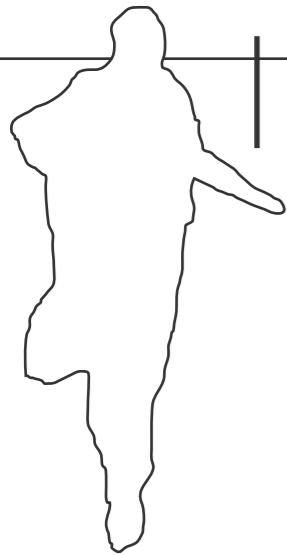


Drogheda Docklands Area Plan



This Plan was adopted by Drogheda Borough Council as part of a variation to the Drogheda Borough Council Development Plan 2005-2011, on 5 February 2007.

This Plan was prepared by Loci Urban Design Architecture and Planning for Drogheda Borough Council.

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1.1 Background

Loci was requested by Drogheda Borough Council to prepare a Docklands Area Plan (DAP) focussed on the Inner Quays area of the town. The DAP is required to inform the making of new Plans and Policies for the area. It has been incorporated as a Variation of the current Drogheda Borough Council Development Plan, 2005 - 2011.

The aims of the DAP are to:

- :: Identify the main issues affecting the Docklands Area,
- :: Outline the constraints and opportunities for regeneration,
- :: Present a new vision for the Area,
- :: Detail a robust Framework for achieving the vision,
- :: Provide a basis for consensus among the main actors in the planning and development of the Area, and,
- :: Form the basis of future planning policy and guidance.

The DAP was prepared in consultation with the Council and a group of key consultees.

The strategy and guidelines in this plan are generally area-specific and must be read in conjunction with the Drogheda Borough Council Development Plan, 2005-2011. Unless otherwise stated, the general Development Plan Policies and development control objectives still apply to the Area.

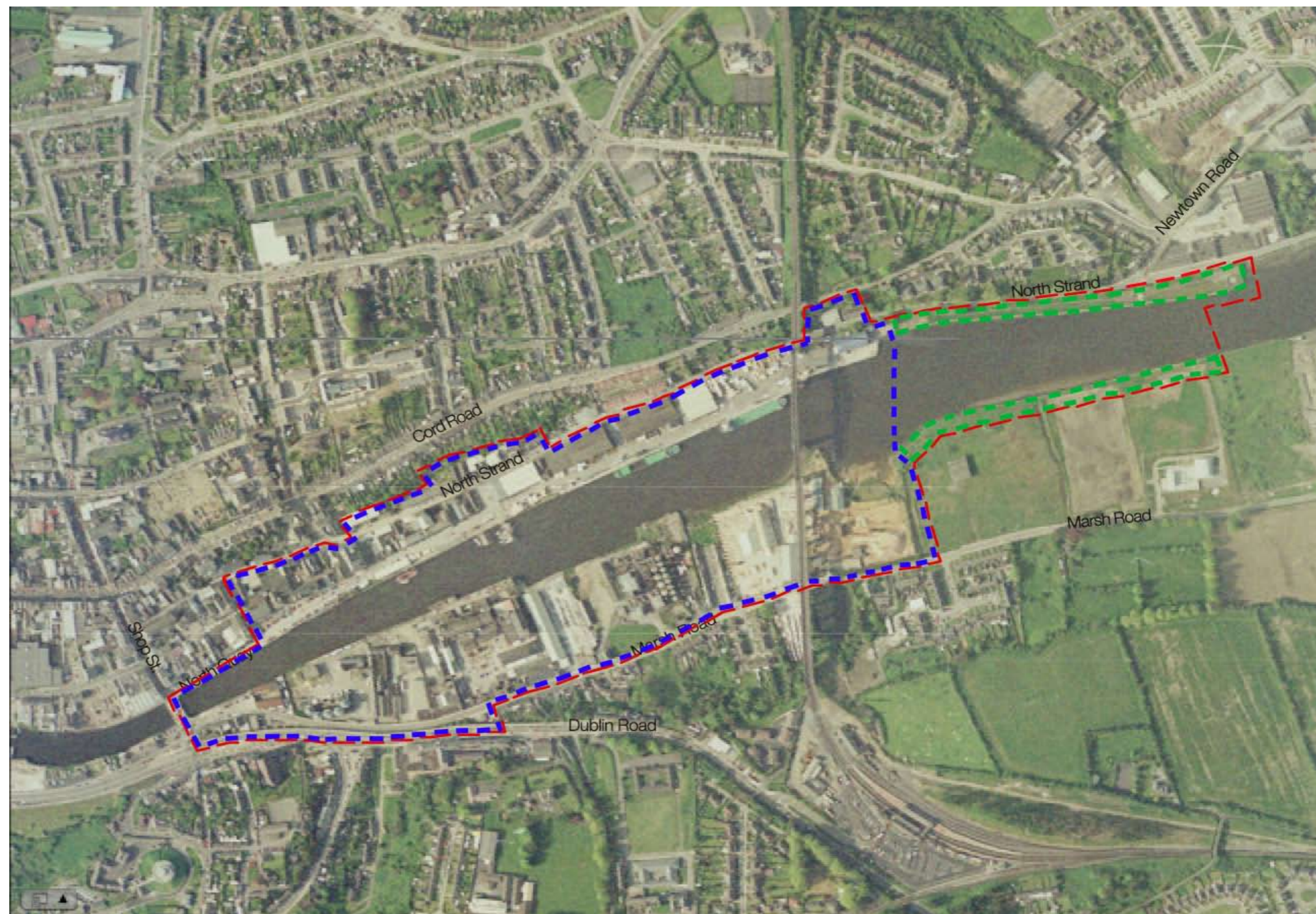


Figure 1: Aerial view of the DAP Area

1.2 Strategic Environmental Assessment (SEA)

The Strategic Environmental Assessment (SEA) of the Plan was required by EU and Irish Planning Law. An Environmental Report was prepared as part of the SEA in conjunction with the preparation of the DAP. It includes a description of the existing environment of the Area and assesses alternative plans providing reasons for the selection of the preferred option. Mitigation measures were established where negative impacts were identified. The Report includes measures for monitoring the effects of implementing the Plan.

1.3 Planning Context

1.3.1 General Policy

A range of policy and guidance at different levels relates both directly and indirectly to the development of the Area. The principal documents at national level emphasise the need to maximise the use of accessible, urban "brownfield" land, and the need for improved quality of development.

Regional and County policy, as outlined in the Regional Planning Guidelines for the Greater Dublin Area, the Border and Midlands Region and the Housing and Retail Strategies, recognise the significant role of the town in its regional and county context.

The Planning Strategy for the Greater Drogheda Area identifies key spatial planning and land use, transport, economic and urban design issues for the larger town area. The Strategy recognises the opportunities of the Inner Quays Area and includes a number of specific objectives.

1.3.2 Drogheda Borough Council Development Plan, 2005 - 2011

The Plan outlines a number of important policies under a range of headings, which will have a bearing on the Strategy. The Inner Quays is designated as one of two transition zones for the town and is described as follows:

"Inner Quays Development Area (IQDA)

The boundaries of the Inner Quays Development Area are defined by the railway viaduct to the east, North Strand, Marsh Road and abutting areas of the town centre to the east, both North and South of the River Boyne. Long-term expansion of town centre type activities are envisaged towards the railway viaduct on both the north and south sides of the river. This area is currently characterised by port and related industrial and commercial uses. Ultimately, the area might be better utilised as an extension of the Town Centre containing as it does, potentially attractive streetscapes, protected structures and features. Drogheda Borough Council will encourage development proposals which are sympathetic to, and build on the maritime nature of the area and which directly utilise the presence of the River Boyne. Drogheda Borough Council may request that the sequential test be demonstratively applied to major retail proposals."

The Plan requires a priority for higher density residential development in the Area, to take advantage of proximity to public transport. Closer links between working and living are also promoted. Community policies seek adequate provision for education and childcare, while the Plan requires new walkways on both sides of the river for recreation and leisure.

Three Architectural Conservation Areas and a number of protected structures lie within the DAP Area. Policies for the ACA's require consideration of character, scale and built form of development both within and without. Potential archaeology is protected by policy.

Development control principles require respect for townscape, topography, built form and character. Assessment of impact on structures, space, visual appearance and built heritage is required for high building proposals. Notably, the indicative plot ratio for the Inner Quays is 1.0:1 and 2.5:1, with site coverage not normally to exceed 80%. The public open space standard is a minimum 10% of the total site area.

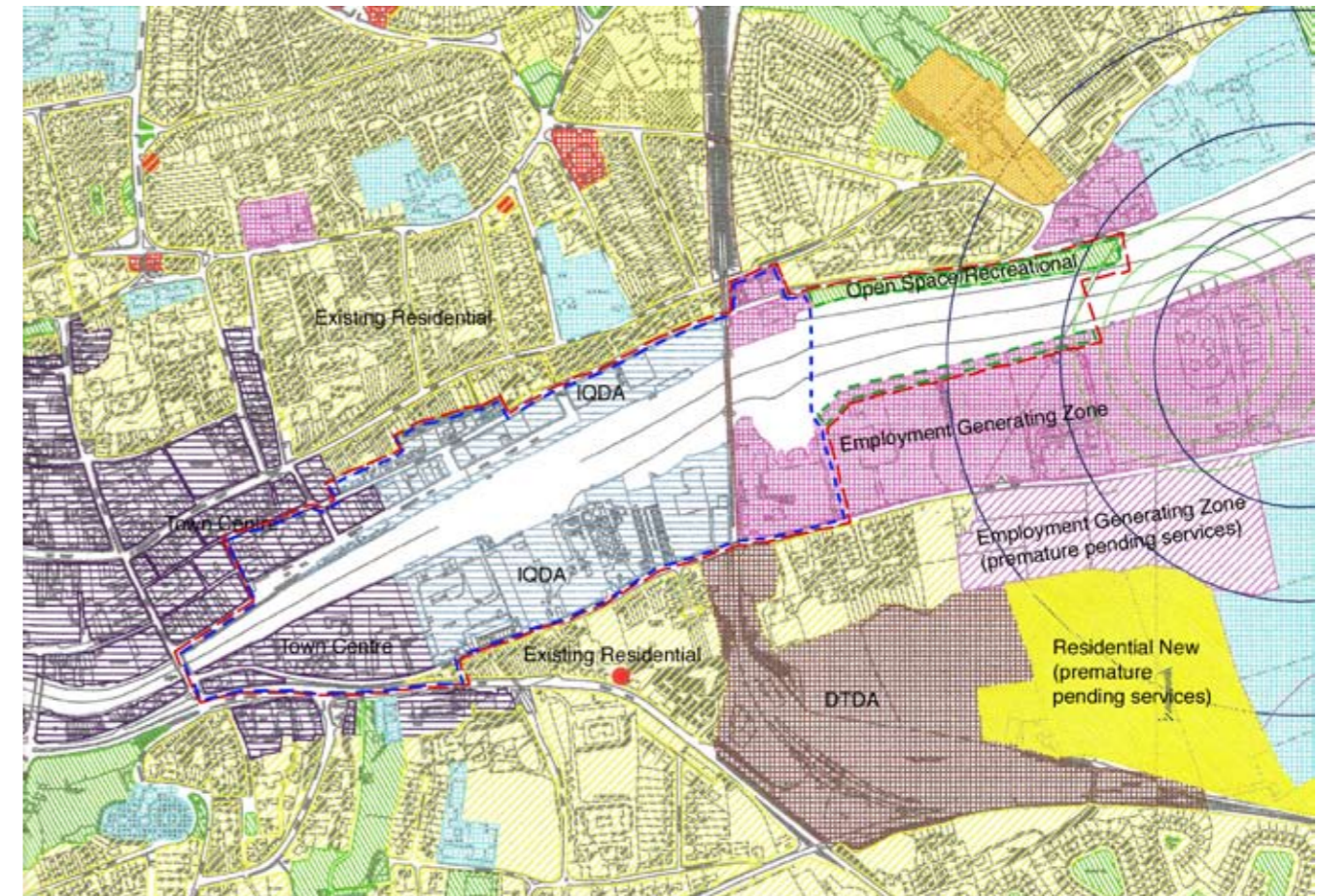


Figure 2: Drogheda Borough Council land use zoning objective map extract (DAP Area outlined in red)



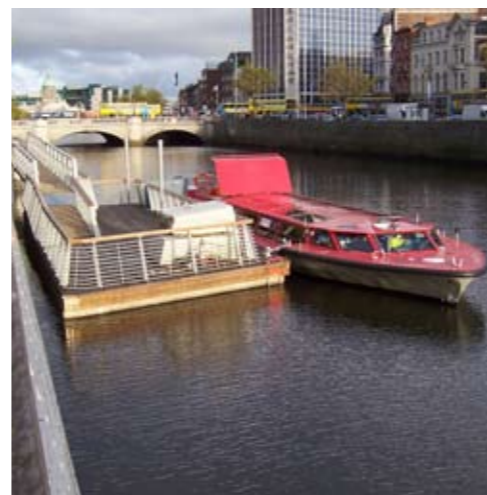


1.3 Vision

The vision for Drogheda Docklands is:

“To create a first class town quarter and a model of sustainable urban regeneration where healthy, vibrant and diverse communities can grow and flourish.

To achieve a range of new commercial, civic and recreational uses focussed on the waterfront and water-based activities, while building on the unique setting, character and heritage of the Docklands.”



2.1 The DAP Area

The DAP Area covers the Inner Quays Development Area and areas immediately surrounding it. The DAP Area comprises of some 30ha. including the River (8ha. below HWM, of which 1.5ha. is silt). The length of the river in the DAP Area (the distance between St. Mary's Bridge and Doner's Green) is approximately 1400m (0.85 miles). The DAP also considers wider links and connections to surrounding areas.

2.2 Character and historical development

2.2.1 Character

The unique character of the Docklands is formed by many physical and perceived elements. Despite the fact that the area comprises many different elements and places, there remains an overall sense of place that distinguishes it from other parts of the town. While the area is still, in large part, an operational and non-operational docklands, major changes are occurring. Significant change in character is now an important aspect of the character of the Area itself.

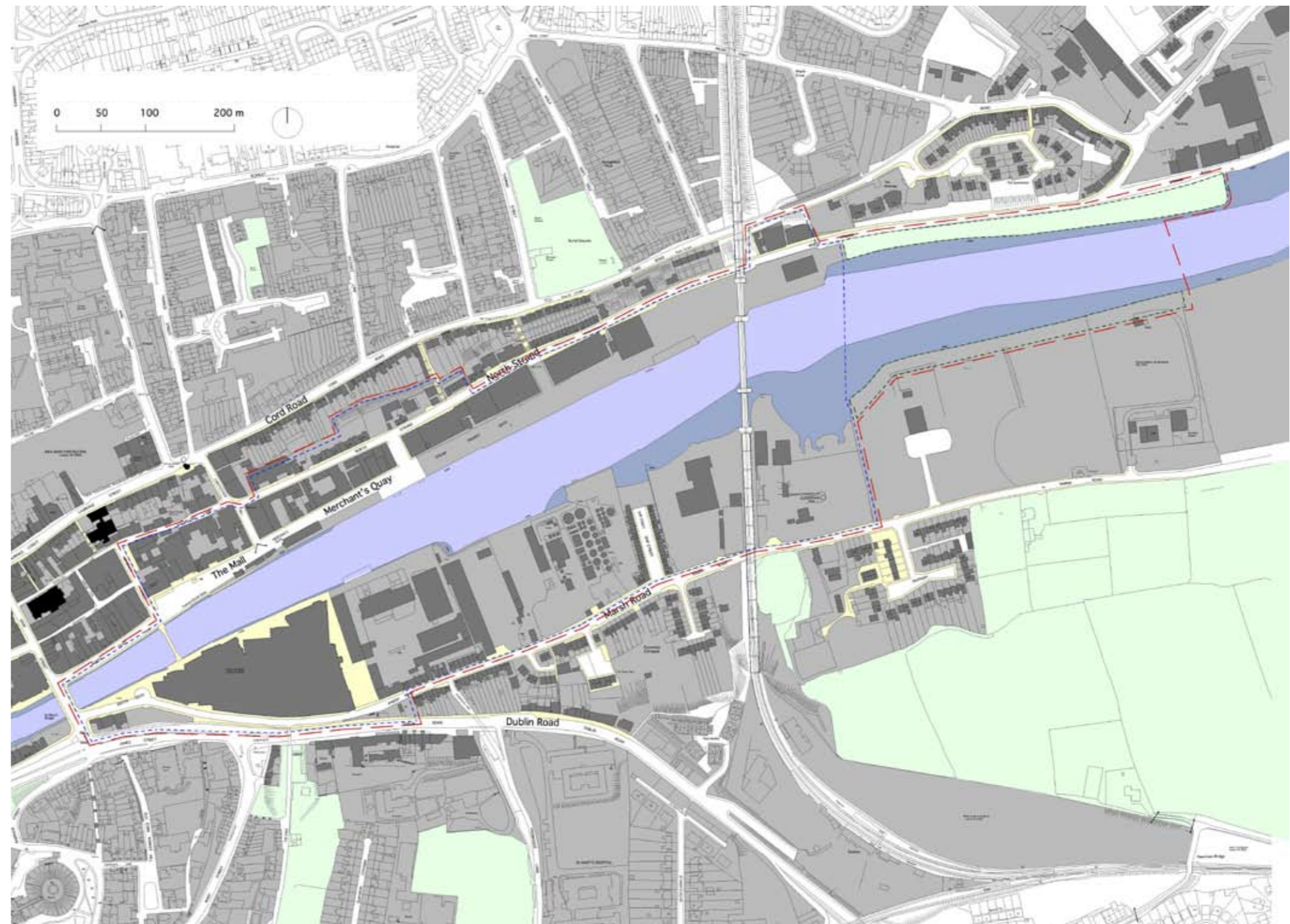


Figure 3: The DAP Area

2.2.2 Historical Development

Drogheda has a long and rich history that manifests itself today in a wealth of built heritage. Trade has itself always played an important role in the development and fortunes of the town. By the fifteenth century the medieval quays were established and port links were created with such places as Scandinavia, Iceland, Flanders, France, Spain and Portugal, trading local produce such as hides and corn and receiving fine goods such as wine and pottery.

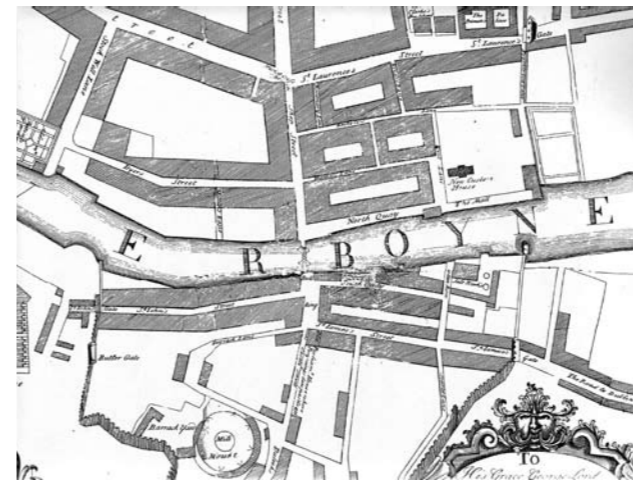
In recent years much port activity has been moved seaward to a new container terminal at Tom Roe's Point. Docking activity has ceased on the South Inner Quays and smaller vessels handling mainly timber and aggregate now operate from Welshman's and Steampacket Quays. The North Quays are not suitable for larger vessels and Drogheda Port Company is investigating the development of a new deepwater facility elsewhere. This could lead ultimately to the termination of shipping operations in the Inner Quays.



View from Merchants Quay to the Viaduct, c. 1900



Merchants Quay



Extract from Rauell's Map of Drogheda Town, 1749



Ship Street Architectural Conservation Area

2.2.3 Built Heritage

The built heritage of the Area is significant and is evident in much of the remaining fabric of the Docklands. It includes the traditional street patterns and building lines, quays frontage, the fine and mixed grain of plots and subdivisions, groups of buildings, individual buildings and items of heritage value and interest. This heritage is recognised and protected by the many policies of the Development Plan and the designation of three Architectural Conservation Areas and a number of Protected Structures. The inherent robustness, variety and sustainability of smaller plot areas is an asset to the Area which is recognised in the framing of the DAP.

An area surrounding the medieval part of the town is identified in the Record of Monuments and Places as a Zone of Archaeological Potential, and is protected under the National Monuments Act. Drogheda's location on a historically significant inland routeway, linked to the Brú na Bóinne World Heritage Site, and its historic function as an important medieval port, warrants consideration of underwater archaeology that has not been identified in the Record of Monuments and Places. There are three Areas of Archaeological Potential, which may include significant terrestrial and underwater medieval deposits, in the Area.

2.2.4 Natural Heritage

The Boyne is designated a candidate Special Area of Conservation (cSAC) under the terms of the EU Habitats Directive (92/43/EEC) and the European Communities (Natural Habitats) Regulations, 1997. This designation is due to the presence of internationally important species and habitats. The Boyne Estuary, downstream of the Area, is also designated a Special Protection Area (SPA) under the terms of the EU Birds Directive (79/409/EEC). This is primarily due to the presence of wintering watering birds. On the south bank, immediately east of the Area, there is an area of increasingly rare, semi-natural grassland of local conservation value. This area has developed a high bio-diversity with typical plant species and birds. Mature tree groups are a feature of some sections of the Area. These trees are potential bat roosts and merit consideration.

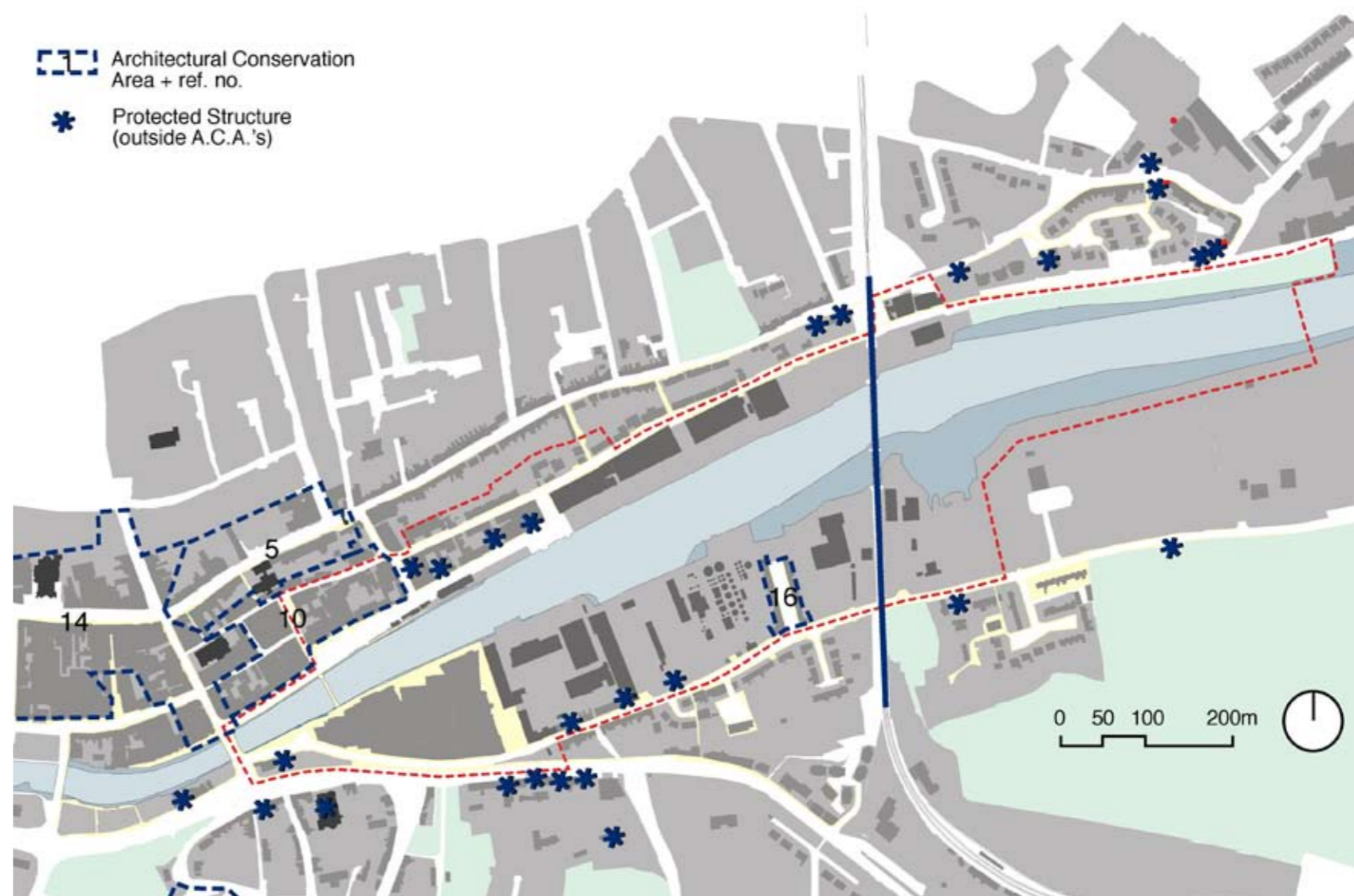


Figure 4: Built heritage

2.3 Urban analysis

2.3.1 Urban form and visual analysis

The Area is physically and visually centred on the waterbody and largely contained between the slopes of the river valley, the Town Centre (Bridge and Quays) and the Viaduct. The rising topography, groups of buildings and small groups of trees provide a sense of visual enclosure that characterises the place. The higher ground above the Docklands provides views into and over the area; to the town skyline and its landmark spires and towers. There are a number of small focal spaces in the area, including the Mall, Ship Street and the South Quay.

The main elements of the urban structure in the Area are the River, the existing main radial routes, Marsh Road, The Quays and Strand Road, the Bridges - St. Mary's Bridge and the Viaduct and the Dublin Road. The urban structure of the Area has evolved over the long history of the town. The structure could be seen as incomplete in the operational and non-operational docking areas north and south of the river, as it lacks a coherent waterfront or network of streets and spaces.

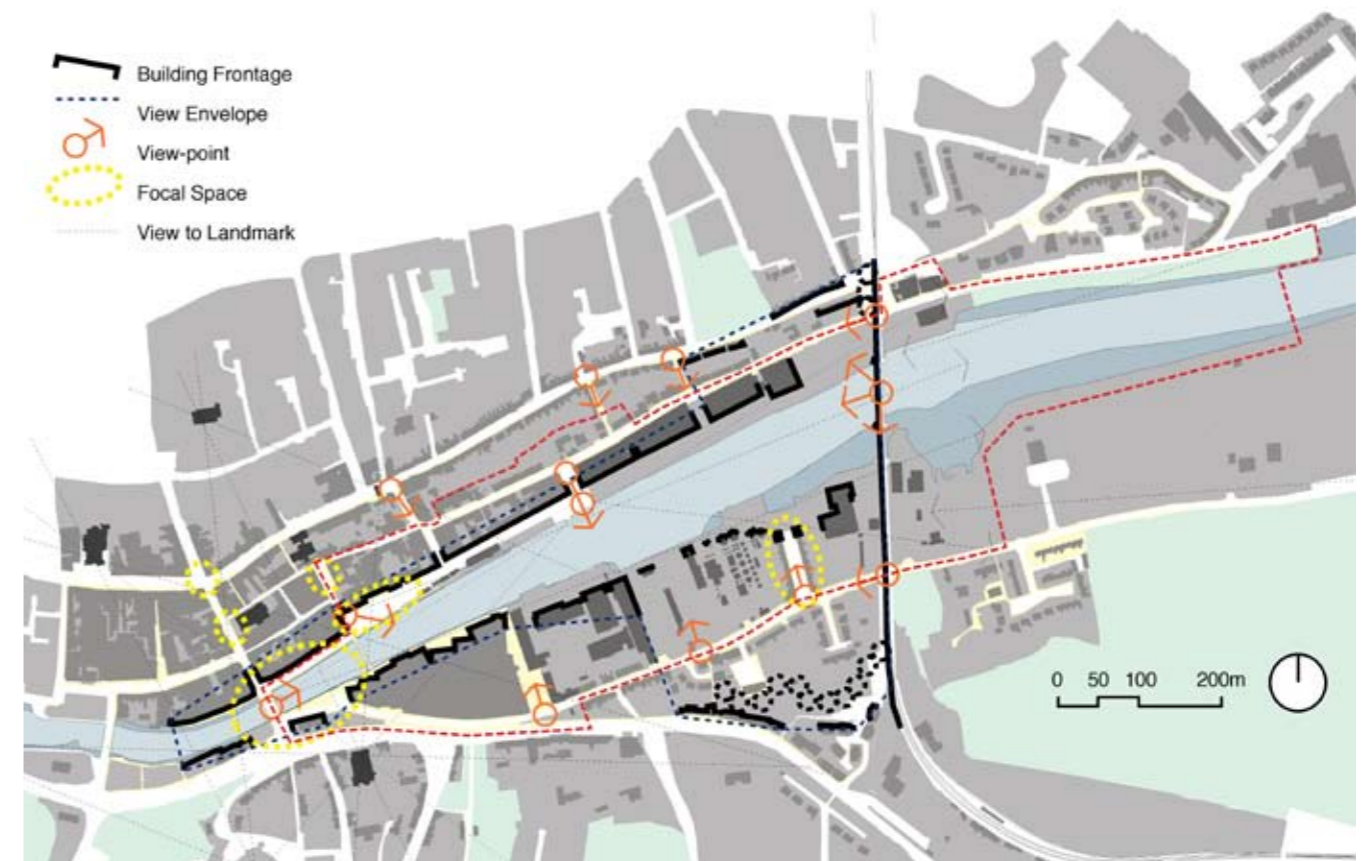


Figure 5: Visual Analysis



North Strand



Scotch Hall development at Marsh Road

2.3.2 Land use and activities

The Area includes a range of uses and activities:

Town Centre

The new Scotch Hall development has brought larger town centre uses to the area, setting up new retail anchor on the south side of the river. It will impact significantly on the existing pattern of uses and activities of the town.

Mixed use areas

Mixed use areas, containing retail, commercial and residential uses are present on the North Quay, The Mall and the Dublin Road. These uses are small to medium in scale. Many are medium to low value, while a number appear to be marginal. Nevertheless, these areas give a real quality of diversity and adaptability which will be an important resource for the future of the Docklands.

Docking and industry

Docking remains on the North Inner Quays, principally at Steam Packet and Welshman's Quay. The activities are confined to smaller size vessels and overflow from Tom Roe's Point. Typically, timber, steel and general cargo is handled here. Docking has ceased in the South Inner Quays resulting in a very low level of activity. Much of this land remains vacant awaiting regeneration, and the remainder is used for small-scale industry and wholesale warehousing.

Residential areas

Docks have traditionally been surrounded by small businesses and the houses of dock workers. On the south side there is an established and vibrant community at Marsh Road. On the north side the docks adjoin residential development on North Strand/Cord Road. The interface and relationship between these communities and the new Docklands is an important consideration of the DAP.

Surrounding areas

McBride Station is located immediately south of the Docklands Area. The proximity of the Station and the need to maximise links to it will influence the principles and priorities of the Strategy. The surrounding lands are recognised as an Area of Transition in the Development Plan and have been identified as the Drogheda Transport Development Area (DTDA).

Significant development may occur in this area in the future.

The Backlanes Area, lying between North Quay, The Mall and Laurence Street, is a network of lanes with a fine grain and mix of uses that holds strong potential for further regeneration including entertainment and cultural uses.



Figure 6: Existing land uses

2.4 Movement and access

The pattern of movement in the Area has been determined by the established and largely undeveloped, traditional street pattern in the area. The principal streets in the Area are Marsh Road and the Quays/North Strand. These streets are secondary in nature and evolved from small rural roads leading to the town centre. The Dublin Road to the south is a primary strategic route. Overall, there is a poor network of secondary and lower level streets and spaces. Connections between the Area and the Dublin Road are poor. The North Inner Quays carry heavy port-related traffic. St. Mary's Bridge remains the most easterly traffic bridge connection between the north and south sides. It is, consequently, heavily-congested. The new pedestrian bridge connecting the Mall and South Bank has provided new opportunities for development of the pedestrian network in the town centre and waterfront.

Significant barriers exist including the river itself, the steep gradients between the Dublin Road, the DTDA and the South Docks and steep gradients between Cord Road and the North Docks.

The Drogheda Transport Study, 2007 focusses on all aspects of transport management in the town centre and also on the key radial, cross routes and road junctions outside the town centre. This focus is intended to ensure that fully connected linkages will be developed to and through the town centre, while ensuring that the key road links outside the town centre can facilitate all modes of transport making trips to and from the town centre or other key destinations such as the railway station and the national road network.

The study identifies the need to find an alternative traffic river crossing. The solution to congestion at St. Mary's Bridge and improved port access will probably require a new bridge located outside the DAP Area, east of the Viaduct. This will need to connect with the primary road network of the town, avoiding the town centre and the Docklands Area. Any road bridge crossing in the Inner Quays Area will be provided principally to serve the development of the Docklands.

A particular focus of the brief for the Transportation Study is the provision of slow mode access to the town centre. This implies that, where necessary, recommendations will favour pedestrians and cyclists.

At present accessibility to the train station is poor due to the lack of immediate and direct physical connections. The walking catchment area of the train station is limited and will not provide comfortable access to the Docklands Area without significantly improved access arrangements. This is a key element of the DAP. Infrequent local bus services connect the small outlying towns and villages with Drogheda. Cycle routes have not yet been developed in the area.

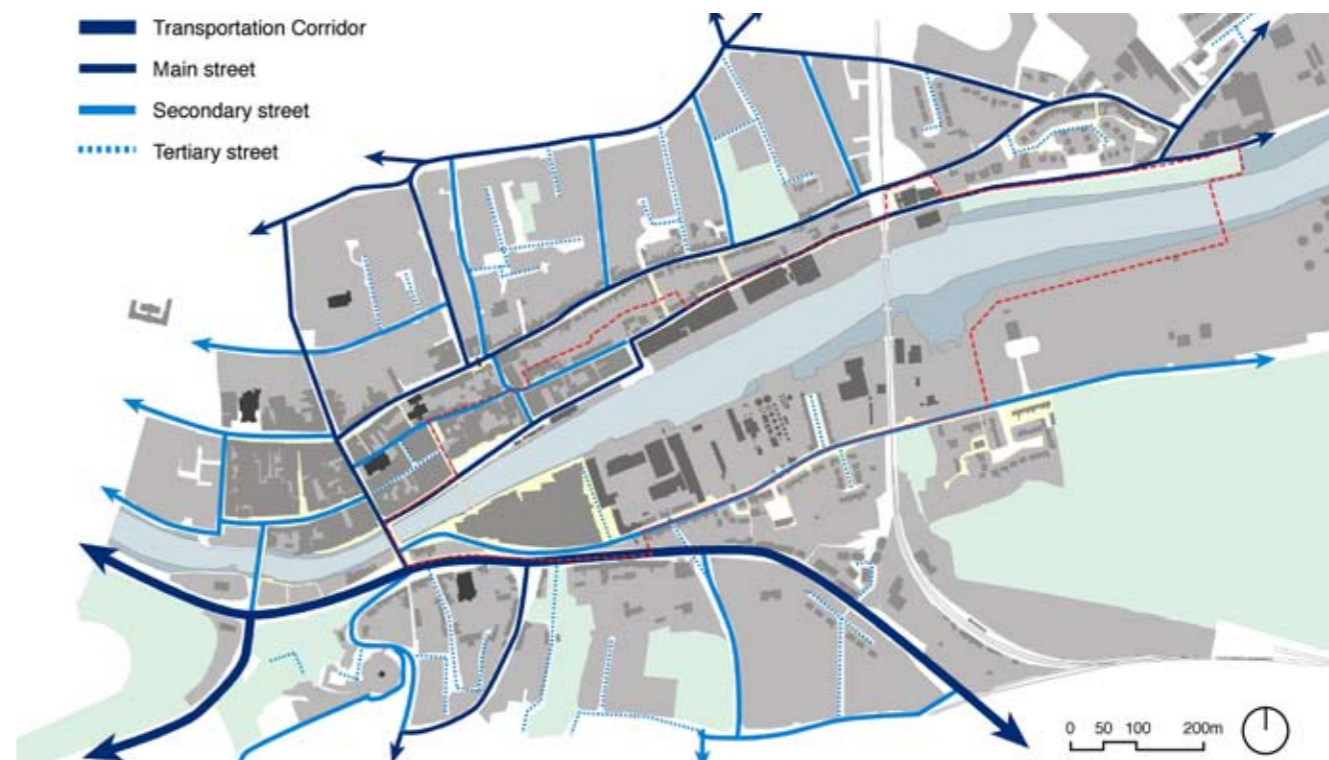


Figure 7: Existing movement and access

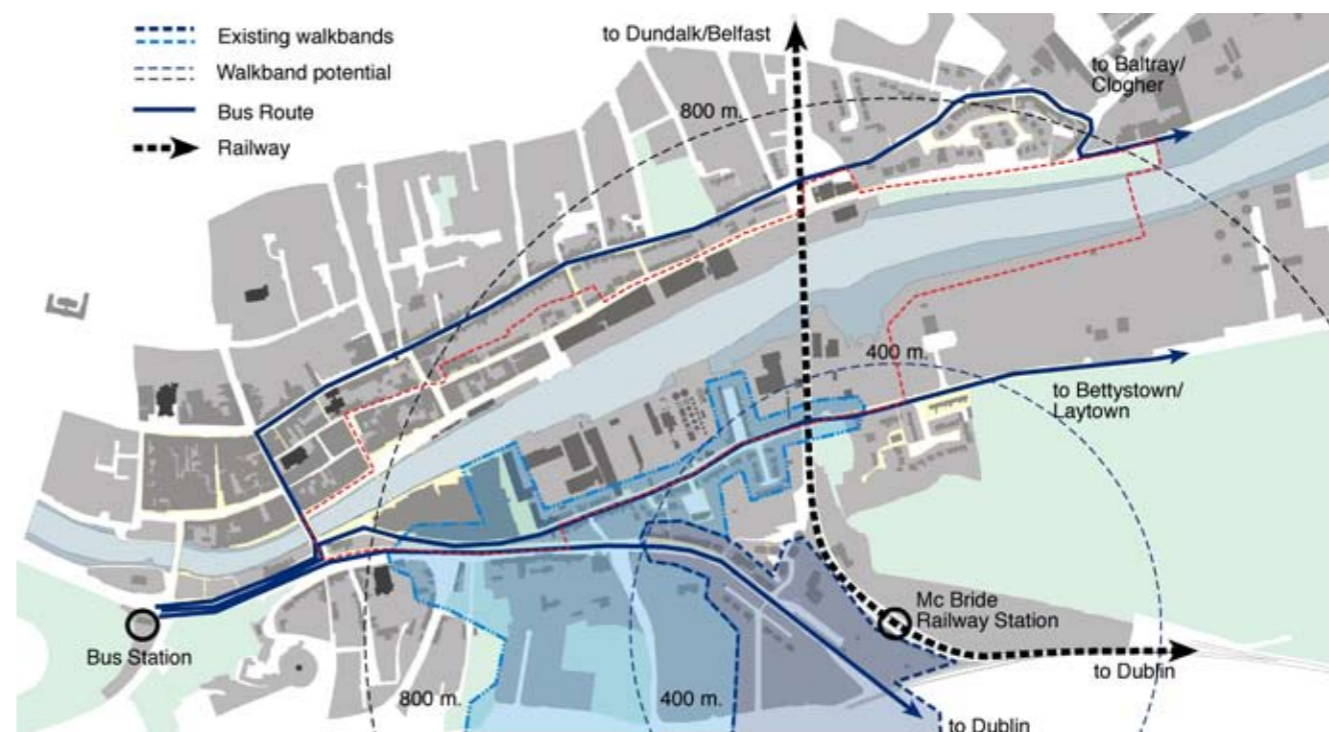


Figure 8: Existing public transport



3.1 Heritage

It is important that the heritage of the dockland function is conserved for future generations. Accordingly, the essence of the heritage strategy will be to consolidate and reinforce the existing heritage, and to promote development that will complement and build upon the existing character of the Docklands. This includes existing streets and spaces, such as the Ship Street Architectural Conservation Area, and Protected Structures, such as the Viaduct. A key aspect of the DAP Strategy that has implications in terms of built form, is the protection of the architectural integrity of other Protected Structures. The DAP proposes a new Architectural Conservation Area at Merchant's Quay.

The existing quay walls and any existing artefacts relating to historical usage of the docks will need to be the subject of further study to determine whether there are any such items worthy of either removal (for example to a maritime museum), or, more preferably, for restoration and re-incorporation into the public domain.

Given the potential for undiscovered archaeology in the area, it is recommended that all development proposals, and proposals that involve the alteration of the Boyne riverbed, are subject to full archaeological investigations and resolution of any archaeological deposits or features that may be discovered. It will be important to consider and protect the natural heritage of the Area, with particular regard to the effects of development on river habitats and ecology. Provision should be made for the preservation of trees with potential for bird and bat roosting.

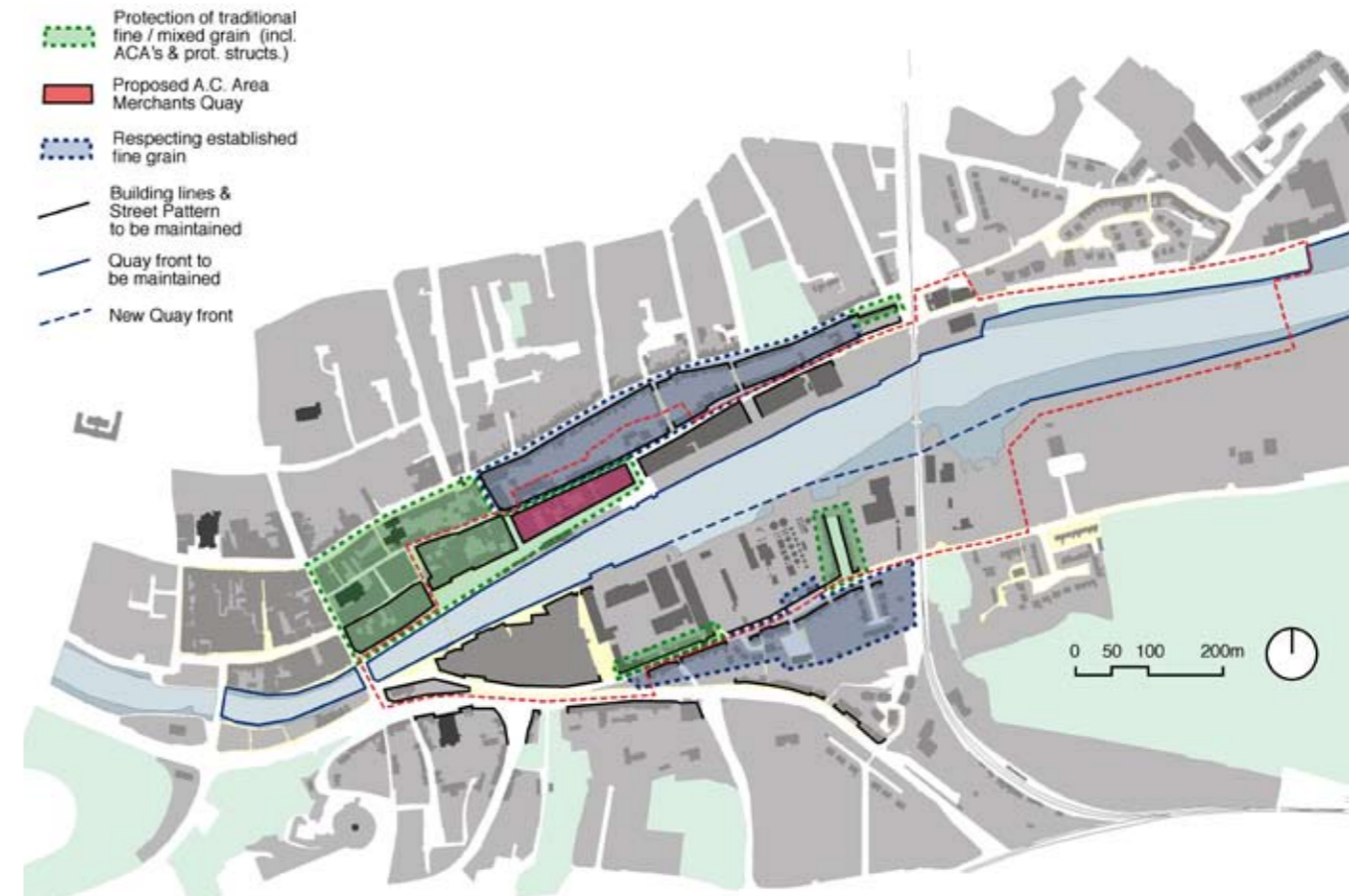


Figure 9: Heritage concept



3.2 Movement

The development of the Area will need to prioritise sustainable modes of transport and movement.

3.2.1 Pedestrian and cycle movement

The waterfronts and public spaces will need to be designed to prioritise pedestrian and bicycle movement. New bridges should be designed primarily for use by pedestrians and cyclists, and should be openable to river traffic. All new developments should provide for adequate and secure cycle parking.

3.2.2 Public Transport

The Plan includes improved permeability through the area and improved connections between the north and south sides of the river. These connections are essential to maximise the access to and use of Local and National Bus services and National and Suburban Rail services at McBride Station. Maximising pedestrian connections to the Station will require further consideration of access proposals outside the Area, on the adjoining DTDA lands.

3.2.3 Vehicular movement

The new urban structure will facilitate a permeable and efficient movement network. The principal point of vehicular access into the South Inner Quays area will be at the western end off the Dublin Road. Secondary access will be off Marsh Road. The principal access to the North Inner Quays will be off the North Strand. Business, service and loading access will be generally from the street.

The DAP envisages that two way vehicular traffic will be facilitated within the area generally, except on the waterfront, where a one-way route is proposed. This is in order to reduce building set backs from the river, while ensuring adequate space for emergency and controlled vehicular movement, on-street loading and parking, and generous provision for footpaths and cycleways.

Dynamic traffic management will need to complement the new urban structure, access and parking space.

3.2.4 Parking

Generally, parallel on-street car parking/loading bays will be provided alongside the waterfront building frontages and on the east-west spine street. All other car parking associated with new development will need to be provided in underground parking areas. Parking requirements will be as prescribed in the Drogheda Borough Council Development Plan, 2005-2011.



A waterfront cycleway

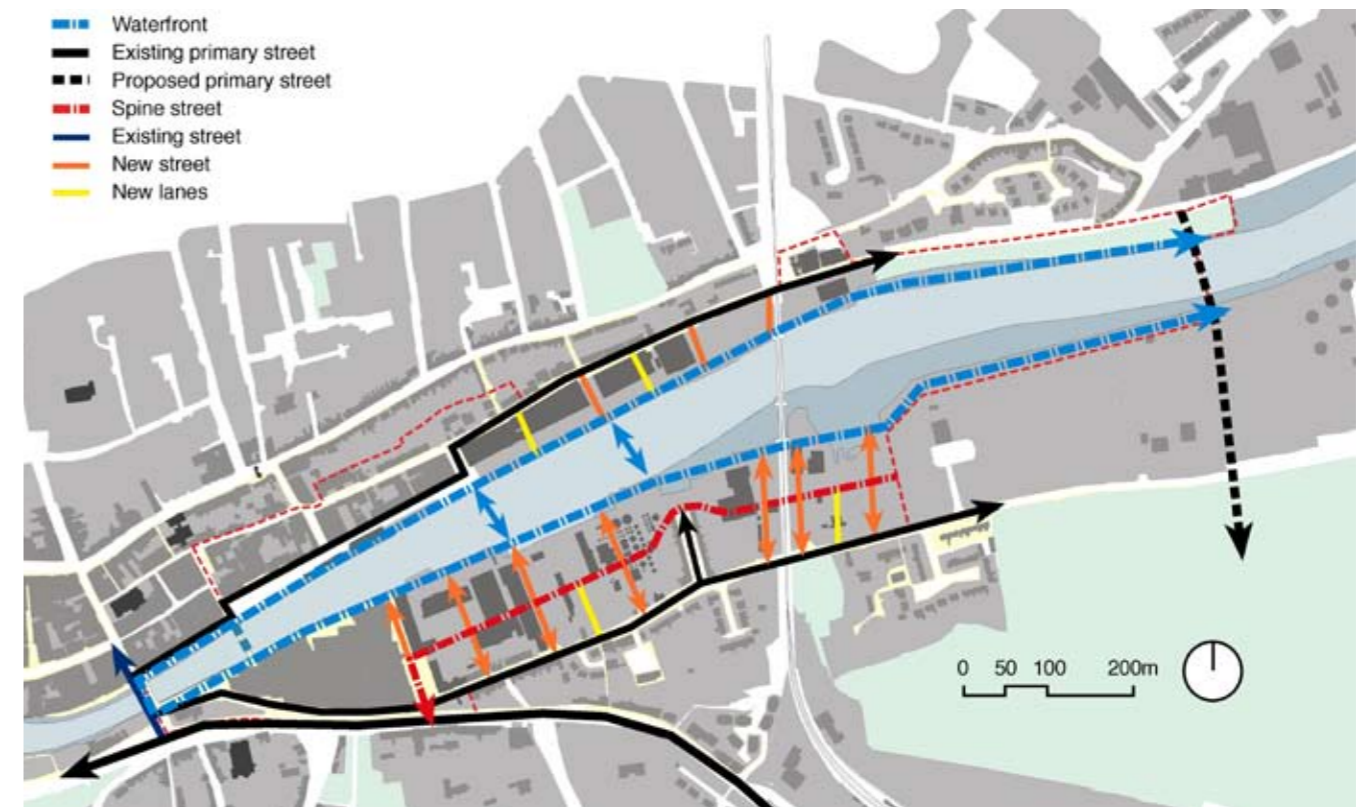


Figure 10: Movement concept

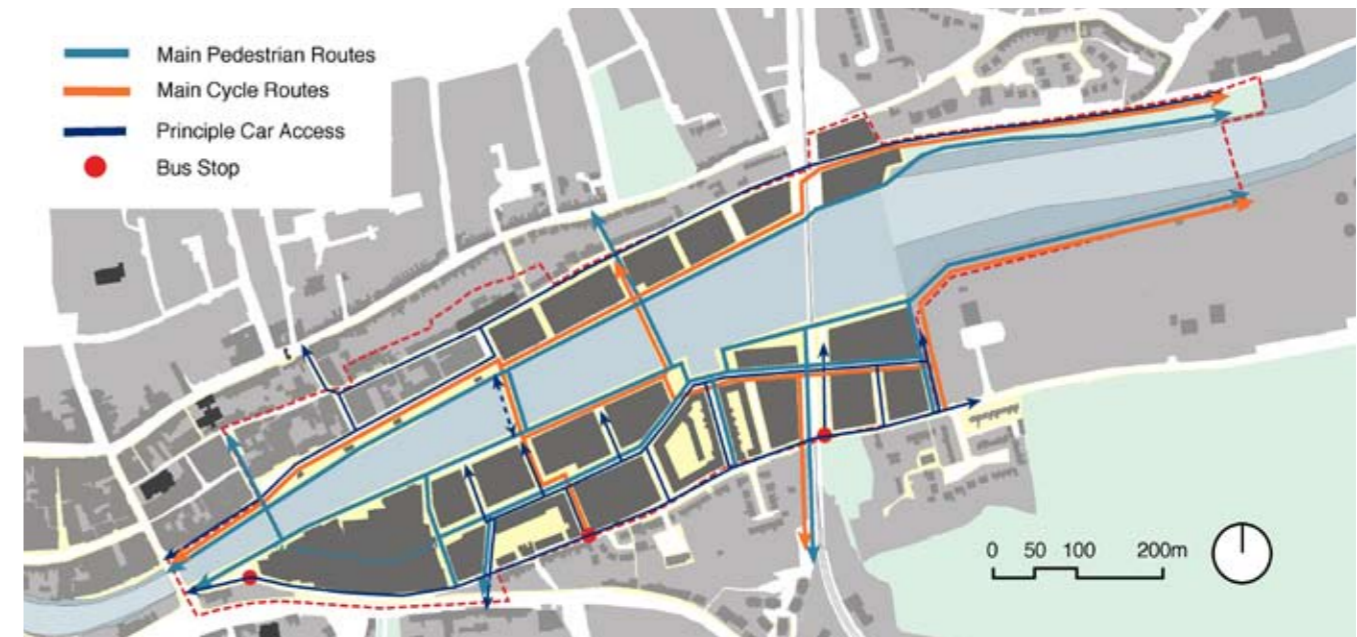


Figure 11: Modes and access



3.3 Land use

The appropriate mix and intensity of uses will be a key factor in the success of the Area as a vibrant new town quarter. Generally, a broad mix of compatible uses should be sought, with a presumption of active commercial, retail, cultural or leisure activities at ground level, with a varying mix of residential and commercial uses overhead. Extensive and space-demanding industry and processes, retail warehousing or salesrooms are not appropriate to the mix of the Area. The overall objective for the Area will be a 50% to 50% split of residential uses to non-residential/commercial uses.

3.3.1 Residential

Residential development should be focussed on the proposed new internal streets. It should also form an important part of mixed use development on the waterfronts. A range of residential typologies and unit sizes should be required (see section 5). In particular the conditions for family living, such as street type and location, unit type and size and private open space should be achieved through careful development control. There are opportunities to provide this type of housing on the existing streets and on the new lanes where a modest scale of building is promoted.

Provision of social and affordable housing will be provided in accordance with Part V of the Planning and Development Act, 2000. Social and affordable housing for each housing typology should be provided in accordance with the Area provision of 20%. It should be broadly distributed in the Area and within individual developments. Social and affordable housing must be closely integrated into the fabric of the Docklands and should not be distinguishable in terms of design or quality of materials and finishes. Appropriate design and management criteria will also need to be applied.

3.3.2 Commercial

In general terms, commercial uses should be focussed on the waterfront. It will be important to provide for a mix of unit sizes and floorplates. Larger units will be appropriate to the principal frontages and may be part of larger vertically or horizontally mixed use buildings. Smaller unit office space may be appropriate at ground floor level and above ground floor retail uses.

3.3.3 Retail

Small and medium size retail will be required at ground floor level at the waterfront and on the main frontages. The number and frequency of retail and service uses should be maximised to reflect a fine grain of development at ground floor level. Suitable uses would include local convenience, small specialist retail, restaurants and cafes, and office support services such as reprographics and supplies.

3.3.4 Other uses

The Docklands Area provides new opportunities for other uses. The prominent position of the Area would also make it an ideal location for additional hotel and related uses. Leisure facilities may also be provided such as cinema or a fitness and leisure centre including sports, fitness and spa.

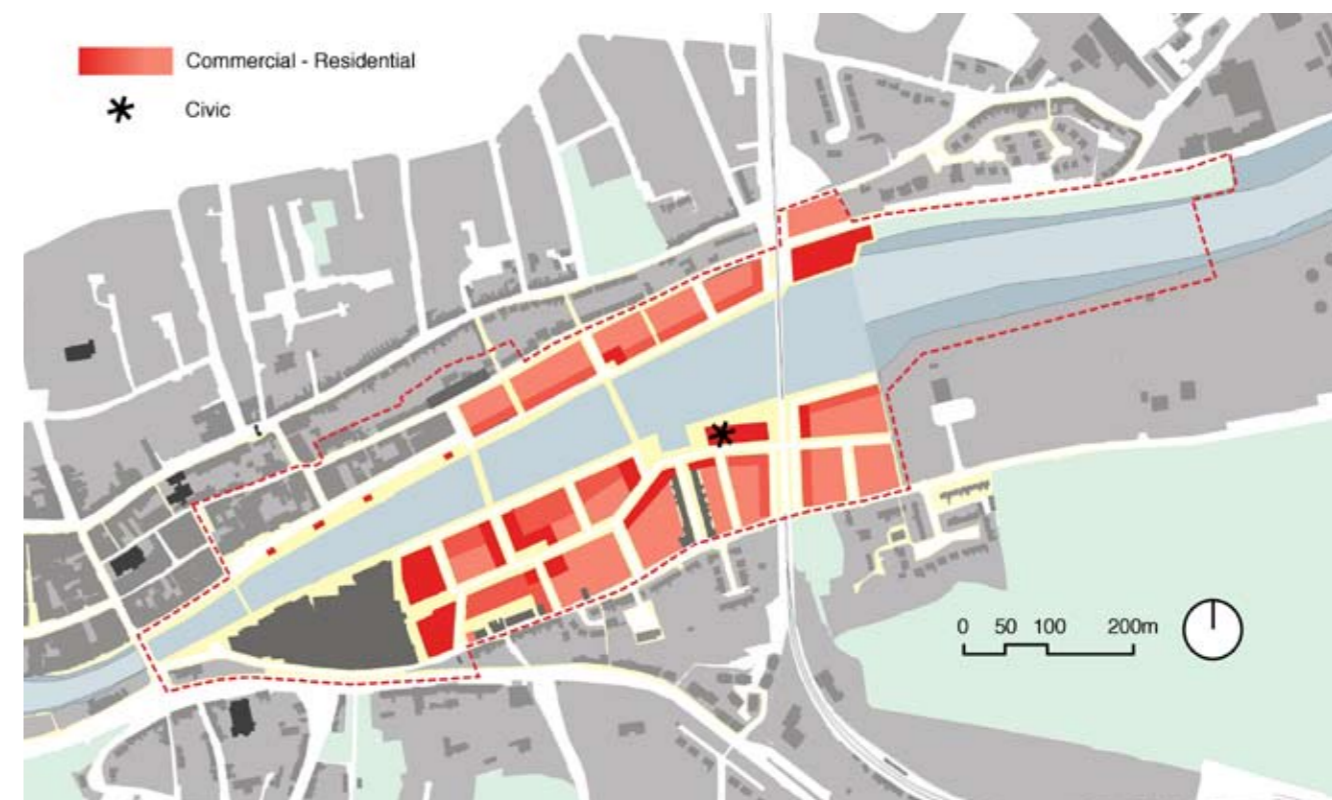


Figure 13: Proposed land uses

3.4 Community and Civic

The DAP provides for a range of new community and civic uses to serve the needs of the existing and future communities. The provision of these facilities will form part of the “planning gain” from development of the Area and will be included in the Area Supplementary Development Contributions Plan. The Council will also seek capital funding for new community and civic facilities in the Area.

In essence the Community and Civic Strategy includes:

- :: Providing for a significant multi-purpose civic facility, including a state of the art performance space.
- :: Providing for childcare and children’s play.

3.5 Urban structure

The proposed urban structure is an extension of the existing structure. This will involve the creation and elaboration of a new pattern of streets and spaces where one does not currently exist, carefully knitted into the existing network. These streets and spaces will be public.

On the south side, the main elements of the urban structure will be the new and continuous waterfront; this will mean a new quay wall line; a new spine street running parallel and between the waterfront and Marsh Road and a network of north-south link streets giving access from Marsh Road to the waterfront. On the north side the principal elements of the urban structure will be the new and continuous waterfront with new, north-south link streets giving access from North Strand to the waterfront.

It is envisaged the two sides of the river will be linked by two, new pedestrian priority bridges west of the Railway Viaduct.

3.6 Density and intensity

It will be important to provide a balanced approach to density and to facilitate the equitable spread of development across the Area. The emphasis should be on development of an *intense* nature rather than on density *per se*.

Development proposals should be measured on the basis of net plot ratio. Net plot ratio includes the area of the site but excludes public areas such as the footpath, the street, water or open space. The development plan provides for indicative plot ratios between 1:1 and 2.5:1, gross floor space : site area. The higher figure would be expected to give rise to medium/high density development typical of Dockland areas in larger cities.

In exceptional circumstances, where there is a clear benefit to the character of the area or where a significant cultural, civic or social facility is included as part of the development, an increase in plot ratio might be permitted, subject to a maximum of 3:1.



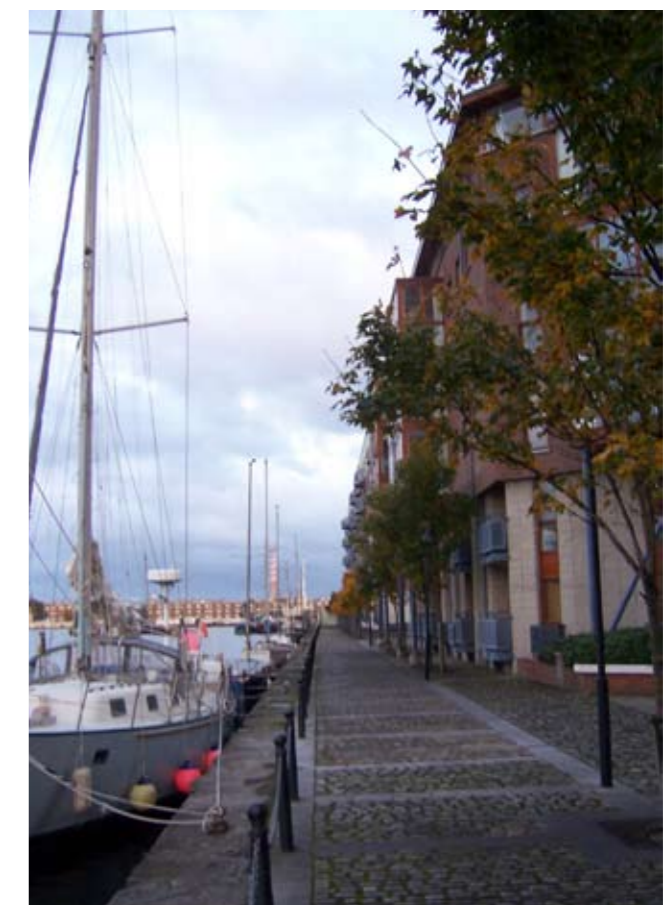
Commercial waterfront



Residential waterfronts



New docklands educational facilities



Waterfront moorings



3.7 Building height and massing

The DAP establishes context heights for key parts of the Area. In general terms, a maximum height of six storeys residential (plus set-back storey) or five storeys commercial (plus set-back storey) is proposed on the waterfronts, stepping down to a maximum of four storeys residential (plus set-back storey) or three storeys commercial (plus set-back storey) adjacent to Marsh Road, North Strand and the Viaduct.

The DAP favours a form of massing characterised by the perimeter block model, as a more human scale and performs a more positive role in street and space definition. It also provides robust, workable and deliverable development parcels. This model is capable of yielding the desired density and intensity of development, while providing additional advantages in terms of private gardens, shared amenity space and passive surveillance of the street. Issues relating to building height are elaborated in more detail in the Guidelines.

3.8 Public space and recreation

The DAP provides for a new public space structure and new recreation facilities to serve the needs of the existing and future communities. The provision of these facilities will form part of the “planning gain” from development of the Area and will be included in the Area Development Contributions Plan. The Council may also seek capital funding for new facilities.

In essence the Public Space Strategy includes:

- :: Providing a new waterfront
- :: Developing new and improved Quay Walls
- :: Creating an urban space at North Mall
- :: Improving Doner’s Green
- :: Providing for children’s play
- :: Providing a new waterfront and civic Area

River activity and the weir

A range of new water-based activities should be promoted for the Area, including increased leisure navigation, festivals and regattas, possible visits of passage vessels, static amenity vessels, moorings and new quayside facilities such as restaurants, cafes and civic uses. While some activities can be promoted in the short term, others may be dependent on the ending of existing docking uses, a weir or other water

level control device and unimpeded navigation of the water body (i.e. opening sections in new bridges).

The existing differences between high and low water levels means that the area is currently unsuited to facilities such as a marina/moorings. A weir cannot be included as a firm objective of this Plan as detailed Environmental Assessment of the impacts on river ecology and fish would need to be carried out to establish likely environmental effects. In any event, such a facility would be located east of the Viaduct, preferably towards the eastern end of Doner’s Green. It is likely that it would sit between low and high water level, allowing for a degree of free movement in the river. The weir would need to allow for movement of craft into the area, and may require a lock.

3.9 Environmental Sustainability

The Plan aims to achieve broad sustainability through compact and quality urban form, a mix of uses, promotion of environmentally friendly movement and use and building adaptability. Other measures will play a significant role in achieving an Area that will be a model for environmental sustainability.

These include:

- :: Sustainable urban block design and layout
- :: Low energy buildings
- :: CHP (combined heat and power)
- :: Grey water and rain harvesting
- :: Sustainable Urban Drainage Systems
- :: Efficient management of dry waste in the Area

All development proposals will be required to consider these measures and integrate them into proposals where possible.

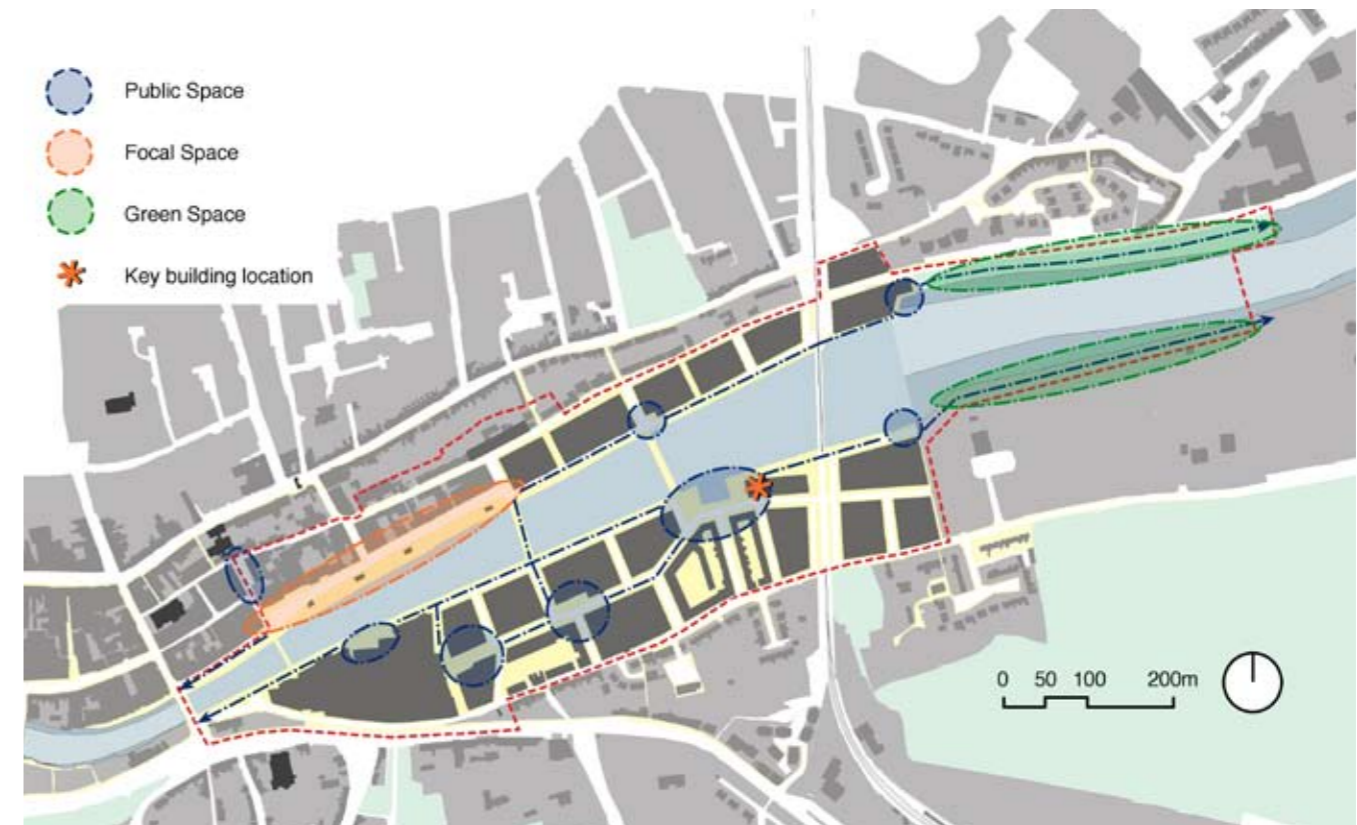


Figure 14: Public space and recreation



Opening pedestrian bridge



3.10 Framework Plan

This Framework Plan shows the desired new and improved urban structure, the nature and extent of public spaces and streets and the distribution and massing of urban blocks.

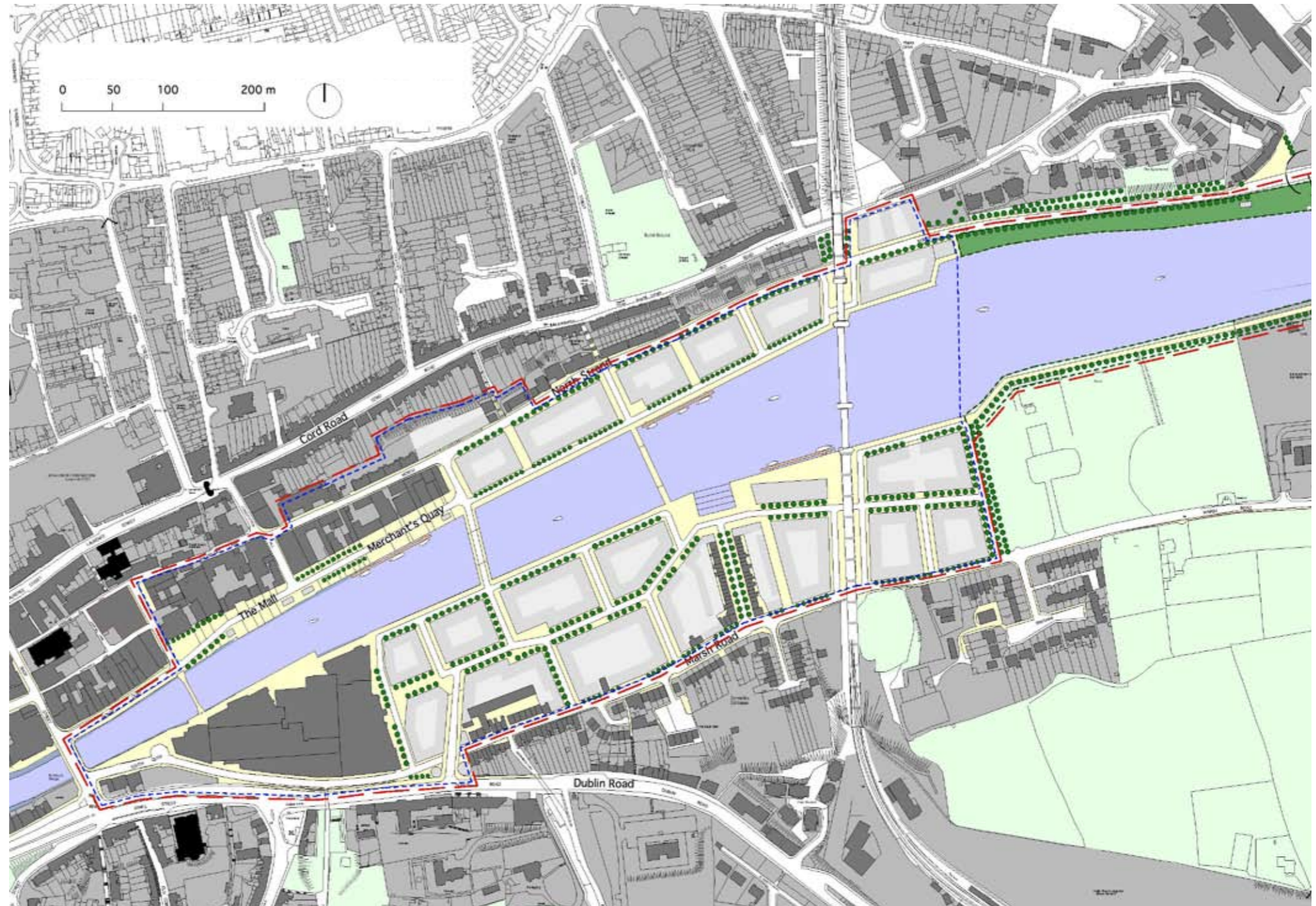


Figure 15: Framework Plan



Figure 16: Docklands Area Plan - Indicative 3d view

The Guidelines present a set of important urban design considerations. These are underpinned by the following general principles:

- :: To build on the key positive aspects of the town's character through new high quality mixed use development,
- :: To promote the sustainable use of land and infrastructure and to allow for new and improved access to public transport and waterfront amenities, including open access to and along the waterfront, and,
- :: To recognise and respect the integrity of the Viaduct as an historical monument and iconographic landmark of prime importance to the identity of Drogheda and the Docklands Area in particular.

The Guidelines are also informed by the new urban structure. This structure favours the development of perimeter blocks with active frontage to the street and private internal courtyards, maximising opportunities for the creation of vibrant streets and spaces. Orientation and hierarchy, together with careful consideration of building lines and architectural design will determine the setting out of streets and spaces as well as buildings and infrastructure.

4.1 Streets

A fine grain of streets and spaces is an essential element of permeable and connected places. Streets should be considered as places:

- :: providing safe and permeable movement networks,
- :: incorporating public spaces and activities, and,
- :: providing links to facilities and corridors.

Streets and spaces should have width:height ratios that provide a sense of continuity and enclosure while facilitating good daylighting and solar access. In general, a width:height ratio of approximately 1:1 is recommended. The building shoulder/parapet heights outlined should not be rigidly applied, rather, they are recommended maximum heights. Within these limits a variety in parapet heights should arise from the individual building designs and structures.

Although plot ratios may tend towards higher than existing context buildings, all new proposals must take into account existing context and established development and seek to avoid any negative impact associated with a dramatic change in scale. This would apply in particular to terraced houses on Ship Street and Marsh Road, and to views of the railway viaduct.

4.1.1 Waterfronts

Waterfronts should be lined with appropriately scaled buildings. Height should be determined typically by a maximum shoulder/parapet height of 20m allowing for five storeys, plus set-back storey, of commercial development or six storeys plus set-back storey of residential development. This would also allow a combination of uses, for example, one and a half height retail/commercial at ground level with five storeys plus set-back storey residential overhead. Waterfronts should also be subject to a minimum height of three storeys.

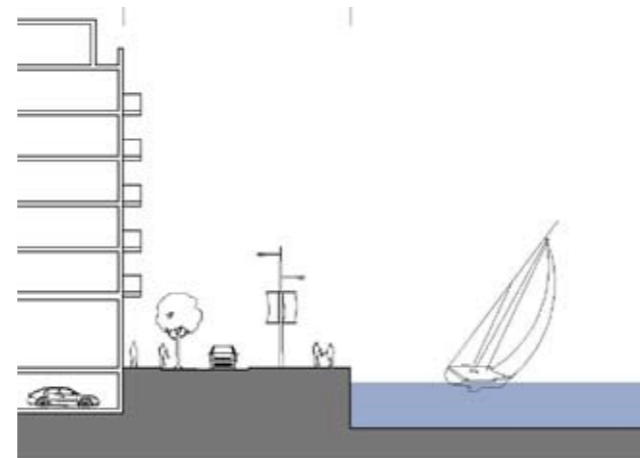


Figure 17: Indicative section through waterfront

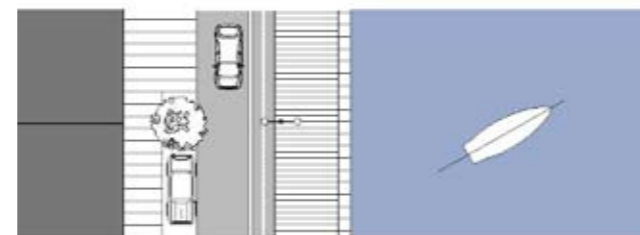


Figure 19: Indicative plan of waterfront

Additional height may be permitted at corners where it is considered to contribute to the architectural quality of the corner and provided that this does not cause problems in terms of either solar access, overlooking or long views of the viaduct, and does not unbalance the overall massing of the block.

Additional/double set back storeys should not be permitted on the waterfront, where they are visible over long distances, defeating the purpose of the set-back. The visual impact of all waterfront proposals on views of the railway viaduct should be carefully considered.

4.1.2 East-west spine street

Height should be determined typically by a maximum shoulder/parapet height of 20m allowing for five storeys plus set-back storey of commercial development or six storeys plus set-back storey of residential development. This would also allow a combination of uses, for example, one and a half height retail/commercial at ground level with five storeys plus set-back storey residential overhead.

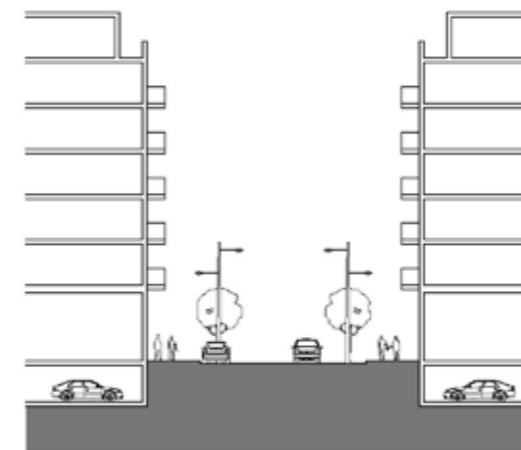


Figure 18: Indicative section through 'spine' street

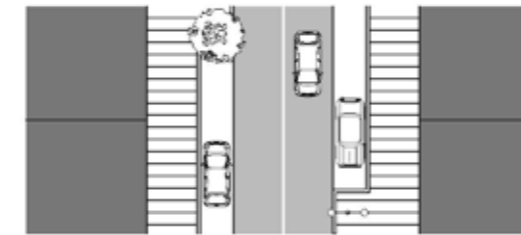


Figure 20: Indicative plan of 'spine' street



Allowing adequate space for the waterfront



A recent waterfront harbour/basin



A new docklands 'spine' street

4.1.3 Marsh Road

Buildings fronting Marsh Road should have a maximum shoulder/parapet height of 12m, allowing three-storeys plus set-back storey commercial or four storeys plus set-back storey residential or a combination thereof, in order to respond to the existing lower building heights on the southern side of the road.

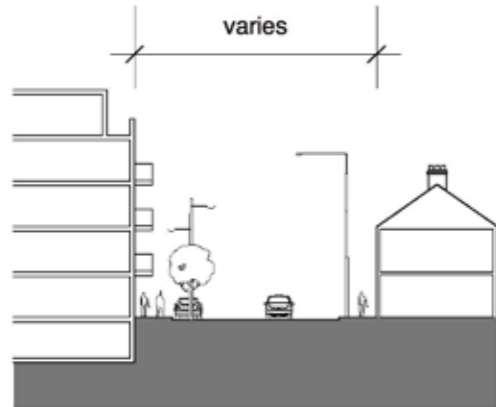


Figure 21: Indicative section through Marsh Road

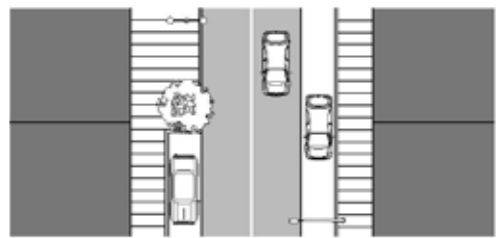


Figure 22: Indicative plan of Marsh Road

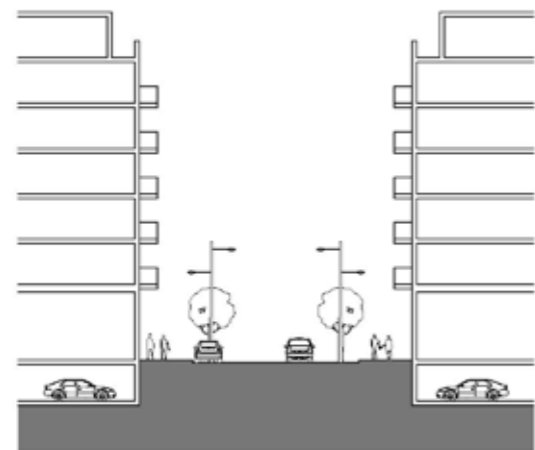


Figure 23: Indicative section through link street

4.1.4 North-south link streets

The north-south streets may be of a similar scale to the primary streets, but may be narrower due to their more favourable orientation.

4.1.5 Railway viaduct

The streets facing the railway viaduct should be stepped down to a maximum shoulder/parapet height of 12m, allowing three storeys plus set-back storey commercial or four storeys plus set-back storey residential or a combination thereof, in order to respect and emphasise its importance as a landmark.

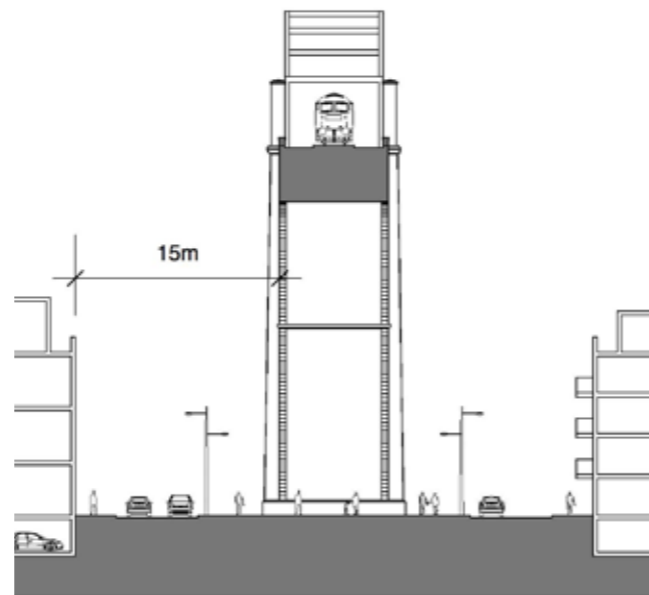


Figure 24: Indicative section through the railway viaduct



Figure 25: Indicative plan of the railway viaduct



Figure 26: Indicative aerial view showing spine street



A new link street



A variety of building types



4.2 Building Lines

In order for permeable networks to be effective they must be complemented by a building form that clearly defines routes and spaces. New buildings should generally follow the urban structure defined in the plan, and, unless a worthy architectural intent is clearly demonstrated, should avoid staggered or left over spaces. Aligning buildings along and around public streets and spaces provides a sense of enclosure and strengthens their identity.

On secondary streets, where residential development is proposed at ground level, privacy strips may be appropriate in order to facilitate a sense of 'defensible' space and security of residents. Alternatively, a slight raising in level may be considered, subject to access for people with disabilities being maintained in accordance with the Building Regulations.

4.3 Blocks and Plots

The block refers to the developable land parcel defined by the surrounding street network. Urban grain refers to the plot subdivision of the block. A fine urban grain is characteristic of many historic places and is one of the key elements that allows a vibrant and diverse place to develop. The perimeter block layout lends itself to this pattern of development by its ability to absorb different building typologies, tenures and plot sizes.

With this in mind, the amalgamation of large sites by individual developers should be discouraged, as this tends to result in a homogenous approach to architectural design and choice of materials and finishes. No block should be comprised of a single building but should be sub-divided into smaller discrete parcels. Developers should also be actively encouraged to assemble a varied design team comprising a number of different architectural firms under the umbrella of a single lead consultant to coordinate the design of sub-elements within the overall block framework, and to foster diversity in design.

4.4 Building Interface

It is essential that all streets and spaces have active frontages at ground level. This can be achieved by ensuring that entrances and windows open onto the street, and by encouraging commercial or retail uses where possible. Entrances, in particular, should be

carefully considered and the number of private or 'own door' entrances should be maximised.

Orientating active fronts to the street and inactive backs to private spaces promotes a sense of vitality in the public domain while maintaining security and privacy in 'back' spaces. The extent to which public and private space is separated may depend on the required level of security and penetration. Some blocks may only require a suggestion of enclosure to achieve this and a degree of variety should be encouraged.

4.5 Solar Access

The proposed urban structure optimises potential for solar access by allowing light to penetrate the proposed blocks from the south-east, south and south-west. In addition to light penetration, the block design should consider:

- :: opportunities for passive solar gain,
- :: overshadowing, and,
- :: aspect for individual units

Single aspect residential units should be discouraged, particularly if north facing. Single aspect units may be considered where a wide yet shallow plan is proposed, facing south, and preferably, with a pleasing view.

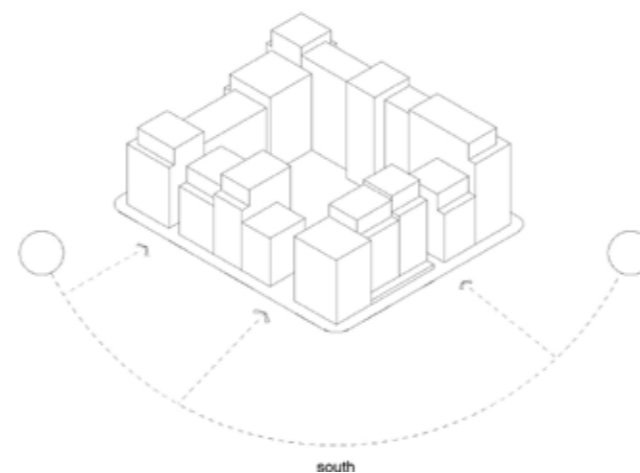


Figure 27: Optimising solar access



Figure 28: Indicative view from the south



4.6 Architectural Design

Good urban design and good building design are inseparable. This means it is important to design from the 'outside in' and from the 'inside out' simultaneously. Accordingly, architectural design should be considered in tandem with the broader issues raised above.

As such, the DAP does not seek to prescribe detailed architectural requirements, rather it seeks to promote a high standard of design within a broader urban design framework of streets and spaces. Nevertheless, at the strategic level, it is important to foster a vision of excellence in architectural design with particular consideration of the following principles:

- :: New buildings should make use of the principles of passive solar design, sustainable use of materials, conservation of energy and water,
- :: Building materials should be durable and specified to a high standard in terms of quality and finish,
- :: Building facades should be carefully composed and should generally reflect the function of the buildings and their underlying structure, and,
- :: Landmark buildings and elements (e.g. bridges) should be the subject of architectural design competitions.

4.7 Housing mix, size and private space

It will be important to provide a range of unit sizes in the Area to attract a range of household sizes and types. In general, one bedroom units shall not exceed 15% of all units in any scheme. A minimum of 20% of family-sized units, comprising 3 or more bedrooms and generous storage space should be provided in proposed development. Minimum unit sizes will be as follows:

- One bedroom units - min. 55sqm
- Two bedroom units - min. 75sqm
- Three bedroom units - min. 100sqm

Greater than three bedroom units - additional 10.5sqm per bedspace

*Measurements are internal wall to wall dimensions on one floor. Duplexes should provide additional floor area for stairways and landings.

Private Open Space will be provided in accordance with the requirements of the current Development Plan and should be provided primarily in semi-private residential courtyards within the perimeter block and in balconies. Roof gardens may be considered as a part of the private open space provision, where overlooking of established housing will not occur. A reduction in the Development Plan requirement for private open space for townhouses/terraces and courtyard units will be considered on a merit basis.



Figure 29: Focal space at The Mall/Custom House Quay



Waterfront space



Figure 30: Public space around the Ship Street basin



A new square

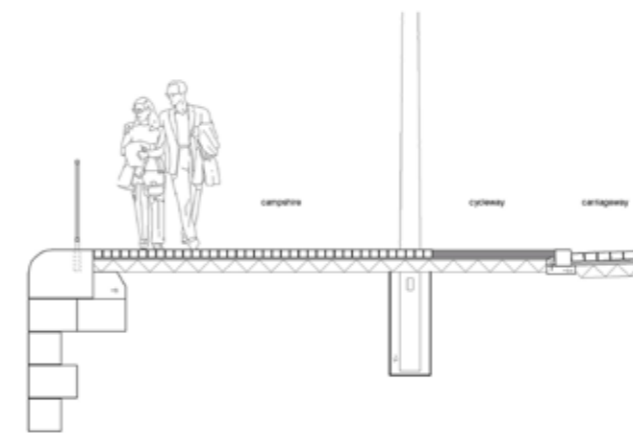


Figure 31: Indicative stone quay wall detail



Waterfront pavillion



4.8 Urban Spaces

Doner's Green

Doner's Green provides passive recreation for the community. The use of the Green should remain as such, however, facilities such as paths and tracks, seating and planting, should be improved. There is also potential for modest amenity facilities here in accordance with the provisions of the current Development Plan Zoning.

Children's Play

Providing for children's play in the Area will support the existing and future communities. Small, quality facilities will need to be included in the new open space and recreation structure. There is potential on the north and south quays to integrate children's play into new open spaces.

Ship Street and Civic Area

Ship Street and the existing slip provide an opportunity for a new waterfront and civic space. This space will be a multi-purpose, destination space enhancing the use and function of the civic facility. The slipway should be reconstructed to achieve adequate flood protection. It should allow for mooring or a tidal, stepped area. The surrounding urban space could be used as an occasional outdoor performance space or market/craft space.

4.9 Civic Projects

The Waterfront

The waterfront area will be a major new amenity for the town. It will be the focus of new activity and the interface between the river and the town. It will provide a common link with all areas of the Docklands and strategic connections to surrounding areas. Public access and use will be prioritised. The waterfront area will be generous to allow for the greatest possible range of uses, movement and activities.

New Quay Walls

The New Quay Walls will provide a unified element to the waterfront and provide for improved flood protection. A consistent approach to the design and construction/reconstruction of the quay wall will be essential in achieving a coherent and attractive waterfront. The guidelines of this Plan include indicative details for the new quay walls.

North Mall

North Mall has the potential to provide a significant new urban space for the town, providing the link between the town centre and the waterfront. It possesses many of the qualities of good urban space such as good aspect, size and shape and a mix of uses at ground floor. However, due to heavy traffic, existing waterfront buildings and parking arrangements, it does not function as such. These issues will need to be addressed and an action plan/brief prepared for the space in conjunction with existing landowners and interests.

Community and Civic

Provision will be made for a significant, new multi-purpose Civic Facility at the Viaduct on the South Quays. This will include a significant auditorium/performance space and may include childcare facilities, library and or educational facility. It is envisaged that this Civic Facility will be ceded to and managed by the Council. A detailed brief for this facility will be developed by the Council.

Childcare

New childcare/creche facilities as part of new development [one facility on the North Quays and two facilities on the South Quays] will be required. Proposals for these facilities should be advanced by developers as part of larger development proposals.

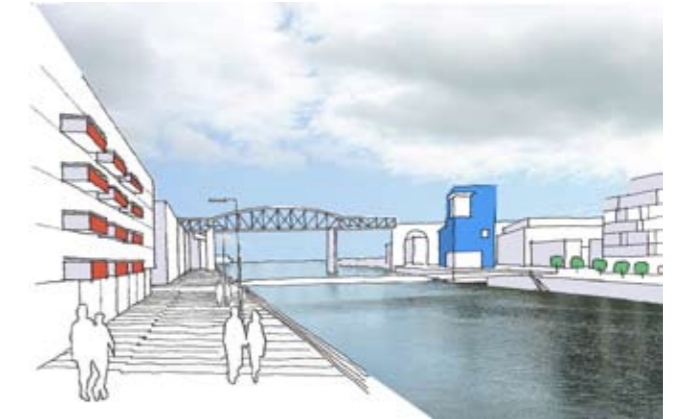


Figure 32: Indicative view looking east towards viaduct



Figure 32: Indicative view towards Scotch Hall



Figure 33: Indicative view through Ship Street

4.10 Infrastructure and services

Significant new and improved infrastructure and services will need to be put in place to cater for the development of the Area. This infrastructure will need to be provided in a timely fashion and will be largely provided as part of the development process. It will include:

- :: New streets, spaces and waterfront
- :: New quay walls
- :: New opening bridges
- :: New foul and surface water drainage systems (SUDS)
- :: Possible alternative energy sources and systems
- :: New telecommunications, gas and electricity

The location of ducted services and utilities should be carefully coordinated with a preference for location under the public footpath. This is to minimise disruption to traffic when maintenance work becomes necessary.

Bin storage facilities must be carefully sited to be accessible without causing any smell, nuisance or potential hazard to residents. These facilities should not dictate the overall design of the block in terms of the quality of either private open space or the public domain.

Bridges

The design of bridges provides a valuable opportunity for building the identity of an area. In the case of Drogheda Docklands the identity of the Area is strongly identified with the railway viaduct. Accordingly, it is recommended that new bridges should be designed to perform their function in a structurally efficient manner, using high quality material, and should seek to achieve a sense of engineering elegance without unduly competing with the viaduct. It is also important that new bridges facilitate access for boats, as waterborne activities will continue to provide an essential medium to long term generator, contributing to the vitality of the Docklands area.

4.11 Flooding

Flooding and drainage

Flooding may impact on the future use of the Area. It is, therefore, necessary to adopt the following measures in order to minimise the effects of future flooding events:

- :: Set the ground floor level and access to basements of new developments at a suitable level,
- :: Carry out comprehensive improvements to the quay walls as an integral part of development,
- :: Provide for separate drainage systems for foul and surface water drainage in all new developments,
- :: Incorporate the principles of Sustainable Urban Drainage Systems into all new developments in order to reduce peak flows, and,
- :: Provide new foul and surface water collection systems within the Area in order to relieve the existing system and reduce pollution from foul sewage discharges to the environment.

4.1.12 Remediation

The lands shall be fully tested for contamination and shall, where necessary, be cleaned to internationally acceptable standards prior to redevelopment. The cost of testing and remediation will be carried by landowners/developers.



5.1 Developing the vision

The purpose of the DAP is to outline a vision for the Area and a physical framework for achieving that vision. The Plan should inform the preparation and assessment of future development proposals. The Plan is an important instrument in the delivery of the Docklands Vision and has statutory effect as a variation of the Drogheda Borough Council Development Plan.

There is already evidence of investment interest in the Area. However, there is a danger the resultant development pressure may lead to an ad-hoc approach that will prejudice the proper planning and sustainable development of the Area as a whole. It is imperative from a planning and urban design point of view that the Plan continues to inform the medium and long term development of the Docklands with a view to coordinated implementation.

5.2 Delivery

The Vision and Strategy of the Plan will need to be driven by appropriate structures and arrangements. The success of the Plan will be dependent on its objective application to the Area over the life of the Plan. Appropriate strategic direction, monitoring, and development control will be required. It is recommended that formal arrangements be put in place to guide this process. This will require:

- :: Establishing a representative, multi-sectoral Group with appropriate structures for Steering and Monitoring,
- :: Devising the detailed Plan implementation programme which will include responsibilities and next steps.

5.3 Phasing

Given the extent of the lands and the nature of the ownership in the Area, it will be difficult to dictate a phasing strategy for development. The development of the Area will be influenced by:

- :: The provision of key infrastructure
- :: The improvement of access to and through the Area
- :: The termination of existing uses
- :: Property and ownership issues
- :: Prevailing market conditions

5.4 Supplementary Development Contributions Scheme

Infrastructural requirements are identified in general terms in section 4 of the Plan. These will be of direct benefit to, and facilitate, development in the Area. The nature of infrastructure and services and their associated costs will need to be established. The Council intends preparing a Supplementary Development Contributions Scheme for the Area under S. 49 of the Planning and Development Act, 2000.

5.5 Ownership

The Plan has considered, insofar as possible, existing ownership patterns. Ownership patterns in the Area are generally favourable for redevelopment purposes. Consolidation or splitting of plots may occur in the future, but the overriding consideration will be the larger proposed urban structure for the Area. Development on the South Quays, requires the straightening of the Waterfront. This would involve the revetting of river areas currently lying in public ownership. Development proposals on these lands will require the agreement of the relevant State Bodies, and the Council will expect full access, use and "planning gain" in these areas.

5.6 Next Steps

To advance the implementation of the Plan a series of next steps is outlined below:

- :: Establish the Docklands Steering and Monitoring Group,
- :: Prepare a detailed Implementation Programme,
- :: Prepare the Supplementary Development Contributions Scheme,
- :: Prepare an Alternative Energy and Environmental Strategy for the Area,
- :: Prepare a brief for the proposed new Civic Facility,
- :: Prepare briefs for key urban and civic spaces,
- :: Identify and prepare briefs for key buildings and structures in the Area, and require architectural competitions for such buildings and structures,
- :: Implement heritage recommendations, and
- :: Outline detailed requirements for childcare and children's play in the Area.



Active frontage



Continuous public waterfront



A new cultural facility



Residential mooring

