

Architectural Design Statement

LRD Planning Application to
Louth County Council for residential development
including modifications to residential development
approved under reg. ref. SHD - 211283/ ABP-311678-21
as amended under LRD - 2360368 and LRD 2460266

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

For: Lagan Homes Tullyallen Ltd.





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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 and LRD 2460266. This application is for modifications to the drainage, access and public open space as previously approved, 47 No. new dwellings and all associated and ancillary site development works including a new access to the Old Slane Road.

A Section 247 Pre-Planning Meeting was held between Louth County Council, Lagan Homes Tullyallen Ltd and the Design Team on 15th January 2025 and an LRD pre-planning meeting was held on 4th June 2025.

Publication recently of proposed updates to: Department of Housing, Local Government and Heritage n January 2024' has allowed new opportunities to emerge in the layout and composition of development on this site.

We explore in this proposal how government policy in support of Low-Rise, Medium/ High Density housing can be implemented and create a high quality neighbourhood comprising largely of houses and exclusively of own door units with reference to the 'Sustainable and Compact Settlement Guidelines for Planning Authorities' published in January 2024.

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. As demonstrated in the approved scheme under construction at Gort Mell, a 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 approved scheme provides for 237 dwellings is currently under construction and is progressing very well on site. The new dwellings proposed here connect with and create an enhanced neighbourhood using similar typologies and strategies.

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. 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 exemplar 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.



Site Location



Development Description

Lagan Homes Tullyallen Ltd intend to make a planning application for planning permission to modify a permitted Strategic Housing Development (SHD) ABP-311678-21 (as amended by P.A.Ref. 2360368 and P.A.Ref. 2460266) known as Gort Mell by way of a planning application for a large scale residential development (LRD) permission at Old Slane Road and R168, Mell/Tullyallen, Drogheda, Co.Louth. The proposed development will consist of alterations to the permitted SHD known as Gort Mell including change of house types, relocation of permitted ESB substation, relocation of public open space, alterations to drainage network design and levels and the construction of 47no. additional dwellings (5no. 1-bed, 16no. 2-bed, 23no. 3-bed and 3no. 4-bed) with a new vehicular entrance onto Old Slane Road together with all associated site development works, public lighting, public open space, car parking, roads and footpaths. Works proposed on Old Slane Road include the provision of a roundabout for future bus turning and a bus stop. The proposed modifications to the permitted SHD will increase the number of units from 237no. as permitted (21no. 1-bed, 49no. 2-bed, 142no. 3-bed and 25no. 4-bed) to 284no. in total (26no. 1-bed, 65no. 2-bed, 165no. 3-bed, 28no. 4-bed).

Design Team and Supporting Documentation

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 planning consultation is summarised below. A full Schedule of Documentation also accompanies the application:

- Architectural drawings including Site Location Map, Site Layout Plans, Dwelling types,
- Architectural Design Statement including Palette of Materials
- Housing Quality Assessment
- Schedule of Housing Mix
- Part V Allocation proposal
- Building Life Cycle Report
- Engineering Site Layouts
- Engineering Assessment Reports. 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
- Heritage Impact Assessment
- Appropriate Assessment
- EIA Screening
- Uisce Éireann Confirmation of Feasibility
- Daylight and Sunlight Analysis

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.

Site Description



The subject site of the application was a greenfield site on the western edge of Drogheda, beside an existing planning permission for 237 dwellings. Construction of the first 30 dwellings has been completed, and the development of the rest of the site has commenced, and is progressing very well. This application is for a modification to the southern end of the approved site with changes to public open space and drainage, and for an additional 47 No. dwellings to the south west of Gort Mell. 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 partially by a hedgerow to an adjacent bungalow, and partially with the approved Gort Mell development. A new connection will be made in the north eastern part of the site to Gort Mell. The northern boundary of the site is with the Gort Mell development, and another connection to the site will be made here. Careful consideration of the impact of the motorway that forms the western boundary of the site 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.



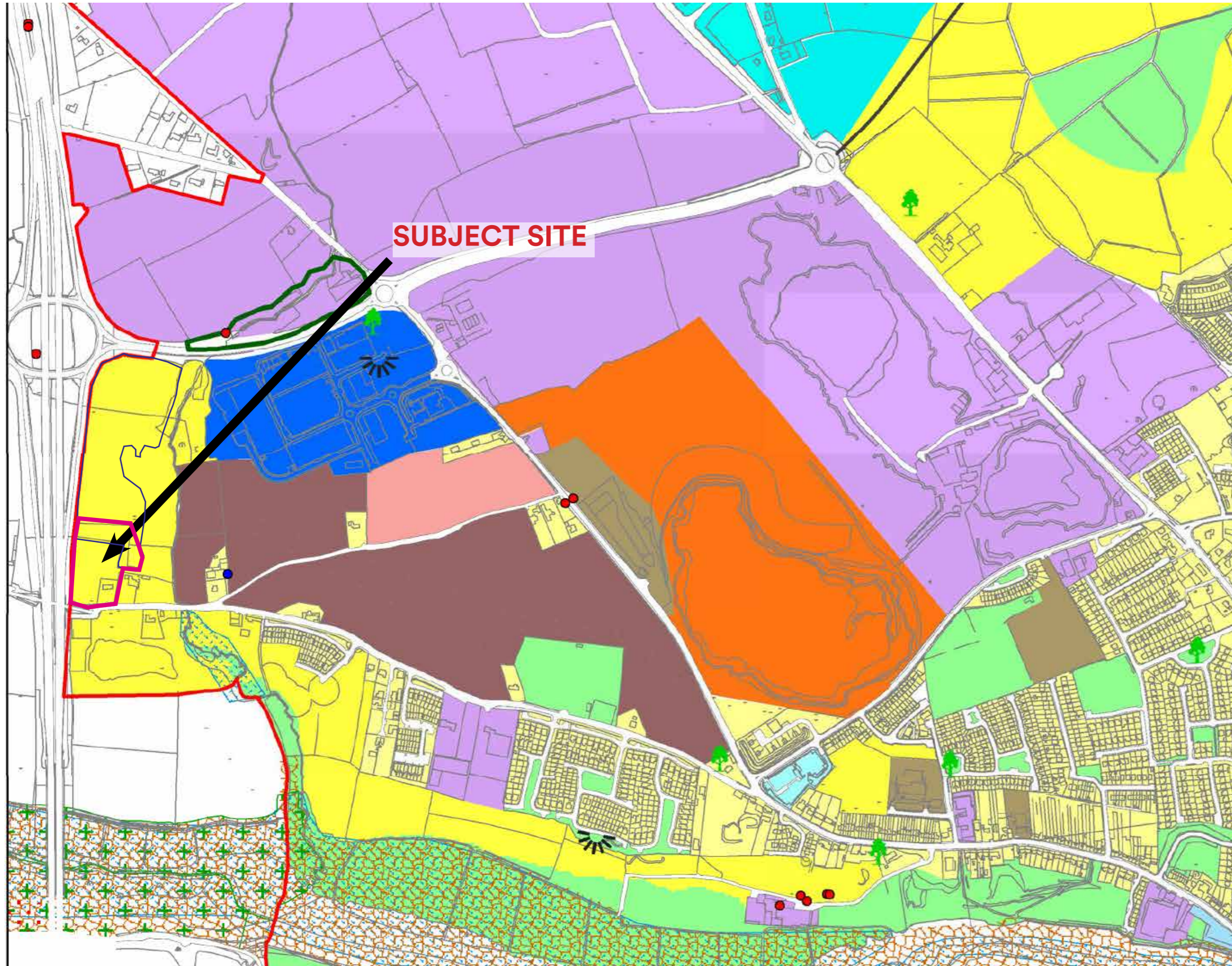


Gort Mell - work in progress on site

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
- B1 Town or Village Centre
- 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 **Csi 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)

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 (2025)

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

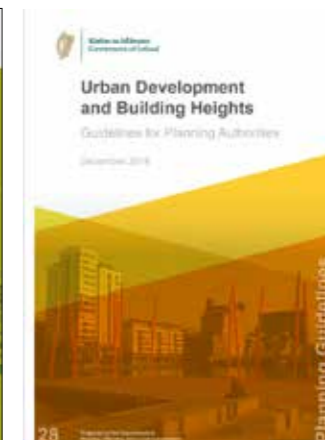
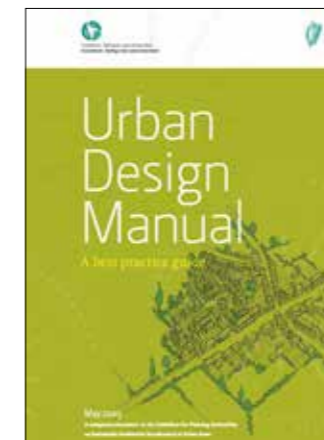
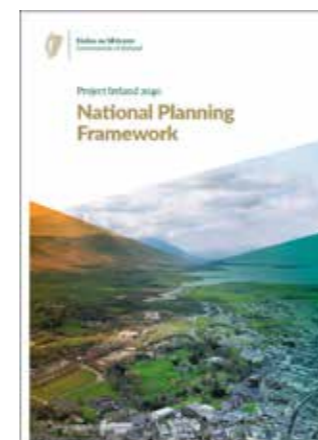
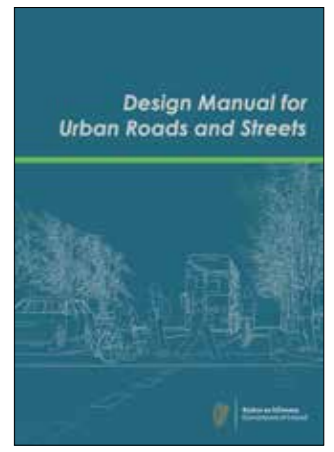
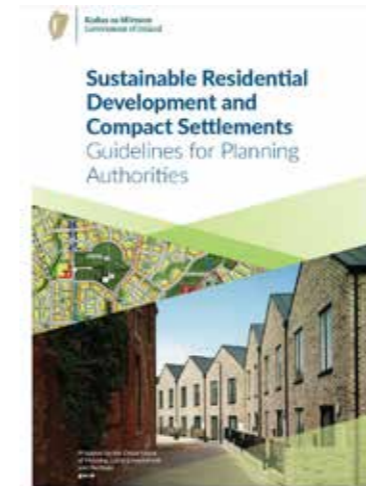
Design Manual for Urban Roads and Streets (2019)

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 39 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 is 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 25% 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 parking within 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 Transport Plan Assessment and Travel Plan.

	Sustainable and Compact Settlements Guidelines (SCSG) and Houses - Louth County Development Plan 2021 - 2027	Proposal
Unit Type		Please refer to enclosed Schedule of Accommodation & HQA
Dwelling	Minimum private open space requirement (m ²)	
1 Bedroom (2p)	20	
2 Bedroom (4p)	30	
3 Bedroom (5P)	40	
4 Bedroom (7P)	50	

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

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



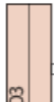



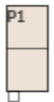

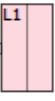

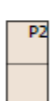

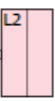
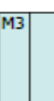
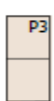



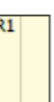

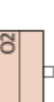
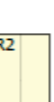
Overview of previously approved Proposal

Net Site Area:	6.16 Ha		
Total Units:	237		
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%	

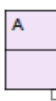
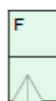
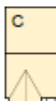
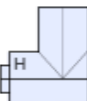





Overview of previously approved Proposal

Unit Types (Proposed)

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

Unit Types (Permitted)

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














Overview of proposed development in context



Overview of proposed development

Gross Site Area (redline):	2.0 Ha.	Proposed Density P3:	36 units / Ha
Area of Old Slane Road within redline:	0.2Ha	Total Public Open Space:	2551sqm.
Total Nett Site Area - Phase 3 (lands in ownership of applicant)	1.8Ha	Including: POS from Phase 1:	(980sqm.)
Nett Site Area - Phase 3 (including amendments to previously approved housing and POS, excluding amendments to drainage only)	1.3Ha	Public Open Space for new Phase 3 site only: 1571 sqm. - (15 % of 1.04Ha.) (This includes 60sqm. of communal open space for the apartments)	
Nett Area of Phase 3 site: 1.1Ha.		Car-parking spaces:	2 Spaces per 3 & 4 Bed House 1 Space per 2 Bed House 1 Space per 1 or 2 Bed Duplex 1 Visitor space per 3 apartments
Nett Site Area for development for purposes of calculating density and public open space:	1.04Ha.	Overall Mix	
Area of approved Gort Mell lands with amendments to drainage only:	0.5Ha.	1 Bed	5 11%
Total area of Phase 2 included:	47	2 Bed	16 34%
Total Units for Phase 3:		3 Bed	23 49%
		4 Bed	3 6%
		Overall Mix House	37 79%

Unit Types (Proposed)

10 no. 	Type L1 3 Bed, 2 Storey Semi-Detached 105.5m ²	1 no. 	Type R2 4 Bed, 2 Storey Detached - Side Entrance 126.6m ²	3 no. 	Type O2 3 Bed, 2 Storey End of Terrace 110m ²	5 no. 	Type Q1/ Q2 5 no. 1 Bed Simplex 56m ² / 5 no. 2 Bed Duplex 86m ²
3 no. 	Type N1 3 Bed, 2 Storey Semi-Detached 105.5m ²	1 no. 	Type U1 4 Bed, 2 Storey Detached - Front Entrance 126.8m ²	2 no. 	Type O3 3 Bed, 2 Storey Terraced 110m ²		
4 no. 	Type N2 3 Bed, 2 Storey End of Terrace 105.5m ²	1 no. 	Type U2 4 Bed, 2 Storey Detached - Front Entrance 126.8m ²				
1 no. 	Type N4 3 Bed, 2 Storey Mid-Terrace 105.5m ²	11 no. 	Type P1 2 Bed, 2 Storey Terrace 86m ²				

NOTE:
 3 No. house from Phase 2 included in redline,
 Not included for dwelling/ density numbers
 for phase 3.
 - No. 93 - modifications to boundary.
 - No. 92 - type N3 changed to N1 and
 modifications to boundary
 - No. 75 - modifications to boundary

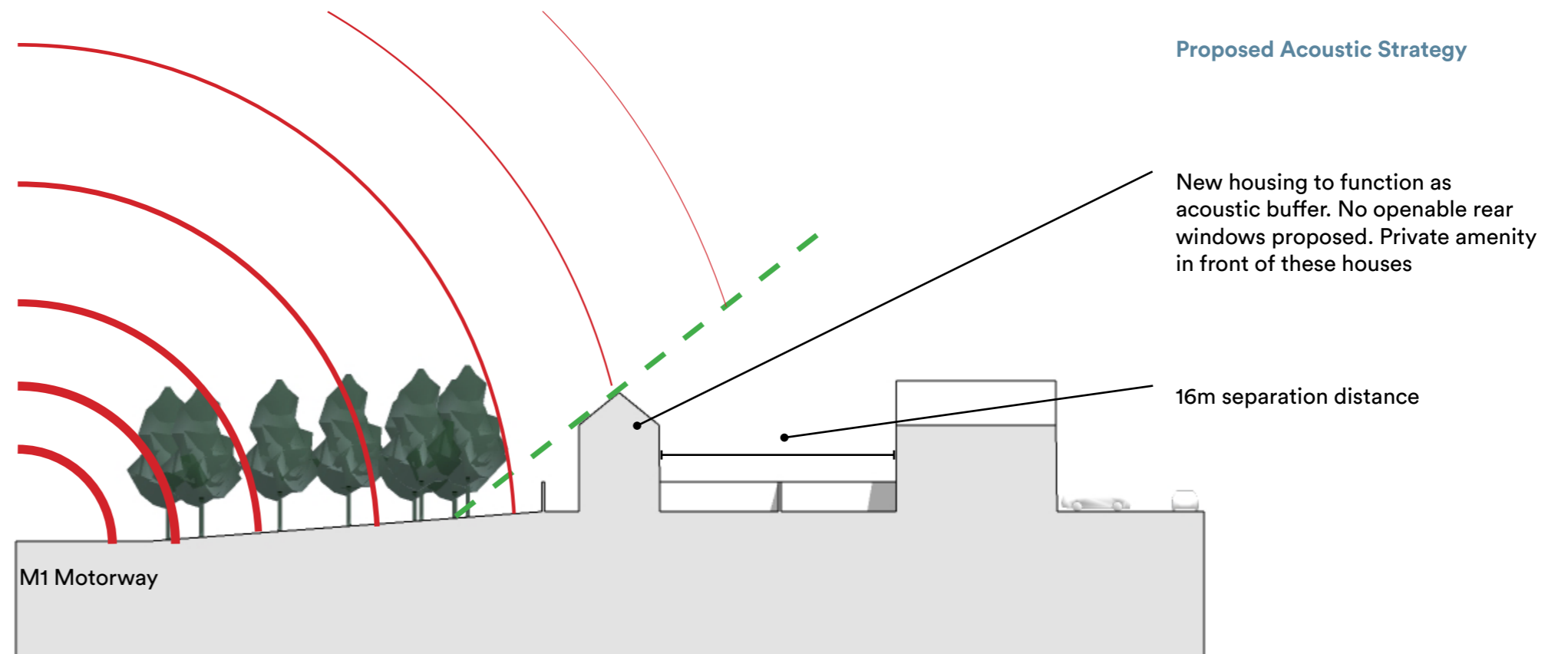
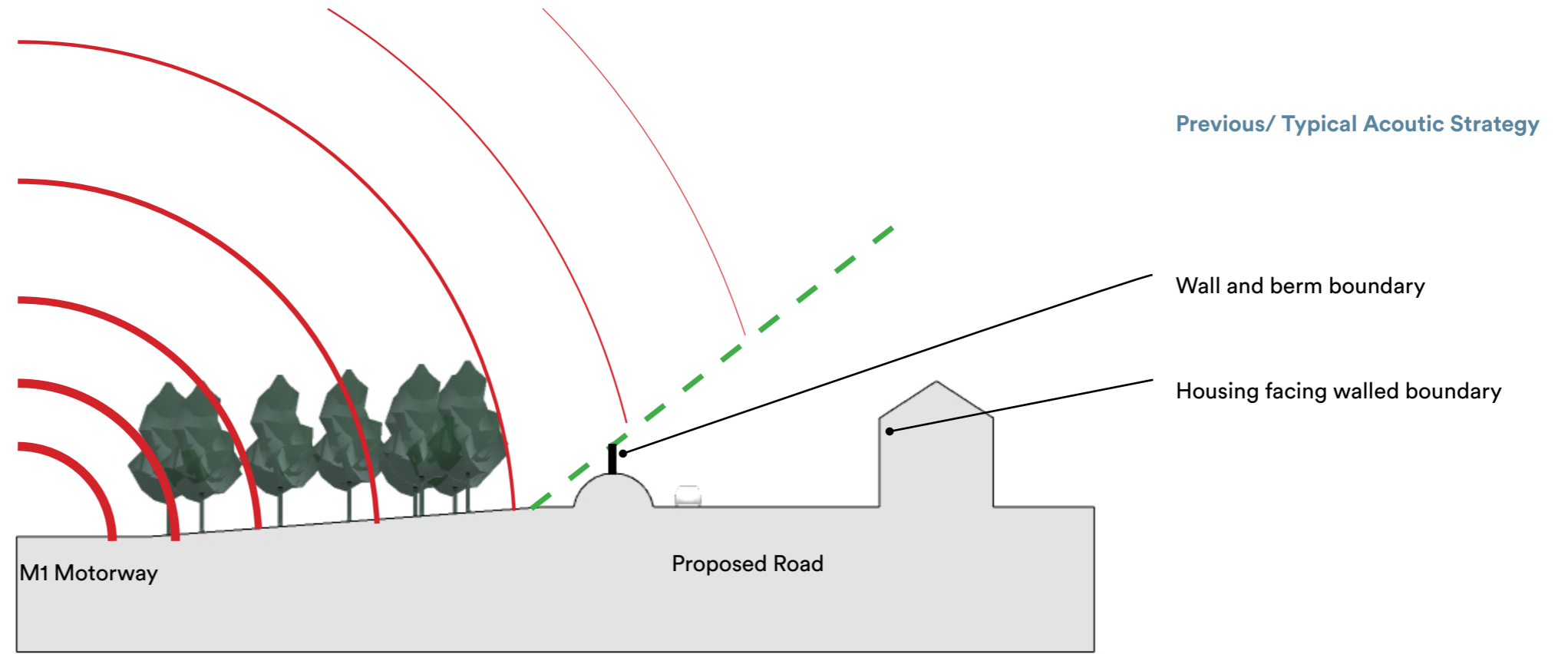


Design Mitigations

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 has successfully used 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. We have taken a similar strategy for this new development, while taking account of the context and restrictions of this site.



Design Mitigations

Acoustic Strategy

In liaison with Amplitude Acoustics, the design and assessment 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.

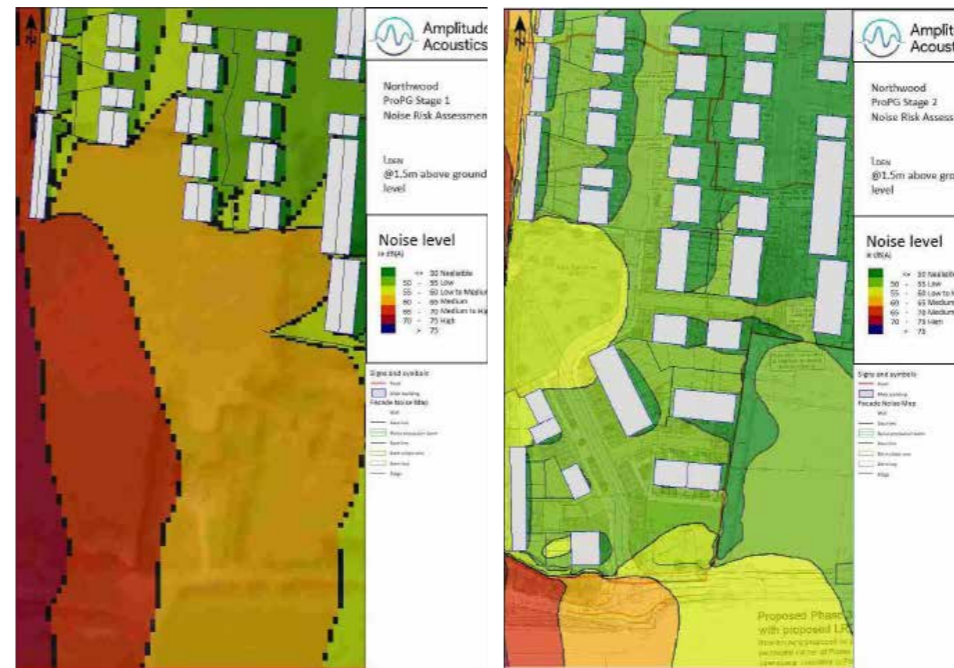
A ProPG Noise Risk Assessment and traffic noise intrusion assessment with outdoor amenity has been carried out for a proposed residential development on this greenfield site adjacent to the M1 and the R168 on the outskirts of Drogheda, Co. Louth by Amplitude Acoustics.

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 these walls is provided in the Acoustic Design Statement and NMP Landscape Architect 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. Noise levels within the external amenity areas are predicted to fall within the 55–60 dB LAeq,16hr range. While this represents a 'Low to Medium' risk category in accordance with Stage 1 of the ProPG: Planning & Noise guidance, these levels remain within an acceptable range for external amenity spaces when considered in the context of the overall site design. The proposed development includes effective acoustic screening through the strategic placement of buildings, boundary noise walls, and landscaped berms, which collectively help to attenuate environmental noise. As such, the noise environment in these areas is considered to meet the intent of ProPG guidance, and the external amenity space provision is deemed appropriate for residential use.

Consequently, the external amenity noise levels are considered acceptable with regard to ProPG guidance by Amplitude Acoustics.



Above: Side-by-side comparison of predicted LDEN road traffic noise contour bands for the existing site without (left side) and with (right side) the development in place.

Below: Side-by-side comparison of predicted Lnight road traffic noise contour bands for the existing site without (left side) and with (right side) the development in place.

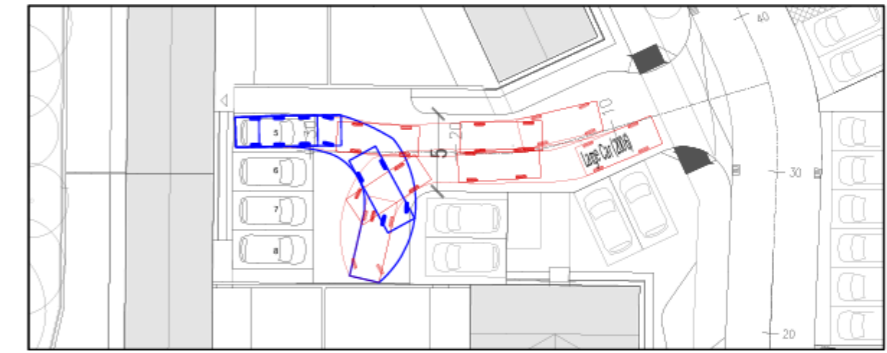


Autotrack Analysis carried out by Waterman Moylan demonstrates how these dwellings can be safely and conveniently accessed from the shared space.



COURTYARD 1 (BAY 1) FORWARD ENTRY VEHICLE TURNING MOVEMENTS

SCALE 1:200



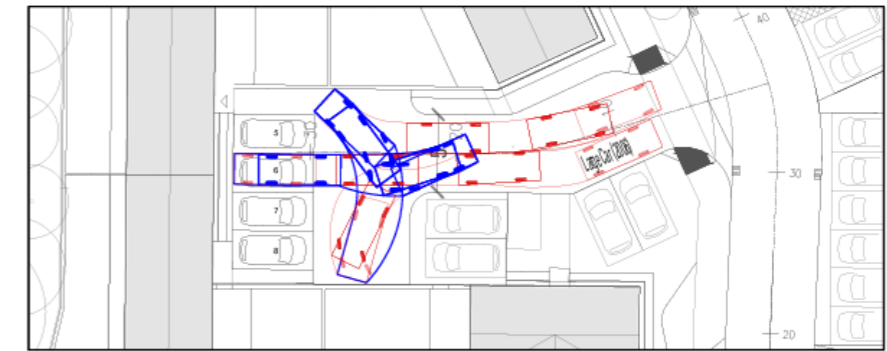
COURTYARD 2 (BAY 5) REVERSE ENTRY VEHICLE TURNING MOVEMENTS

SCALE 1:200



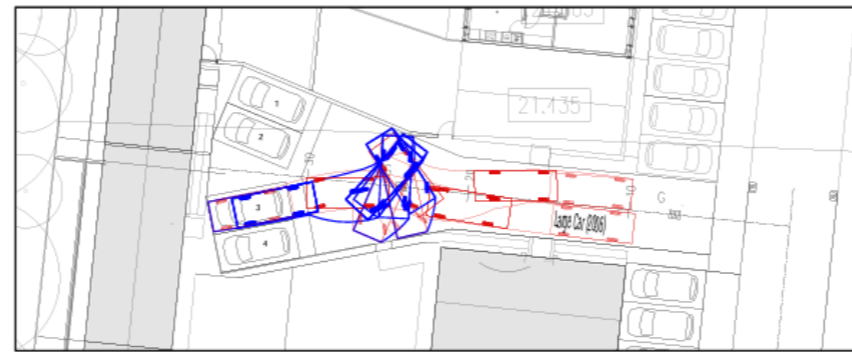
COURTYARD 1 (BAY 2) FORWARD VEHICLE TURNING MOVEMENTS

SCALE 1:200



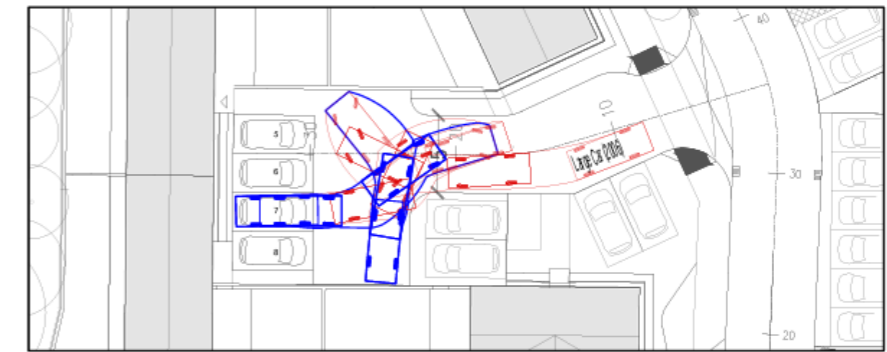
COURTYARD 2 (BAY 6) REVERSE ENTRY VEHICLE TURNING MOVEMENTS

SCALE 1:200



COURTYARD 1 (BAY 3) FORWARD VEHICLE TURNING MOVEMENTS

SCALE 1:200



COURTYARD 2 (BAY 7) REVERSE ENTRY VEHICLE TURNING MOVEMENTS

SCALE 1:200



COURTYARD 1 (BAY 4) FORWARD VEHICLE TURNING MOVEMENTS

SCALE 1:200



COURTYARD 2 (BAY 8) REVERSE ENTRY VEHICLE TURNING MOVEMENTS

SCALE 1:200

1:200 0

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

Autotrack by Waterman Moylan Consulting Engineers of a 'Mews Lane'



View towards the O type houses at the rear of Cul-De Sacs

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 legibility of urban form



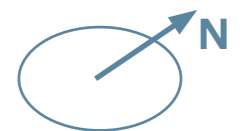
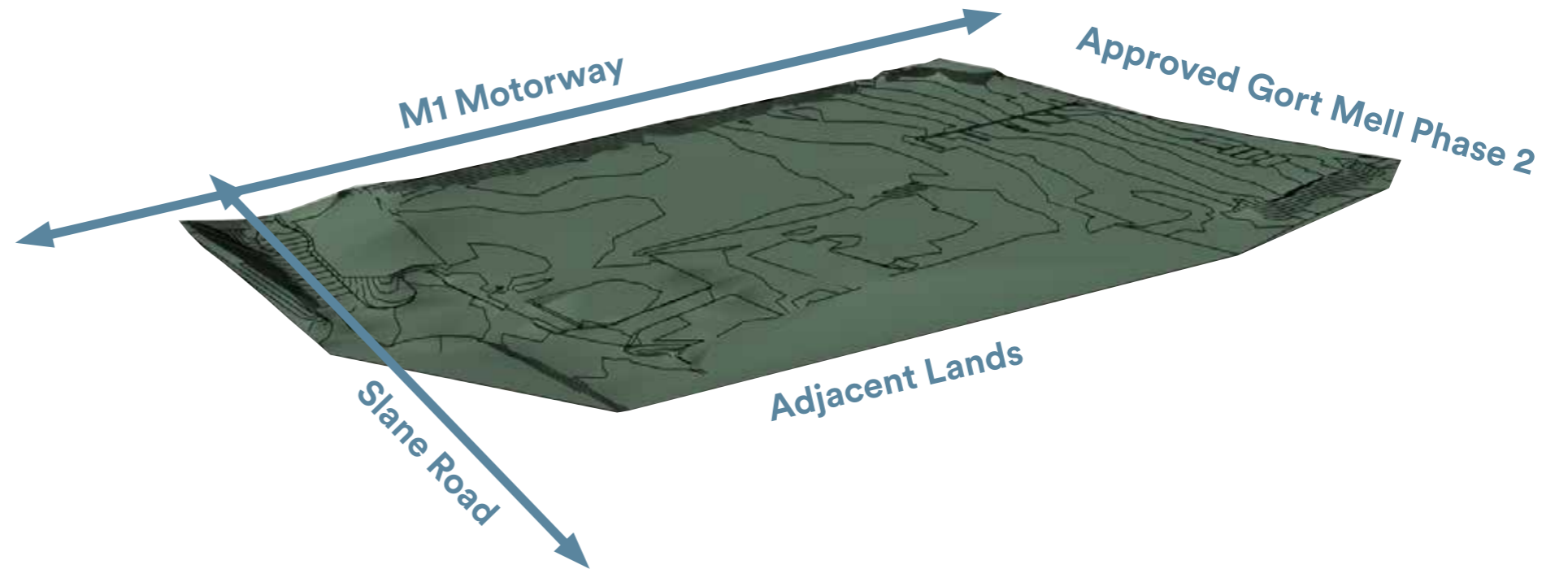
3D view of the courtyard to the south from public open space

Proposed Site Strategy

Receiving Environment

The site of this proposal is located adjacent to the M1 motorway with access to the site from Gort Mell 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.

The site slopes from North to South and presents opportunities for views of the Mary McAleese bridge. .



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.

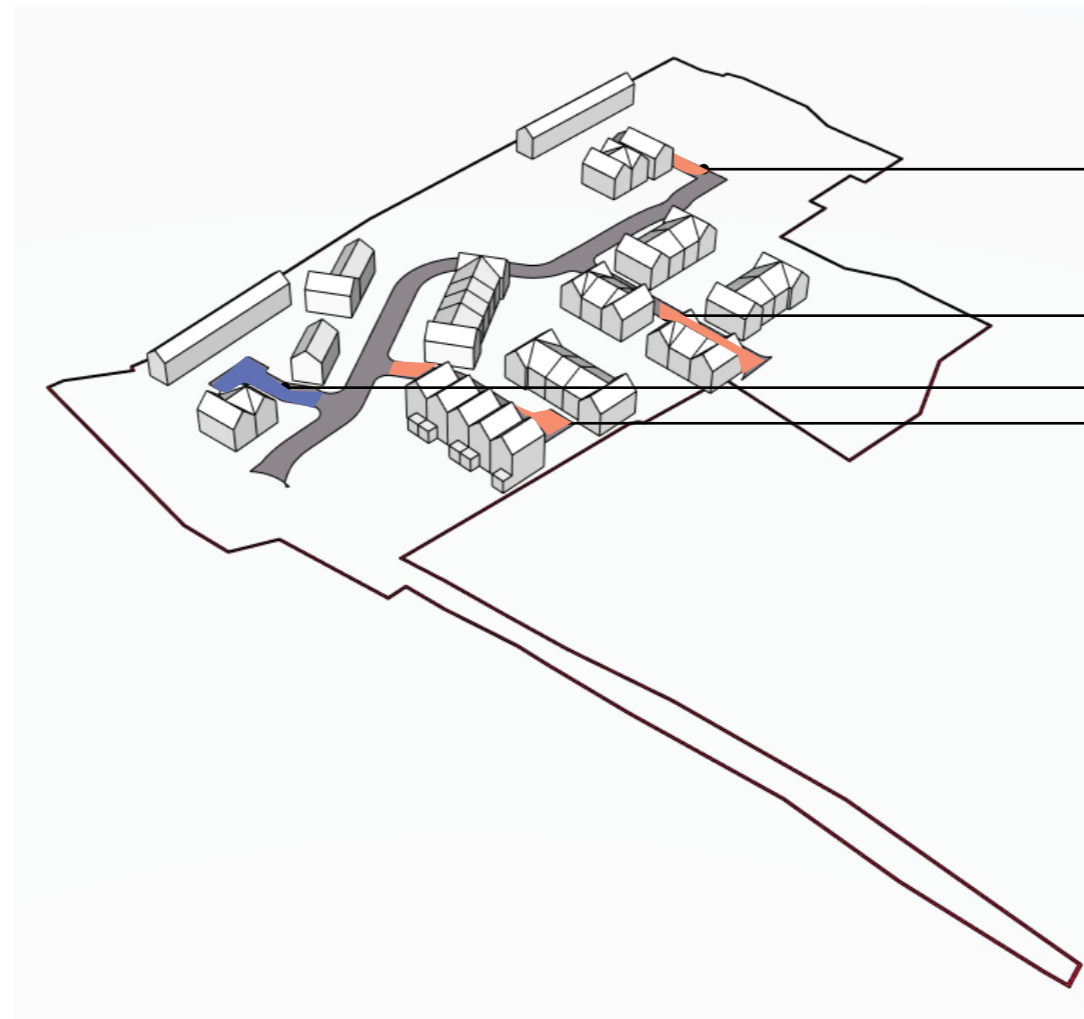
North-South and primary East West routes are made by 'Local Streets' designed in accordance with best practice guidelines outline in DMURS. Please refer to the street hierarchy diagram that accompanies the application.

New connections are made to Gort Mell to the north and east, with the main access from Old Slane Road including a new roundabout to allow for a bus to turn.

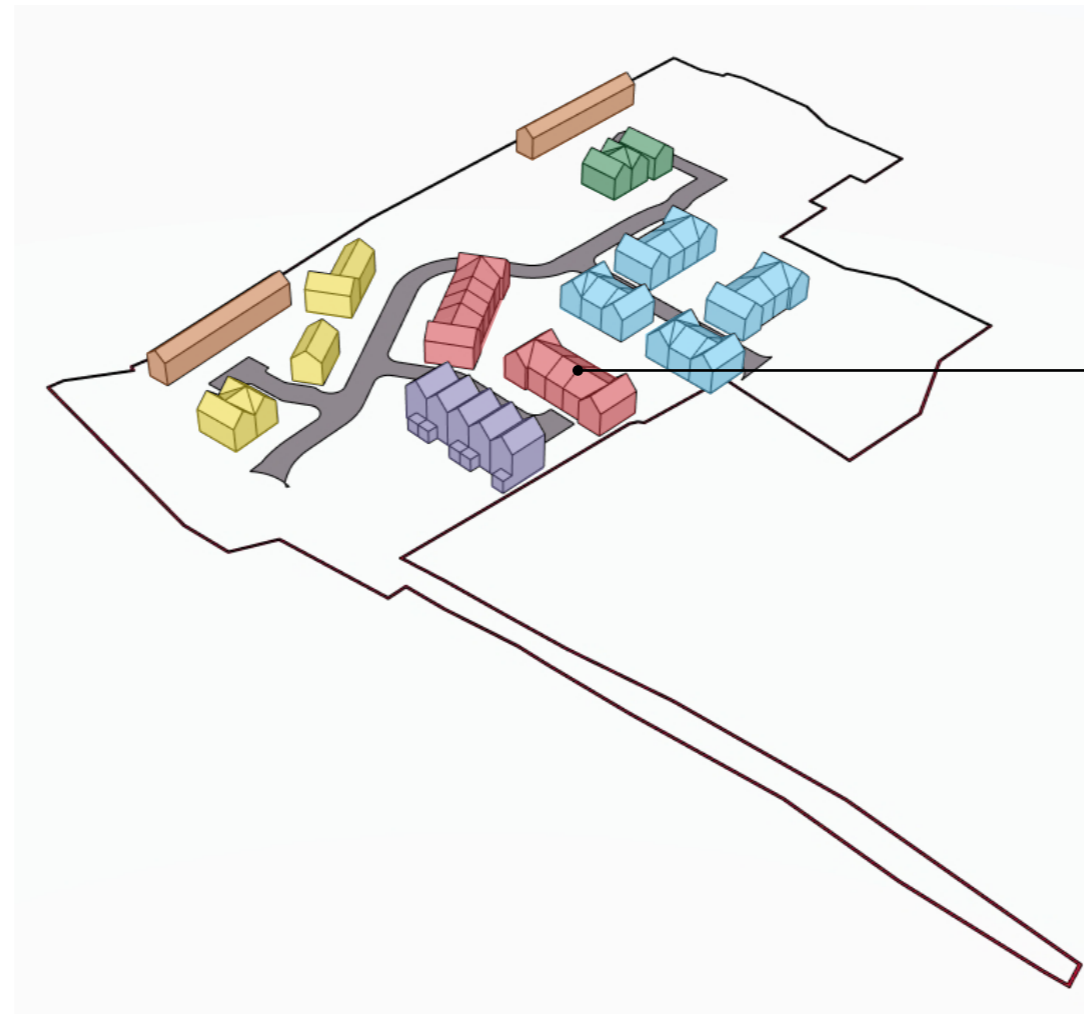
Variety and Efficiency

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.



Shared surfaces are implemented to create 'Home Zones' and a good public realm between the main green public open spaces.



Variety of unit types proposed

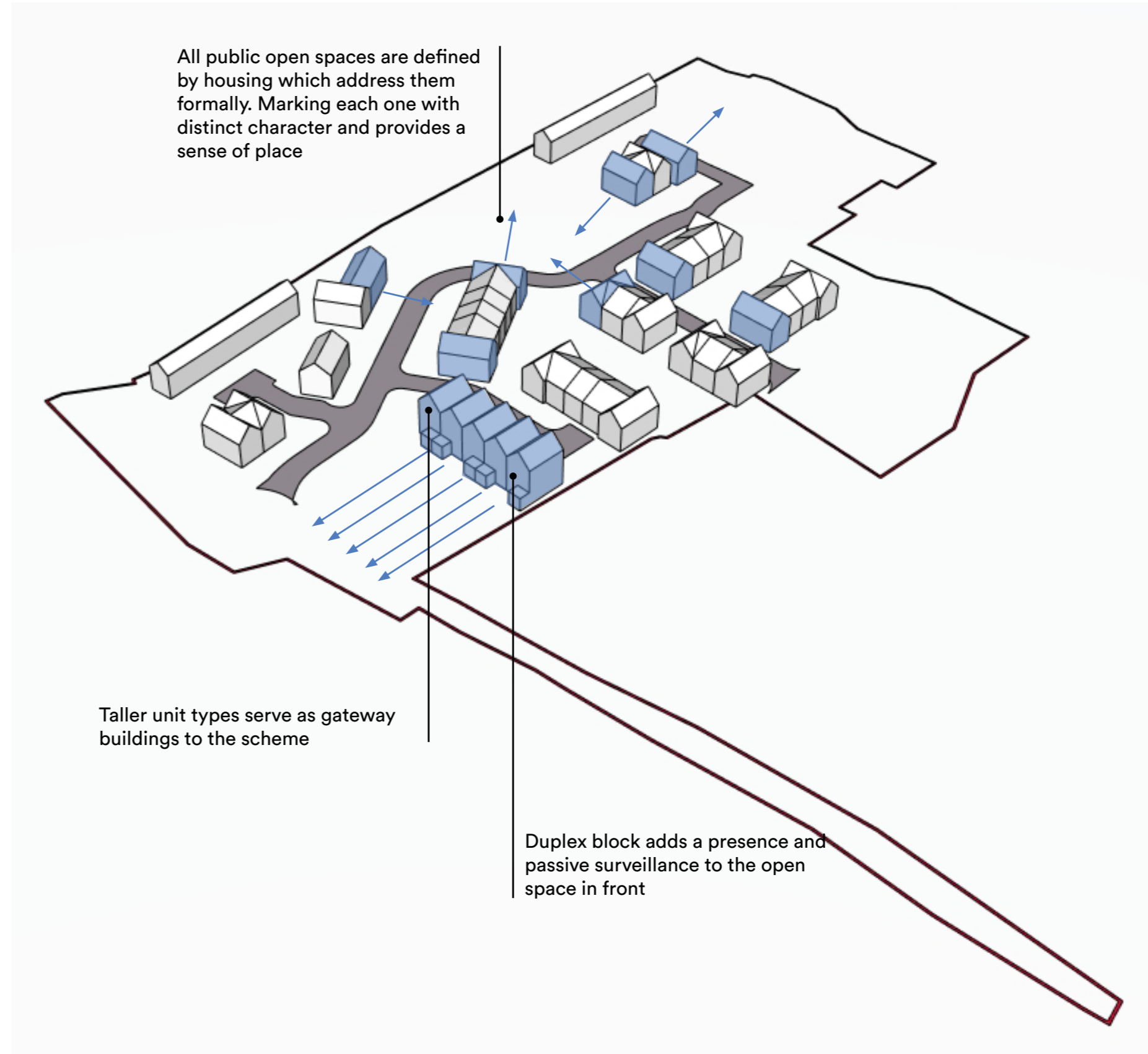
Place-Making

The urban structure of the proposed neighbourhood 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 creates a more active frontage here, and connects seamlessly with the Gort Mell development. Passive Surveillance has been prioritised and is continuous throughout the development. Secondary streets and shared surfaces or homes zones provide 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 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.



We propose to create new passive surveillance for the Old Slane Road, to complete the sense of place created by the scheme at Gort Mell.

This further serves as place making at this location in giving a new residential context in 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

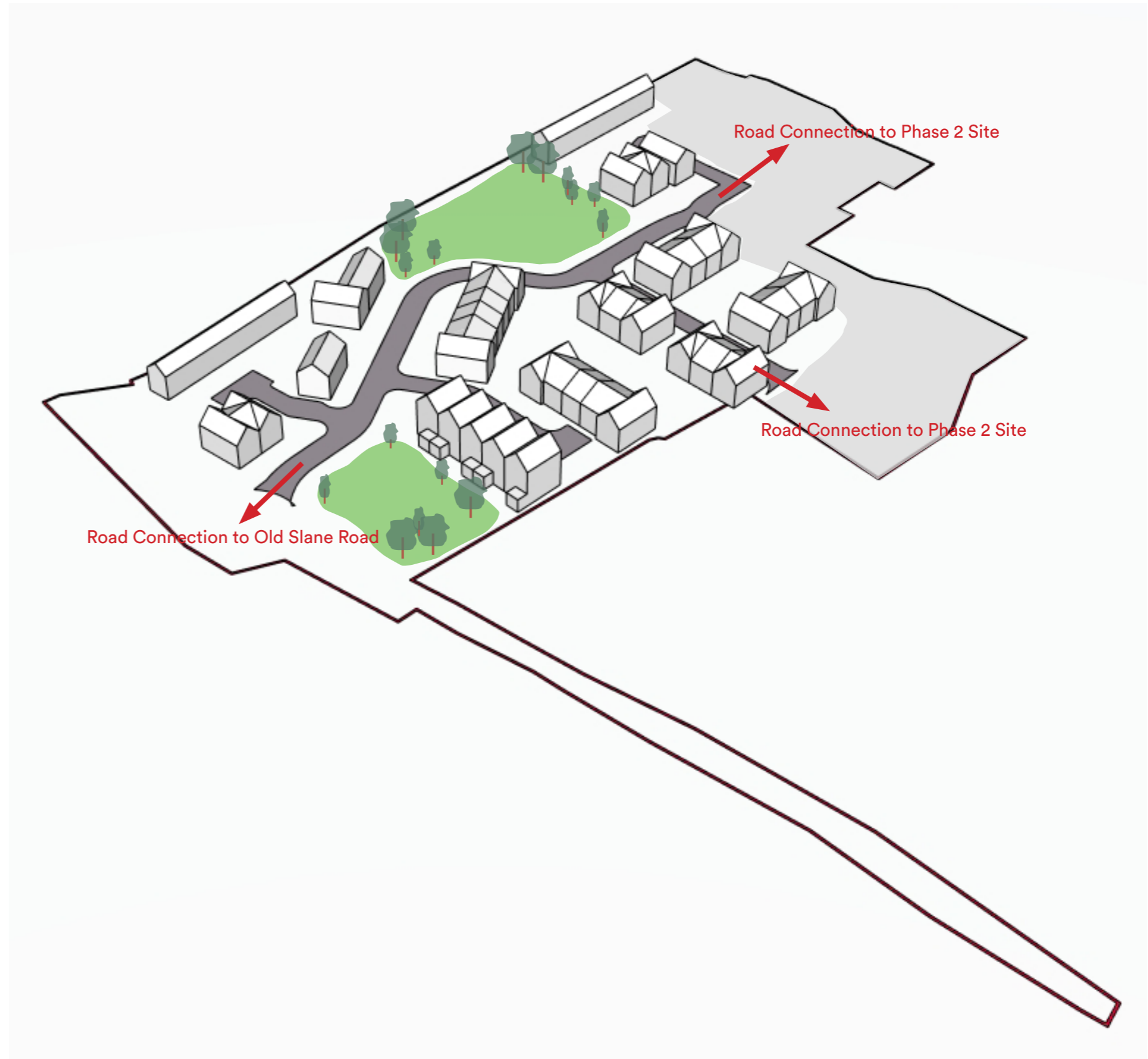


Proposed entrance to site from Old Slane Road

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. The design frames and integrates these viewpoints into the overall scheme. The development enhances and integrates with the approved Gort Mell neighbourhood under construction.

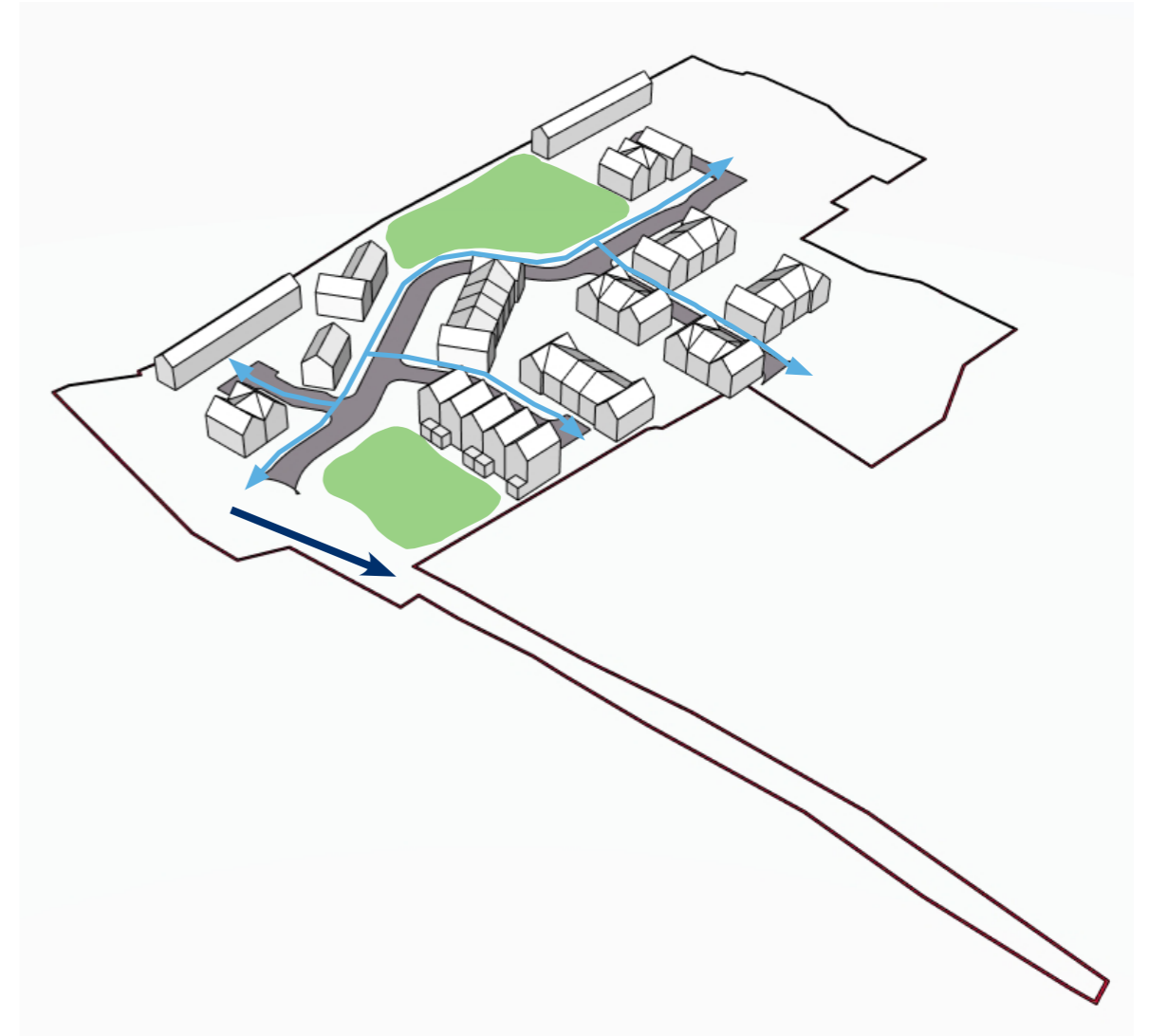


Pedestrian Priority

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 connects from the Old Slane Road through Gort Mell and out to the M1 Retail Park to the north east of this site. This provides access to local retail, commercial and public transport services. Access for vehicular traffic from the Old Slane Road also facilitates a bus turning circle to allow for enhanced future bus connections. The new street network is designed in accordance with DMURS. In addition to public open spaces, street trees and landscaping has been provided along all streets.



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. 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.

One of the smaller open spaces from the approved Gort Mell development has been moved into this site to provide for a larger single open space that will be of benefit to the whole neighbourhood.

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

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 for the whole 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.





Aerial view of Gort Mell Phase 2 illustrating the materials palette that has been used.



Aerial view of Gort Mell Phase 2 illustrating the materials palette that has been used.



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 future if required. In addition, accessible carparking spaces can be provided on site.

LRD Opinion from Louth County Council

1 Appropriate Assessment (AA)

The prospective applicant is advised to submit a Stage 2 Appropriate Assessment (i.e., an AA Screening Report and a Natura Impact Statement) (NIS) at LRD application stage.

Please refer to the Appropriate Assessment and Natura Impact Assessment prepared by Pat Doherty, Ecologist that accompanies this application.

2 Sunlight & Daylight Analysis

The prospective applicant is advised to submit a Daylight & Sunlight Assessment with the LRD application to ensure that all units meet the standards for daylight, sunlight, view out and glare.

Please refer to the Daylight and Sunlight Assessment prepared by Solearth that accompanies this application. JFOC Architects have worked with Solearth to update the proposed designs to optimise the quality of the design.

3 Traffic & Transport Issues

a) The prospective applicant is advised to consider and design/ implement the development in accordance with the submitted drawings and accompanying Engineering Reports received on the 8th of May 2025.

b) The prospective applicant is advised to that an integral part of this development is connectivity with regards to pedestrian and cycle permeability along Slane Rd and adjoining lands/ destination of choices to the north and east of this subject development. In this regard the applicant (and associated with previous granted planning application Ref 2460266), is advised to ensure the following:

i. That the footpath linkage along the Slane Rd (as agreed with Louth County Council, Physical Development Department), as per Planning Ref 21/1283 (ABP-311678-21) compliance is implemented in advance of this application (development) commencing.

ii. The provision of a continuous footpath/ cycle path along the northern boundary of the site (i.e. R168 south side only) towards the Hill of Rath Roundabout to tie in with a future Active Travel Scheme at this roundabout. The cost of this is to be borne by the applicant. This is required 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 provision of the footpath(s) and cycle path(s) shall comply with the widths outlined in section 2.6 of "The Cycle Design Manual; footpath width 1.8m, cycle path width 3m (2-way) and buffer zone of 1m i.e. 5.8m. The new/ revised drawing(s) shall also clearly outline the provision of the correct tactile arrangement at all transitions and junctions.

iii. Explore the provision of pedestrian links with the lands to east of the subject site.

c) The prospective applicant shall have full regard to the contents of correspondence received from Transport Infrastructure Ireland (TII) dated 9th May 2025 on foot of Planning Compliance 2460266 which requires compliance with the procedural and technical requirements of TII publications and the Roads Acts and highlights that development within the motorway is not permissible.

d) The prospective applicant has proposed the provision of a new roundabout at the end of the Old Slane Road, as requested in order to future proof the provision of public transport provision along the Old Slane Road. The applicant shall ensure that the proposed roundabout is designed in

accordance with TII publication DN-GEO-03060 "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions)" to cater for the type and volume of traffic for the Old Slane Rd. If in order to satisfy this requirement, the applicant shall be requested to submit a formal legal agreement together with a map showing the extent of the lands so affected outside the site boundary

together with an undertaking from the 3rd party's solicitor that the agreement will be entered as a burden against the title of the land.

e) The prospective applicant is advised that a Road Safety Audit Stage 1 & 2 shall be required upon completion of detailed design and prior to construction of any proposed design changes.

f) The prospective applicant is advised to that all residential turning bays shall be in accordance with section 2 of "Recommendations for Site Development Works for Housing Areas" published by Department of the Environment and Local Government. Of particular concern is the vehicle arrangements for vehicles accessing the shared surface area for the units along the western boundary. The applicant shall be requested to submit revised details outline how vehicles can safely turn within the courtyard without the need to reversing out onto the residential roadway.

g) The prospective applicant is advised that Table 7.7 of the "Guidelines for setting and managing speed limits in Ireland", March 2015, indicates 30 km/h as an appropriate speed limit in a housing estate such as this proposed development. The applicant is advised to submit revised details clearly demonstrating adequate traffic calming provision within the development to achieve an 85th percentile speed of 30 km/h. This can be achieved by means of vertical deflections, but ideally by horizontal alignments.

h) The prospective applicant is advised that roadway widths shall be 5m – 5.5m to be consistent with DMURS including corner radii of 1m – 3m in accordance with section 4.3.3 of DMURS.

i) The prospective applicant is advised of the requirement to provide EV charging points in accordance with Section 13.16.9 of the Louth County Development Plan 2021 – 2027 (as varied).

j) The prospective applicant is advised to consider the provision of bicycle stands at the site entrance to allow LCC's Bike share scheme operator to allocate same within the development.

Please refer to the detailed response to this prepared by Waterman Moylan Consultant Engineers. Waterman Moylan have also engaged with Noel Treanor of Louth County Council in respect of the response to the above items.

4 Public Lighting Design

The prospective applicant is advised that a public lighting strategy is required to be submitted for the scheme at LRD application stage.

Please refer to the enclosed public lighting design prepared by Waterman Moylan Consulting Engineers and Sabre.

5 ESB

The prospective applicant is advised to address any issues at the Public Open Space area along the western site boundary in regard to ESB standards. Specifically, any separation distances required and/or restriction of access adjacent to the electricity infrastructure should be considered upon consultation with ESB Networks. Evidence of consultation with ESB in relation to this matter should be submitted at the LRD application stage. The applicant is also advised to engage with the ESB's Regional Manager in relation to capacity.

Lagan Homes Tullyallen have engaged with ESB Networks in advance of making this planning application in respect of the requirements for separation distances and the capacity of the network.

LRD Opinion from Louth County Council

6 Surface Water

The prospective applicant is advised to reconsider and address any relevant issues in relation to storm water management at the proposed site, such as the need to carry out permeability testing, show how all surface water retained on site as 100 Year Flood Event will be discharged and overflow to the west of the roundabout all the way down to the underpass.

Please refer to the enclosed response prepared by Waterman Moylan Consulting Engineers.

7 Uisce Éireann

The prospective applicant is advised to submit a revised Confirmation of Feasibility (CoF).

A revised Confirmation of Feasibility accompanies this planning application.

8 Public Open Spaces

The prospective applicant is advised to make reference to the useability/safety of public open spaces within the development in a revised Planning Statement having regard to the attenuation areas /basins proposed in public open space areas.

The useability and safety of public openspaces has been carefully coordinated by the design team, particularly by NMP Landscape Architects and Waterman Moylan Consulting Engineers. Please refer to the enclosed Landcape Report.

9 Crèche

The prospective applicant is advised that the Childcare Needs Assessment should be updated to make necessary provision for the additional 43 residential units as possible additional spaces may be required over and above the 58 spaces already provided for. The applicant is advised to liaise with Louth Childcare Committee in this regard.

Please refer to the enclosed Childcare Needs Assessment prepared by Stephen Ward Associates Planning Consultants.

10 Private Amenity Space

The prospective applicant is advised to demonstrate how the private amenity space, such as balconies and storage spaces to the front of the development will work for Unit Types Q1 & Q2 (Duplex Block 1-10).

Please refer to the enclosed drawings of Duplex **Block 1 - 10, and the 3D renders of this space on the pages that follow.**

11 Private Amenity Space (HQA)

The prospective applicant is advised that private amenity space provision has been omitted from the Housing Quality Assessment (HQA). Therefore, the private amenity space sizes should be clearly shown in the HQA.

Please refer to the updates Housing Quality Assessment and Schedule of Accommodation that accompanies this application.

12 Stairwells

The prospective applicant is advised to submit revised drawings showing the stairwell at the north elevation for Unit Types Q1 & Q2 (Duplex Block 1-10) corresponding with the site layout plan (it appears to have been omitted from the first floor plan).

Please refer to the updated drawings that accompany this planning application.

13 Block/ Unit Numbers

The prospective applicant is advised to submit floor plans/elevation drawings at LRD application stage showing the location of block/ unit numbers on corresponding site plan for ease of identification.

The enclosed block plans for the proposed houses and duplexes have been updated with a legend to identify their location on the site layout plan.

14 Noise

The prospective applicant is advised that the Environment Section has concerns in relation to noise. They state that the M1 motorway is in proximity to the proposed development and that road-based traffic noise levels should not exceed 53 dBLden and 45dBL night which is calculated at the facades of exposed dwellings. The prospective applicant is advised to demonstrate that appropriate noise mitigation measures are taken to ensure that all the requirements as detailed above are met. All such noise mitigation proposals should be completed by a suitably qualified person.

Please refer to the Noise Assessment Report prepared by Amplitude Acoustics that accompanies this planning application.

15 Building Lifecycle Report

The prospective applicant is advised to submit a Building Lifecycle Report with the LRD application.

A Building Life Cycle Report has been prepared by JFOC Architects to accompany this planning application.

16 Part V

The prospective applicant shall submit proposals to comply with the provisions of Part V of the Planning and Development Act 2000 at LRD application stage.

Please refer to the enclosed Part V Proposals to accompany this application. These have also been sent to Louth County Council Housing Department under separate cover.



Response to item 10 of the LRD Opinion
Birds eye view of the private amenity spaces to the front of the duplex apartments



Response to item 10 of the LRD Opinion
View from the entrance to the site across the public open space towards the duplex apartments.

Appendix D of the Sustainable and Compact Settlement Guidelines

Design Checklist - Key Indicators of Quality Urban Design and Placemaking

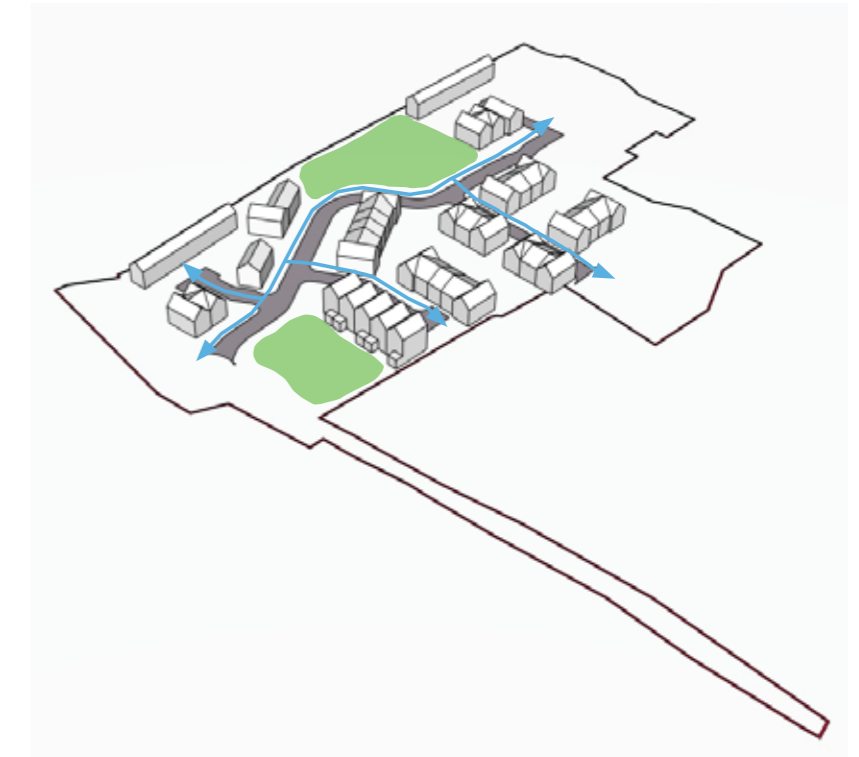
1. Sustainable and Efficient Movement

- (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 beside Gort Mell, Old Slane Road establishes new permeable networks. Vehicular access is from the Old Slane Road to the south. Two links are provided to the development at Gort Mell currently under construction. Continuous access through the site from south to north is provided 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 increased 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 facilitated.

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 available from the roundabout. The lands to the east of Gort Mell are separated by the natural landscape of the ravine.

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



(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?**

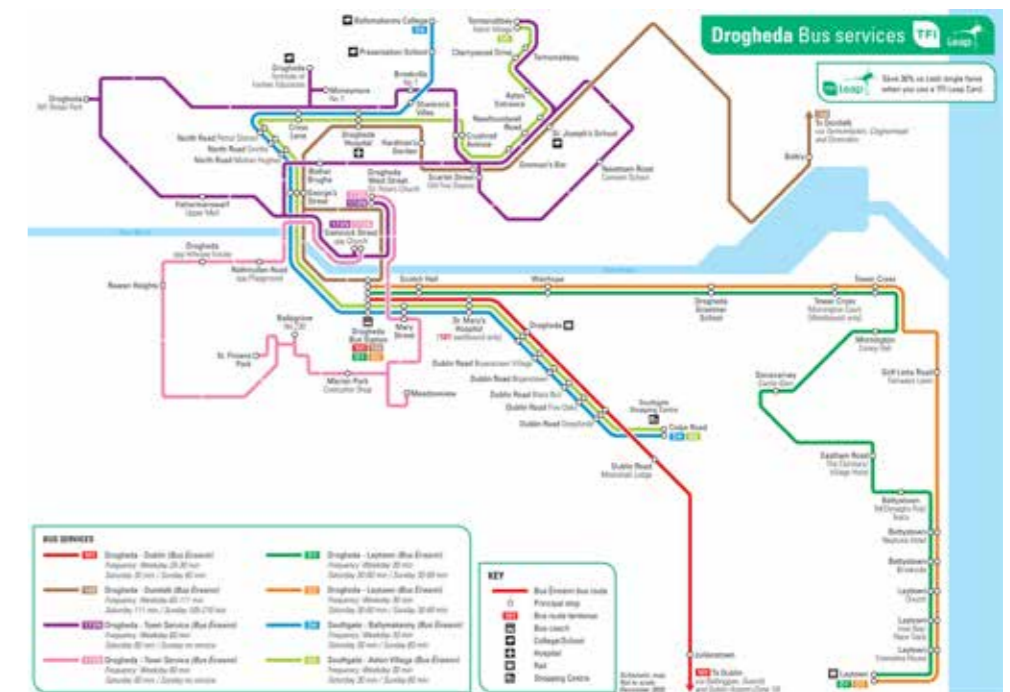
Development at this site beside Gort Mell, Old Slane Road is on a greenfield site, with the large development of 237 dwellings and a creche currently under construction, existing housing to the south, retail and commercial developments to the north east, and the M1 to the west. New connections have been made by the new development that will support connectivity for both the new neighbourhood, 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. As a part of this proposed development, a new roundabout is proposed at the entrance to the site that will facilitate a bus turning head.

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 west of the site (Motorway) restrict the potential for new connections to the west. But the existing access to the south will be enhanced with additional footpaths and a roundabout to facilitate a bus. As per the previously approved residential development at Gort Mell, connections have been made seamlessly to the north and east to ensure full connectivity and permeability.

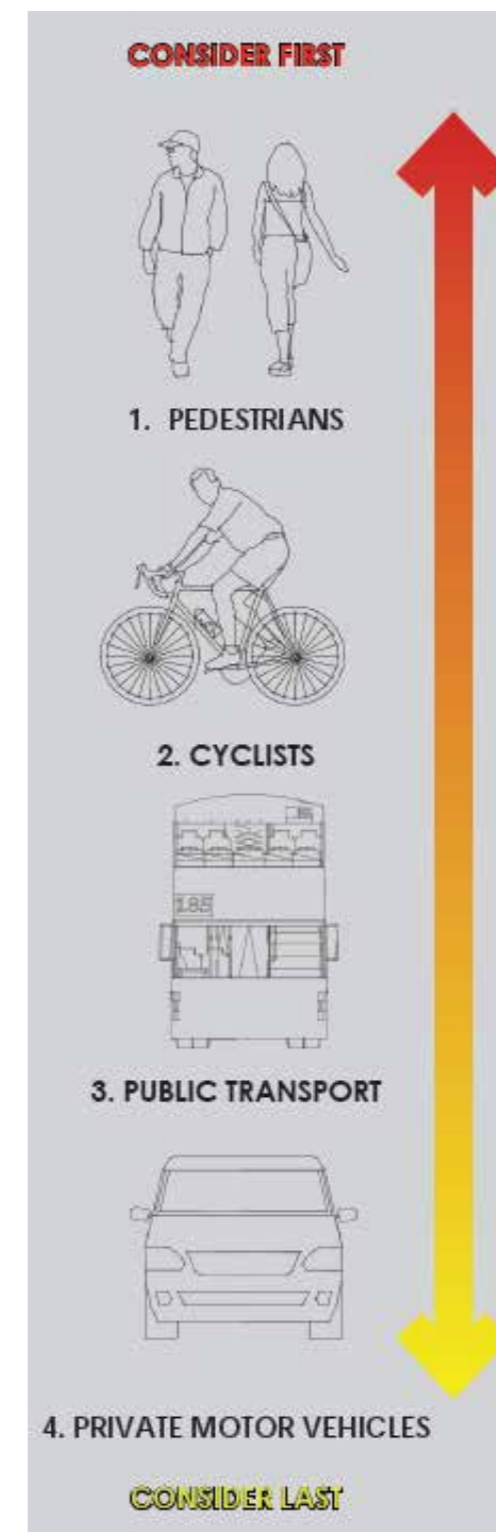
Please refer to the detailed design prepared by Waterman Moylan Consulting Architects



(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 previously approved application at Gort Mell. 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 likely 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.

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

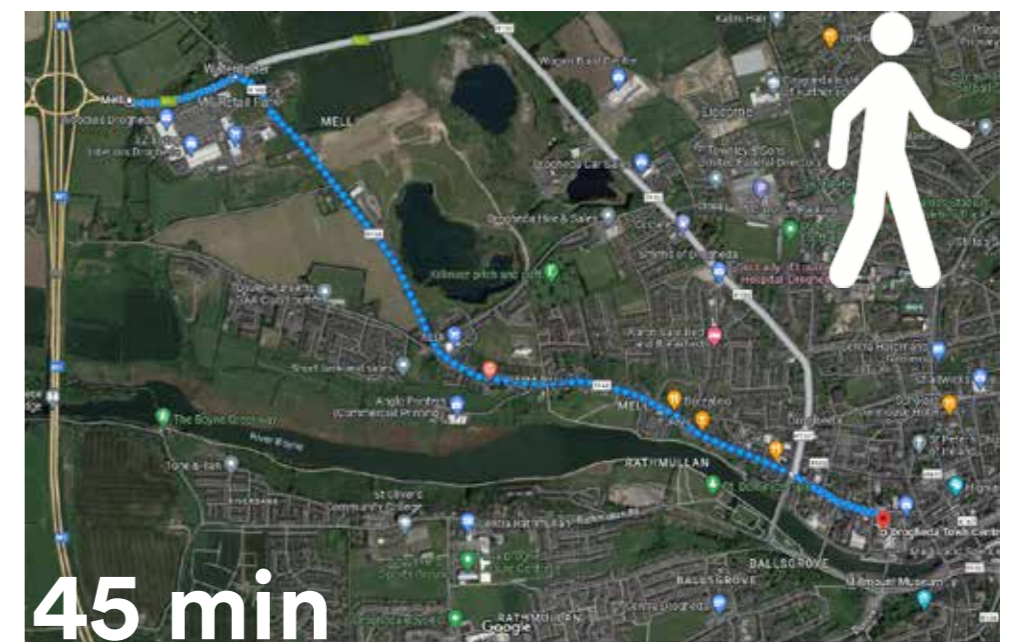
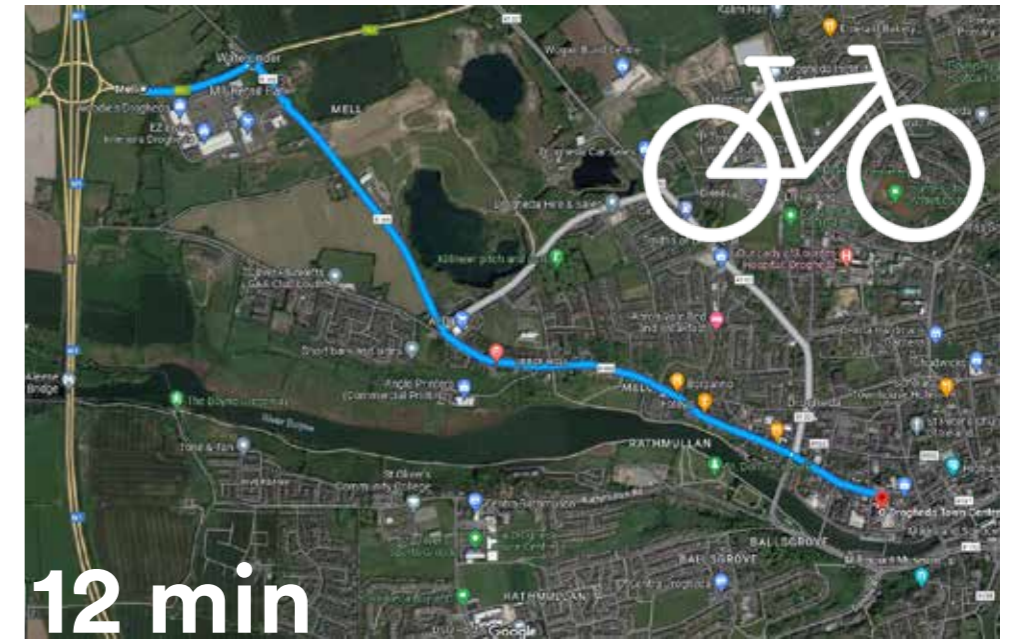
2. Vibrant Centres and Communities

(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. Planning permission has already been granted for 237 dwellings and a creche on the adjacent site.

A creche has been provided as a part of the Gort Mell development and is currently under construction.

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, at an appropriate density of 39 dwelling per hectare. 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.



- (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 greenfield site, beside an active construction site. The two residential schemes will be seamlessly integrated, providing for a total of 284 dwellings. It represents a sustainable long term housing proposal on residential zoned lands with medium density, low rise housing with own door units throughout. Construction has now been completed on the first 30 houses previously approved, and construction of the balance of 207 dwellings has commenced.
- (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 Guidelines

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 includes two hedgerows. Part of this hedgerow will be removed. New native planting, trees and hedgerows will be provided as illustrated in the Landscape Architect Drawings.

The entrance from the Old Slane Road is located at the existing point of entry, along the southern boundary but will be expanded to provide for a roundabout that is large enough for a bus to turn. This will facilitate the potential future expansion of the bus network to this location. The remainder of 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 and west of the site.

The western boundary of the site is defined by the M1 motorway sliproad, with the motorway, lying to the 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. Berms and fencing will be provided beside the proposed public open spaces as outlined in the Acoustic Strategy Report and the Landscape Architect drawings.

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 development under construction at Gort Mell, which will provide connections to the north of the site.

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

One of the significant features of the site to the north is its sloping nature. This is less pronounced on this site, but 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.

Please refer to the Archaeological Assessment carried out by Claire Walsh that accompanies this submission.

(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 Space has been approached in a considered manner for this site. To ensure the optimum levels and ranges of public open spaces, one of the public open spaces from the existing approved scheme at Gort Mell has been combined with the open space for this site to provide for a larger single area of open space that will serve the entire neighbourhood. An additional area of public open space has been provided beside the Old Slane Road, overlooked by the proposed new duplex apartments.

These public open spaces complement the open spaces already provided in the Gort Mell development to the north with which it will be connected. 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 this site connects with Gort Mell to the north and to the east, and onwards to the M1 retail park. Vehicular traffic also connects at these points. The main access for vehicular traffic is provided by the access from the Old Slane Road to 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/LRD planning permissions.



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 gradient 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 routes through the site and connections to Gort Mell and the Old Slane Road have been carefully considered. 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?**



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, and dry detention basins

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.

Please refer to the enclosed Engineering Assessment Report by Waterman Moylan Consulting Engineers for details.

Appendix D of the Sustainable and Compact Settlement Guidelines 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 is framed by housing facing from the west, a public openspace and the presence from the duplex apartments. Two further access points connect the site into the approved Gort Mell development currently under construction to the north and to the east. Secondary streets and shared surfaces or homes zones provided continuous passive surveillance through the rest of the development. All potential access and connections have been exploited or allowed for, with the geographic restraint of the M1 limiting the access to the 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 few dwellings having directly north facing gardens. Most dwellings have gardens facing east, west or south. Thus, even with reduced distances between dwellings of 16m, adequate levels of daylight and sunlight will be available to private amenity spaces and in the homes. A Daylight and Sunlight Assessment will be prepared by IES to accompany the final planning application. The majority of dwellings are two storeys, with 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 define 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 compact settlement guidelines allow for the reduction in size of individual gardens, but this has allowed for proportionally more houses to be provided at higher densities, 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 have limited visiblity.



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 with the previously approved development currently under construction at Gort Mell and the associated public openspaces.

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 to the N51 via Gort Mell 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 generally 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 between repetition and coherence, with moments of punctuation and contrast
- Taller buildings are located at the southern end of the site to provide a framework to the entrance from the Old Slane Road to the south 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



View from Old Slane Road

(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 main access is to the south, with two additional connections points to Gort Mell to the north and east, and onwards to the north from Gort Mell.

Urban Design Manual

12 Principles of Urban Design



Context

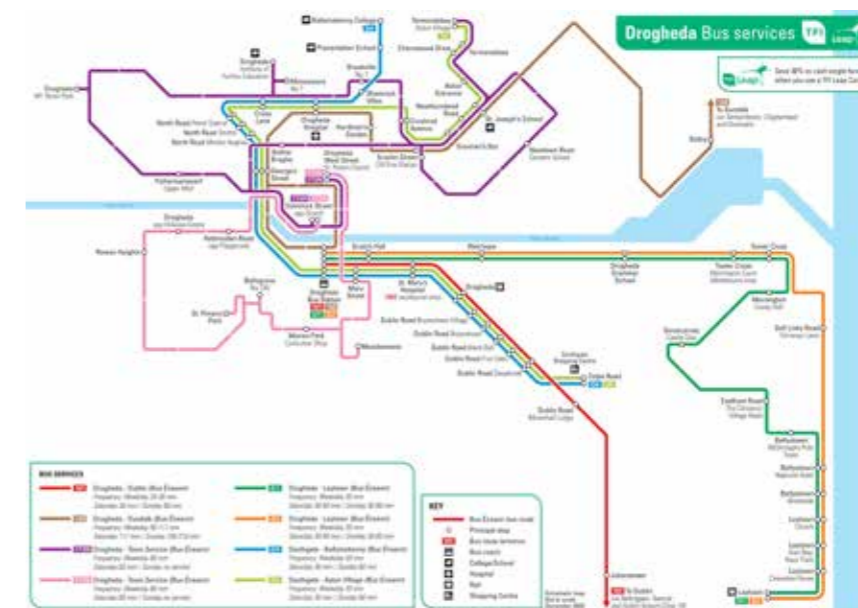
- How does the development respond to its surroundings?
- The development seems to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture 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 public open space to the front of duplex units, and framed by housing to the west. Continuous housing along this edge ensures passive surveillance and attractive views. The built form of houses along the western boundary 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.

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. A new roundabout is proposed at the entrance to the site that will facilitate future bus services to the area. Two additional connections are made seamlessly to the north and east of the approved development at Gort Mell under construction. 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. A childcare facility is being provided as a part of the parent planning permission and is currently under construction. 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 dwellings per hectare, which remains similar to 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 few north facing gardens, and only where absolutely necessary to ensure best practice in terms of urban design and passive surveillance. The majority of houses are two storeys in heights, which not withstanding 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.

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 disguise 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. The seamless connection with the approved development at Gort Mell currently under construction is crucial to the overall sense of place and neighbourhood identity.

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. 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. One public open space from the approved Gort Mell development has been moved into the new site to create a single larger public open space that serves both the new housing and the previously approved community at Gort Mell.

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 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 Apartment 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, along with visitor carparking. 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 will accompany 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 clear vision for the residential development of an additional 47 No. dwellings at Old Slane Road, that will integrate with and enhance the scheme for 237 dwellings and a creche previously approved and currently under construction. Similar to the approved scheme, these additional houses are in line with the recent updates to government policy, opening up new possibilities for creating a high-quality neighborhood at a more sustainable and compact scale. The revised proposal will increase the overall development at this location to 284 No. dwellings.

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 proposals 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.

Key Statistics

Overview of Proposal

Gross site Area within redline:	2 Ha.		
Area of subject site in ownership of applicant: (All amendments in Phase 2 including drainage:)	1.84 Ha.		
Nett Site Area - Phase 3 (including amendments to previously approved housing and POS only)	1.3Ha		
Nett Area of new site: (additional area to Phase 2)	1.11Ha.		
Nett Area for calculations:	1.04Ha		
Total additional Units:	47		
Proposed Density:	39 UPH		
Public Open Space:	2551 m2 (including 980sqm. from Phase 2) 1571sqm. (including 60sqm. of Communal Open Space)		
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	5	11%
	2 Bed	16	34%
	3 Bed	23	49%
	4 Bed	3	6%
Duplex Units:	10 no.	21%	
Houses:	37 no.	79%	

Overview of Proposal combined with Approved Permission

Nett combined Site Area:	7.15 Ha		
Total Units:	284		
Proposed Density:	39 UPH		
Public Open Space:	1.05Ha. (15%) (15% Required)		
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	26	9%
	2 Bed	65	23%
	3 Bed	165	58%
	4 Bed	28	10%
Apartments:	52no.	18%	
Houses:	232 no.	82%	



Thank You