



## Dundalk Neighbourhood Strategy

### APPENDIX 3 REF. CHAPTER 7

#### CASE STUDY 1 (area 6 on map 6) RESIDENTIAL AREA OFF THE INNER RELIEF ROAD, EAST OF MUIRHEVNAMOR PARK

##### ANALYSIS

###### Character of Area

This neighbourhood is located off a main inner relief road and to the east of Muirhevnamor Park. The area is very densely populated and very compact. There is little space for additional development within this area.

The neighbourhood, has no connectivity between the different housing estates. A proportion of the houses are quite neglected and the area as a whole appears to be poorly maintained and lacks a sense of safety. The layout and design of the area ensures that it is difficult to travel through as the majority of roads result in dead ends.

###### Facilities

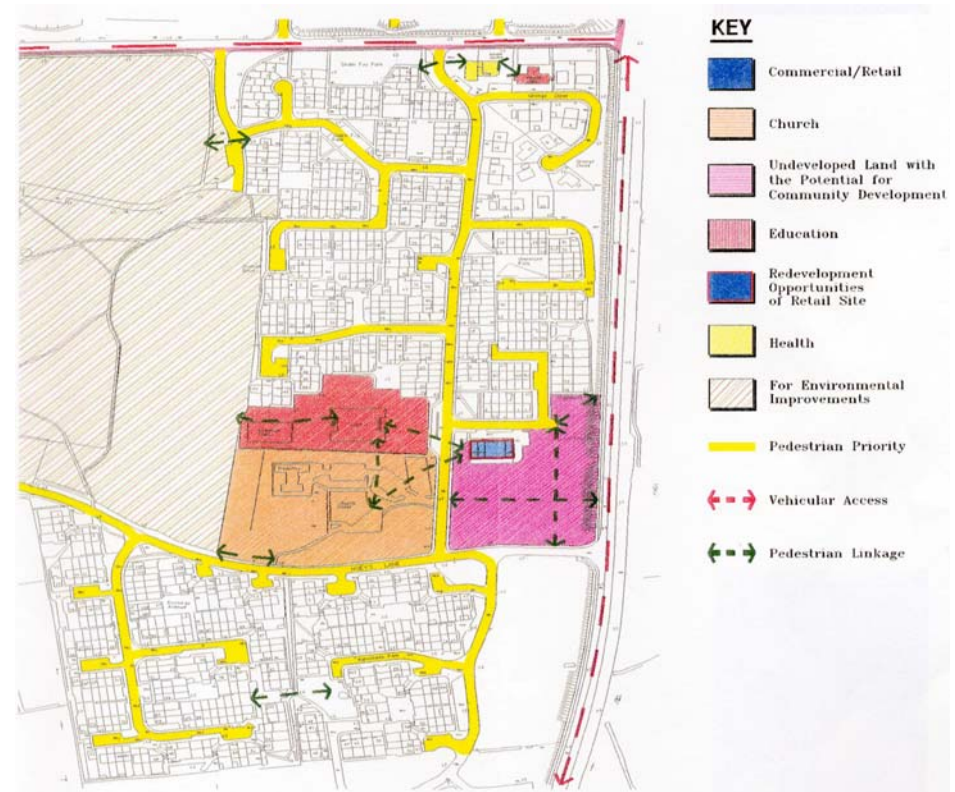
At present there is 1 playschool, 1 primary school, 1 chapel, 1 NEHB office, 1 shop and 1 fast-food shop within the neighbourhood. The NEHB is in a very dilapidated condition on the exterior, and the shops could be improved in appearance. The current facilities appear more as an eyesore and do not help to engender a sense of community focal point. Their location is at the edge of the settlement and is not well integrated with the community.

There are no open spaces within any of the housing areas at present. The community though, is fortunate to be adjacent to Muirhevnamor Park. However, there should be open spaces for the residents along with playground facilities, which there are none of.

##### OPPORTUNITIES

The community is fortunate in that there is a national school and chapel within close proximity. There is the potential to provide better linkages to these facilities by opening up access routes between them and the housing areas.

There are 2 parcels of land, which have not been developed and are located off the Inner Relief Road and could provide land for community facilities. At present there is a scarcity of services in the neighbourhood so undeveloped lands would be required to provide them.



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### CASE STUDY 2 (area 2 on map 6) HOUSING ESTATE OFF BARNES ROAD

#### ANALYSIS

##### *Character of the area*

This area has been developed recently quite substantially for housing and there is little room available for further development. It is a densely populated area comprising a number of medium size housing areas. All of the housing estates are in cul-de-sacs or result in dead-ends. There is no connectivity between the different housing areas and the majority back onto each other. This contributes to the isolation of each housing area within the neighbourhood.

The remaining undeveloped lands are located off Red Barne's Road and adjacent to the school. There may be potential to gain some benefit to the local neighbourhood in providing the much needed facilities for the area through the development of a section of this land for community facilities and recreation.

#### Facilities

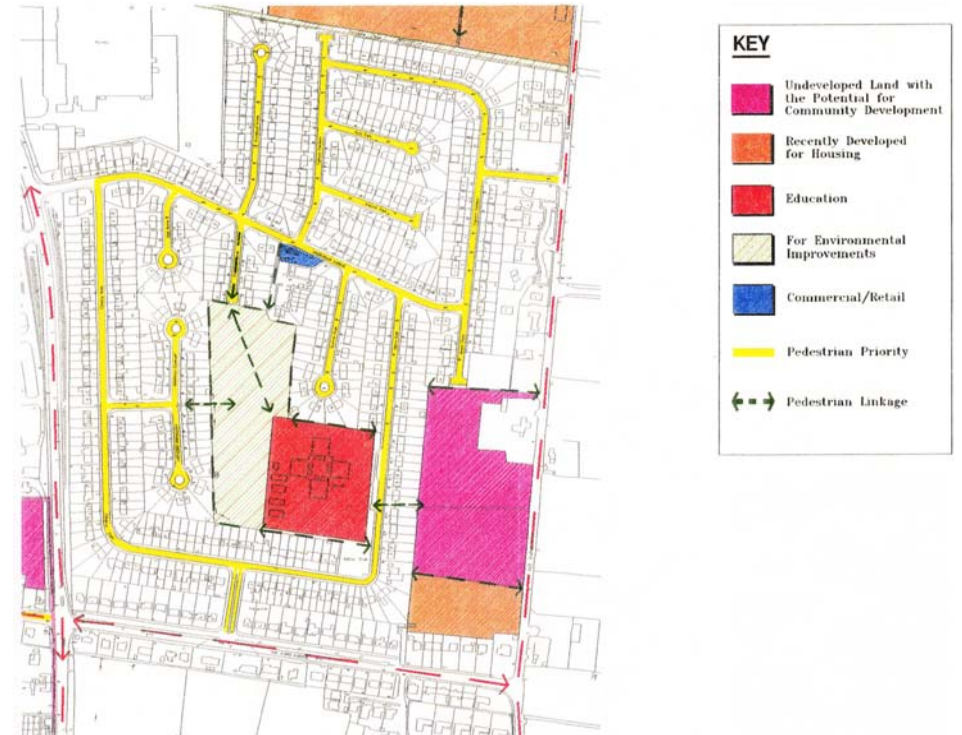
The area is understood to comprise a majority of young couples and families, with few basic community facilities for these residents. There is only one open space adjacent to the National School, however, it is only accessible from Hazelwood Avenue by a single path. This path has not yet been surfaced, and this makes it difficult for parents with pushchairs, young children, cyclists, the disabled and the elderly to travel along.

The existing open space has not been well maintained and has no play facilities for the children and little planting or landscaping.

At present there is only one shop within this area. The spar shop is located in the centre of this neighbourhood and has to serve the whole community. There are no other facilities available apart from the Spar shop.

#### OPPORTUNITES

There is available land along Red Barnes road which if developed should incorporate facilities for the local community, including a play area and landscaped open space and links between and with the existing residential areas and facilities.



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### CASE STUDY 3 (area c on map 6) NEW NEIGHBOURHOOD CONCEPT BLACKROCK

#### INTRODUCTION

This conceptual drawing is of the probable design which all new development will be envisaged to take as part of the New Neighbourhood Strategy and the Sustainable Principles of the Plan. The Blackrock area was used as an example as it is zoned for residential use and has experienced development which has occurred in an ad hoc way but also possesses the potential to develop as a fully integrated and sustainable neighbourhood with open space and community facilities at the heart of the community.

#### Characteristics of the Area

This is one of the larger most central of defined neighbourhood areas. The area encompasses the land either side of the Dublin Road just south of the Hotel/ leisure Centre. It is a strategically located area, which needs careful consideration in terms of its relationship with Blackrock and Dundalk and indeed how this area might contribute and help to shape the future of Blackrock Haggardstown Area.

The area consists approximately 100 ha's – there is approximately 75ha's available for development – with approximately 10ha's on the eastern section and the remaining 65 ha's on the western side of the Dublin Road. The area is currently mostly in agricultural use.

There is no through route from this area back into the village, the route follows through the new housing estates and given that there is no strategic route, permeability is lacking as well as the feeling of a sense of place.

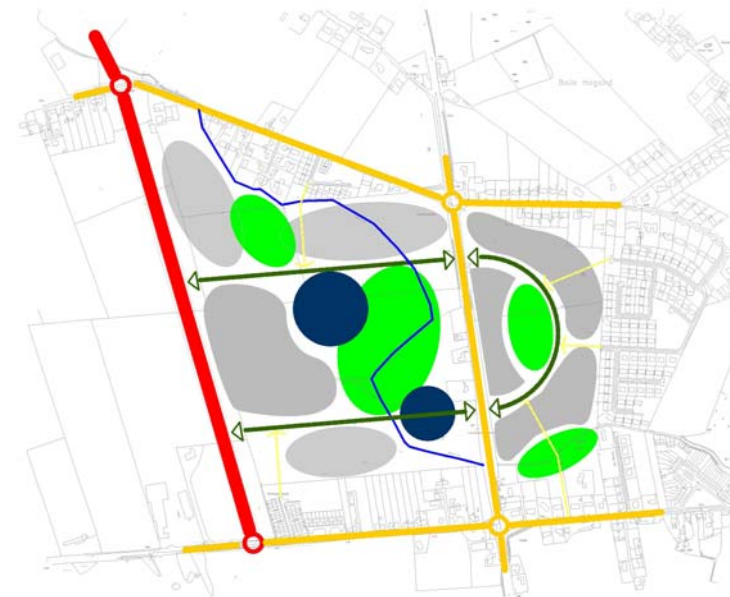
The neighbourhood area is in close proximity to the hotel and leisure centre, this is an area, which is expected to be further expanded in the near future for leisure and commercial facilities.

Seafield Road boundaries the area to the east while the motorway boundaries the neighbourhood to the east. The Dublin Road has the potential to act as a spine through the area and the major link with Dundalk.

#### Opportunities for Neighbourhood planning

To the east of the identified area, there is a considerable amount of residential development here but there is a lack of integrated amenity and recreational facilities. The access to the village and the shops could well be improved, across the board to help maintain its vitality and viability as the local centre serving the surrounding areas.

Given that there is approximately 75 ha's there is potential to develop approximately 225 units on the eastern section and approximately 1400 on the western section – When allowing for the minimum 10% open space requirements.



-  Residential Development Areas
-  Proposed Neighbourhood Centre
-  Open space Areas
-  Proposed New Distributor Road
-  Existing Distributor Road
-  Internal Distributor
-  Connections to Existing Built Areas
-  Existing River / Stream

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In terms of population this area could incorporate in the region of 4,500 population. It is therefore paramount that in order to achieve the proper planning and sustainable development of the area that the proper services and infrastructure are put in place to enable the creation of a balanced sustainable neighbourhood.

It is also important that the new neighbourhood is designed to ensure that it is a neighbourhood and does not develop in an adhoc manner with no relationship with its surroundings. In addition to the main neighbourhood planning principles the following principles should be adhered to and should play a major part in shaping this new neighbourhood area;

- The development of this area should be considered in the wider context of the land to the east as well as the west of Dublin Road. It should utilise a new spine road which will be traffic calmed and will internally serve the neighbourhood on both sides of the Dublin Road. This new spine road would link all the community facilities and development and provide connectivity throughout the whole neighbourhood with minimum congestion.
  - It is proposed that the area would be served by 2 main routes which would run parallel with the neighbourhood. One route proposed (the new road, red) would be the main link to the motorway and the other (old Dublin Road, yellow) would provide access to the area whilst providing local character.
  - All existing developments would be linked to all new developments and local facilities.
- There will be a minimum requirement of 10% open space for this area and this space should be maximised in terms of its location, usability and design. It will provide a focal point to the neighbourhood and will be accessible by everyone whilst being integrated with all other developments.
  - Adequate community facilities will be required to be provided in terms of social, educational, recreational and commercial. The area requires a neighbourhood centre – this is defined as a small group of shops typically comprising a newsagent, small supermarket/general grocery store, sub post office and other small shops of a local nature, serving a small, localised catchment population. It is considered that the provision of such services will help to meet daily and weekly everyday needs of the local population. It is important also that services are not provided at more of a district level as this may have an impact on both the role and vitality and viability of both Dundalk and Blackrock village.
  - In the concept design it is proposed that there would be a community centre and a local centre. This is just a proposal, as one centre if located within the heart of the neighbourhood containing the adequate community and local facilities, would suffice. The community centre would aim to encompass a community centre, health service, education and training facility and child care. The local centre would encompass a small group of shops to meet everyday needs.
- It is important that links with and between the neighbourhood areas and Blackrock Village are strengthened and enhanced. Blackrock village should play an important role as the traditional community and social focus, while Dundalk will perform the function of the regional employment and shopping centre.
  - The new neighbourhood will be required to provide adequate pedestrian links;
    - o Across the Dublin Road to the Village, including additional pedestrian priority measures as required,

There will also be a requirement for pedestrian links south towards the River Fane to connect with the coast.