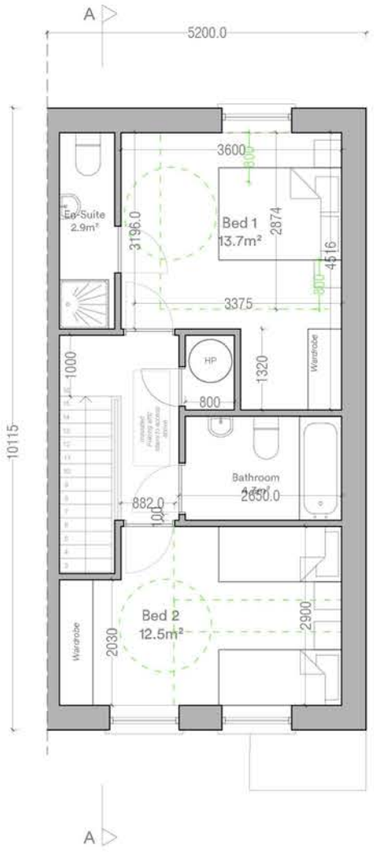


House Type P2
Ground Floor Plan
42.9m²

House Type P2
First Floor Plan
42.9m²



House Type P3
Ground Floor Plan
42.9m²



House Type P3
First Floor Plan
42.9m²

House Type P2/P3
2 Bed / 4 Person

P2 Mid Terrace incl. Bin Store
P3 End of Terrace incl. Bin Store

Total Floor Area	86m²	(80m²)
Ground Floor Area	43m²	
First Floor Area	43m²	
Total Living Area	30m²	(30m²)
Total Bedroom Area	26.2m²	(25m²)
Total Storage Area	5.8m²	(4m²)

Minimum standards shown in parentheses
Storage Area Refer to site layout for handing and orientation

Client
Lagan Homes Tullyallen Ltd.

Project
Gort Mell
Old Slane Road
Drogheda
Co. Louth

Stage Planning
ID 22.127.PD3023
Title House Type P2 - Plans
Scale 1:100 at A3
Date February 2024
Drawn SA

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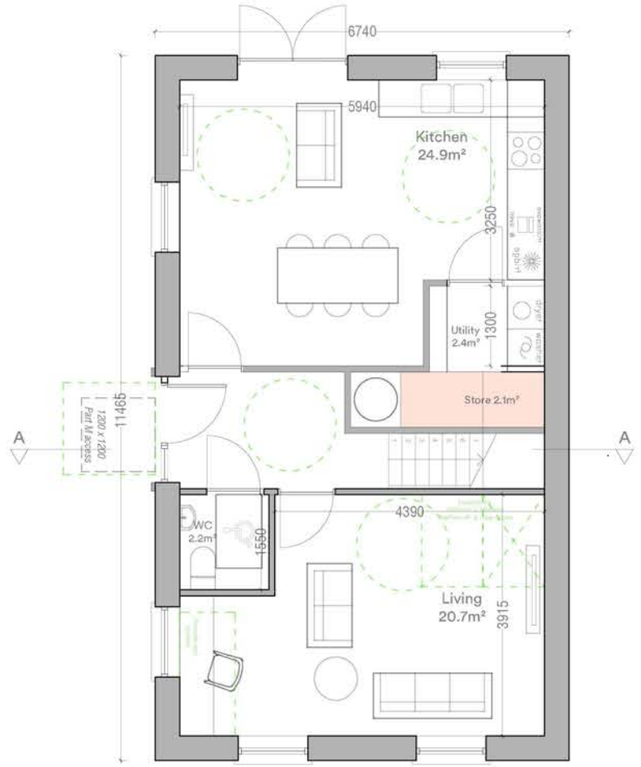
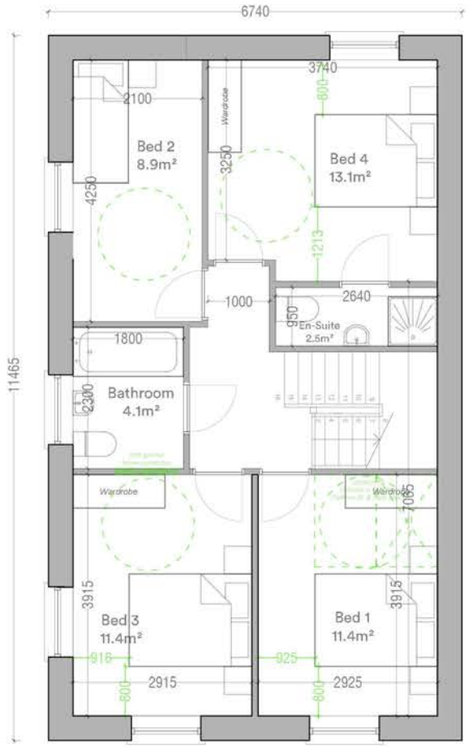
Universal Design
notes shown green



House Type R1
Ground Floor Plan
63.3 m²



House Type R1
First Floor Plan
####m²

R1

House Type R1
4 Bed / 7 Person

Detached

Total Floor Area	126.6m²	(110m²)
Ground Floor Area	63.3m²	
First Floor Area	63.3m²	
Total Living Area	45.6 m²	(40m²)
Total Bedroom Area	45m²	(43m²)
Total Storage Area	8m²*	(6m²)

Minimum standards shown in parentheses
Refer to site layout for handing and orientation
*Includes 3.5m² of attic storage

Storage Area

Client
Lagan Homes Tullyallen Ltd.

Project
Gort Mell
Old Slane Road
Drogheda
Co. Louth

Stage Planning
ID 22.127.PD3025
Title House Type R1 - Plans
Scale 1:100 at A3
Date February 2024
Drawn SA

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5880
5880
5880
5880
6140
Planted privacy screen
Planted privacy screen
Planted privacy screen
Planted privacy screen
Planted privacy screen
Store 1.3m²
Store 1.3m²
Store 1.3m²
Store 1.3m²
HP
HP
1200
2605
Terrace 7m²
Terrace 7m²
Terrace 7m²
Terrace 7m²
Terrace 7.4m²
2750
2980
2680
Kitchen/ Living 24.3 m²
Kitchen/ Living 24.3 m²
Kitchen/ Living 24.3 m²
Kitchen/ Living 24.3 m²
4360
Store 0.6m²
1245
WC 4m²
Bed 1 13.5m²
3550
3800
800

Appendix D of the Sustainable and Compact Settlement Guidlines
Design Checklist - Key Indicators of Quality Urban Design and Placemaking

1. Sustainable and Efficient Movement

(i) Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?

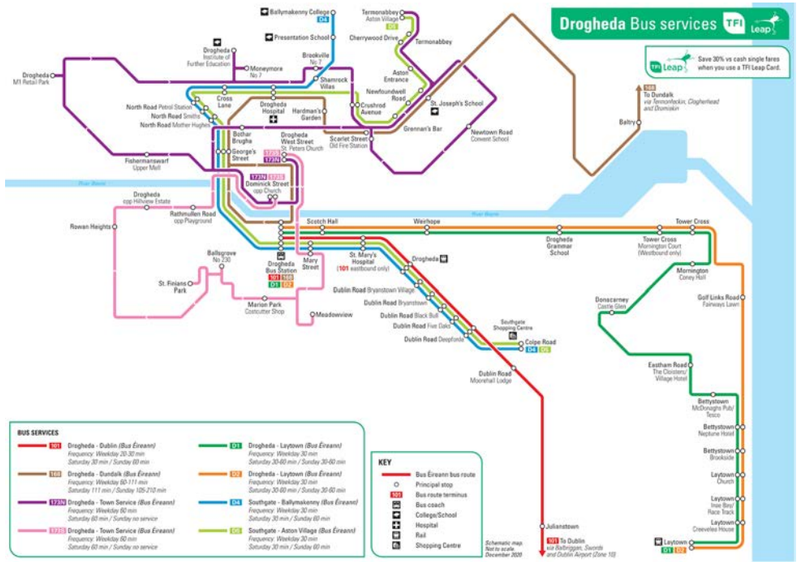
The proposed development at Gort Mell, Old Slane Road establishes new permeable networks. Vehicular access is from the Old Slane Road to the south. Continuous access through the site from south to north is provide for pedestrians and cyclists. Access to bus services from the N51 , and to the local services is easy for pedestrians and cyclists. it is expected that an inceased demand for public transport from both this new residential development and the M1 retail park will facilitate an improvement to the bus service. Vehicular access is also available from Barrack Lane and Old Slane Road - but is less convenient to encourage sustainable modes of transport. The facility for further connections to adjacent sites to the south have also been faciliated.

The M1 slipway to the west is not directly accessible due to a significant change in level and the nature of the motorway infrastructure. But easy access from the site is availabe from the roundabout. The lands to the east of the site are separated by the natural landscape of the ravine.

NMP Architects have carefully designed the openspace to provide appropriate access to the stream and natural amenities.

As per the LRD opinion from Louth County Council, the design provides for a sterile section of land(s) on the boundary adjoining the public road for the provision of footpath(s) and cycle path(s) that comply with the widths outlined in section 2.6 & Table 2.2 of “The Cycle Design Manual” i.e. footpath width 1.8m, cycle path width 2m and buffer zone of 0.5m i.e. 4.3m. All boundary fences / walls associated with said application shall be set clear of this sterile lands for the future provision of cycle / walking infrastructure. Please refer to Waterman Moylan drawing for details.

(ii) Have opportunities to improve connections with and between established communities been identified and responded to and in particular strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?



Development at Gort Mell, Old Slane Road is on a greenfield site, with existing housing to the south, retail and commercial developments to the north east, and the M1 to the west. New connections have been made by the new development that will support connectivity for both the new nieghbourhood, and the existing community. Strategic connections to local services have been facilitated.

Bus services are already available in front of the M1 Retail Park to the north west of the site. Drogheda MacBride Railway station is well connected to Dundalk, Dublin and Belfast. It is located approximately 4.5km from the site. The M1 motorway is to the west of the site, and easily accessible from the site.

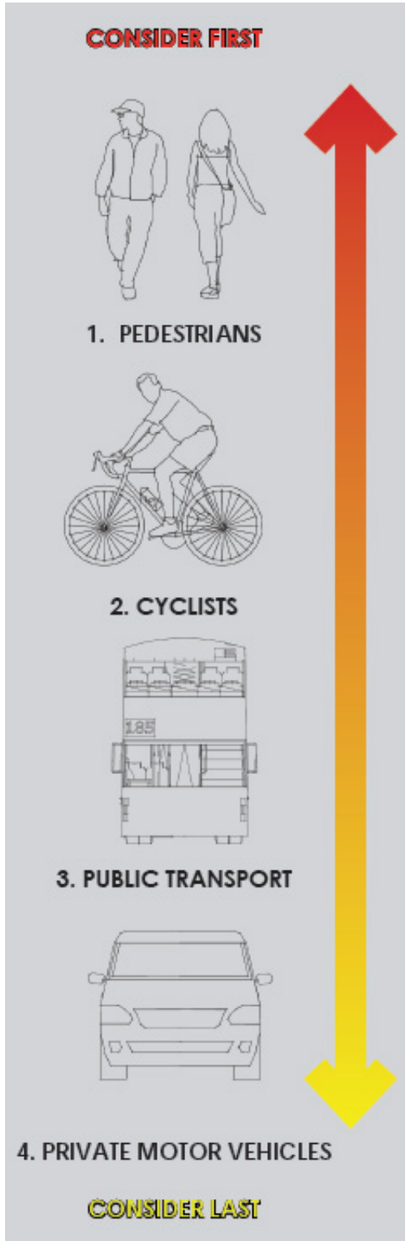
Local shops and amenities are located beside the site. Drogheda is a thriving town with many amenities for services, leisure and employment opportunities. It is the most rapidly expanding town in Ireland according to the most recent census data from the CSO.

Natural boundaries to the east and west of the site (Motorway and Stream in a ravine) restrict the potential for new connections to the east and west, but the proposed development has provided for a new connection from the north to the south and can tie in with the existing street and road network to ensure connectivity in the context.

(iii) **Are streets designed (including the retrofiting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?**

Extensive improvement works to the existing street network have already been approved by the SHD Application in proximity to this site. The proposed new development has been designed in accordance with DMURS.

A hierarchy of streets is proposed with primary and secondary streets and shared surfaces. Shared surfaces and home zones help to extend the quality of public open spaces. Carparking has been designed so that the majority is contained between buildings. Where carparking is located to perpendicular to the front of houses, it is generally only on one side of a street. Parallel parking has been provided strategically at appropriate places throughout the site.



DMURS Figure 2.21:

User hierarchy that promotes and prioritises sustainable forms of transportation

(iv) **Has the quantum of parking been minimised (in accordance with SPPR4) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles?**

Located on the edge of Drogheda town, these residentially zoned lands have an existing bus service, but likley not sufficient to eliminate the need for the private car at the outset. Should the public transport system improve, there would be potential for extensions or new planting to replace some carparking.

Therefore we have designed this scheme to allow for the private car, while ensuring that cars do not dominate the experience of the public realm. In accordance with the location of this site, the Louth County Development Plan and the Compact Settlement Guidelines, three and four bedroom houses have been provided with 2 No. car parking spaces, and 2 bedroom houses and apartments have been provided with 1 No. car parking spaces each. As outlined in DMURS, we have designed the streets so that where perpendicular carparking is provided, this is only on one side of the street. Other carparking is provided in parallel spaces on street, with trees located at appropriate intervals to screen the cars.

Bicycle parking will be provided at a rate of a minimum of one space per bedroom. Houses with direct access to rear gardens may store bicycles there. Mid-terrace houses and duplexes will be provided with bicycle storage in front gardens or in shared covered stores.

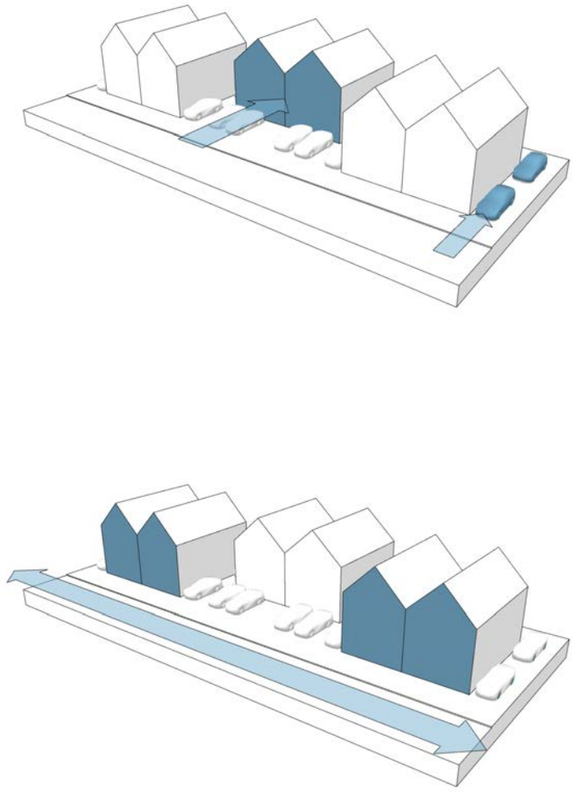


Diagram illustrating design measures to enure the public realm is not dominated by parked vehicles

Appendix D of the Sustainable and Compact Settlement Guidlines
Design Checklist - Key Indicators of Quality Urban Design and Placemaking

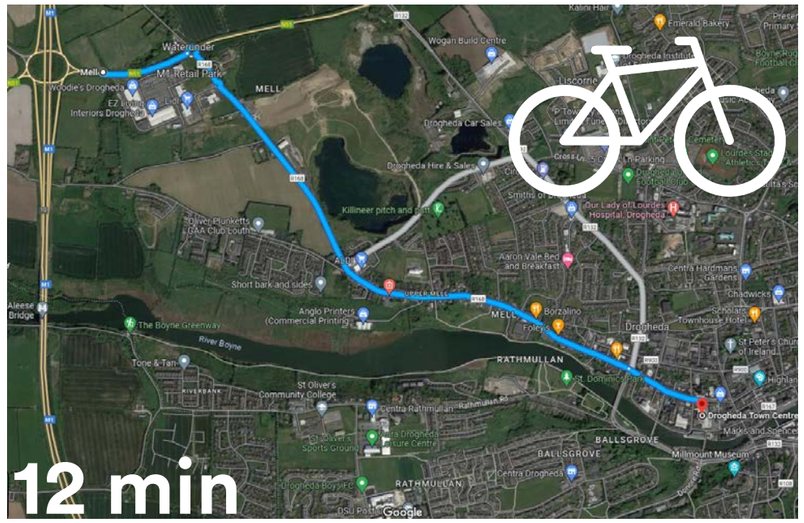
2. Vibrant Centres and Communities

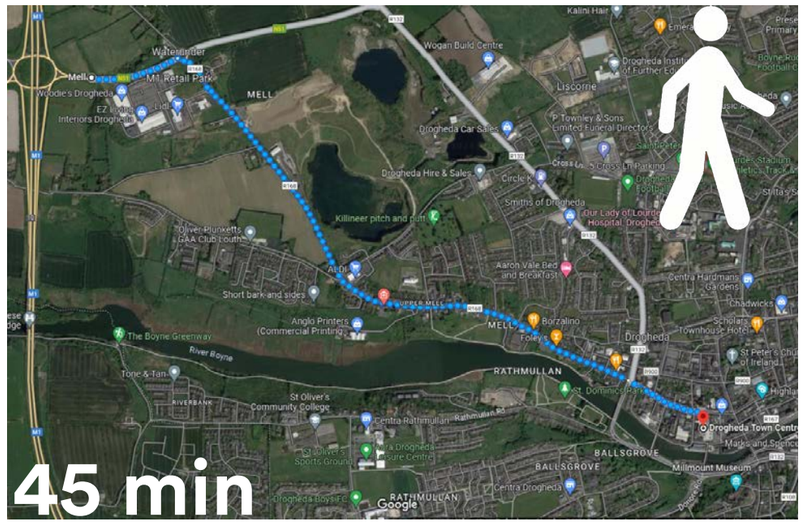
(i) Is the mix and intensity of land uses appropriate to the site and its location and have different uses been distributed in a complementary manner to ensure that there is a range of local services and amenities and access to public transport all within a short walk or cycle of homes?

Housing is provide on Residential zoned lands the subject of this planning application. Plannning permission has already been granted for 237 dwellings and a creche on this site. We propose the same number of dwellings as a part of this revised permission, but in a revised proportion that greatly increases the number of own door houses, and removes the need for basement carparking.

A creche is provided at the centre of the development, easily accessible for all residents. Please refer to the Childcare Assessment Need by Stephen Ward Planning Consultants.

A range of local services are available at the adjacent M1 Retail Park. Local services are also available at Mell including GAA club, schools, church, restaurants and others. The centre of Drogheda is also accessible; an 11 minute drive, 12 minute cycle, 30 minutes by bus or 45 minute walk.





Top:

12 minute cycle to centre of Drogheda

Bottom:

45 minute walk to centre of Drogheda

(ii)

Have a diverse and innovative range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by innovative range of housing typologies that support greater housing choice?

An innovative range of housing types has been provided, that is the same as the numbers and density previously approved for this site.

Previously permitted low density housing on part of the site with high density apartments on another part has been replaced with this proposal for a more sustainable, viable and attractive sccheme with all own door units. The proposes homes will cater for a greater range of needs in line with the Sustainable and Compact Settlement Guidelines.

The range of 1, 2, 3 and 4 bedroom dwellings proposed represent a range of housing typologies, that are accessible and efficient and will provide quality housing.

Summary Overview of Future Housing Needs 2021-2027

Summary Overview of Future Housing Needs 2021-2027

(iii) **Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable)?**

This development is on a revious greenfield site, that is now an active construction site. However it represents a more sustainable long term housing proposal on a scheme previously approved for housing at a low density and apartments at a high density with the revised proposal for medium density, low rise housing with own door units throughout. Construction has now commenced on the first 30 houses approved.

(iv) **Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?**

The proposed development is located on the edge of Drogheda, on residential zoned lands, beside the M1 motorway and the junction with the N51. A large retail park is located to the north west of the site. This retail and commercial area will be easily accessible by foot from the new development, increasing the activity and livability in the area. Existing services and amenities at Mell are also accessible locally. The new development provides for strong street edges and an engaged public realm throughout. Connections are made from Old Slane Road to the south and N51 to the north, facilitating access for both new residents and the existing community.

Appendix D of the Sustainable and Compact Settlement Guidlines
Design Checklist - Key Indicators of Quality Urban Design and Placemaking

3. Green and Blue Infrastructure (Open Space, Landscape and Heritage)

(i) **Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?**

The eastern boundary of the subject application is a low lying stream with a steep ravine from the site down to the boundary. There is a coherent natural boundary, with an attractive aspect from the site to the east. The existing stream will be protected and maintained by a 20m. Riparian Corridor, that also forms a part of the public open space for this development. The central public open space will be framed by a crescent of housing that engages with the sloping characterisics of the site.

The entrance from the Old Slane Road to the site includes a number of existing trees that it is proposed to retain. The entrance to the site is as approved in the previous planning permission. A detached house is located on axis from the entrance to punctuate the access into the development.

The western boundary of the site is defined by the M1 motorway sliproad, with the motorway, lying to the west of the site. The southern boundary of the site will be defined by a new planted berm and acoustic fencing that will improve and ameliorate the existing hedgerow, that extends around to the south west of the site.

Along the western boundary, there is extensive planting along the motorway slip road. Our proposed design has an acoustic strategy that uses the built form of the houses to create protected private spaces within the site, without the need for additional acoustic barriers and screens that can be expensive and unsightly. Due to the significant change in level between the site boudary and the road, the new dwellings will be hardly visible at all from passing motorists.

We have engaged with the arborist to ensure the proposed dwellings are located at an appropriate distance from the boundary to ensure protection of the existing trees. This ensures both the protection of the existing biodiversity and efficient and attractive new housing.

Pedestrian and cycle access has been facilitated from the northern boundary of the site. Hedgerows to the north west beside the roundabout will be retained and improved. Hedgerows along the N51 will be modified to ensure safe access and passive surveillance of the street. New hedgerows and tree planting will be provided.

One of the significant features of this site is its sloping nature. The proposed design has responded to and engaged with the changes in level in creative ways to ensure an attractive new streetscape and an efficient use of the land and resources.

Archaeological Assessment has been carried out on this site, and this planning application is accompanied by a report by Claire Walsh Archaeologist in relation to the previous assessment made of the site for the parent SHD Planning Permission.

Attractive views from the site to the Mary McAleese Bridge over the Boyne Valley have been framed by streetscapes from the site.

(ii) Have a complementary and interconnected range of open spaces and corridors been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?

Public Open Spaces have been located on this site in the first instance in response to the existing natural features and site conditions - in particular in response to the Mell Stream and the adjacent ravine.

Other public open spaces have been provided in a hierarchy of smaller and larger spaces in a way that is distributed throughout the site to provide access for all residents, and to facilitate future development to the south. A range of active and passive activities have been provided for in the designs prepared by NMP Landscape Archtiects.

A continuous link for pedestrians and cyclists through the eastern public open space beside the ravine has been provided for in the proposed design. This provides access to local retail, commercial and public transport services. Access for vehicular traffic is provided by a single access from the south, with the new street network designed in accordance with DMURS. In addition to public open spaces, street trees and landscaping has been provided along all streets. This follows the line of connections approved as a part of the parent SHD planning permission.

View of Pocket Park showing visual and physical link across public open spaces

NMP Architects Landscape General Arrangement Drawing

(iii) Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?

Public open spaces have been carefully designed to ensure access for all and a range of activities. The steep slope of the existing site has been thoroughly considered in the design of the open spaces and streets to ensure access for all can be provided.

In collaboration with NMP Architects, the route from the south to the north along the stream has been planned to work with the existing ecology and topography and also provide access. Private amenity spaces have also been carefully designed to ensure access for residents to private amenity space is maximised.

A range of public open spaces have been designed with a variety of activities and characteristics appropriate to their scale and location.

(iv) Does the plan or development proposal include integrate nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?

Waterman Moylan
Engineering Consultants

Sustainable Drainage System (SuDS) are a collection of water management practices that aim to align modern drainage systems with natural water processes. By using SuDS techniques, water is either infiltrated or conveyed more slowly to the drainage system and ultimately more slowly to water courses via permeable paving, swales, green roofs and underground attenuation tanks

These facilities are designed to prevent pollution of streams and rivers and to slow down runoff from sites, therefore helping to prevent downstream flooding and improve water quality. This closely mimics natural catchment behaviour where rainfall either infiltrates through the soil or runs off slowly over the ground surface to the nearest watercourse. This is known as the "treatment train" approach. SuDS devices should be placed at source, site, and regional levels. SuDS can also provide amenity benefits to local communities and benefits for biodiversity simultaneously.

The Proposed Surface Water Network and Attenuation Strategy is outlined below:

It is proposed to construct a SW drainage network that will service and attenuate the development internally before discharging at the current greenfield rates to the local watercourse that runs along the eastern boundary of the site. The surface drainage layout and attenuation strategy can be reviewed in detail on the accompanying Waterman Moylan Consulting Engineers Surface Water layouts and Engineering Services Report.

Storm water will be attenuated and discharge at a controlled rate, to ultimately outfall to the existing watercourse as outlined in the Engineering Services Report. The proposed development will be designed to incorporate best drainage practice and introduce nature based solutions as much as possible.

It is proposed to incorporate a Storm Water Management Plan through the use of various SuDS techniques to treat and minimise surface water runoff from the site. The methodology involved in developing a Storm Water Management Plan for the subject site is based on recommendations set out in the Greater Dublin Strategic Drainage Study (GDSDS) and in the SuDS Manual. Based on three key elements – Water Quantity, Water Quality and Amenity – the targets of the SuDS train concept have been implemented in the design, providing SuDS devices for each of the following:

1. Source Control
2. Site Control
3. Regional Control

1. Source Control

Permeable Paving:
It is proposed to introduce permeable paving at all private driveways and parking courts throughout the development. Downpipes from the front of the houses and apartments will drain to filter drains beneath the permeable paving to facilitate maximum infiltration of surface water from driveways and roof areas.

The goal of permeable paving is to control stormwater at the source to reduce runoff. In addition to reducing surface runoff, permeable paving

has the dual benefit of improving water quality by trapping suspended solids and filtering pollutants in the substrata layers.

Filter Drains:
It is proposed to install filter drains, consisting of perforated pipes surrounded in rear gardens of residential units and adjacent footpaths in open spaces. The filter drains will provide infiltration, optimise the retention time, and provide quality improvement to the storm water runoff, in particular for the first flush from the roof area which will accumulate small particulate matter after extended dry periods.

2. Site Control

Roadside Bio-retention Tree Pits:
It is proposed to provide roadside trees throughout the development. Trees can help control storm water runoff because their leaves, stems, and roots slow rain from reaching the ground and capture and store rainfall to be released later. Trees help to attenuate flows, trap silts and pollutants, promote infiltration and prevent erosion. Incorporating tree planting offers multiple benefits, including attractive planting features, improved air quality and increased biodiversity whilst helping to ensure adaptation to climate change.

Swales:
Swales are grassed channels proposed to run parallel and adjacent to selected roads throughout the site. Rainfall from the road surface will be directed to gaps in the road kerbing and will flow to the swales. The swales will be linked back to the drainage network to prevent flooding in extreme weather events, where the volume of rainfall exceeds the infiltration capacity of the swales.

Grassed swales enhance surface water runoff quality as they slow down water flow, allowing suspended particles to filter and settle out of suspension.

3. Regional Control

Attuenuation Tank:
The attenuation tank is designed to accommodate the 1 in 100 year rainfall event allowing for 20% increase due to climate change.

Flow Control:
A flow control device (Hydrobrake or similar approved) is proposed at each sub-catchment attenuation feature, which will limit exiting flows to the greenfield equivalent runoff rate.

Petrol interceptor:
Class 1 petrol interceptors will be provided before the surface water outfalls to the local water courses.

Appendix D of the Sustainable and Compact Settlement Guidlines
Design Checklist - Key Indicators of Quality Urban Design and Placemaking

4.Responsive Built Form

(i)

Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure with particular regard to land uses, the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?

The urban structure of the proposed development is formed by a series of coherent urban blocks, strong street edges and public spaces. The development is legible and easy to navigate, with streets orientated towards existing views and landmarks, or new buildings.

The entrance street from Old Slane Road faces the first house in the development, forming a 'gate lodge' approach. Existing and new trees are located along the first section of the street. This main entrance road is flanked by open space to the east, and continuous housing to the west. Three access points into the rest of the site provide accesibility and permeability throughout the site. Secondary streets and shared surfaces or homes zones provided continuous access through the rest of the development. All potential access and connections have been exploited or allowed for, with geogrpaphic restraints limiting the access to the east and west.

Housing along the eastern boundary creates a series of access courtyards to ensure maximum private amenity spaces and the best acoustic environment for all homes. This innovative solution in plan creates harmonious and appealing homes that disguise the motorway behind.

Orientation has been carefully considered in the design of these dwellings, with no dwellings having directly north facing gardens. Most dwellings have gardens facing east, west or south. Thus, even with reduced distances between dwellings of between 14 and 16m, adequate levels of daylight and sunlight will be available to private amenity spaces and in the homes. Please refer to the Daylight and Sunlight Analysis by IES that accompanies this planning submission. The majority of dwellings are two storeys, with 18% of dwellings in three storey duplex blocks.

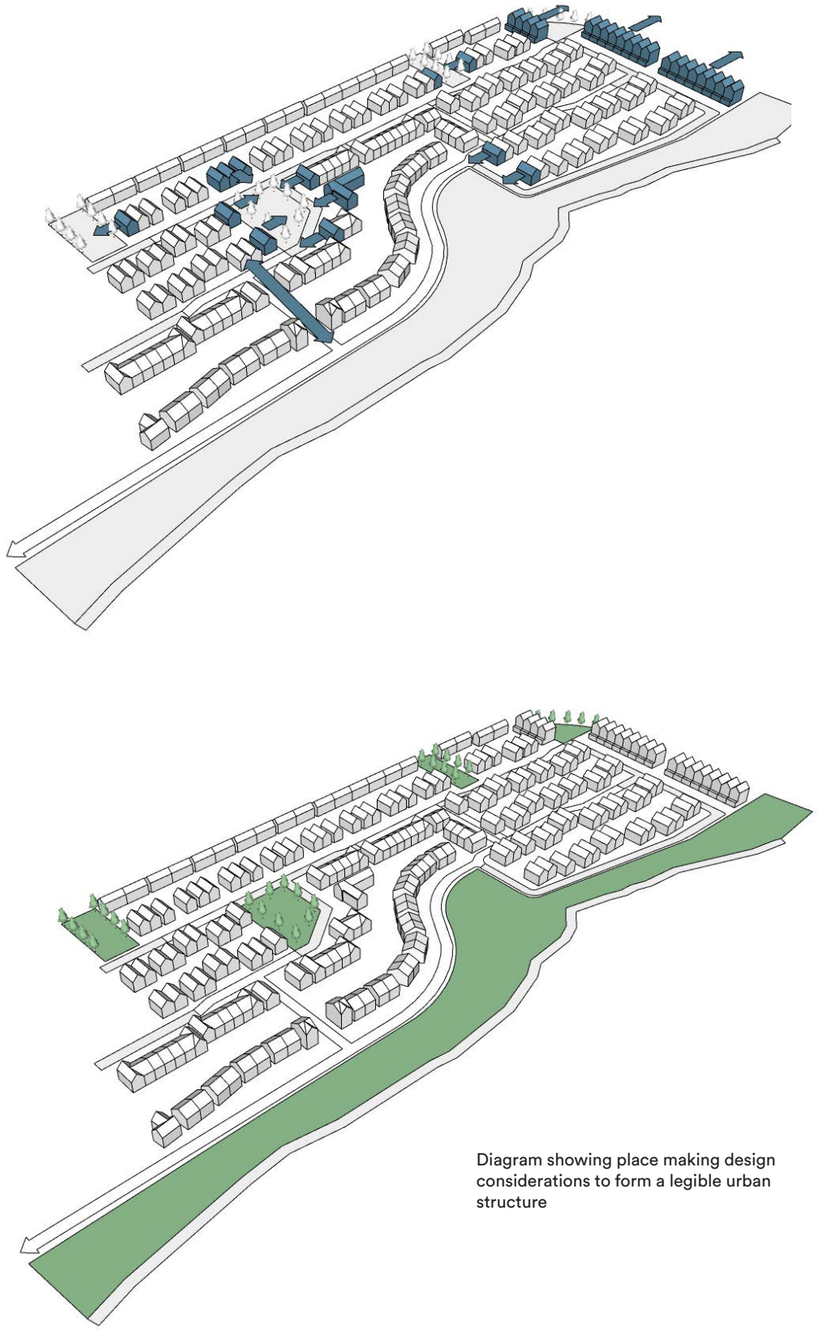


Diagram showing place making design considerations to form a legible urban structure

(ii) Do buildings address streets and spaces in a manner that will ensure they clearly defi ne public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?

The success of compact settlements with higher densities will be dictated not only by the quality of the built forms and homes designed, but by the quality of the public realm. The spaces between the buildings will be as important as the homes themselves. In this proposals, all streets are active with building lines that hold and contain the streets and public spaces. We have designed stepped housing forms that allows for cars to be located between buildings, and for a high containment value for the street sections. Carparking has been considered and integrated into the layout, but does not dominate the landscape.

There is a clear delineation between public and private spaces throughout the site. The previously approved scheme had a high proportion of apartments versus houses. The compact settlement guidelines allow for the reduction in size of individual gardens, but this has allowed for proportionally more houses to be provided, and therefore a far greater number of households benefit from larger rear gardens instead of balconies. Higher quality private amenity spaces are provided for the residents as a whole.

Public openspaces and streets are continuously overlooked. Dwellings face away from the M1 slip road to the west, but due to the density of planting and the change in level, these house would not be visible in any case.

Proposed House Type L

(iii) **Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant) and provide appropriate transitions with adjacent buildings and established communities?**

As discussed previously, the proposed development has responded to and engaged with the specific geographic context of the site in relation to the slope, changes in level, relationship to the M1 motorway, and the integration of the stream and associated public openspace into the overall development.

The proposed development has respected the existing one off housing to the south of the site, while also allowing for potential access, integration and possible development of these sites in the future.

Access to the Old Slane Road and N51 allow for access to existing services including public transport and local shops and commercial premises.

(iv)

Has a coherent architectural and urban design strategy been presented that will ensure the development is distinctive, complements the urban structure and promotes a strong sense of identity?

A clear sense of identity has been evoked by the proposed development. The coherent urban structure supports a range of dwelling types. Architectural forms are clear, simple, efficient and sustainable, creating light filled homes that balance the identity of the individual with the whole. Passive surveillance of the public realm is continuous throughout the development. Connectivity has been prioritised. Views and vistas to surrounding landmarks and terminating new streets have been formed. The architectural expression has a number of elements in this scheme

- Stepping of building lines to hide carparking behind the building line
- Continuous building lines are formed close to the pavements
- Perpendicular parking to the front of houses is provided on one side of any street only.
- Parallel on street parking is provided where appropriate
- Street trees are provided wherever possible in addition to public open spaces.
- DMURS has informed the layout, with a number of home zones.
- A rhythmic roof structure
- Continuous brick ribbon at ground floor level to absorb any visual clutter
- Dominant materials in different areas to create variety of character areas
- A balance betwen repetition and coherence, with moments of punctuation and contrast
- Taller buildings are located at the northern end of the site to define the edge of the scheme adjacent to the main road, and to frame the public open space.
- Corner houses have been designed with strong elevations to both public sides

(v) Does the development integrate well within its context and will the safety and amenity of future residents and of residential and other sensitive occupiers of adjacent properties be safeguarded to a reasonable extent?

The proposed development will create a new residential area, which will improve the safety and amenity of both the new neighbourhood and established communities. All streets and public open spaces are fully overlooked, with high levels of passive surveillance. Public lighting will be provided in all appropriate public areas in accordance with the requirements of Louth County Council.

The street network has been designed in accordance with DMURS, with the intention to reduce the speed of driving by means of the design. This includes permeable layouts with more frequent junctions which has a traffic-calming effect as drivers slow and show greater levels of caution.

Pedestrian and cycle networks have been prioritised in both the routes through the site and with level grade crossings for pedestrians across junctions. The proposed development is at an appropriate distance from adjacent residential dwellings to the south. The access to the south is the only access for vehicles, with two additional access points for pedestrians and cyclists to the north.

Urban Design Manual
12 Principles of Urban Design

Context

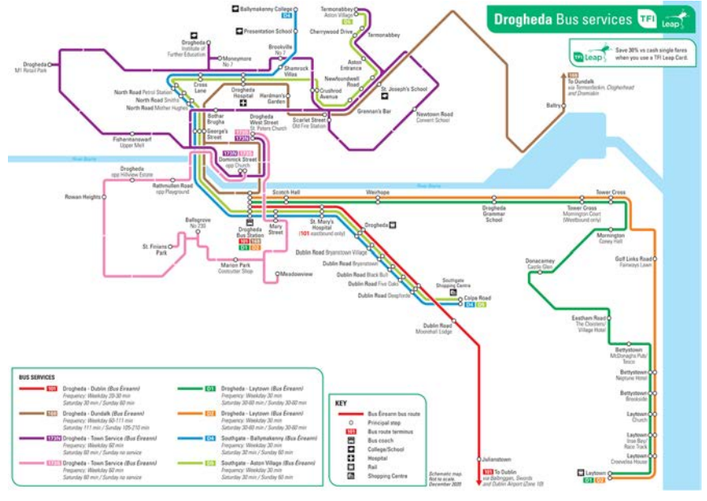
- How does the development respond to its surroundings?
- The development seems to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture and landscaping have been informed by the development's place and time
- The development positively contributes to the character and identity of the neighbourhood
- Appropriate responses are made to the nature of specific boundary conditions

The proposed scheme is designed as an appropriate urban forms that creates strong street edges that overlook public open spaces and streets. The main entrance is from the southern boundary, with a large public open space beside the Mell and Kenny stream including the ravine and riparian corridor. Continuous housing along this edge ensures passive surveillance and attractive views. The built form of houses along the western boudary creates an acoustic barrier that is a part of the built form, with attractive homes and private amenity space. The existing trees and green edge along the motorway is retained. The streets are aligned to form views from the site to the surrounding context. Pedestrian and cycle connections to the north are framed by taller buildings.

Connections

- How well connected is the new neighbourhood?
- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport

This is a new residential scheme, beside the M1 motorway and is at the edge of Drogheda, with a mixture of agriculture, retail and residential activities around the site. The western boundary is defined by the M1, with access from the roundabout to the northwest of the site. The stream, riparian corridor and steep ravine make direct access from the eastern side of the site challenging, but this area will have a large and attractive public open space. New pedestrian and cycle links from north to south of the site are created. A retail park is located to the east of the site. An existing bus service to the M1 retail park will provide public transport to the site. The density of 38.5 dwellings per hectare will help to sustain a local bus service. The scheme connects with the existing street network, and provides for new connections.



Inclusivity

- How easily can people use and access the development?
- New homes meet the aspirations of a range of people and households
- Design and layout enable easy access by all
- There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly
- Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.
- New buildings present a positive aspect to passers by, avoiding unnecessary physical and visual barriers

The proposed scheme at Old Slane Road provides for a wide range of dwellings and household types. It is a connected and legible new neighbourhood with a range of amenities from small pocket parks to a larger parks. The proposed development has been designed with due regard to the principles of DMURS, universal design, including the 'Building for Everyone' publications.

All homes are provided with own door access, a key benefit of the new Sustainable and Compact Settlements Guidelines. These homes are provided at a higher density than traditional suburban developments, while achieving the key benefits of suburban living:

- Active and safe streets
- Own door access to homes
- Private gardens
- No shared internal spaces
- Public open spaces
- Access to local amenities and services

All homes have level access and inaccessible areas have been eliminated as far as possible. The public realm is designed to ensure accessibility on equal terms for people of a range of ages and physical mobility, with particular regard to the challenge of the steep slopes on part of this site. Permeability and legibility are integral to the design.

The principles of universal design underpin the design approach, such that the scheme "may be accessed, understood and used to the greatest practicable extent, in the most independent and natural manner possible, in the widest possible range of situations and without the need for adaptation, modification, assistive devices or specialised solutions, by persons of any age or size or having any particular physical, sensory, mental health or intellectual ability or disability" Disability Act 2005. As per the Louth County Development Plan, at least 30% of homes will be designed to align with the principles of Universal Design.

All parts of the development are fully accessible to residents. Quality private open spaces are provided for all residents, with individual terraces and balconies for duplex apartments. Landscape Design and detailing of streets and footpaths provide for movement by mobility impaired persons including roll-over kerbs and level crossings of streets. The layout and landscape will comply with the requirements of Part M of the Building Regulations for People with Disabilities.

The overall development provides for at least 10% of dwellings for social housing provision as outlined in the accompanying updated Part V proposal.

Variety

- How does the development promote a good mix of activities?
- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing choices and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.

As a part of the overall Planning Scheme, an appropriate range of activities have been well planned and integrated with this development. Residential development is the primary activity on these residentially zoned lands, with public open spaces and a childcare facility to complement the primary residential use. Retail, commercial and agricultural lands are all in close proximity to the site. Drogheda town centre is easily accessible from the site.

Efficiency

- How does the development make appropriate use of resources, including land?
- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

The proposed scheme provides for a medium density of 38.5 dwellings per hectare, which remains the same as the previously proposed development on this site This is in accordance with the "Sustainable Residential Development in Urban Areas (2007)" Guidelines. The Sustainable and Compact Settlements Guidelines have been applied to provide for appropriate, affordable, and sustainable housing in an area of high demand. Drogheda has been identified as the most expanding urban area in the country by the CSO, with demand for housing high in the area.

The proposed layout has provided for housing that is largely in an east-west orientation, which will give the best solar orientation. There are no north facing gardens. The majority of houses are two storeys in heights, which not withstanding the reduced seperation between houses will ensure the quality and amenity of rear garden spaces.

High quality public open spaces and a SuDS strategy are inregral to the scheme.

A waste management plan will be implemented for the operation of this development in cooperation with Louth County Council.

Distinctiveness

- How do the proposals create a sense of place?
- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre

The proposed development has recognisable features so that people can describe where they live and form a community identity. Character areas have been defined by differences in architectural and material expression. A balance has been struck between consistency and contrast. This allows for individual and community identities to happily coexist.

Green spaces and tree planting are continuous throughout the proposals and will create an attractive, healthy and sustainable place to live. Street trees have been maximised with a balance of on-street carparking and shared surfaces.

Our scheme delivers high quality shared space to residents. Consideration of and provision for the car has been made in this scheme, but it is not the priority or focus in terms of the design or layout. The staggered building lines serve to contain the street, and to disguide the car.

The proposed development aims to create a strong sense of place. The design intention is to connect with the amenities, services and communities already in place, and to create potential for future connections. A new connection from the North to the south is key to pedestrian and cycle connectivity.

Layout

- How does the proposal create people friendly streets and spaces?
- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers
- Traffic speeds are controlled by design and layout rather than by speed humps
- Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts

The Layout aligns routes with desire lines to create a permeable interconnected layout that is easy and logical to navigate around. The existing context has been connected into the proposed development. As discussed earlier in this document, particular care has been taken in the design of housing in relation to boundary with the M1 in terms of the amenity of the dwellings.

Activity is focussed on the streets by creating active frontages with front doors directly serving the street. Passive surveillance is provided throughout the layout. All public open spaces are directly overlooked by housing to ensure high amenity value.

Traffic speeds are controlled by design and layout with minimal activity for cars and in compliance with DMURS.

Public Realm

- How safe, secure and enjoyable are the public areas?
- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood
- There is a clear definition between public, semi private, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm
- Green Infrastructure & Open Spaces

Public Open Spaces are generous, and include green infrastructure connections and play spaces. The Green Infrastructure connections described have a positive impact on the public realm. The riparian corridor is integrated into the public open space.

The ends and corners of buildings are designed with clearly active aspects to all public elevations to ensure the continuity and completeness of passive surveillance of the public realm while ensuring the private amenity of homes. Attractive street fronts and gables create legible, safe and active streets throughout the proposed development. Streets are defined by a coherent built realm.

There is a clear definition and hierarchy of space between all public, private and communal open spaces. Private open spaces where they adjoin the public realm have appropriate screening, with buffers between the private and public spaces. Public open spaces are all overlooked and passively surveyed by active building frontages.

The proposed development provides safe and enjoyable public spaces. The public realm is made up of public streets and landscaped open spaces. Each of these spaces are overlooked, accessible and usable by residents and visitors. 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, connecting with the existing street network.

Adaptability

- How will the buildings cope with change?
- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office
- Space in the roof or garage can be easily converted into living accommodation

A range of dwelling types from one-bedroom to four bedroom houses have been provided in the overall scheme. All dwellings are designed in accordance with 'Design Standards for New Apartments-Guidelines for Planning Authorities' 2022, and 'Quality Housing for Sustainable Communities 2007', and with reference to Design Manual for Quality Housing.

The low rise- high density scheme provides for a range of dwelling typologies.

All dwellings will be A-rated.

All units are accessible and are provided with Part M compliant sanitary facilities.

In line with the Louth County Development Plan, at least 30% of dwellings will comply with Universal Design Guidelines.

Privacy & Amenity

- How does the scheme provide a decent standard of amenity?
- Each home has access to an area of useable private outdoor space
- The design maximises the number of homes enjoying dual aspect
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.

All homes the subject of this application are dual aspect. Houses that back onto the M1 motorway have limited windows to the west to provide for best acoustic environment. These windows will provide for daylight and dual aspect, but will not compromise the internal acoustic environment. A minimum of 16m separation distance between opposing first floor windows of both proposed and approved dwellings ensures a high degree of privacy. All homes meet or exceed the standards set out in the 'Compact Settlement Guidelines', 'Quality Homes for Sustainable Communities' and the Aparment Design Guidelines. An Acoustic Assessment has been carried out to ensure the quality and amenity of homes and their private open spaces. All recommendations of the Acoustic Design Statement will be incorporated into the development. All homes have been provided with adequate storage within the houses.

Parking

- How will the parking be secure and attractive?
- Appropriate car parking is on-street or within easy reach of the home's front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces
- Materials used for parking areas are of similar quality to the rest of the development
- Adequate secure facilities are provided for bicycle storage

Streets and public open spaces are enclosed by buildings rather than cars. This allows streets to be enjoyed as real public spaces.

The correct and considered management of parking is paramount throughout this residential scheme. As discussed earlier in this document, a minimum of one space is provided for each 1 and 2 bedroom dwelling, and two spaces for 3 and 4 bedroom units. EV charging will also be provided in line with the requirements of Louth County Council as outlined by Waterman Moylan Consulting Engineers.

Detailed Design

- How well thought through is the building and landscape design?
- The materials and external design make a positive contribution to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space will facilitate easy and regular maintenance
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly
- Care has been taken over the siting of flues, vents and bin stores

The proposed development is bedded into the context and landscape, with connections to the adjoining sites and streets, and a considered response to the challenge of the level changes, and to achieve high density, low rise, sustainable and affordable housing.

The finishes proposed throughout this proposed development are of the highest standards and quality, as illustrated in the attached documentation. They are of a distinct but appropriate character to the suburban context, will engage with the community and be of high quality.

Large areas of high quality public open space are provided as an integral part of this proposed residential development.

The simple forms and familiar materials will be easy to maintain. A Building Life Cycle Report accompanies the planning application.

Car parking has been carefully considered and integrated into the layout.

Bin storage has been considered as an integral part of the design and is located at convenient but unobtrusive locations where required.

Conclusion

In conclusion, this proposal outlines a transformative vision for the residential development at Old Slane Road. While an earlier scheme for 237 dwellings and a creche was previously approved, recent updates to government policy have opened new possibilities for creating a high-quality neighborhood at a more sustainable and compact scale. The revised proposal retains the same number of dwellings but offers a more balanced composition of 195 houses and 42 duplex apartments, with a focus on sustainable, integrated neighborhoods.

Our emphasis on quality design and placemaking ensures a legible urban form, natural park areas, pocket parks, active streetscapes, and ample opportunities for passive surveillance. These changes result in a neighborhood that prioritises people over cars, providing a diverse spatial experience that fosters safety, play, and social interaction among neighbors.

JFOC's track record in medium-density, low-rise development, as evidenced by our inclusion in the Housing Agency/Irish Architecture Foundation exhibition Housing Unlocked in 2022 and our recent success in the RIAI Town Centre Living competition in Roscrea, underscores our commitment to innovative and sustainable housing and urban planning.

We believe that this proposal embodies a more sustainable and integrated solution for the site, aligning with best practice design standards.

Statistics Comparison

Overview of Existing Permission

Net Site Area:	6.1 Ha		
Total Units:	237		
Proposed Density:	38.5 UPH		
Public Open Space:	9,261 m2 (15%) (15% Required)		
Parking Provision:	2 Spaces per House 1 Space per Apt/Duplex 1 Visitor per 3 Apt/Duplex		
Overall Mix:			
	1 Bed	19	8%
	2 Bed	98	41%
	3 Bed	99	42%
	4 Bed	21	9%
Apartments:	151 no.	64%	
Houses:	86 no.	36%	

Overview of Proposal

Net Site Area:	6.1 Ha		
Total Units:	237		
Existing Permission	30		
New Proposed:	207		
Proposed Density:	38.5 UPH		
Public Open Space:	9150 m2 (15%)		
Parking Provision:	2 Spaces per 3 and 4 Bed House 1 Space per 2 Bed House 1 Space per Apt/Duplex 1 Visitor per 3 Apt/Duplex		
Overall Mix:			
	1 Bed	21	9%
	2 Bed	49	20%
	3 Bed	142	60%
	4 Bed	25	11%
Duplex Units:	42 no.	18%	
Houses:	195 no.	82%	

Thank You