



Dundalk

Dundalk And Environs Development Plan
2009 - 2015
Feel the Energy

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Chapter 1 Introduction

1.1 Introduction

1.1.1 Plan Title

The *Dundalk and Environs Development Plan 2009-2015* is the statutory development plan for the Dundalk and Environs area. It will remain valid for six years from the date of adoption by both Louth County Council and Dundalk Town Council subject to any review, variations, extensions or alterations made in the future.

1.1.2 Plan Area

Dundalk is the administrative capital of the northeast region and the administrative, business and shopping capital of County Louth. The Dundalk and Environs Development Plan encompasses all lands south of the Ballymacscaln roundabout, east of the M1 and north of the River Fane. The area of the development plan includes the Dundalk Town Council's functional area, the Mount Avenue area and the townlands of Haggardstown, Haynestown, Mullaharlin, Crumlin and Killally. It covers the District Electoral Divisions of Dundalk Urban, Ballymascanlon, Castletown (part), Dundalk Rural (part), and Haggardstown (part). The plan area is identified on map 1.1.



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- To provide a detailed framework for the management and regulation of development and use of land that will guide day to day planning decisions
- To include proposals for the development and use of land and to zone lands for specific purposes which will provide guidance and information for developers and the public
- To promote the economic, social and cultural development of the town and its environs
- To give local communities the opportunity to participate in the planning process as it relates to their local area and their daily lives

1.2.1 Format

The development plan comprises this written statement with supporting land use zoning and objective maps. The written statement includes Dundalk Town Council's and Louth County Council's objectives, where applicable, and policies for the development and use of land. In the event of any conflict or ambiguity between what is contained within the written statement and the supporting maps, the written statement will take precedence.

1.2.2 Stages of the Plan making process

There are 3 stages in the review and the making of a development plan which are detailed below:

Stage 1 – Pre-Draft

- Background work, data gathering.
- Initial notification in a newspaper circulating in the area of the planning authorities' intention to prepare a new development plan.
- Consultation with prescribed bodies, service providers, government agencies and departments and members of the public
- Report to members outlining the manager's response on issues raised in public consultation and recommendations on policies to be included in the development plan.
- Making of a direction to the manager by the members regarding the preparation of the plan.
- Scoping of environmental report (SEA).

Stage 2 – Preparation of the Draft Plan

- Submission by the manager of a draft plan to members for their consideration.
- Consideration by members of the draft plan, including the making of amendments by members
- Sending notice and a copy of the draft plan to prescribed bodies
- Public display of draft plan and environmental report and invitation for submissions.

Stage 3 – Making of the Development Plan

- Preparation by the manager of a report on submissions received.
- Consideration by members of the draft plan and manager's report.
- Making of the development plan by accepting or amending the draft, except where an amendment represents a material alteration of draft plan. In this case, material

amendments go on public display, including amending environmental report if necessary, for a further period of one month

- Preparation of manager's report on submissions.
- Consideration of the amendment and manager's report by the elected members.
- Members making the plan.

1.2.3 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is the formal systematic evaluation of the likely significant environmental effects of implementing the development plan prior to any decision on its adoption. The Environmental Report has examined the likely significant environmental impacts of the policies and objectives of the draft Dundalk and Environs Development Plan. Any amendments made to the draft plan will be subject to the Strategic Environmental Assessment (SEA) process.

1.2.4 Monitoring, Review and Implementation

The Town and County Councils will jointly ensure that this development plan is regularly monitored and reviewed as necessary. The development plan cannot foresee all future issues and circumstances that may arise and therefore, regular monitoring and review will be required. The plan will be implemented through the development management process, and a combination of pro-active public and private sector investment.

1.2.5 Strategic Infrastructure Act

The provisions of the Planning and Development (Strategic Infrastructure) Act 2006 (the 2006 Act) came into effect on 31st January 2007. The Act, which amends the Planning and Development Act 2000, provides for applications for permission for specified private and public strategic infrastructure developments to be made directly to An Bord Pleanála.

1.2.6 Legal Status

This development plan is prepared in accordance with the requirements of the *Planning and Development Acts 2000 - 2006*. Upon adoption, it will supersede the existing Dundalk and Environs Development Plan 2003 – 2009. In accordance with Section 9(1) of the Planning and Development Act 2000, every planning authority is required to review its development plan and make a new development plan every 6 years.

The legal framework for the preparation of a development plan is the *Planning and Development Acts 2000 - 2006*. Under this legislation, the new plan is required to set out an overall strategy for the proper planning and sustainable development of the town. It must also be consistent with such national plans, policies or strategies that relate to proper planning and sustainable development. The plan must also include a number of mandatory objectives for:

- The zoning of land
- The provision of infrastructure
- The conservation and protection of the environment
- The integration of social, community and cultural requirements
- The sustainable development of the area

- The preservation of the character of the landscape
- The protection of structures and preservation of Architectural Conservation Areas
- The renewal and development of areas in need of regeneration
- The provision of traveler accommodation
- The preservation, improvement and extension of amenities and recreational amenities
- Major Accidents Directive (Seveso sites)
- The provision of community facilities

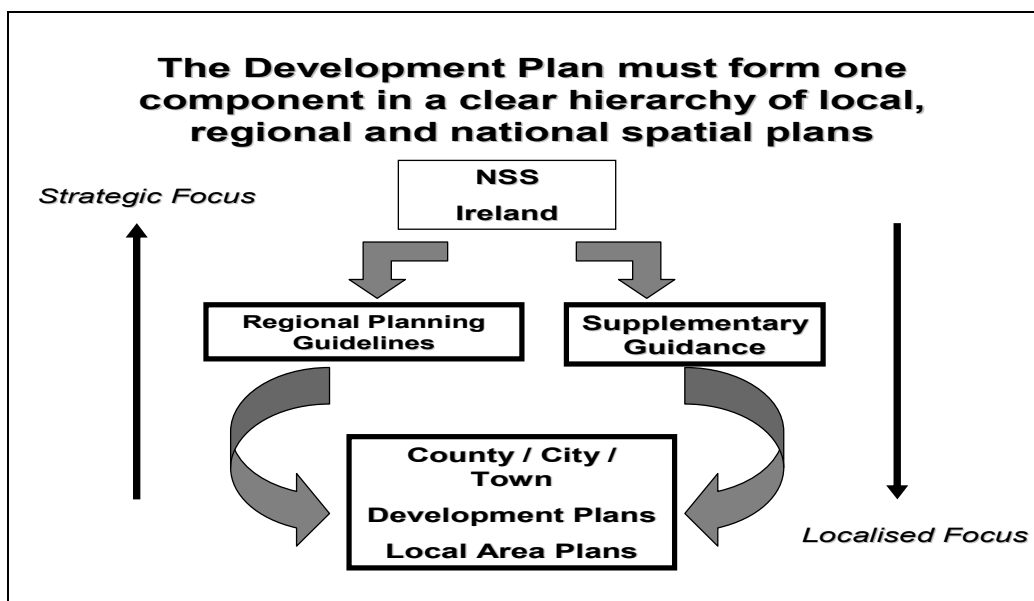
There have been some changes to the legislation since 2000, the most significant of which are set out below:

- The Planning and Development (Amendment) Act 2002 which made changes to Part V of the 2000 Act and the provision for the preparation of local area plans.
- The Housing (Miscellaneous Provisions) Act 2004, which made substantial changes to Part V of the Planning and Development Act 2000.
- The Planning and Development (Strategic Infrastructure) Act 2006 which provided for, among other things, the establishment of a streamlined consent procedure for certain types of major infrastructure and the creation of a specialised division within An Bord Pleanála to make decisions on planning applications in relation to such projects.

1.3 National and Regional Context

The Dundalk and Environs Development Plan falls within a hierarchy of spatial strategies and plans. This hierarchy follows the format detailed in the diagram below with high level European, national, regional and local documents feeding progressively down into site specific local plans and policies.

Figure: 1.1: Hierarchy of Plans



1.3.1 European Plans and Programmes

Agenda 21	<i>Local Agenda 21 is a process which facilitates sustainable development at community level.</i>
European Spatial Development Perspective (1999)	<i>The main aim of the ESDP is to maintain the individual characteristics of the various countries within the EU while simultaneously increasing integration between the Member States, socially and economically with the protection of the environment as a core element.</i>
Water Framework Directive 2000/60/EC, 2000	<i>This Directive requires the preparation of river basin management plans by 2009. Dundalk and Environs falls within the Neagh Bann International River Basin District.</i>
Strategic Environmental Assessment Regulations Assessment	<i>The purpose of the SEA (Directive 2001/42/EC) is to ensure that environmental consequences of certain plans and programmes are identified and assessed during their preparation and before their adoption.</i>

1.3.2 National and Regional Level

National Spatial Strategy (2002)	<i>The NSS is a twenty year planning framework designed to achieve a better balance of social, economic, physical development and population growth between regions. Its focus is on people, on places and on building communities.</i>
National Development Plan 2007-2013	<i>The National Development Plan (NDP) involves an investment of public, EU and private funds to provide for economic and social infrastructure, employment and human resources, productive sector as well as the peace programme.</i>
Sustainable Development – A Strategy for Ireland (1997)	<i>"Sustainable Development - A Strategy for Ireland" recognises the need for good spatial planning and the inclusion of sustainability concerns in urban and built environment policies. It recognises that the pattern and density of urban development has a major influence on travel patterns and encourages high movement activities to locate in areas of maximum accessibility to public transport.</i>
National Anti - Poverty Strategy (NAPS)	<i>The NAPS is an initiative to place the needs of the poor and the socially excluded at the top of the national policy agenda. It recognises the scale of poverty and its impact on those directly affected and notes the distinct spatial aspects of poverty in urban and rural areas. The strategy emphasises the importance of a cross departmental policy response in dealing with the problem of poverty.</i>
Transport 21	<i>Transport 21 proposes to invest €34.4 billion invested over the next 10 years in Irish transport. Connecting communities and promoting prosperity is the core aim of this strategy. The programme seeks to meet the transport needs of the country's citizens and also underpin our competitiveness into the future.</i>

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<p>Sustainable Residential Development Planning Guidelines</p>	<p><i>The guidelines are focused on creating sustainable communities by incorporating the highest design standards and providing a co-ordinated approach to the delivery of essential infrastructure and services. They are accompanied by a best practice urban design manual which illustrates how the guidelines can be implemented effectively and consistently across the different scales of urban development around the country.</i></p>
<p>Delivering Homes, Sustaining Communities 2007</p>	<p><i>These Guidelines provide an overarching vision to guide the development of the Irish housing sector over the next ten years by delivering more and better quality housing responses and by doing this in a more strategic way, focused on the building of sustainable communities.</i></p>
<p>Retail Planning Guidelines (2005)</p>	<p><i>These Guidelines provide a framework to guide Planning Authorities in preparing development plans, assessing applications for planning permission, and guide retailers and developers in formulating development proposals.</i></p>
<p>Regional Planning Guidelines for the Border Area (2004) (under review)</p>	<p><i>The Vision for the Region is that “by 2020 the Border Region will be a competitive area recognised as, and prospering from, its unique interface between the two economies, where economic success will benefit all, through the building of distinct sub regional identities, in an outstanding natural environment with innovative people, which in themselves will be our most valuable asset”. Dundalk and Environs is a designated gateway under the Regional Planning Guidelines for the Border area.</i></p>
<p>Architectural Heritage Protection Guidelines (2004)</p>	<p><i>The guidelines include the criteria to be applied when selecting proposed protected structures for inclusion in the Record of Protected Structures (RPS). It also contains guidance to support Planning Authorities in their role to protect the architectural heritage, when a protected structure, a proposed protected structure or the exterior of a building within an ACA, is the subject of development proposals and when a declaration is sought in relation to a protected structure.</i></p>
<p>National Biodiversity Plan</p>	<p><i>This Plan was published in 2002. It aims to secure the conservation, including where possible the enhancement and sustainable use of biological diversity in Ireland and to contribute to conservation and sustainable use of biodiversity globally.</i></p>
<p>National Climate Change Strategy (2007)</p>	<p><i>Under Kyoto Protocol, Ireland agreed to a target of limiting its greenhouse gas emissions to 13% above 1990 levels by the first commitment period 2008 – 2012. Ireland ratified the Kyoto Protocol in 2002, along with the EU and all other Member State and is legally bound to meet the challenging greenhouse gas emissions reduction target. To ensure Ireland reaches its target and building on measures put in place following the publication of the first National Climate Change Strategy in 2000, the Government has published this new National Climate Change Strategy 2007-2012.</i></p>
<p>Making Ireland's Development Sustainable (2002)</p>	<p><i>This document focuses on the link between economic activity and pressures on the environment. At the Earth Summit in Rio de Janeiro in 1992, world leaders agreed to implement an action programme for sustainable development called, Agenda 21. A Strategy for Ireland (1997), applies Agenda 21 in Irish circumstances. Making Ireland's Development Sustainable reviews progress, assesses the challenge we now face and sets out policies and actions to meet that challenge.</i></p>

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Wind Energy Development Guidelines (2006)	<i>These guidelines offer advice to Planning Authorities on planning for wind energy through the development plan process and in determining applications for planning permission.</i>
Flood Risk Guidelines for Local Authorities 2008	<i>These guidelines detail appropriate action to be undertaken by planning authorities in response to flood protection and managing the risk related to potential developments.</i>
National Inventory of Architectural Heritage (NIAH)	<i>The purpose of the NIAH is to identify, record, and evaluate the post-1700 architectural heritage of Ireland, uniformly and consistently as an aid in the protection and conservation of the built heritage. NIAH surveys provide the basis for the recommendations of the Minister for the Environment, Heritage and Local Government to the planning authorities for the inclusion of particular structures in their Record of Protected Structures (RPS).</i>
Delivering A Sustainable Energy Future For Ireland - The Energy Policy Framework 2007 – 2020	<i>This White Paper sets out the Government's energy policy framework to deliver a sustainable energy future for Ireland. It is set firmly in the global and European context which has put energy security and climate change among the most urgent international challenges. The Paper sets out the actions to be taken in response to the energy challenges facing Ireland, so as to deliver a sustainable energy future.</i>

1.3.4 Local Level

Waste Management Plan for the North East Region 2005 - 2010	<i>This is a joint waste management Plan for the counties Cavan, Louth, Meath and Monaghan. The Plan identifies the current position, policy for future improvement and development and the means to implement and monitor progress. The objective for the Region is to develop a sustainable approach to managing resources, by minimising waste and managing the waste that is generated in a safe and environmentally sound manner.</i>
County Development Board Strategy: Louth Working together for our Future 2002 -2012.	<i>This strategy sets out a stratagem for the social, economic and cultural development of the county. Implementation and monitoring is an integral part of this strategy to ensure that it is responsive to circumstances as these change.</i>
Louth Heritage Plan (2007-2011)	<i>The Heritage Plan is a strategic framework plan which aims to co-ordinate the conservation, management and sympathetic development of the county's heritage.</i>
Biodiversity plan for Louth 2008-2012	<i>The purpose of the biodiversity plan is to provide a framework for the nature conservation at local level, to create awareness and appreciation of local flora and fauna and to integrate consideration of biodiversity into all local authority activities.</i>
Louth County Housing Strategy 2009	<i>This strategy aims to ensure that sufficient land is zoned and serviced to meet housing needs, establish requirements under Part V for social and affordable housing and that there are a range of house type and sizes.</i>

Chapter 1 Introduction

<i>Interchange Strategy for County Louth 2002</i>	<i>This strategy examines the potential of the motorway interchanges for development in order to maximise the benefits accruing to the county from the motorway.</i>
<i>Louth Local Authorities Disability Implementation Plan 2008 – 2015</i>	<i>This plan governs Louth Local Authority's development, in ensuring universal access to its services, public spaces and buildings across the entire county.</i>
<i>Louth Anti-Racism & Diversity Plan 2007 – 2010</i>	<i>The Louth ARD plan is an inter-agency county-wide three year action plan to provide strategic direction and leadership in countering racism and in developing a more inclusive, intercultural society in the county.</i>
<i>Louth Local Authorities Sports & Recreation Strategy 2007 – 2012</i>	<i>The Sports and Recreation Strategy, aims to increase the level of general participation in sport and physical activity over the period 2007-2012.</i>
<i>Cooley Walking Strategy 2009</i>	<i>This strategy identifies maps and promotes walking routes in the Cooley Peninsula.</i>
<i>Draft County Louth Economic Development Strategy 2009-2015</i>	<i>In assessing Louth's economic strengths and weaknesses, this strategy identifies economic opportunities, potential funding sources and mechanisms and challenges facing the county.</i>
<i>Retail Strategy for County Louth 2009</i>	<i>The primary aims of this strategy are to promote a vibrant retail sector, protect the viability and vitality of existing town centres and ensure access to convenient centres of retailing in new residential areas.</i>

1.3.5 Other Relevant Local Plans and Strategies

Other relevant local plans and strategies which have relevance to the format of the development plan:

- The Newry-Dundalk Twin City
- Dundalk South West Sector Local Area Plan
- Mount Avenue Master Plan
- Mullagharlin Framework Plan
- Dundalk Urban Design Framework Plan
- Castletown Riverside and Port Study
- Gateway Innovation Fund
- Dundalk 2020 Sustainable Energy Zone

The impact of these documents and other relevant local plans and strategies which have relevance to development plan policy will be dealt with more specifically in the relevant chapter headings of the plan. Regard has also been had to the Louth County Development Plan 2009 - 2015.

1.4 Social Inclusion

Despite the relative wealth of the country over the past decade and rising standard of living, many marginalized groups were left behind. Hence the challenge to counteract this trend has been adopted by the government with renewed impetus and thus social inclusion has come to the forefront of government policy.

1.4.1 The National Anti-Poverty Strategy (2007 - 2016)

The National Anti-Poverty Strategy (NAPS) sets out the government's strategic initiative to place the needs of the poor and socially excluded at the top of the national agenda. The strategy recognises the unacceptable scale of poverty and its impact on those directly affected and on the wider society. It also notes the distinct spatial aspects of poverty in urban and rural areas. The strategy emphasises the importance of cross departmental policy response in dealing with the problem. The target of the strategy is to reduce consistent poverty below 2% of the population.

The strategy states that:

“The future challenge is one of optimising the current employment and layout mix in Ireland consistent with maintaining sustainable rate of economic and employment growth combined with policies aimed at tackling social exclusion, poverty and inequality”

The National Development Plan also aims to promote social inclusion by:

- Promoting measures for the integration of the socially excluded into the labour force and equal opportunities for all
- Maintaining the effort to re-integrate those who are currently long-term unemployed into the labour force
- Supporting an increase in female participation; and
- Meeting the particular and diverse needs of specific groups in society, including those experiencing disadvantage and with special needs, and providing opportunities so that every individual can attain an adequate level of literacy and numeric skills

1.4.2 Age Friendly Society

In 2007, Dundalk participated in the Age Friendly Cities Project, an initiative piloted by the World Health Organisation along with a selected number of other urban centres across the world. An age-friendly society encourages active ageing by optimizing opportunities for health, participation and security in order to enhance quality of life as people age. It adapts its structures and services to be accessible to and inclusive of older people with varying needs and capacities and caters for large sections of the population beyond those inhabitants who are elderly.

The age friendly approach will also benefit those people with impaired mobility, including those with physical disabilities, parents with young children and children themselves. From a planning and land use perspective, the study identified a broad range of ‘characteristics of the urban landscape and built environment’ that contribute to age-friendliness.

This development plan seeks to embrace the age –friendly society concept and the policies therein are reflective of the objectives of the Age Friendly Project. The principles of an age friendly society are set out in the appendix 1.

1.4.3 RAPID Scheme

The RAPID Programme was launched in February 2001 in order to direct state assistance towards improving quality of life and access to opportunities for communities in 25 designated disadvantaged urban areas throughout Ireland. Two such communities were identified in Dundalk, Cox's Demesne and Muirhevnamor. The Department of Community, Rural and Gaeltacht Affairs is the lead Government Department for the programme. Framework III of the Programme for Prosperity and Fairness sets out three objectives for the RAPID programme:

- To develop a specific integrated policy focus across the social inclusion measures identified in the National Development Plan directed at the social groups that are excluded, especially where cumulative disadvantaged is pervasive;
- To tackle, in particular, the spatial concentration of unemployment, poverty and social exclusion in the designated disadvantaged areas
- To stem the social and economic costs of social exclusion by developing a range of integrated measures so the physical, social and community infrastructure of designated communities is developed to allow them to harness the social capital and capacity necessary for economic and community development.

A number of guiding principles underpin the Dundalk RAPID Programme; community participation and local ownership; promotion of strategic planning; co-ordination of provision of state services; building on existing structures; flexibility and targeting of additional services, investment and facilities. To this end, an action plan was devised in 2001 for implementation by the local Area Implementation Team (AIT). This is a working document which has guided the work of the AIT over the past five years. Considerable progress has been made in the delivery of actions as cited in this strategic plan with funding being sourced from numerous national and local sources.

The programme structures locally in Dundalk have built good working partnerships with local stakeholders, with the level of proactive agency involvement in the implementation of the programme's objectives now firmly established. The Dundalk RAPID Programme has made good progress in identifying the needs of Cox's Demesne and Muirhevnamor and in bringing forward important local projects in response to those needs.

The structure of the RAPID Programme is the most effective mechanism locally for facilitating the social regeneration of the two estates in line with their physical regeneration. The Dundalk RAPID AIT is tasked with the role of developing and implementing such a plan for the two communities in question.

1.4.4 Planning for Social Inclusion

In order to ensure that the Council's, their policies and objectives are not exclusionary the councils proposes to:

- Provide for inclusive communities in order to prevent social exclusion.

- Ensure that as far as possible, access for the less able is provided within all new developments, including the councils' buildings and services as detailed in the *Louth Local Authorities Disability Implementation Plan 2008 – 2015*.
- Facilitate and promote the use of public transport to enable the socially excluded to gain access to employment and services.
- Facilitate the provision of small-scale enterprise start-up units at suitable locations throughout the plan area.
- Encourage the provision of suitable and appropriate accommodation for all, in keeping with Louth's age friendly ethos.
- Ensuring that new initiatives do not decrease local community access to services through cost or location.
- Seek to target anti-racism and promote inter-culturalism in accordance with *Louth Local Authorities' Anti-Racism & Diversity (ARD) Plan 2007 – 2010*.
- Implement the regeneration projects in Coxes and Muirhevnamor

1.5 Dundalk Profile

Dundalk is the principal urban centre in the North East; within a 30 mile radius, there is a population of 428,000. A 50 mile radius brings in Ireland's two main cities, Dublin and Belfast, increasing the catchment to in excess of 3 million people.



Dundalk is located on the M1/A1 Routes equidistant between the two cities of Dublin and Belfast. It is also served by an excellent inter-city rail network. Dundalk is very advantageously positioned in relation to international airports which are located to the north of Dublin and the south of Belfast, being approximately 40 minutes commuting distance of Dublin International Airport and 1 hour commuting distance of Belfast International Airport and Belfast City Airport.

Dundalk has been selected as a Gateway in the Government's National Spatial Strategy 2002. This will position the town as a primary centre of growth alongside the other designated gateways. Dundalk has excellent infrastructure (roads, rail, telecoms, power, water, waste management) to support industry with significant recent investment having taken place. It is a major centre for government services, shopping, industry, education and transport and is strategically located midway on the busiest transport corridor in Ireland, the M1/A1 road linking Belfast and Dublin. The road network (upgraded to motorway standard) is supported by an excellent high-speed rail service. The Dundalk area has an abundance of skilled labour and a pool of well-educated and eager young people.



10,000 persons from the region are in full time third level education within the Republic of Ireland alone.

Dundalk is a gateway to a number of areas of outstanding natural beauty, namely the Cooley Peninsula, Mourne Mountains and Ring of Gullion, while also offering a wealth of recreational facilities such as theatres, museums, traditional pubs, hotels, golf courses, all weather racing track, bowling alleys and all weather ice rink to name but a few.

1.6 Population

The National Spatial Strategy provides a national level strategic planning framework for the country up to 2020. To support the implementation of the NSS, including more balanced regional development, effective planning strategies are needed at regional and local levels. Implementation of the NSS is supported by the “*Regional Planning Guidelines for Border Region*” which are currently under review. The Regional Planning Guidelines sets out a 20-year strategy that local authorities must have regard to in the preparation of their development plans. The NSS effect, as described below, relates to the population targets set out within the National Spatial Strategy and in turn the Regional Planning Guidelines.

The population of Dundalk and Environs in the 2006 Census was 35,085 which represent a 7.9% increase from the 2002 Census. This figure was below the county increase which was 9.3%. Population projections for Dundalk were prepared by the Department of Environment, Heritage and Local Government in December 2008 and the predicted outcome for Dundalk without the “NSS effect” based on historic rates of growth is listed in table 1.1 as follows:

Table 1.1: Dundalk and Environs Population Projections without NSS effect

2006	2011	2016	2020
35,085	38,561	41,966	44,312

(DoEHLG National and Regional Population Projections 2007)

When the population targets contained in the National Spatial Strategy are factored into the projections, the figures as set out in table 1.2 are derived.

Table 1.2: Dundalk and Environs Population Projections with NSS effect

2006	2011	2016	2020
35,085	52,035	57,759	63,354

(Border Regional Authority 2007)

The National Spatial Strategy target is equivalent to a compound growth per annum between 2006 and 2020 of 3.91%. The Central Statistics Office data for the previous 10 years indicates that the population of Dundalk grew at an average compound rate of 1.24% per annum between 1996 and 2002 and at 1.93% per annum between 2002 and 2006. The target of 3.91% compound growth per annum is unlikely to be achieved due to changing economic circumstances, although sufficient land is zoned within the plan area to accommodate this level of growth if it occurs. For the purposes of formulating the objectives and policies of the development plan, a figure between the existing average

compound rate (1.25%) and the NSS (3.91%) target will be used. Therefore, for the purposes of the plan, it is anticipated that the Dundalk and Environs Plan area will achieve a growth rate of 2.50 % within the life of the plan. Three growth scenarios, low, medium and high, based on department and regional authority figures are indicated below.

Table 1.3: Population Scenarios for Dundalk and Environs Plan Area

Year	1.25 % Low growth Rate (total population)	2.5 % Medium Growth Rate (total population)	3.91 % High Growth Rate (total Population)
2006	35,085	35,085	35,085
2009	36,417	37,783	39,360
2015	39,235	43,816	49,536
2020	41,750	49,574	60,000

As already indicated above, the plan has adopted the medium growth rate of 2.5% compound over the plan area.

1.7 Age Profile

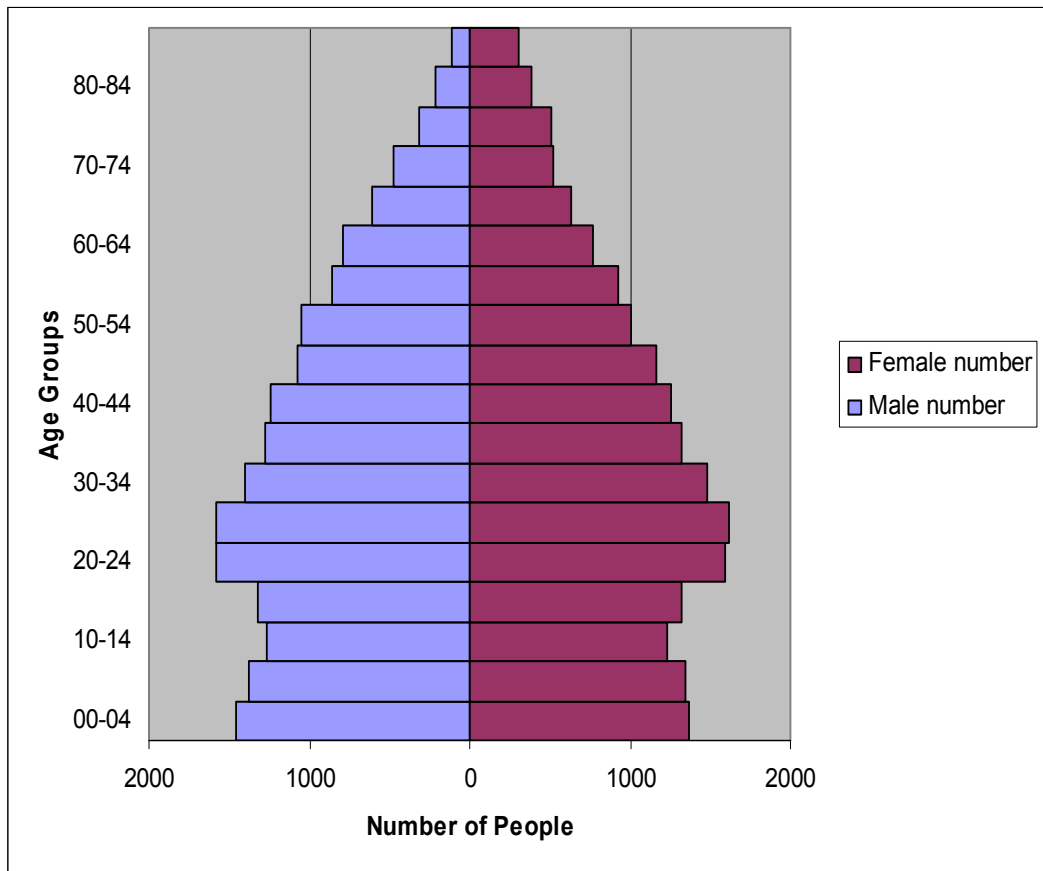
As illustrated in table 1.4 and figure 1.1 below, the Dundalk and Environs area contains a relatively young population profile with a lesser number of dependants (31.3%) than the national average (33.0%). Table 1.4 and figure 1.2 below is based on the most recent CSO figures for 2006 and indicates that there is a high proportion of Dundalk's population in the 25- 44 age bracket. This has implications for economic development and provision of an active labour force for Dundalk.

Table 1.4: Age Profile at State, County and Local Level

	0-14	15-24	25-44	45-64	65+	Total
State	864, 449 20.3%	632, 732 14.9%	1,345,873 21.9%	928,908 21.9%	467,906 11%	4,239,848
Louth County	24,568 22%	16,092 14.4%	35,570 31.9%	23, 432 21%	11, 605 10.4%	111,267
Dundalk	7,665 21.8%	5,558 15.8%	10, 763 30.7%	7, 179 20.5%	3,920 11.2%	35,085

(CSO: 2006)

Figure 1.2: Distribution of Population, by Age and Sex in Dundalk and Environs



(CSO: 2006)

Age profile of Dundalk will have implications for the provision of housing and employment to meet future population needs.

1.7.1 Spatial Trends

Population growth has not been universally dispersed through the plan area. Table 1.5 details the percentage change that occurred between 2002 and 2006 within the DED's covering the area.

Map 1.2: Percentage Population Change 2002 – 2006

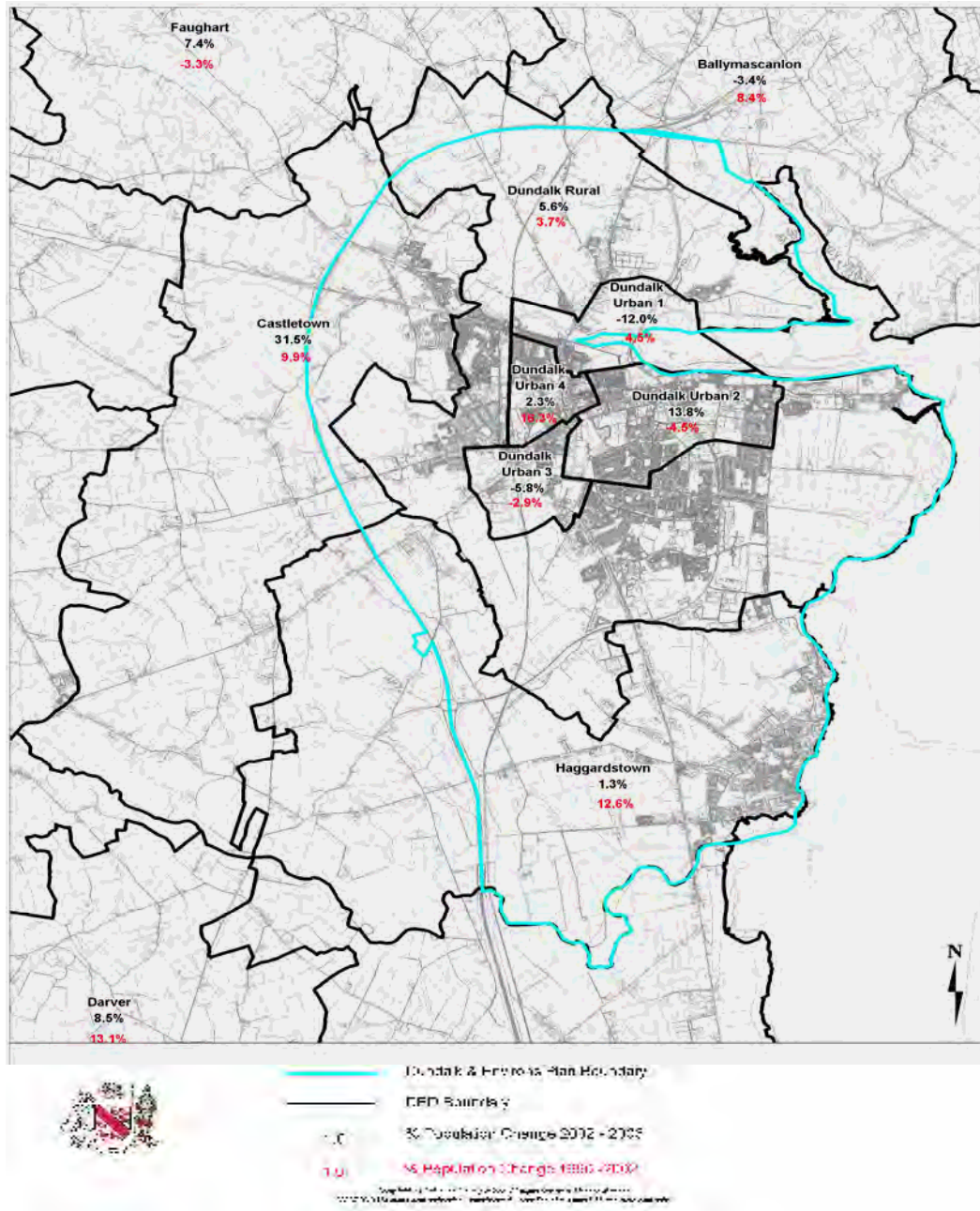


Table 1.5: Population Change within the Plan Area

Area	% Change 1996- 2002	% Change 2002- 2006
Dundalk Urban No 1	4.5%	- 12.0 %
Dundalk Urban No 2	- 4.5 %	13.8 %
Dundalk Urban No 3	-2.9%	- 5.8 %
Dundalk Urban No 4	16.3%	2.3%
Dundalk Rural	3.7 %	5.6 %
Castletown (part)	9.9 %	31.5 %
Haggardstown (part)	12.6 %	1.3 %
Ballymascanlan (part)	8.4%	-3.4%

(Source: www.cso.ie)

Table 1.5 demonstrates that the areas of greatest population growth fall outside the core urban area and measures to address and reverse this trend need to be included in the development plan in order to protect the viability and vibrancy of the town centre.

1.8 Vision for Dundalk

‘The vision for Dundalk and its environs, as enshrined in this development plan, is of a prosperous, thriving, self sufficient and age friendly regional gateway of sufficient size to support a broad range of employment opportunities, social, cultural and community facilities and services in order to provide a high quality of life for all and to act as a driver for development within the North East sub-region where such development is soundly based on the sustainable use of energy and the principles of economic, social and environmental sustainability with attainment of carbon neutral status by the year 2020.’

The development plan sets out the first step in the process of achieving the vision for Dundalk through promoting a balanced sustainable approach to development. The new development plan aims to direct employment, housing, retail, and community facilities towards the defined development areas within the plan area.

The challenge for the development plan is to encourage and support growth that is consistent with this long-term vision. The new development plan will also aim to provide sufficient supporting facilities for anticipated growth, including additional infrastructure and land for town centre expansion, recreation and community facilities.

1.9 Strategic Objectives

The following strategic objectives provide an overall framework for the development of Dundalk and Environs over the plan period and each of the sections include specific policy objectives in line with the requirements of Section 10 of the Planning and Development Act, 2000 (as amended).

S01 Promote the sustainable development and sustainable use of energy throughout the plan area.

S02 Devise a settlement strategy that will guide new development within the plan area in accordance with principles of sustainable development in order to improve the quality of life of the inhabitants of Dundalk and County Louth.

S03 Create sustainable economic development and growth in the Dundalk Gateway to improve the quality of life of the inhabitants of the town and to act as a driver of the economic development of the Border East sub-region.

S04 Secure the renewal and redevelopment of Dundalk Town Centre as a vibrant and attractive urban place that will act as a catalyst for the development of Dundalk as the county capital and as the designated gateway for the North East in the National Spatial Strategy and the Regional Planning Guidelines for the Border Region.

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S05 Provide a sustainable transportation system for Dundalk and Environs to secure the successful integration of land use and for the convenience of the public.

S06 Ensure the provision of socially inclusive residential communities supported by the provision of high quality dwelling units and community facilities.

S07 Protect and enhance existing recreation and amenity facilities within the town and to secure the provision of additional facilities subject to demand and availability of resources.

S08 Protect and enhance the natural and built environment as an inherent part of the heritage of the Dundalk and its Environs.

S09 Provide a framework for sustainable development through the provision of quality communications infrastructure and energy end use efficiency and encourage the facilitation of an increase in the use of renewable energy in building projects.

S010 Secure a high quality, clean and healthy environment, while facilitating the sustainable development of Dundalk and Environs through the continued improvement and expansion of infrastructure services, including water, drainage, and waste management facilities.

S011 To secure the implementation of the plan.

Chapter 2 Development Strategy

2.1 Introduction

The settlement strategy contained in the Louth County Development Plan 2009 - 2015 acknowledges the primary position of Dundalk within the county settlement hierarchy and promotes the maintenance of its position and continued development as an NSS Gateway and driver for the development in the North East Region. The town and its environs, with a current population of approximately 35,000, has a wide range of employment, community, recreational and retail facilities to accommodate significant population growth and to serve the needs of its wider catchment.

The strategic objective of the development strategy is to:

SO2 Devise a settlement strategy that will guide new development within the plan area in accordance with principles of sustainable development in order to improve the quality of life of the inhabitants of Dundalk and County Louth.

2.2 Spatial Strategy

The Dundalk and Environs Development Plan 2009 - 2015 sets out a spatial strategy to direct future growth within the urban area and the surrounding environs. The development strategy identifies six distinct development areas covering the plan area as follows:

- Town Centre
- Northern Environs
- Mount Avenue/ Castletown
- Muirhevnamor
- South West Sector
- Blackrock/ Haggardstown

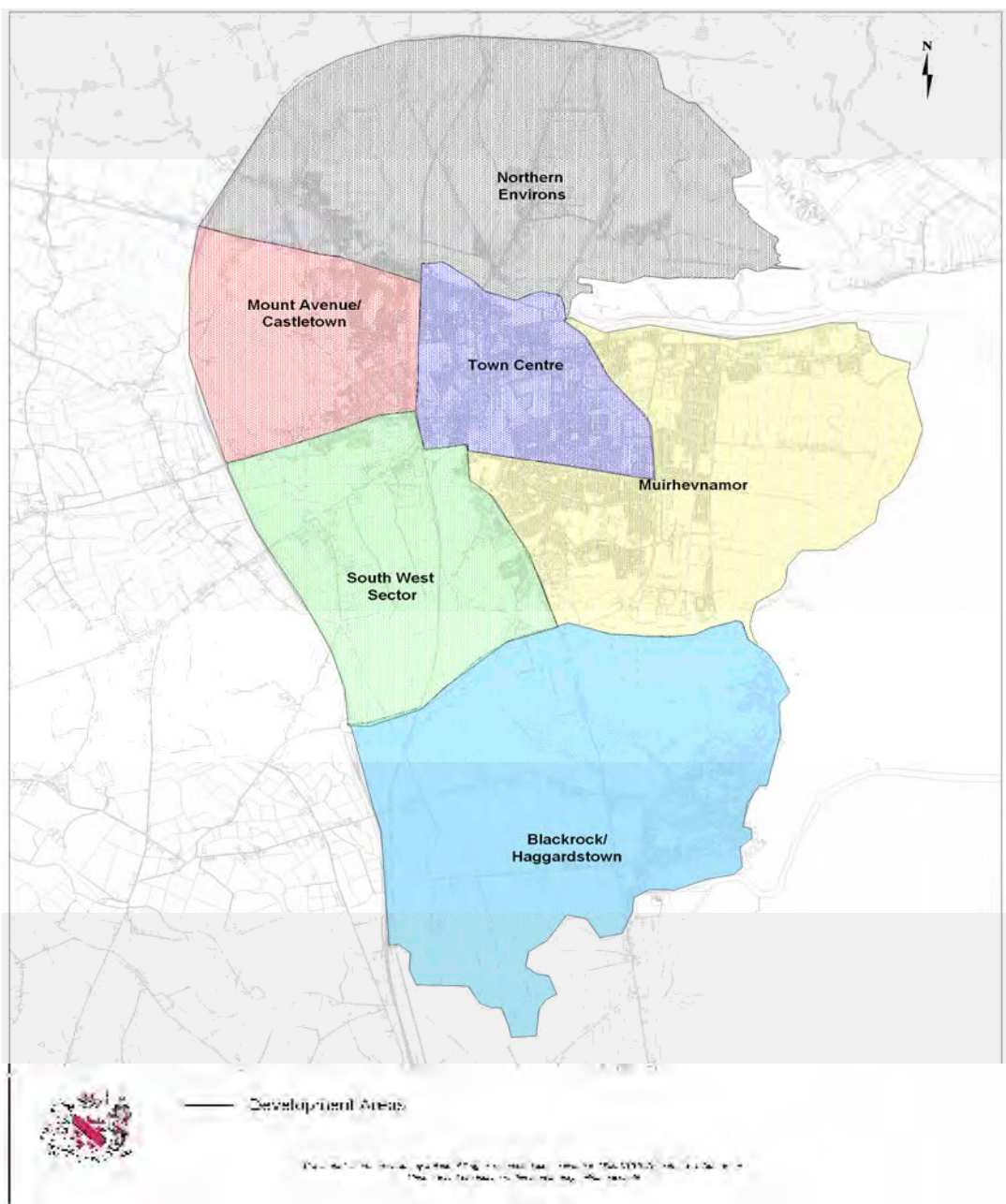
These areas are delineated on map 2.1.

Table 2.1: Development Area Objectives

Area	Objective
Town Centre	Consolidate the existing role of the town centre and provide for town centre expansion.
Northern Environs	Promote and consolidate the development of the northern environs and prepare a development framework plan for the area.
Mount Avenue/ Castletown	Provide for new residential development and supporting community facilities in accordance with the Mount Avenue Masterplan and to provide for the integration of the existing residential areas into the overall development strategy to the area

	and for the town.
Muirhevnamor	To consolidate existing residential development and to provide for additional supporting community facilities and infrastructure.
South West Sector	To provide for new residential development in accordance with the South West Local Area Plan.
Blackrock / Haggardstown	To preserve the distinctive character of Blackrock Village, to promote new residential development and prepare a development framework plan for the area.

Map 2.1: Development Areas



A number of framework/master plans have already been prepared and the provisions of these plans are incorporated as guidelines into the overall development strategy for the plan area. If any conflict arises between the provisions of any of the existing plans outlined below, the development plan will at all times take precedence.

- Dundalk Urban Design Framework Plan
- The Castletown Riverside and Port Study
- Mullagharlin Framework Plan
- Dundalk 2020 Sustainable Energy Zone
- Mount Avenue Master Plan

Policy DS1

Manage growth within the identified six development areas in a manner that will achieve inclusive and sustainable development through the preparation and implementation of an overall phasing strategy for the plan area. This strategy shall interalia establish development priority areas based on projected population figures, application of the sequential development principle, housing needs and available infrastructure over the plan period.

Policy DS2

The phasing strategy will be completed within one year of the making of the Plan and will provide the basis for reviewing, and varying if necessary, phasing in existing local area or other plans, and for preparing framework plans for Blackrock/Haynestown and Northern Environs

2.3 Connectivity and Integration within the Plan Area

Promoting connectivity and integration within and between existing and proposed communities is a key theme for this development plan. A number of the defined development areas contain large scale established communities. It is important to ensure that these are consolidated and that there is ease of access to essential services and community facilities.

Proposals for residential development within the defined development areas will be guided by the development plan policies and it is imperative that best practice is implemented both at the planning and implementation stages of proposed development. Applications for large scale development should include design statements and briefs to demonstrate how the proposal will merge into the development area and how they connect to existing and proposed community facilities and public transport provision.

Policy DS3

Require applicants for large scale residential development to demonstrate, through the use of design statements and briefs, how the proposed development will provide for connectivity and integration within and between existing and proposed communities.

2.4 Land Use Zoning

It is a mandatory requirement of the *Planning and Development Act 2000* that a development plan should contain objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes, including the provision for residential, commercial, industrial, agricultural, recreational or otherwise, or any mixture of those uses, having regard to the proper planning and sustainable development of the area and where, in the opinion of the planning authority, it is necessary that such uses should be indicated.

The Dundalk and Environs Development Plan 2009 - 2015 includes a total of twenty four land use zones and the areas within each, both developed and undeveloped, are set out in table 2.2.

Table 2.2: Zonings for 2009 - 2015



















Zone	*Developed (ha)	Undeveloped (ha)	Total (ha)
Residential 1 (serviced)	1,080	100	1,180
Residential 2 (unserviced)	0	610	610
Total Residential	1,080	710	1,790
Town Centre Retail	313	0	313
Town Centre Mixed Use	106	16	122
Blackrock Village Centre	5	0	5
Employment Mixed Use	133	426	559
Employment & Business	0	52	52
Research, Education and Innovation	48	0	48
Transportation Development Hub	25	8	33
Port Harbour area	6	0	6
Retail, Leisure, Recreation and Community	15	42	57
Community, Education and Recreation.	55	30	85
Recreation, Amenity and Open Space	294	144	408
Strategic Recreational Area	0	308	308
Strategic Land Reserve	0	428	428
Agriculture	0	284	284
Nature Conservation Area	0	220	220
Tourism and Leisure	48	156	204
Commercial Agricultural Store	0	3	3
Strategic Employment Mixed Use	0	58	58
Civic and Commercial Centre	2	5	7
Local Archaeological Heritage Site (as per CH 7)	0	8	8

* Live permissions included

The land use zones and objectives in respect of each zone identified in the plan are set out below in Table 2.3 and are included on the land use zoning map (Map 1). The permitted

uses, uses open for consideration in certain circumstances and not permitted uses within each land use zone are contained within the zoning matrix. The application of the relevant land use zones for the town centre is considered in greater detail in chapter 4.

Table 2.3 Land Use Zoning Objectives

Zone	Land Use Zoning Category and Objective	Colour Code
RES 1	Residential: To protect and improve existing residential amenities and to provide for infill and new residential developments.	
RES 2	Residential: To provide for new residential communities and supporting community facilities subject to the availability of services.	
TCR	Town Centre Retail: To protect and enhance the vitality and viability of the town centre as the primary retail core of the town.	
TCMU	Town Centre Mixed Use: To provide for mixed use development.	
BR	Blackrock Village: To provide for mixed use development to support its role as a local service and seaside resort.	
EM	Employment Mixed Use: To provide for employment and supporting uses.	
EB	Employment & Business: To provide for employment and supporting residential.	
REI	Research, Education and Innovation: To provide for education, recreation, enterprise and innovation.	
RLR	Retail, Leisure and Recreation: To provide for retail warehousing and the sale of bulky goods where not more than 10% of the floor area is allocated to sale of small goods. The provision of strategic large scale retail development of significant scale and nature to draw from a regional catchment and to support the development of Dundalk as a regional shopping destination and the provision of large scale recreation and leisure facilities.	
TDA	Transportation Development Hub: To support the provision of mixed use development commensurate with a transportation hub.	
PHA	Port Harbour Area: To provide for port, port related and mixed use development.	
RLRC	Retail, Leisure, Recreation and Community: To provide for a small district centre, leisure, recreation, and community uses	
CER	Community, Education and Recreation: To protect, provide and improve community, education and recreation facilities.	
RAO	Recreation, Amenity and Open Space: To provide for the provision of public parks, open spaces, amenity and recreational facilities.	
SR	Strategic Recreation: To provide for recreational facilities that would have a minimal impact on the existing ecological makeup of the area and protect the openness of the land.	
SLR	Strategic Land Reserve: To protect the availability of land for future development and make provision for certain unique developments of strategic importance to the development of the Dundalk Gateway.	
AG	Agriculture: To preserve agricultural land.	
NCA	Nature Conservation Area: To protect the ecology of the area.	

TL	Tourism and Leisure: To provide for large scale tourism and leisure proposals, with related retailing, of regional, national and international importance.	
CAS	Commercial Agricultural Store: To provide for a commercial agricultural store and other uses which preserve and enhance the surrounding rural environment.	
SEMU	Strategic Employment Mixed Use: To provide a range of Business and Employment activities which have strategic importance.	
CCC	Civic and Commercial Centre: To provide a range and mix of civic and commercial activities to support residential neighbourhoods.	

2.5 Zoning Matrix

Table 2.3 above includes the land use zonings and objectives for the plan area. Permitted development within each zone will be determined having regard to the zoning matrix set out below. Uses other than the primary use for which an area is zoned may be permitted in certain circumstances provided that they are not in conflict with the primary use zoning objective. The Zoning Matrix illustrates the acceptability or unacceptability of various uses for each of the zones. The land use zoning matrix is intended to provide guidance to potential developers and the general public on the category of uses which are permitted, open for consideration in certain circumstances or are not permitted. The matrix relates to land use only and important factors such as density, building height, design standards and traffic generation are also relevant in establishing whether or not a development proposal would be acceptable at a particular location.

✓ = **Permitted Uses**

A 'permitted use' is one which is in compliance with the primary zoning objective for the area.

O = **Uses open to consideration**

A use that is "open for consideration" is one that by reason of its nature and scale would not be in conflict with the primary zoning objective for the area.

X = **Not permitted Use**

A 'not permitted use' is a use that would be contrary to the zoning objectives and sustainable development. Extensions to existing non conforming uses within any zoned area will be considered on their merits.

Table 2.4: Zoning Uses

Use Classes	RES 1& 2	TCR	TCMU	EM	EB	REI	RLR	TDH	PHAR	RLRC	BRV	CERR	AO	SR	SLR	AG	NCA	TL	CAS	SEMU	CCC
A.T.M.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	X	X	X	X	✓	X	✓	✓
Abattoir	X	X	X	0	0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Advertising Structure	X	0	0	0	0	0	0	0	0	0	0	0	X	X	X	X	X	✓	X	✓	0
Amusement Arcade	X	0	✓	X	X	X	X	0	X	0	0	X	X	X	X	X	X	X	X	X	0
Allotments	✓	0	0	0	0	0	0	0	0	0	0	0	✓	0	0	✓	0	0	0	0	0
B & B	✓	✓	✓	X	X	0	✓	✓	✓	✓	✓	X	X	X	X	0	X	0	X	X	✓
Bank / Financial Institution	X	✓	✓	X	X	0	0	X	X	✓	0	X	X	X	X	X	X	X	X	X	✓
Betting Office	X	0	✓	X	X	X	X	X	0	✓	0	X	X	X	X	X	X	X	X	X	0
Car Park (Commercial)	X	✓	✓	✓	✓	X	✓	✓	✓	✓	✓	✓	X	X	X	X	X	✓	X	0	0
Car Showroom	X	0	✓	✓	✓	X	✓	✓	X	0	X	X	X	X	X	X	X	X	X	X	X
Cash & Carry	X	0	✓	0	0	X	✓	✓	✓	0	X	X	X	X	X	X	X	X	X	X	X
Cemetery	0	X	X	0	0	X	X	X	X	X	X	✓	0	0	0	X	X	X	X	X	X
Church	✓	✓	✓	0	0	✓	0	✓	0	✓	✓	✓	X	X	X	X	X	X	X	X	✓
Cinema	X	✓	✓	X	X	0	✓	✓	0	0	0	X	X	X	X	X	X	0	X	X	X
Community Facility	✓	✓	✓	0	0	0	0	✓	0	✓	✓	✓	X	✓	X	0	X	X	X	X	✓
Conference Centre	X	✓	✓	✓	✓	✓	✓	✓	0	✓	X	X	X	X	0	X	X	✓	X	✓	0
Crèche / Childcare Facility	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	X	X	X	X	X	0	0	✓
Dance Hall Night Club	X	✓	✓	X	X	X	✓	✓	✓	✓	0	X	X	X	X	X	X	X	X	X	X
Drive Through/Fast Food	X	0	0	X	X	X	✓	0	X	0	0	X	X	X	X	X	X	0	X	X	✓
Funeral Home	X	✓	✓	0	0	X	X	✓	0	0	✓	X	X	X	X	X	X	X	X	X	✓
Garden Centre	X	0	✓	0	0	0	✓	0	0	✓	0	0	X	0	X	0	0	X	X	X	✓
Guest House	0	✓	✓	X	X	✓	X	✓	✓	✓	✓	X	X	X	X	X	X	0	X	X	✓
Industrial (light)	X	0	0	✓	✓	0	✓	✓	0	0	0	X	X	X	X	X	X	X	0	X	X
Industrial (heavy)	X	X	X	✓	✓	X	X	0	0	X	X	X	X	X	X	X	X	X	X	✓	X
Nursing/ Assisted home	✓	✓	✓	X	0	0	X	0	X	0	0	✓	X	X	X	X	X	X	X	X	0
Office- Class 2	X	✓	✓	X	0	0	0	✓	0	X	✓	X	X	X	X	X	X	X	X	0	0
Office – Class 3	X	0	✓	✓	✓	0	0	✓	✓	0	0	X	X	X	X	X	X	X	X	0	0
Home Based Economic (1)	0	✓	✓	X	X	0	X	✓	0	0	✓	X	X	X	X	0	X	X	X	X	✓
Hostel	X	0	0	0	0	✓	0	0	0	0	X	✓	X	X	X	X	X	0	X	X	0
Hotel / Motel	X	✓	✓	0	0	0	0	✓	✓	✓	0	X	X	X	0	X	X	✓	X	X	0
Medical Surgery	0	✓	✓	0	0	0	X	✓	0	✓	✓	✓	X	X	X	X	X	X	X	X	✓
Motor Sales / Repair	X	X	0	0	X	X	✓	0	0	0	X	X	X	X	X	X	X	X	X	X	X
Park & Ride Facilities	X	X	X	✓	✓	X	X	✓	0	X	X	X	X	X	✓	X	X	✓	X	X	X
Petrol Station	0	0	0	0	0	X	0	0	✓	0	X	X	X	X	X	X	X	X	X	X	✓
Public House	0	✓	✓	X	X	X	X	✓	✓	✓	✓	X	X	X	X	X	X	X	X	X	0
Recycle Facilities (7)	X	X	0	✓	✓	X	0	✓	✓	0	X	0	X	X	X	X	X	X	0	X	0
Residential (6)	✓	✓	✓	X	0	X	X	✓	0	0	✓	X	X	X	X	0	X	X	X	X	0
Residential (Ancillary:) (3)	✓	✓	✓	0	0	0	X	✓	✓	✓	✓	X	X	X	X	0	X	X	X	X	0
Residential Institution	✓	0	✓	X	0	0	X	✓	X	0	✓	✓	X	X	X	X	X	X	X	X	0
Restaurant / Café	0(4)	✓	✓	0	0	0	0	✓	✓	✓	✓	X	X	X	X	X	X	✓	X	0	0
Retail Warehouse	X	0	0	X	X	X	✓	0	0	X	X	X	X	X	X	X	X	X	X	X	X
School	✓	0	✓	X	X	0	X	✓	0	0	0	✓	0	X	X	0	X	X	X	X	✓
Shop - Local (2)	0	✓	✓	0	0	0	X	✓	✓	0	✓	X	X	X	X	X	X	0	X	0	✓
Shop	X	✓	0	X	X	X	X	X	X	✓	✓	X	X	X	X	X	X	X	X	X	0
Shop- Major (5)	X	✓	0	X	X	X	0	X	X	✓	0	X	X	X	X	X	X	0	X	X	X

Chapter 2 Development Strategy

Use Classes	RES 1& 2	TCR	TCMU	EM	EB	REI	RLR	TDH	PHAR	LRC	BRV	CERR	AO	SR	SLR	AG	NCI	TL	CAS	SEMU	CCC
Sports Facilities	✓	✓	✓	0	0	✓	✓	✓	✓	✓	0	✓	✓	✓	0	0	X	✓	X	0	0
Take-Away	X	0	0	0	0	X	0	✓	0	0	0	X	X	X	X	X	X	X	X	X	0
Telecommunication Structure	0	0	0	0	0	0	0	0	0	0	0	X	X	X	X	0	X	0	X	0	0
Tourism Facility	X	✓	✓	0	0	✓	✓	✓	✓	✓	✓	✓	X	X	0	0	X	✓	X	✓	X
Training Centre	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	X	X	X	X	X	X	X	X	0
Transport Depot	X	X	0	✓	✓	X	0	✓	✓	X	X	X	X	X	0	X	X	X	X	X	X
Veterinary Surgery	X	✓	✓	0	0	X	✓	0	0	0	0	X	X	X	X	X	X	X	X	X	0
Warehouse	X	X	X	✓	✓	X	✓	✓	0	X	X	X	X	X	X	X	X	X	X	0	X
Wholesale Warehousing	X	X	X	0	0	X	0	0	0	X	X	X	X	X	X	X	X	X	X	0	X

- (1) Home based economic
Where this use would be ancillary to the use of the overall dwelling as a normal place of residence by the user of the office.
- (2) Shop Local
A local shop is defined as a convenience retail unit of not more than 200 square metres in net floor area unless otherwise stated in the retail hierarchy in Table 3.2. (page 45).
- (3) Residential (Ancillary)
Relates to limited residential development ancillary to the permitted development.
- (4) Restaurant/ Cafe
In residential zoning 1& 2 only open for consideration as part of a local centre (neighbourhood/ civic and commercial/ small district etc).
- (5) Shop Major
Shop which includes the provision of a unique large scale retail development of significant scale and nature to draw from a regional catchment and to support the development of Dundalk as a regional shopping destination and subject to compliance with the overall zoning relating to the site.
- (6) Residential
 - Any residential proposal within the Employment & Business use (EB) shall comply with the Mullagharlin Framework plan and shall be considered only as part of a mix with economic/employment uses.
 - Residential proposals within the agricultural use shall be permitted for persons who are principally employed in agriculture or their sons or daughters.
 - Development proposals within mixed uses zonings shall incorporate a range of uses with no single dominate use.
- (7) Recycling Facilities
This excludes the provision of local bring bank centres for recycling purposes.

Chapter 3 Economic Development, Retail and Tourism

3.1 Introduction

Dundalk was designated as a Gateway under the *National Spatial Strategy (2002 - 2020)* which is supported by the *National Development Plan (NDP) 2007 - 2013*. The NDP has indicated that Dundalk needs to expand and strengthen its enterprise and economic structures. Challenges for the Dundalk and Environs area, as expressed in the NDP, include tackling social exclusion and facilitating the strategic expansion of the western environs of the town.

There has been a number of positive developments in the Dundalk and Environs area during the period 2003 - 2009, including both economic, retail, tourism and recreation. The new development plan will be rolled out within a changing economic climate from the previous plan, however Dundalk remains well placed to successfully attract economic activity and investment. This chapter deals with economic development including retail and tourism.

Policies relating to the economic development of Dundalk cannot be implemented in isolation from the rest of the plan and it is essential that infrastructure developments support and facilitate the economic development of the town and the sub-region. Economic proposals should be developed in conjunction



with sustainable transport objectives which will help to support and foster balanced, sustainable development at a national, regional, town and local level. A key element of related policies within the development plan should be the achievement of critical mass so as to allow Dundalk to become the major economic driver of development in the sub-region as envisaged in the National Spatial Strategy.

3.1.1 Regional Context

The Gateway town of Dundalk is located within the Border Region which includes the counties of Louth, Monaghan, Cavan, Leitrim, Sligo and Donegal. The *Regional Planning Guidelines for the Border Region* recognises that there are significant disparities throughout the region. To address this, the guidelines identified three sub regions namely, Border North West, Border West and Border East.

The Border East sub region consists of the counties of Louth, Cavan and Monaghan with a hinterland which stretches into Northern Ireland and includes Armagh, Newry,

and Banbridge, Navan, Kells and Trim in the Dublin and Mid East Region. This Sub Region also incorporates the central part of the Dublin Belfast Corridor.

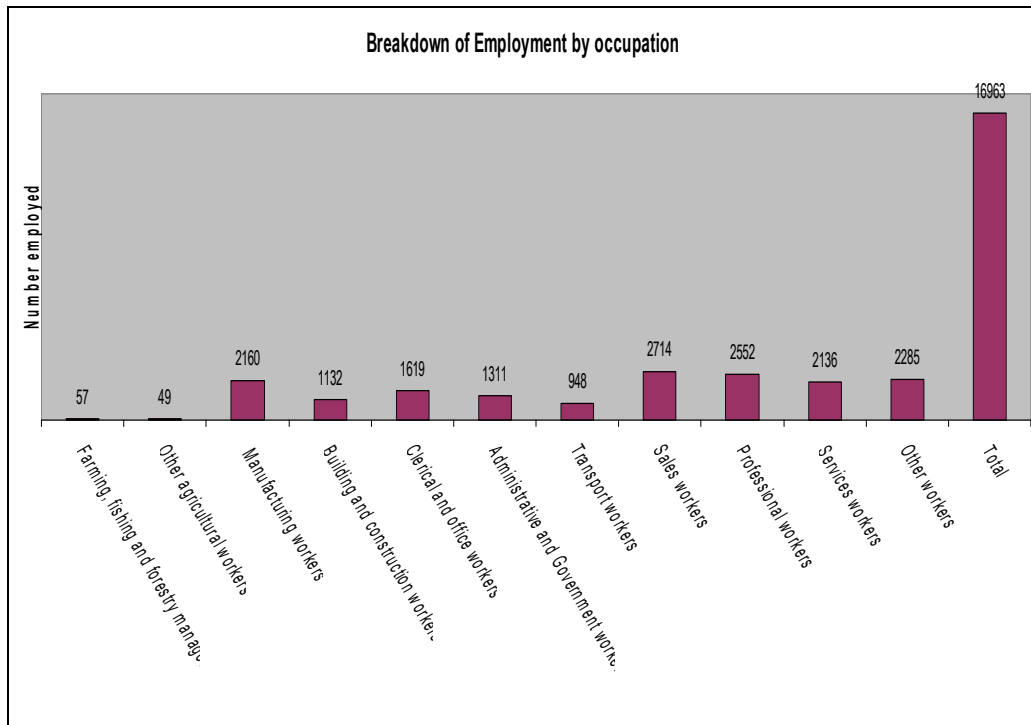
The Settlement Strategy for this sub region contained within the *Regional Planning Guidelines for the Border Region* focuses on the Gateway of Dundalk, the Hubs of Cavan and Monaghan and the Primary Development Centre of Drogheda. A number of towns for urban strengthening and towns for urban support are included and a number of locations with special functions are also identified. Some towns are highlighted as requiring consolidating, and some villages are identified as having important roles in supporting the key urban centres.

The East Sub Region's strength is centred on its strong socio economic and physical links with Northern Ireland and its proximity to Dublin. The Dublin Belfast Economic Corridor is a key strategic opportunity for the development of this part of the Border Region, with the Gateway of Dundalk, and the Primary Development Centre of Drogheda located on the Corridor. Linkages between Armagh, Newry and Banbridge are key opportunities for the sub region along with links to the Greater Dublin Area. Linkages between Navan and the Polycentric Gateway of Mullingar, Athlone and Tullamore are also considered important.

However, there are also many issues which need to be addressed within the Border East Sub Region which are principally due to the pressures of growth resulting from the rapid and outward expansion of the Greater Dublin Area. Some areas will require consolidation and it will be important to build Dundalk as the Gateway and key urban centre for this part of the country. The development of linkages with Drogheda and Newry and the hub towns of Cavan and Monaghan will facilitate economic development within the sub region, focusing on the Dundalk Gateway as the primary economic driver and regional capital.



Figure 3.1: Employment by Occupation



Source (CSO: 2006)

3.2.1. “Dundalk Well Connected for Investment”

The Dundalk Economic Development Group was established in 2004 as a sub group of the Louth County Development Board to promote the economic development of the Dundalk Gateway. The membership of this group consisted of representatives of the community, business interests, local authorities, government and development agencies.

In 2005, Dundalk Town Council, in conjunction with the Economic Development Sub Group, commissioned an economic development study and strategy for the town. The report, *Dundalk Well Connected for Investment (2006)*, contains a comprehensive analysis of the key economic strengths of the town and puts forward a set of economic development priorities. Table 3.1 below sets out the key strengths of Dundalk as identified in the report.



Table 3.1: Economic Strengths of Dundalk and Environs Area

	Key strengths of Dundalk
1	Size and Demographic Features: Dundalk is one of the largest towns in Ireland and its population comprises a high proportion of persons in the under 25 age group.
2	Location: Access to Dublin or Belfast, three major airports within one hour drive, M1/ A1 motorway giving access to domestic and export markets.
3	Infrastructure: excellent infrastructure, including transport (national roads, rail, sea, air and energy), telecoms, water and waste treatment infrastructure.
4	Third level educational infrastructure: potential to access excellent third – level establishments with a large student population for local skills base.
5	Quality of life: positive and rich environment with lower congestion compared to other large urban centres
6	Tourism: Excellent base for exploring east and north east regions as a location for city based business conference and personal tourism
7	Existing established base of indigenous and foreign owned firms
8	Cost competitiveness: comparatively low cost of land, housing and other costs.

(Source: “Indecon – Dundalk Well Connected for Investment 2006”)

3.2.2 Development Priorities

The following eight development priorities are identified in the report “*Dundalk Well Connected for Investment*”:

1. Improve the physical attractiveness of the town centre
2. Develop selected industrial and internationally traded service clusters
3. Branding of Dundalk as an excellent place to invest, visit, live and work.
4. Develop Dundalk as a short stay tourist destination
5. Invest in human resource capital development (Training and Education)
6. Facilitate profitable expansion of retail and distribution sectors
7. Address any outstanding infrastructural needs
8. Implement priority programme to reduce social exclusion

The priorities outlined above are reflected throughout the policies within the plan. The councils’ recognise that the implementation of these priorities will require significant public and private investment, involving a partnership approach between the local authority, government development agencies, the private sector and the local community.

Policy EC 1

Seek the implementation of the development priorities for Dundalk outlined in “*Dundalk Well Connected for Investment*” in partnership with development agencies, the private sector and the local community.

3.2.3 Economic Corridor

Dundalk occupies a central position between Dublin and Belfast with connecting strategic road and rail links. It is also well positioned in close proximity to Newry and Drogheda which, along with Dundalk, provides a critical population mass within the emerging economic corridor. Dundalk Town Council and Louth County Council recognise the importance of a collaborative



approach to economic development involving the strengthening of economic links between the three centres for their mutual benefit and for the benefit of the north east region as a whole.

Economic Development Strategy for County Louth 2009

In 2008, Louth County Council engaged Indecon International Economic Consultants to prepare an economic strategy for County Louth to cover the period 2009 – 2015.

This strategy identifies the key roles of both Dundalk and Drogheda in generating economic activity within the county and highlights the importance of co-operation between these towns in the context of benefiting from their closeness to the Greater Dublin area.

The Newry-Dundalk Twin City Region

The Newry Dundalk Twin City Study “*A new perspective on the development of the region*” 2006, undertaken by planning consultants Colin Buchanan and Partners, contains proposals for a joint approach to the economic development of both Dundalk and Newry and the surrounding region.

The International Centre for Local and Regional Development (ICLRD) further developed this concept in its study “*The Newry- Dundalk Twin City Region (2009)*”. The study identifies four projects that should be supported as they have the capacity to drive a collaborative framework at a sub- regional level.

- A Dundalk/ Newry Centre of Excellence to create a sustainable energy community linked to the work of Sustainable Energy Ireland (SEI) and EU Concerto funding which is positioning Dundalk 2020 as an example for the Island as a whole.
- A Newry-Dundalk cross-border international services zone linked to international financial and other related services that will create-additional tertiary employment,
- Geo-Tourism and the management of a shared landscape and natural heritage to safeguard the geological assets and natural resources of the Mourne, Cooley, Slieve Gullion, and Carlingford Lough, and develop the tourism potential of the sub- region, and

- A co-ordinated regeneration strategy for older areas in Newry and Dundalk, to promote the distinctiveness of the two cities, further the complementary of their respective urban functions and improve their liveability.

Policy EC 2

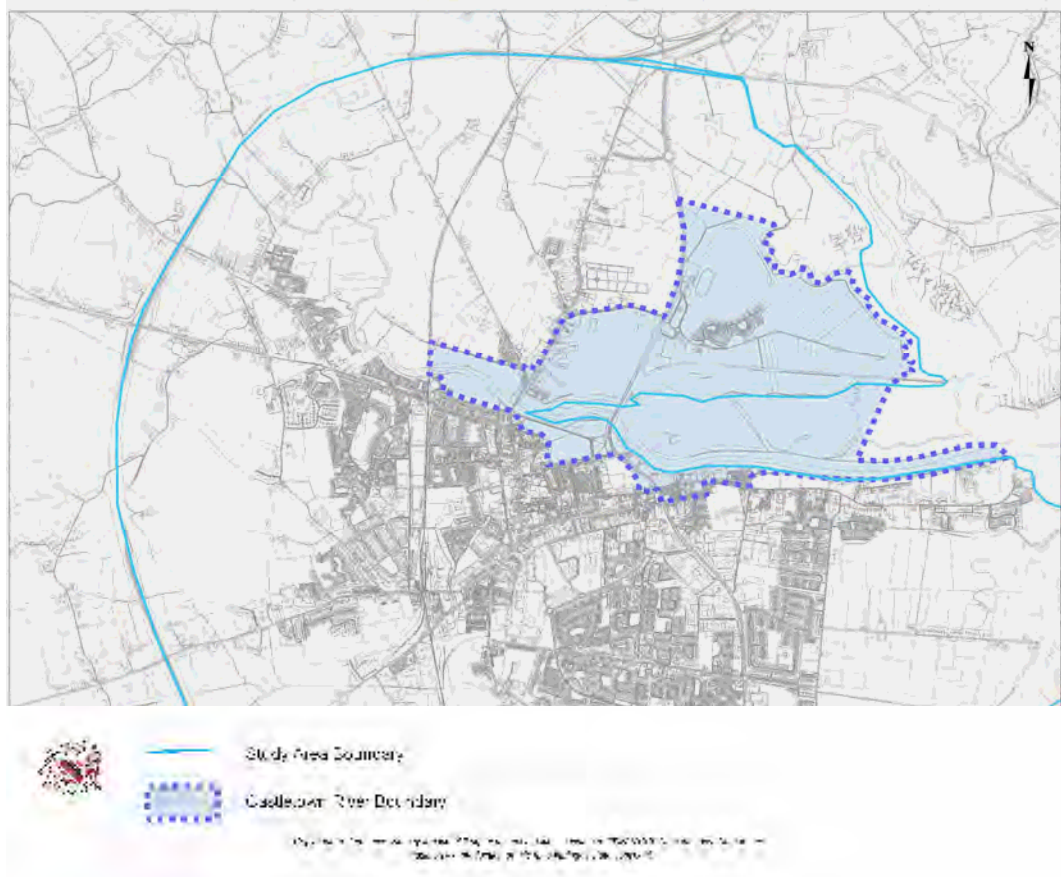
Support a collaborative approach to the economic development of Dundalk and the North East sub region involving initiatives undertaken in partnership with the authorities in Drogheda and Newry.

3.2.4 Castletown River and Port

The Castletown River and Port areas afford significant potential for economic development and regeneration of the northern end of the town. A study undertaken by Colin Buchanan and Partners considered the feasibility of redeveloping the area extending eastwards from the Newry Road Bridge to the port. It highlights the opportunities that the river presents and puts forward options that could be considered towards the achievement of this objective. The extent of the study area is shown on map 3.2. The vision for this area as contained in the study is:

“reintroducing Dundalk to its river, creating interest and activity along its banks, providing a focus for development that balances that around the city, and contributes to the environmental, cultural and leisure amenities of both visitors and residents”

Map 3.2: Castletown River and Port Study Area



Policy EC 3

Explore the opportunities presented by the Castletown River and the Port Area as a catalyst for development and regeneration of the northern end of the town.

3.2.5 Mullagharlin Framework Plan

The vision put forward in this framework plan is one that seeks to enhance and capitalise on Dundalk's strategic location and its many assets by transforming the land adjoining the Southern Link Road into a business park of international quality and global appeal that will enable the Dundalk region to compete within the global market place for business investment. This vision encompasses a vibrant, high quality and sustainable hub of activity that creates a positive and lasting image of Dundalk to the visitor, investor and equally as important, to those who live there.

The purpose and rationale behind the plan is to develop an integrated framework supported by an implementation strategy that will link and unite the landholdings within the plan area in a manner that has regard to national and local policy. This will involve making sufficient lands available to encourage investment, employment and infrastructural opportunities as Dundalk continues to function and grow as a gateway town. The ultimate aim of the Mullagharlin Framework Plan is to create a place with a unique identity that has the potential to attract high-end investors from Ireland and abroad. In this respect, one of the central objectives of the framework plan is to influence positive change that improves investment opportunities and raises the profile of Dundalk within the national and international arenas.

Map 3.3: Mullagharlin Framework Plan



Policy EC 4

Implement the objectives and policies contained within the Mullagharlin Framework Plan 2008 in order to create a business park of international quality and global appeal that will enable Dundalk to compete in the global market for business investment.

3.2.6 Economic Clusters

The report “*Dundalk Well Connected for Investment*” identified the importance of creating economic development clusters within the Dundalk Gateway. Trade service clusters are considered important for economic competitiveness as they promote the development of critical mass in one place which can provide competitive advantages. They improve competitiveness by increasing productivity, drive the direction and pace of innovation and stimulate the formation of new businesses and linkages within the specific clusters. Proximity of companies within these clusters provides special access, closer relationships, better information, powerful incentives and other advantages that may be difficult to tap into from a distance.



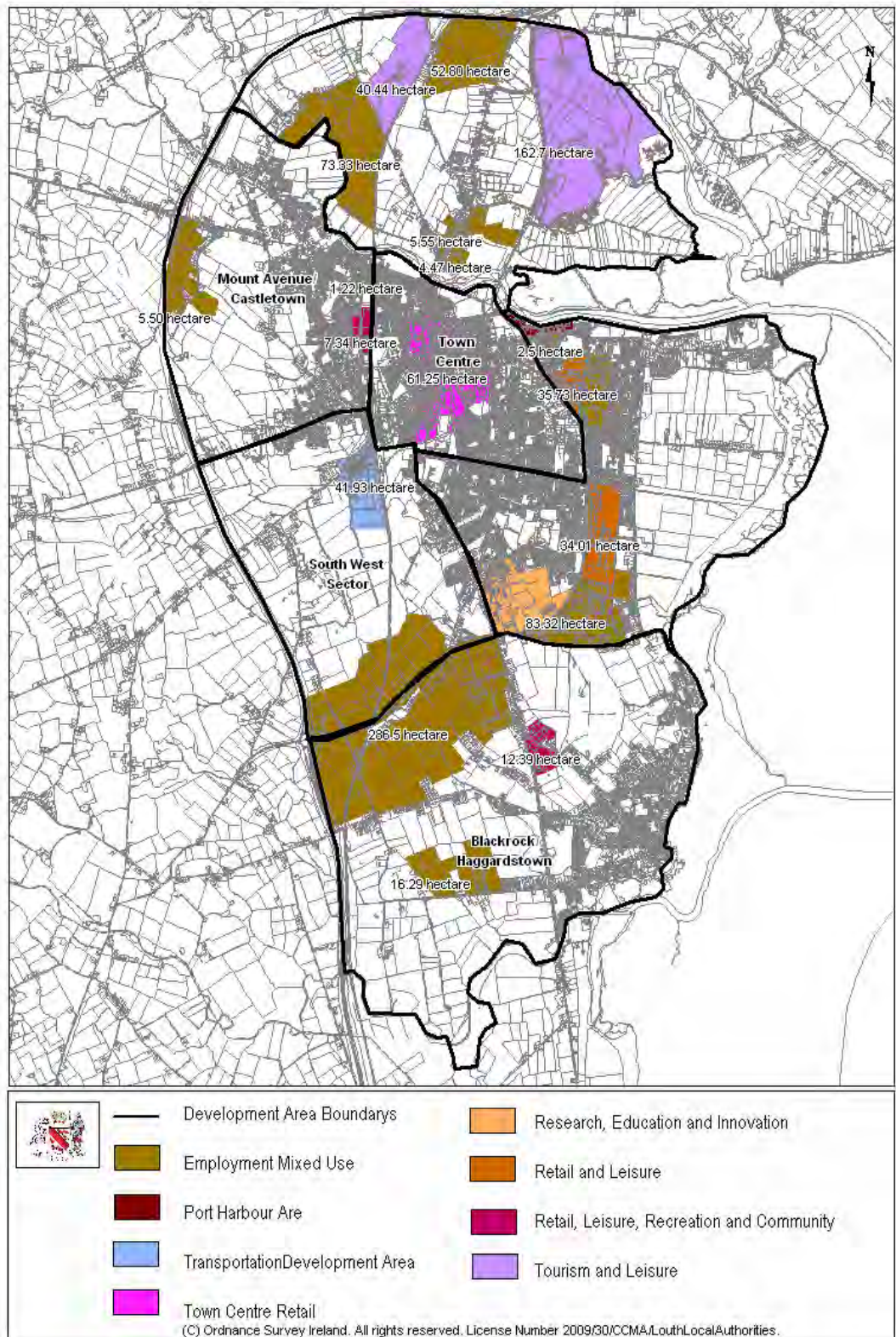
There are 624.9 hectares of land zoned for employment and related uses in the development plan of which 397 hectares remain undeveloped. Of the 397 hectares undeveloped, 283.1 hectares are located within the Mullagharlin Framework plan area and 113.8 hectares within the Northern Environs, encompassing both the approved Euro Park business park and land close to the Ballymascanlan roundabout. The amount of lands therein is sufficient to accommodate economic proposals for the plan period.

The councils consider that there are opportunities for logistic and manufacturing clusters within the Northern Environs, high tech development within Mullagharlin and mixed use development within the town centre.

Policy EC 5

Support the development of trade clusters at suitably zoned locations within the plan area.

Map 3.4: Employment Lands within Growth Areas



3.2.7 Key Opportunities Sites

In order to promote economic development throughout the plan area, a number of key opportunity areas and sites have been identified on Map 3.5 (Key Opportunity sites).

These include:

1. An area within the Northern Environs zoned for tourism and recreation
2. Town Core,
3. Ard Easmuinn Road (Dunnes Stores),
4. Dublin Road (Fairways Hotel),
5. Port Harbour Area,
6. Dundalk Retail park,
7. Northern Environs Site.



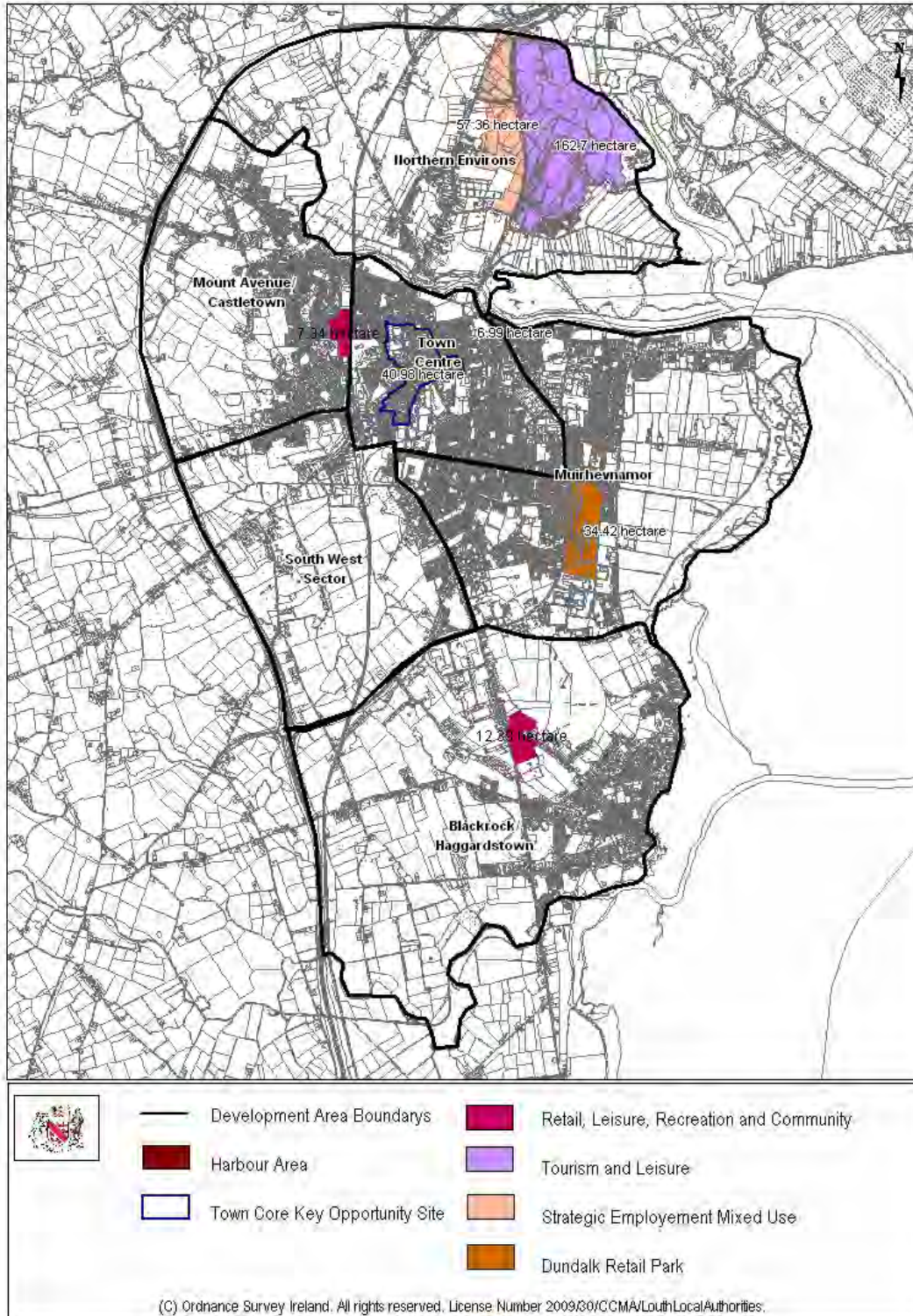
The purpose of the key opportunity sites is:

- To raise the profile of Dundalk & Environs area at international, national and regional levels.
- To strengthen the position of Dundalk for economic development and promote its role as a gateway.
- To promote revitalization and redevelopment of the town centre.
- To promote regeneration of the site and surrounding area.
- To establish a 21st century economy to compete at an international level.
- To promote sustainable development through integration of existing facilities.

Policy EC 6

Encourage and facilitate development of identified key opportunity sites and areas in order to generate economic activity and renewal.

Map 3.5: Key Opportunity Sites



3.2.8 Home-Based Economic Activities

Home-based economic activities are small-scale enterprises located within an individual's main place of residence. The planning authority will consider favourably proposals for such home based activities subject to being satisfied that the use does not detract from the residential amenities of the area by reason of traffic, noise or other considerations.

Purpose built live/ work units are a new concept which will be supported in appropriate locations. The inclusion of these units within mixed use proposals in the town centre and or district/ local centres will be encouraged.

The allocated area for economic activity of both home based activities and live work units should not exceed 25% of the total floor area of the dwelling.

Policy EC 7

Proposals for home based activities will be favourably considered provided that they do not detract from the residential amenities of the area.

3.2.9 Dundalk Institute of Technology (DKIT)



Dundalk Institute of Technology is a major asset to Dundalk in terms of the provision of a high quality third level institution and as a catalyst for economic development. Improving linkages between the college and local enterprise will help to encourage the growth of more indigenous industry and improved research and development will help to attract associated businesses. It also provides an opportunity for research and development projects that have the potential to develop into viable businesses. The existing research and development projects currently on campus include:

- Centre for Entrepreneurship
- Centre for Renewable Energy at Dundalk IT (CREDIT)
- National Centre for Freshwater Studies
- Regional Development Centre
- Smooth Muscle Research Centre
- Software Technology Research Centre

The Regional Development Centre, which is under the auspicious of DKIT, is located on the campus and provides valuable workspace, technical and administrative support for innovative projects and enterprises. This has proved valuable in the creation and

development of a number of successful new indigenous companies that have become major players at the national level.

DKIT is, at present, undertaking a feasibility study to explore the potential of the college to secure full university status. If secured, this would provide significant additional opportunities, particularly having regard to the colleges ability to attract research funding and additional students and would have an enhanced status both nationally and internationally.

Policy EC 8

Support and facilitate the further development and expansion of Dundalk Institute of Technology (DKIT) as a valuable third level education institution and support its elevation to university status.

3.2.10 Branding and Marketing of Dundalk

The marketing of Dundalk as a place to invest, visit, live and work will provide an opportunity to increase economic activity, expand the employment base and improve the quality of life of the residents the town. The Dundalk Economic Development Group, in co-operation with Sustainable Energy Ireland, devised the brand "*Dundalk - feel the energy!*" to be used as part of a promotional campaign to place Dundalk at the forefront in attracting both foreign and indigenous investment into the town. "*Dundalk feel the energy!*" focuses attention on the positive attributes of Dundalk and promotes the town as a "renewable energy centre of excellence". The group also suggested that there should be a joint economic marketing strategy between Dundalk and Newry which would raise the profile of the region in its entirety and benefit both urban centres.



Policy EC 9

Support the marketing of Dundalk as a location for economic activity under the branding banner "*Dundalk feel the energy!*" and promote the town as the centre of excellence for renewable energy.

3.2.11 Development Management Guidelines

Applications for economic development proposals will be assessed having regard to the following development management guidelines:

- The proposed development is on appropriately zoned lands.
- Compliance with the provisions of any local area or framework plans.
- Availability of service infrastructure
- Traffic safety considerations.
- The need for traffic impact assessment / mobility management plan.
- Compatibility with uses on adjoining sites, particularly residential amenities.

- Provision of on site storage, loading and unloading and parking facilities.
- Provision of a landscaping plan for the site.
- Site coverage is a maximum of 60%.
- Adequate space to be provided on site for the storing of large goods and materials.
- Ensure that the design, materials, security fencing and signage is of a high standard and does not unnecessarily impose on surrounding areas.
- Noise impact assessment and the provision of mitigation measures, where appropriate.
- The proposal includes for waste storage and/ or recycling facilities.
- The provision of a buffer zone of up to 15m at the interface of the development and any adjoining areas.

3.3 Retail

3.3.1 Louth Retail Strategy

The *Retail Planning Guidelines for Planning Authorities 2005* issued by the Department of the Environment, Heritage and Local Government, requires local authorities to prepare retail strategies and policies to guide and manage retail development, particularly having regard to the protection of the retail function of town centres.

The *Louth Retail Strategy 2009* recognises the importance of protecting and enhancing the retail function of Dundalk. It also identifies the need for local retail centres (local shops, neighbourhood centres, civic and commercial centre and small distinct centres) to meet the need of existing and emerging residential communities. In addition, the strategy acknowledges the existing and potential role of Dundalk as a regional shopping destination. The councils will, therefore, support retail developments that would enhance the attractiveness of Dundalk as a regional shopping destination for the North East Region subject to it being satisfactorily demonstrated that such development will not negatively impact on the town centre.

The *Louth Retail Strategy 2009* addresses the following:

- The identification of a county wide retail hierarchy,
- Identification of the core retail areas of Dundalk, Drogheda and Ardee,
- Guidance on the location and scale of retail development
- Policies to protect the town centres of Dundalk, Drogheda and Ardee,
- Identification of criteria for the assessment of retail developments.
- Recommendation for retail policies for Dundalk, Drogheda, Ardee and other smaller towns and villages.

3.3.2 Retail Policies for Dundalk

The *Louth Retail Strategy 2009* contains the following specific retail policies for Dundalk;

1. Actively promote the development and enhancement of retail floor space in Dundalk Town Centre.

2. Resist the loss of retail floor space within the defined core retail area by facilitating the amalgamation of units on Clanbrassil St and the change of use from retail to non retail uses.
3. Encourage the development of the town expansion area in tandem with improved linkages through Williamson's Mall.
4. Improve connectivity between the Marshes shopping centre, Clanbrassil St and the Long Walk.
5. Develop a Dundalk retailing "brand" to attract shoppers from the wider region, including Northern Ireland.
6. Having regard to the amount of retail warehousing currently available, give careful consideration to any further such developments in order to protect the existing retail warehouse product in the town.
7. Permit a limited number of local retail centres within rapidly expanding residential areas to meet the every day needs of the emerging communities.
8. Seek to secure a balance with regard to the distribution of discount stores throughout the greater Dundalk Area.
9. Make provision in development plans for local shops and restrict petrol forecourt retail units to 100 sq m.
10. Review the strategic case for the provision of a unique tourism related retail facility in Dundalk having regard to the opening of a factory outlet centre of in Banbridge.
11. Remove the 6000 sq m cap on retail warehousing where appropriate having regard to the assessment criteria set down in the 2005 Retail Planning Guidelines.

A key requirement of the retail policies in the strategy is to enhance the quality of Dundalk's town centre in order to address the decline in the preference for town centre shopping witnessed in the period since 2002, support the revitalisation of Clanbrassil Street and Long Walk and increase Dundalk's wider retail profile as befitting its gateway designation. Therefore, the retail policies contained in this development plan reflect and incorporate the recommended policies contained in the retail strategy. Emphasis is placed on the development of Dundalk as a regional shopping destination, the protection of the retail function of the town centre and the provision, as required, of local retail services to meet the needs of emerging new communities.

Policy EC 10

Implement the policy recommendations contained in the *Louth Retail Strategy* in so far as they relate to Dundalk and its environs.

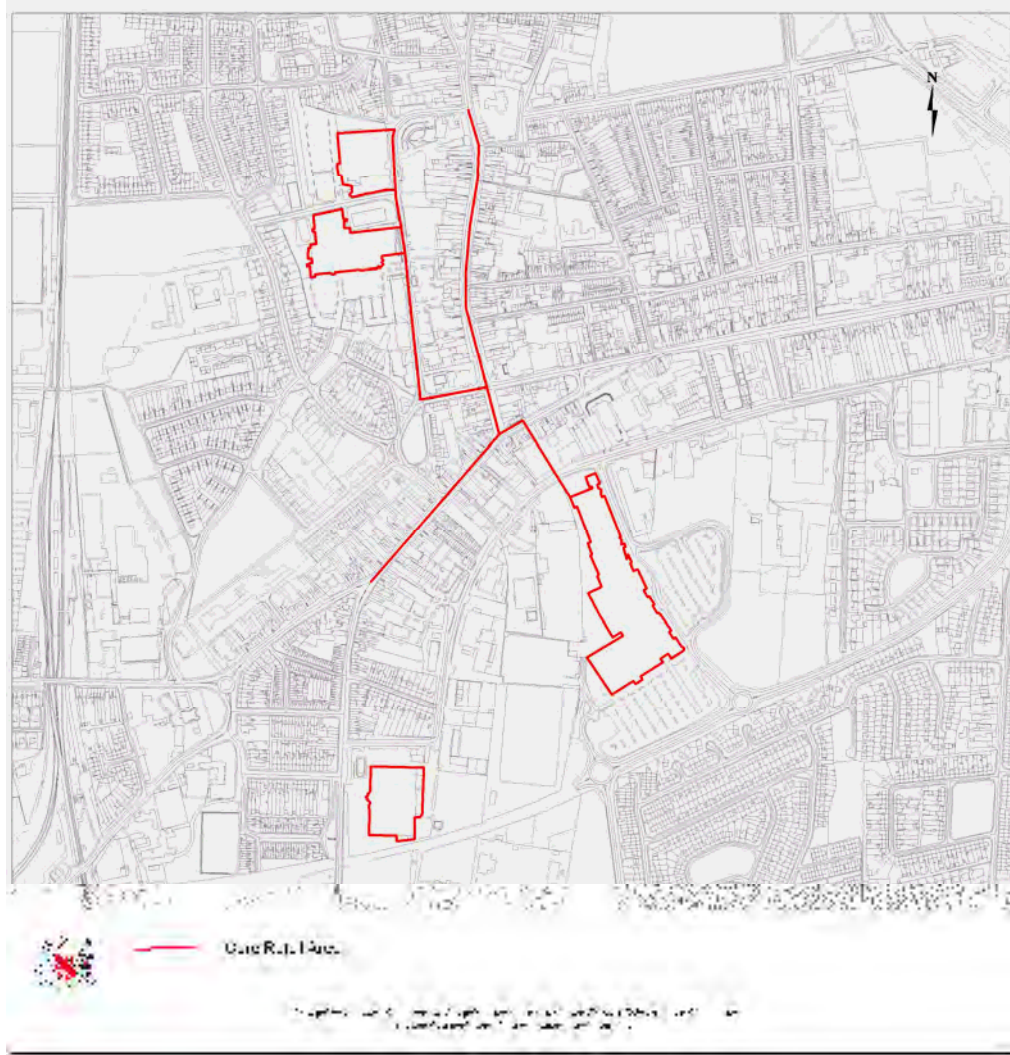
3.3.3 Dundalk Retail Core Area

The retail core area of Dundalk as established in the *Louth Retail Strategy 2009* is identified on map 3.6. The policy contained in the strategy seeks to protect the retail core area from the adverse effects of out-of-town retailing.



Therefore, where any out of town centre retail development is proposed, applicants will be required to apply the sequential test approach to site selection and to demonstrate to the satisfaction of the Planning Authority that the town centre core retail area will not be damaged if the development is permitted.

Map 3.6: Core Retail Area



Policy EC 11

Protect the retail function of Dundalk town centre from the adverse effects of out-of-centre or out-of-town retail developments and ensure that the sequential test approach to site selection and retail impact assessments are carried out where any out-of-centre retail development is proposed.

Applications for large scale retail developments outside the designated core retail area shall be required to demonstrate, how the proposed development will support the regeneration and revitalisation of the town centre and what measures are proposed in order to support this.

3.3.4 Retail Hierarchy

The retail hierarchy within the Dundalk and Environs plan area includes Dundalk's retail core, Blackrock Village and a number of designated local centres. Within the six development areas identified in the plan, there is a need for additional retail services commensurate with the needs of new residential communities. Therefore, a hierarchy of centres with primacy being maintained for the town centre, have been identified. This includes provision for two small scale district centres, one located at Ard Easmuinn to the west and the other along the Dublin Road to the south. Provision is also made for a number of civic and commercial centres, neighbourhood centres and local shops as the need arises.

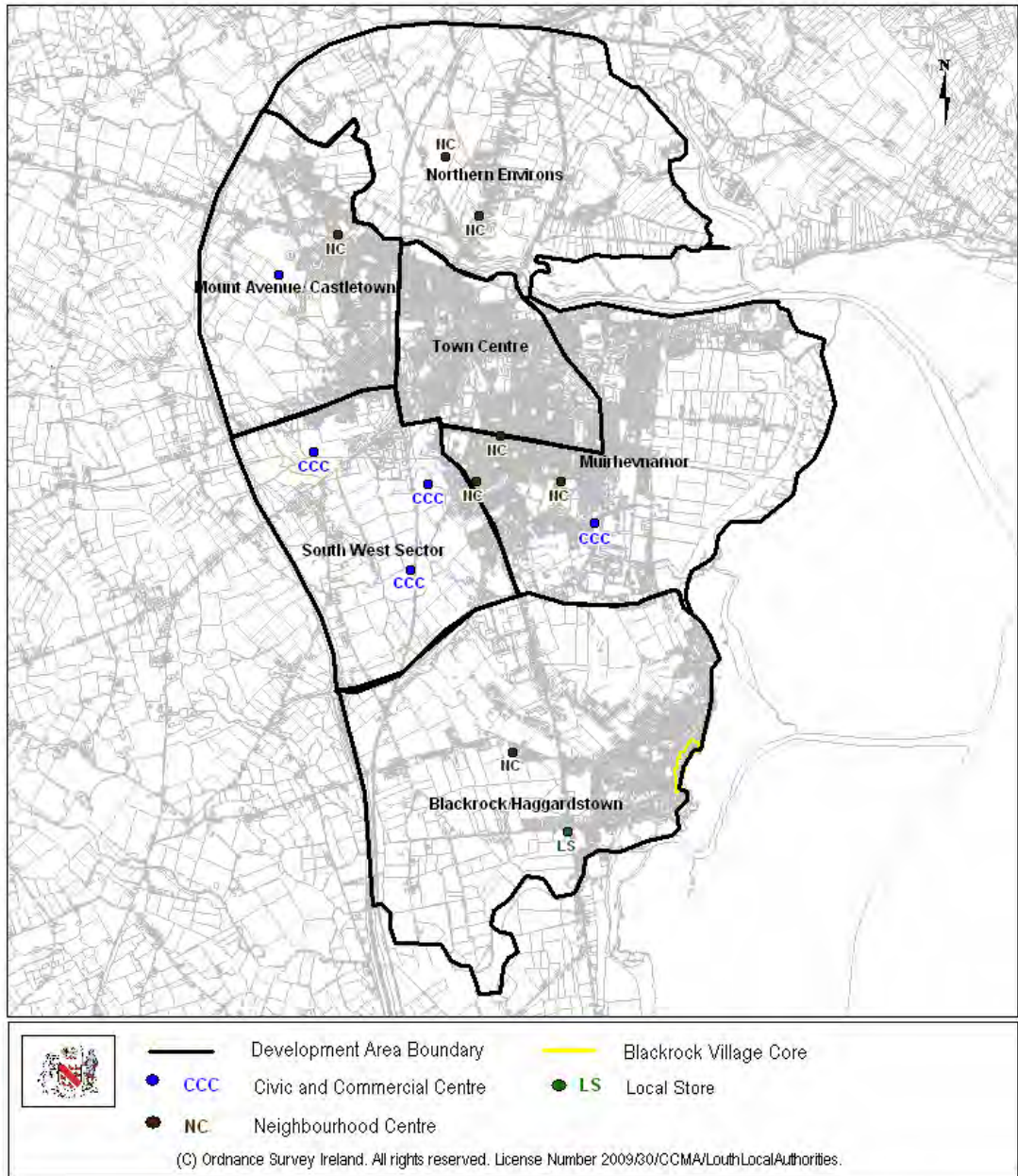
Table 3.2: Retail Hierarchy for Dundalk and Environs Development Plan

Level	Location	Objective
Level 1	Dundalk Retail Core Area	<ul style="list-style-type: none"> ▪ Consolidate the existing retail core ▪ Facilitate town centre renewal and expansion to establish Dundalk as a major regional shopping destination. ▪ Enhanced mobility and connectivity between the town centre and surrounding areas.
Level 2	Blackrock Village	<ul style="list-style-type: none"> ▪ Maintain Blackrock as a retail and service centre to meet the needs of local residents and visitors. ▪ Promote mixed use development with residential on upper floors.
Small District Centre	Dublin Road, Haggardstown Ard Easmuin	<ul style="list-style-type: none"> ▪ Provide for a small scale district centre subject to demonstration that the proposal will not damage the town centre ▪ Maximum permitted net retail floor area: 5,000sq.m. ▪ Uses permitted include a limited amount of comparison floor space, foodstore (max net retail floor area 3,000 sq.m), butchers, post office, banks, pharmacy, health centre, GP, dentist, professional services-solicitors/estate agents, childcare facilities, educational facilities, community halls/ training centre, office space for professional services, recreational uses.
Civic and Commercial Centres*	Muirhevnamor (Inner Relief Road) (At other centres in accordance with the provisions of local area plans, framework plans or masterplans)	<ul style="list-style-type: none"> ▪ Provide a limited range of retail services to meet locally generated needs ▪ Maximum permitted net retail floor area; 2,000sq.m. ▪ Uses as permitted include a limited amount of comparison floor space; foodstore (max net retail floor area 1,500sq.m) butchers, post office, banks, pharmacy, health centre/ GP, dentist, professional services, solicitors, estate agents, childcare facilities, educational

Chapter 3 Economic Development, Retail & Tourism

		facilities, community halls, training centre, office space for professional services, recreational uses.
Neighbourhood Centres	Northern Environs Castletwon Avenue Road (As required by any local area plan, framework plan or masterplan)	<ul style="list-style-type: none"> ▪ Provision of retail and local small scale facilities for community within walking distance. ▪ Each master planned area, identified community to have access to. ▪ Maximum permitted net retail floor area 1,000sq.m. ▪ Uses permitted include local shops, corner shop/newsagents, a small-scale supermarket, grocery, butchers, post office, banks, pharmacy, health centres, doctors, dentist surgery, childcare facilities, educational facilities, community halls, recreational uses.
Discount Stores	Newry Rd Ramparts Rd Bothair na Iranroid	<ul style="list-style-type: none"> ▪ Maximum permitted net retail floor area: 1,500 sq.m.
Local Store	Greengate Stores, Clermount Road.	<ul style="list-style-type: none"> ▪ Provision of small scale local facilities. ▪ Maximum permitted net floor area: 500 sq.m.
Local Shop	Various locations within development areas.	<ul style="list-style-type: none"> ▪ Provision of small scale local facilities where there is an identified need. ▪ Maximum permitted net floor area: 200 sq.m. ▪
Petrol Filling Stations	Various locations within development areas and service stations.	<ul style="list-style-type: none"> ▪ Provision of small scale local facilities in compliance with zoning matrix . ▪ Maximum permitted net floor area: 100 sq.m.

Map 3.7: Location of Existing District, Civic and Commercial Centres



Policy EC 12

Provide retail services to meet local based need subject to compliance with the established retail hierarchy and where it can be demonstrated that such development will not damage the existing retail function of the town centre.

3.3.5 Retail Warehousing and Retail Parks

A retail warehouse is an outlet for the display and sale of bulky household goods. Retail Parks consist of three or more retail warehouses. Retail warehouses are generally not considered suitable for town centre locations because of their bulk and design and therefore are permitted at out of centre or out of town locations where there is good accessibility and car parking. Retail parks do not pose a threat to town centres provided that the goods sold are limited to bulky goods or to goods sold in bulk. Permitted uses within retail parks will normally be confined to bulky goods as described in the Retail Planning Guidelines. In order to protect the town centre, the sale of ancillary non- bulky goods shall be restricted to 10 % of the net sales floor area of any individual retail warehouse unit.



Applicants for retail warehouses and retail parks will be required to;

- Apply a sequential test approach to site selection
- Submit a Retail Impact Assessment demonstrating that the proposal will not damage the town centre
- Provide a minimum unit size of unit 700 sq.m.

The provision of retail warehouses and retail parks shall be confined to areas zoned for that purpose in the plan or be in accordance with the zoning matrix.

Policy EC 13

Confine retail warehousing development to lands zoned for that purpose in the plan except where small scale development “open for consideration” as detailed in the zoning matrix.

3.3.6 Dundalk as a Regional Shopping Destination

It is a policy of the Councils to promote Dundalk as a regional shopping destination. Therefore, proposals for retail development of such a scale and nature that demonstrate a significant regional draw will be considered favourably on suitable sites within Dundalk and Environs plan area where it is clearly demonstrated that the proposed development:

1. Is of sufficient scale or specialised nature to draw customers from a large regional catchment
2. Does not replicate identical retail footprints or stores currently available in the town centre
3. A detailed sequential approach to site selection is taken
4. Does not damage the vitality and viability of the existing town centre
5. Takes full account of the other criteria for assessment as set out in section 9.8 of the *Louth Retail Strategy*.

Examples of the type of retail development that the councils consider would contribute to the development of Dundalk as a regional shopping destination include warehouse clubs, hypermarkets and discounted fashion/ factory outlet stores.

Policy EC 14

Promote Dundalk as a regional shopping destination.

3.4 Tourism

The tourism industry affords significant potential for economic development and employment opportunities in Dundalk and in County Louth as a whole. The attractiveness of Dundalk as a tourist destination is based on the quality of the natural and built environments and



cultural and historic resources. It is also dependent on the availability of suitable facilities and amenities which enhances the visitor's enjoyment and experience of the town. Tourism related developments that took place within the lifespan of the previous plan include major attractions such as the ice dome, JJB Sport, the all weather racing stadium, bowling alley, the Crowne Plaza Hotel and additional restaurants and cafes.

Dundalk and the surrounding area contain, inter alia, a number of tourist and visitor attractions spanning a broad range of interests, such as:

- The Táin Theatre
- Dundalk Museum
- Golf courses at Blackrock, Carnbeg, Greenore and Brid-a-Crin
- Dundalk Ice Dome

- Bowling Alley
- Dundalk all weather racing stadium
- Blackrock seaside resort
- Gateway to Cooley Peninsula, Mourne Mountains and Ring of Gullion
- The Tain Trail
- Patrick Kavvanagh Centre, Inniskeen
- The heritage town of Carlingford
- Northern gateway to Bru na Boinne and the Battle of the Boyne site
- Dundalk Bay as a ornithology centre of international importance
- High quality hotels and restaurants
- National Monuments and archeological sites
- Zone land for Tourism and Leisure

3.4.1 Tourism Objectives

- Promote Dundalk as an ornithological centre of international appeal.
- Promotion of Dundalk as a centre of international, national and regional importance for sport and recreation.
- Promotion of Dundalk as a place to visit and stay with high quality public places, amenities and facilities.
- Joint marketing initiatives for the town and the area with other local authorities, agencies and the private tourism sector.
- Promotion of investment opportunities in tourism.
- Support the development of community festivals, cultural activities and other outdoor activities.
- Enhancement of the streetscape and public spaces within the town centre and include well informed pedestrian signage throughout the town.
- Promote Dundalk for business related tourism.

3.4.2 Regional Tourism Policy

Failte Ireland East and Midlands Regional Tourism Plan 2008-2010 provides a road map for both national and local agencies, local authorities and other public bodies to contribute to the sustainable development of tourism in the region. Louth is one of eight counties included in the remit of this plan which aims to deliver increased tourism benefits to the region by providing better hospitality, greater appeal and an improved quality of visitor experience. This strategy acknowledges the attractiveness and historic importance of Dundalk as a catalyst for the development of tourism in the region.

Policy EC 15

Support the implementation of the *Failte Ireland East and Midlands Regional Plan 2008 – 2010*.

3.4.3 Louth Tourism Action Plan 2008 - 2012

Louth Hospitality, which is a local authority supported partnership with the private tourism sector in the county, recently published the *Louth Tourism Plan 2008-2012*. The mission statement of the plan is 'to attract tourists to County Louth by providing a quality experience'. It aims to offer compelling reasons to motivate tourists to visit

Louth and to make attractions more accessible and tangible. To facilitate the development of Louth's heritage sites as top class visitor attractions, it is an objective of the action plan to provide the necessary infrastructure, visitor services and promotional material to market the sites.

Policy EC 16

Support the implementation of the Louth Tourism Action Plan 2008 - 2012.

3.4.4 Co-Operation with other bodies

The councils are aware that the development of tourism in Dundalk would benefit greatly from a co-operative approach with other local authorities and relevant agencies, both north and south of the border. Such initiatives could involve the co-funding of tourism infrastructure, product development and marketing. The development of geo-tourism in the area is identified as one of the key projects by the International Centre for Local and Regional Development (ICLRD) in its report "*The Newry - Dundalk Twin City Region 2009*". Dundalk Town Council and Louth County Council will co-operate with the authorities north of the border and other relevant parties to explore the opportunities for the further development of this concept.

3.4.5 Oriel 2012

Oriel 2012 aims to promote the Newry & Mourne/Louth regions as a base for pre-games training camps for participants in the 2012 London Olympic Games. Given the region's proximity to London, the project will also put in place strategies to attract teams and spectators to the region in their pursuit of leisure and recreational activities. Membership of the Oriel 2012 cluster is open to businesses, sporting organisations, schools and support organisations that are keen to tap into the opportunities that will inevitably arise from the training camps. Dundalk Town Council and Louth County Council are fully supportive of this initiative.

Policy EC 17

Support the Oriel 2012 project and cooperate with relative authorities, business interests and stakeholders, North and South, to advance its implementation.

3.4.6 Heritage Tourism

Heritage tourism is based on the experience and appreciation of the natural, built and historic heritage of an area. Dundalk has a wealth of attractions and opportunities to support a vibrant and sustainable heritage tourism product. These include an unspoilt natural environment, coastal location, ornithological resource in Dundalk Bay, archaeology and historic buildings.

3.4.7 Archaeology and Built Environment

The archaeological and built environment of Dundalk includes, inter alia, the following:

- Chú Chulainn's Castle - *Mount Avenue*
- County Museum - *Joycelyn Street*

- St Patricks Cathedral
- Presbyterian Church - *Joycelyn Street*
- Seatown Windmill - *Seatown place*
- St. Nicholas Church of Ireland - *Church St*
- Dundalk Courthouse - *Market Square*
- Dundalk Town Hall - *Crowe St*

The Chú Chulainn's Castle is a national monument under the Office of Public Works and the other protected structures under Part 4 of the *Planning and Development Act 2000* are included in the list of protected structures (Volume 2).

Policy EC 18

Promote Dundalk as a centre for heritage based tourism.

3.4.8 Dundalk Bay

Dundalk Bay is an internationally important site for wintering waterfowl. As such it attracts interest from bird watchers both nationally and internationally. The bay has been designated by the EU as a Special Area of Conservation (SAC) and a Special Protection Area (SPA) under the Habitats and Birds Directives. It is also a proposed Natural Heritage Area (NHA)

Policy EC 19

Raise the profile Dundalk Bay as an ornithological site of international importance and to attract visitors to Dundalk.

3.4.9 Arts and Culture

The arts and culture create a sense of place and identity that generates a unique atmosphere that distinguishes one place from another and is recognised as an important tourist attraction, both domestically and internationally.

Dundalk has a number of arts and cultural attractions and facilities. These include The Táin Theatre and Basement Gallery, the Black Box Theatre in DKIT, the Museum and Dundalk gaol and an array of local festivals and lively traditional Irish pubs. The Táin Festival has been running in Dundalk since 2002 and over the past six years, it has gained a reputation for showcasing the best in eclectic music from the national and international scenes, as well as the finest local talent.



The *Louth County Arts Plan* is currently being prepared by Louth Local Authorities. Its purpose is to develop the promotion of arts and culture. The Councils will support and

seek to implement the recommendations contained within the arts plans when finalised.

Policy EC 20

Support the provision of arts and cultural facilities in Dundalk and implement the *County Arts Plan*.

3.4.10 Activity Based Tourism

Activity based tourism is a form of tourism which involves visitors whose holiday choice is inspired by a desire to pursue an activity. The key aspects of successful activity based tourism include marketing and branding of the product and proper management. In Ireland, the emphasis on activity based tourism has traditionally been on walking due to the abundance of hills and mountains.

Dundalk is unique in its location adjacent to a high quality range of natural resources and its picturesque setting will add to its attraction as a centre of excellence for activity based tourism. Existing facilities available in the town and surrounding area include water sports, fishing, hill walking, cycling, golfing and horse riding. A Louth Walking Strategy is currently being prepared and the councils will support the implementation of this strategy when finalised.

Policy EC 21

Promote Dundalk and surrounding area as a centre of excellence for activity based tourism.

3.4.11 Business Tourism

Business Tourism is recognised as an important source of income generation. Dundalk, by reason of its size, the availability of a number of high quality hotels and a range of other attractions within the towns and the surrounding area has potential for the development of business related tourism. The *Louth Hospitality Tourism Plan 2008 - 2012* supports the development of business tourism in the county and proposes in conjunction with Failte Ireland, to prepare a business tourism strategy for the county. The councils will co-operate with Louth Hospitality in the preparation of this strategy and its subsequent implementation.



Policy EC 22

Co-operate with Louth Hospitality in the preparation of a Business Tourism Strategy for County Louth and support its implementation.

3.4.12 Flagship Projects

Dundalk is well placed to accommodate major tourism development because of its strategic location between the two major cities in the Island and with a population in excess of 3 millions within a 90 minute drive time. The councils will proactively support and encourage a major tourist/visitor related flagship development within the town and its environs. It is considered possible, with appropriate funding, that a few existing sites could be developed to provide valuable flagship projects which could enhance the Dundalk and Environs environment. The councils will support and encourage the development of sites which may include, inter alia, Dundalk Windmill and the old railway line.

Policy EC 23

Support the provision of large scale facilities for conference, sports and leisure generated tourism which creates a welcoming and safe environment for the tourist and visitor.

3.4.13 Tourism Related Signage

The provision of directional and promotional signage is important in facilitating tourists and enhancing their overall experience and enjoyment of their visit. The provision of finger sign posts and other directional signs is a function of the local authority and is provided under the roads capital budget. Significant improvements in this area have taken place in recent years and the council will continue to improve road signage where required, subject to the availability of adequate funding.

In addition to the road signs provided by the council, section 254 of the *Planning and Development Act, 2000*, makes provision, under licence from the planning authority, for additional road signage to facilitate existing significant activities including tourist related attractions and amenities.

The councils will favourably consider the granting of licenses for Failte Ireland approved finger post signage where appropriate. However, it should be recognised that excessive numbers of signs can be counter productive as it leads to clutter and confusion which detracts from the appearance of buildings and rural landscapes and may conflict with essential local authority directional and safety signage. Such a proliferation of signage will be resisted by the councils.

Tourism related promotional and advertisement signs are also important for the industry. Such signs should be suitably designed and appropriately located on the building or within the cartilage, as appropriate, so that they do not detract from the visual amenities of the area.

Policy EC 24

Support the provision of tourist related directional and information signage to assist tourist and visitors provided that such signage does not detract from the visual amenities of the area.

3.4.14 Tourist Accommodation

Growth in the tourism sector will result in a corresponding need for more visitor accommodation and facilities across the county. The councils are keen to ensure that there is a range of high quality and affordable accommodation provided in order to meet the needs of visitors and tourists to the town.

Policy EC 25

Encourage the provision of additional hotel and guest house bed spaces, budget hostels and B&Bs in Dundalk and Environs in conjunction with leisure, conferencing and other associated facilities and amenities.

Chapter 4 Town Centre

4.1 Introduction

The viability and vitality of any town centre is a barometer of the overall health and well being of the entire town. Traditionally, town centres consisted of a wide range of uses that included residential, retail, services, social and cultural activities and other employment. Even small-scale manufacturing and craft industries were located in town centres.

With the emergence of the motorcar as the preferred mode of personal transportation, most new development in towns has occurred primarily on out of centre green field sites. As a consequence, there has been a significant decline in many of the traditional town centre uses such



as residential and manufacturing and increased pressure for out of centre shopping malls and services where there is more readily available access and car parking. This is having an impact on the economy of the town centre and on the quality of the built environment as vacancy rates increase and property values fall, resulting in many buildings falling into a state of disrepair and functional obsolescence. Dundalk is not immune to these changing circumstances with the result that there are many areas within the town centre that are in need of renewal and redevelopment.



This chapter focuses on Dundalk's town centre in a holistic and integrated way in order to ensure that the renewal and revitalisation of the town centre remains as a core objective of the councils, not only in the context of the Dundalk and environs area, but also as the county capital and as a designated gateway in the National Spatial Strategy and Regional Planning Guidelines for the Border Region. The plan will

prioritise and encourage development within the town centre while seeking to protect what is best of the historic core and built environment of the town.

In the lifespan of the previous development plan, the retail footprint of the town has expanded significantly on foot of the opening of the Marshes Shopping Centre. Additional retail development comprises primarily the Dundalk Retail Park located on the Inner Relief Road. Out of town centre bulky goods retailing has also developed a strong presence in the developing Northlink Business Park. A mixed use office and retail development has also been completed at Market Square, offering office and retail units comprising approximately 1, 703 sq.m of gross floor space.

SO4 Secure the renewal and redevelopment of Dundalk Town Centre as a vibrant and attractive urban place that will act as a catalyst for the development of Dundalk as the county capital and as the designated gateway for the North East in the National Spatial Strategy and the Regional Planning Guidelines for the Border Region.

4.1.1 Town Centre Boundary

The area defined as the town centre in this development plan falls within the area delineated by the Castletown River to the north, the inner relief road to the east, the Alphonsus Road/Hill Street link road to the south and the railway line to the west. The

development and promotion of Dundalk town centre as a place for people to work, live, visit and play is required to raise the profile of the Dundalk Gateway. As already stated, the retail core of Dundalk stretches from Clanbrassil Street in the north, through Earl Street, Crowe Street, Park Street, Francis Street and Dublin Street. This area forms the historic core of the town, with important



civic buildings such as the Court House, Town Hall and St Patrick's Cathedral being located there. This area also forms the centre of Dundalk's commercial activity, being the seat of Dundalk Town Council, banking and postal services and credit unions, along with retail and office uses. It corresponds to the area covered by the Urban Design Framework Plan commissioned by Dundalk Town Council.

4.2 Dundalk Urban Design Framework Plan

The Dundalk Urban Design Framework Plan guides the development plan policies and objectives for the town centre. This framework plan provides a comprehensive guide for the refurbishment, renewal and development of Dundalk's town centre. The aim is to achieve a flexible realist framework for growth, continued development, regeneration and physical improvement of the town.

4.2.1 Town Centre Objectives

The framework plan identifies the following ten priority objectives and a range of actions for the development and enhancement of Dundalk's town centre.

Table: 4.1: Priority Objectives and Actions for Dundalk Town Centre

	Priority Objective	Actions
1	Town Core Development	<ul style="list-style-type: none"> ▪ Consolidate the existing urban grain of the main core area. ▪ Transform Long Walk area into a new urban quarter. ▪ Consolidate the Market Square as the main civic space of the town. ▪ Transform Ramparts Road into an urban avenue.
2	Character Areas	<ul style="list-style-type: none"> ▪ Identify development sites at strategic locations within the seven character areas.
3	Mix Uses	<ul style="list-style-type: none"> ▪ Require a sustainable mix of uses in town centre developments ▪ Require retail on the ground floor with mixture of uses on upper floors
4	Urban Design	<ul style="list-style-type: none"> ▪ Separate the town centre into a series of distinctive character areas. ▪ Ensure new design faces outwards towards the existing street ▪ Require active frontage at ground floor level
5	Access and Permeability within the town	<ul style="list-style-type: none"> ▪ Provide new connection points to the town core ▪ Upgrade existing connections points within the town
6	Remove Physical Barriers	<ul style="list-style-type: none"> ▪ Connect the town centre to the Coxes Area ▪ Improve and refurbish existing infrastructure ▪ Up-grade the Inner Relief Road
7	Enhance Entrance Points	<ul style="list-style-type: none"> ▪ Create and re-establish identified gateways into the town ▪ Create a hierarchy of landmark buildings ▪ Improve movement patterns in the town ▪ Improve signage
8	Rebalance to North	<ul style="list-style-type: none"> ▪ Identify prime redevelopment sites ▪ Manage southern retail expansion
9	Reconnect to River	<ul style="list-style-type: none"> ▪ Build on the existing natural resource of the river to complement the town centre environment
10	Accommodate Expansion	<ul style="list-style-type: none"> ▪ Respect urban grain on town centre sites. ▪ Require design statements and briefs for the town centre expansion area ▪ Include a mixture of uses within the town centre expansion areas.

4.2.2 Character Areas

The Strategy identifies seven distinct character areas which reflect particular historic, economic or architectural form unique to that area. One of the key objectives of the Urban Design Framework Plan is to ensure that each character area retains its identity

and that the connections between each area are strengthened and managed. Each character area is assessed in terms of its specific role within the town centre and the opportunities that each area presents for urban improvements based on function and distinctiveness. The seven character areas identified in town centre framework plan are set out on map 4.1.

Map 4.1: Character Areas within the Dundalk Town Core



The objectives for each of the character areas are summarised as follows:

1. St Nicholas:

- Establish the St. Nicholas Church area as the centrepiece of a lively cultural community
- Reconnect the area to The Laurels
- Formalise key arrival points and gateways
- Facilitate backland developments where appropriate
- Encourage mixed use development along the main spine route of Bridge Street and Church Street with active uses at ground floor level
- Formalise St. Mary's Road as an important entrance to the town
- Use of financial incentives to encourage regeneration
- Encourage more landmark buildings along key routes



- Consider the internal amalgamation of plots whilst maintaining the external vertical rhythm along the streetscape
- Define new public spaces at St. Nicholas Catholic Church and St. Nicholas Church of Ireland
- Preserve and enhance the Fairgreen as an important public space

2. Seatown:

- Intrinsically link the lands east of the bypass to the character area
- Formalise a new gateway from the eastern bypass to the town centre via St. Mary's Road
- Extend St. Helena Park westwards in a linear fashion along St. Mary's Road
- Establish a new network of streets and public spaces connecting with the established residential areas west of Castle Road
- Re-inject life back into the Windmill along Seatown Place and transform this iconic structure into a visitor centre or other appropriate use.

3. Town Core:

- Ensure that the town core remains as the primary retail area of the town
- Re-balance the centre of gravity of the town by encouraging development in Bridge Street and Linenhall Street
- Remodel the Long Walk into a new urban quarter within an overall master plan
- Transform the Ramparts into a new urban avenue
- Consolidate the Market Square as the town's primary civic space which should include an iconic landmark structure
- Ensure that the design and height of buildings reflect the historic nature of the town particularly in designated Architectural Conservation Areas

4. The Marshes:

- Ensure that the development of the town centre expansion area supports and strengthens the retail function of the town
- Transform the Ramparts into an attractive urban avenue or boulevard
- Ensure the Ramparts comprises a mix of quality designed, fine grained, active frontage blocks constructed along a new recessed building line
- Encourage mixed use development along the Ramparts with active uses located on the ground floor
- Allow transitional uses such as retail warehousing in the short term, however it is expected that over time, new development will develop a fine urban grain
- Facilitate, in the long term, a transformation of the Marshes area into a mixed use area containing medium to high density development.
- Support the provision of an urban park (Clarke's Forest) in the area.

5. The Station:

- Reinforce the Diageo buildings and train station as a gateway to Dundalk,
- Transform the train station into a multi-modal transport hub and iconic gateway structure

- Create a multi-modal dual aspect transport hub with provision for buses, trains, bicycles and a multi-storey car park
- Overcome the constraints of the railway line by improving connectivity between the Coxes and the town centre
- Make the train station the starting and finishing point for the network of cycle paths throughout the town
- Create a new multi-modal link along the southern boundary of Ice House Hill in order to connect the Station character area to the town centre
- Encourage mixed use development along St. Dominick's Avenue with active uses located on ground floors
- Create a mixed use high density employment quarter



6. Coes Road:

- Protect the existing employment base while allowing diversification and intensification
- Seek to upgrade the physical character of the area
- Encourage a shift from mono-use zoning to a sustainable mix of uses
- Mend and reconnect the urban fabric in order to increase accessibility and permeability

7. The Laurels:

- Provide and protect residential amenities
- Improve connectivity and permeability with the Coxes and Ard Easmuinn areas

Policy TC 1

Implement the policies and objectives contained within the Dundalk Urban Design Framework Plan and ensure that development is consistent with the objectives for the character area in which it is located.

4.3 Town Centre Zoning

Four primary land use zones are provided within the town centre area.

Table 4.2: Town Centre Zoning and Zoning Objectives

Land use zone	Zoning Objective
Town Centre Retail	To protect and enhance the vitality and viability of the town centre as the primary retail core of the town.
Town Centre Mixed Use	To provide for mixed use development.
Residential 1	To protect and improve existing residential amenities and to provide for infill and new residential

proposed development that would involve a net loss of convenience or comparison shopping floor space at ground level will be resisted.

Permitted uses at ground floor level should be predominantly retail but may also include financial and professional services, where the premises are frequently visited by the public and where an active window display is maintained at street level. Proposed development within the upper floors of the TCR zone should include residential development in order to enhance the vibrancy of the town centre, particularly outside of business hours. Any proposal for development within this zone should make provision for a minimum of 20 % of the total floor area being reserved for residential use within the upper floors.

Policy TC 2

Resist the conversion of ground floors of retail premises to non retail uses in the town centre retail zone. Any proposed development within the town centre retail zone shall include for a minimum of 20% residential in upper floors.

2. Town Centre Mixed Use (TCMU)

The permitted development within this zone includes a mixture of uses to support and compliment the function of the town centre. Mixed use developments should include residential, employment, services and community facilities. Applications for retail developments in this area will be subject to the application of the sequential test and demonstration that the proposed development will not damage retailing in the town core..

Developments within larger sites (excess 0.1ha) shall contain a mix of permitted uses where the residential component is not less than 20 % or more than 80 % of the total floor area of the proposed development.

Policy TC 3

Require the provision of mixed use development in accordance with the permitted uses within this zone and to ensure that the residential component is not less than 20 % or more than 80 % of the total floor area of the proposed development.

3. Residential 1 (RES 1)

This zone contains established residential areas within the defined town centre area but falling outside the town's retail core and includes a large quantity of older housing, some of which is incorporated within designated Architectural Conservation Areas. These residential areas contribute significantly to the overall vibrancy of the town centre and should be retained. The councils are committed to protecting the established residential housing stock in these areas by restricting incongruous development that would detract from the residential amenity of the area and to providing a range of local services required to maintain their attractiveness. Only proposals which do not detract from the residential amenities of the area will be favorably considered.

Policy TC 4

Protect existing residential amenities of primary residential areas within the town centre and to resist the conversion of dwellings to uses other than residential.

4. Recreation, Amenity and Open Space (RAO)

Dundalk town centre is fortunate in having located within its boundary a number of public parks, playing fields and public open spaces; these include St. Helena Park, Ice House Hill, Fairgreen and Clarkes Forest (currently being developed). There are also playing fields along the Fairgreen Road and to the rear of Dundalk Shopping



Centre and a number of other public open spaces dispersed throughout the town centre's residential areas. The protection and further development of these amenities is important for the quality of the environment and the quality of life for the residents of the town centre and the surrounding areas.

Policy TC 5

Maintain and further develop the existing public parks within the town centre and to resist the loss of playing fields and open space.

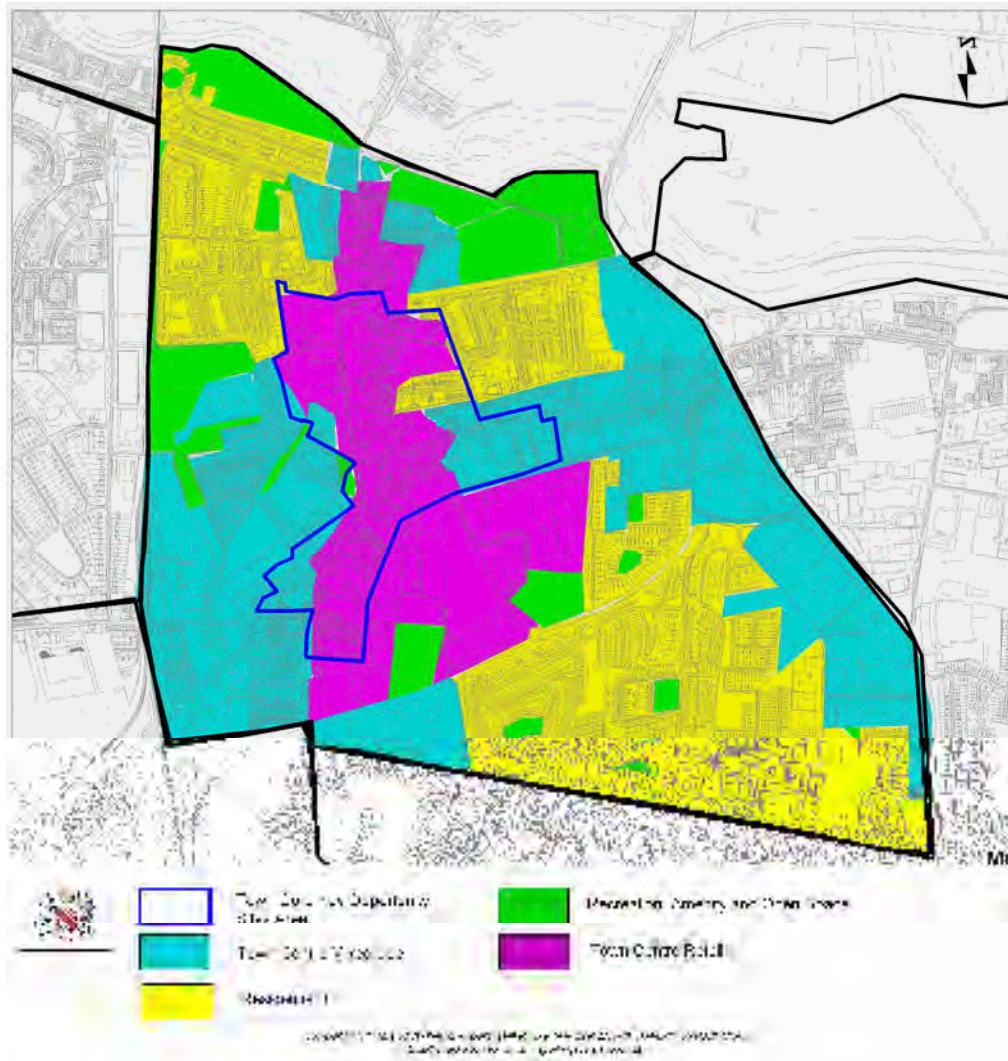
4.4 Town Centre Development

4.4.1 Key Opportunity Sites

The town core character area, delineated on map 4.3, provides an opportunity for high quality developments that will act as a catalyst for the regeneration of the town centre. The councils will encourage the development of key sites within the town core for this purpose. Where appropriate, a relaxation of the car parking standards and such other incentives as the council may introduce, will be considered in order to act as a driver of development in the area.



Map 4.3: Key Opportunity Town Centre Site



Policy TC 6

Promote and facilitate the development of key opportunity sites within the town core.

4.4.2 Design

Good urban design is essential to the provision of a strong sense of identity and the forging of a link between planning and design to produce a better quality built environment. A comprehensive design guidance abstracted from the Urban Design Framework Plan is included at appendix 2 and this guidance should be considered and taken on board by designers of development proposed within the town centre. In brief, town centre developments should:

- Respect the character of the streetscape and area in terms of design detail and materials

- Conform to the scale, massing, layout, height and urban grain of the streetscape as far as possible to ensure continuity of street frontages and clear definition of public and private spaces
- Respect and not restrict important views, vistas or landmarks within the townscape
- Contribute to enhancing the focus of pedestrian movement within the town centre

Policy TC 7

Encourage a high quality built environment within the town centre and ensure compliance with Urban Design Guidance outlined in appendix 2.

4.4.3 Connectivity in and around the Town

Key components of effective connectivity and permeability in and around the town centre include the:

- Improvement of pedestrian connectivity between the town centre and other parts of the town. This includes the development of Market Square as the primary focal point within the town, the linking of development from the Ramparts to Earl Street via Williamson's Mall and improving the existing links from Long Walk to Clanbrassil Street.
- Enhancement of mobility and access for all sections of the community by adopting the 'Aging Cities Initiative' and by the provision of dropped kerbs, tactile paving, obstruction free footpaths, appropriate signalling and pedestrian crossings (appendix 1).
- Implementation of the town centre parking strategy by requiring the provision of car parking as part of new development proposals (subject to relaxation in certain circumstances), the promotion of multi-storey car parking and the restriction of extensive surface car parking.
- Improvement of directional signage throughout the town in accordance with the Dundalk Town Council's signage policy as detailed in appendix 3.

Policy TC 8

Promote greater connectivity and permeability throughout the town through the provision of improved roads, pedestrian and cycling facilities, parking and signage

4.4.4 Accessibility

The construction of the eastern bypass and the railway line has created physical barriers to the town core from surrounding areas. Effective measures will be required to increase access from these areas to the town centre. The following are proposed:

- Improvement of connections to Coxes and Ard Easmuinn
- Improvement of connections to existing and proposed residential areas through encouragement of public transport
- Inclusion of pedestrian and cycle routes.
- Upgrade existing roads and provide improved access to the town centre

Policy TC 9

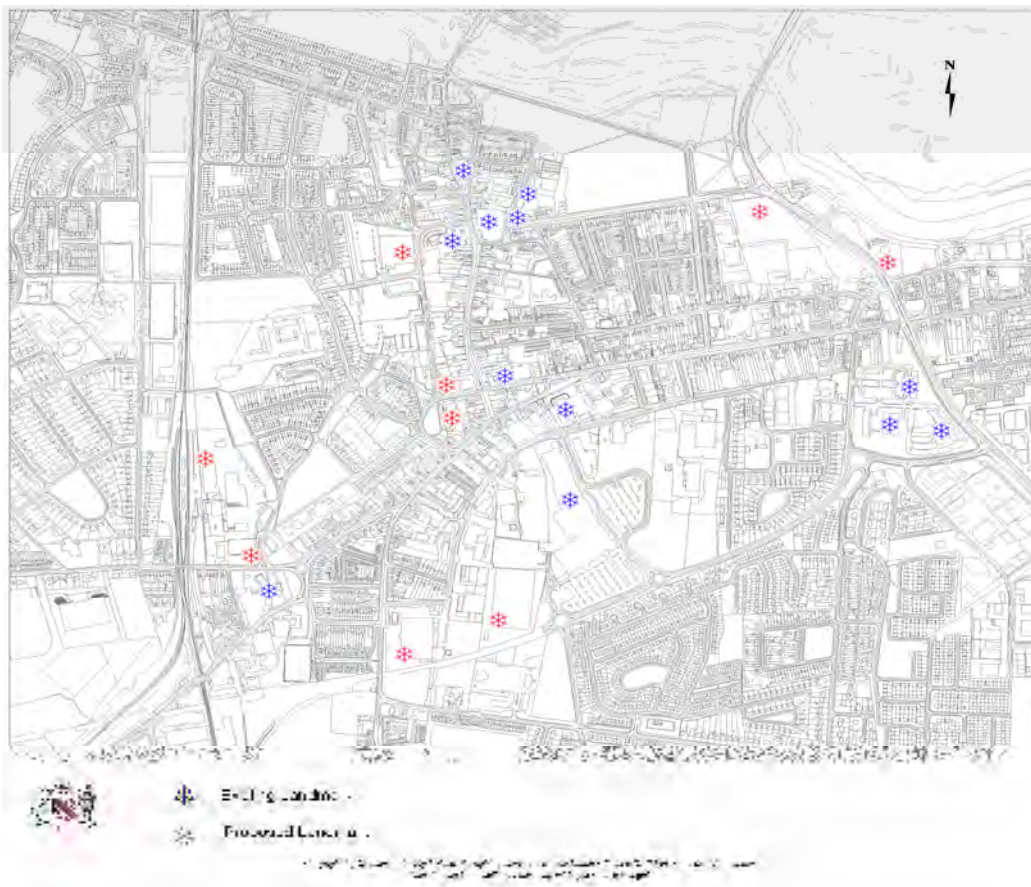
Promote accessibility and connectivity from the surrounding areas to the town centre.

4.4.5 Landmark sites

The development of landmark sites at strategic locations should signal a distinctive entrance to Dundalk Town Centre. In conjunction with the implementation of the other town centre objectives, this will provide for focal points and improve legibility within the town. Landmark sites as identified in the Urban Design Framework Plan are included in the map below.

The Market Square of Dundalk is located at the heart of the town and is the most important and impressive urban space within the public realm of Dundalk. It is focused on the historic courthouse building which was modelled on the Theseus in Athens and is recognised as a fine example of neo-classical architecture. The sense of enclosure which the square traditionally had was damaged by the removal of the Market House which mirrored the Courthouse along the squares western boundary. It is an objective of the councils to refurbish the Market Square as the centre piece of the town to a standard that will make it a recognised iconic public realm that would be widely proclaimed and universally acknowledged as defining the essential character of the town.

Map 4.4: Landmark Sites



Policy TC 10

Promote the development of landmark buildings on key sites within the town centre and actively pursue the refurbishment of the Market Square.

4.4.6 Town Centre Development

The sustainable development of the town centre can make a significant contribution to the regeneration and revitalisation of the town. Opportunities are presented through the utilisation of brown field, grey field and sites in need of refurbishment. The redevelopment of sites in conjunction with infill and backland development can provide for effective mixed use development and regenerate under utilised areas. Infill and backland sites, if correctly developed, can also lead to more sustainable development as lands are already served by roads, water and sewerage.

Key objectives include:

- Encouragement of expansion within the defined town centre retail and town centre mixed use zones
- Promotion of proposals for infill and backland development, where such development does not jeopardise access to adjoining areas and is orientated so as not to have any adverse effects on adjoining sites
- The redevelopment of the Long Walk and Carrolls Village sites and the provision of a new urban quarter containing a mix of retail, residential and employment uses
- Replacement of existing surface car parking with multi storey car parks
- Provision of attractive streetscapes
- Improvement of pedestrian and cycle linkages throughout the town
- Connection of town centre to Castletown River
- Promotion of the development of the town centre expansion area.

Policy TC 11

Promote the development of backland and infill sites and the refurbishment and regeneration of brownfield and grey field sites within the town centre.

4.4.7 Business Improvement District

The introduction of a Business Improvement District Scheme (BIDS) for Dundalk, proposed by the Dundalk Chamber of Commerce, has secured the approval of Dundalk Town Council. The aim of BIDS is to improve the town centre environment and experience in order to make the town an attractive place for people to visit, shop and do business. It involves a partnership between the business community and the town council and will be facilitated by the appointment of a Town Centre Commercial Manager.

Policy TC 12

Support, in partnership with Dundalk Chamber of Commerce, the implementation of a Business Improvement District Scheme for Dundalk.

Chapter 4 Town Centre

Chapter 5 Transportation

5.1 Introduction

An efficient, sustainable and safe transportation system is essential for economic growth and prosperity and the improvement of the quality of life of the communities that it serves. Dundalk is located along a major transportation corridor linking the two largest cities on the island, Dublin and Belfast, and enjoys excellent accessibility to all major transport infrastructures, including the M1 motorway, rail, air and sea ports located along the east coast. The town is also well positioned relative to other national routes such as the N52 to Mullingar and the N53 to Castleblayney where it connects to the main Dublin, Derry N2 National Primary Routes.



An efficient and comprehensive internal mobility and local transport network is also important for economic activity and for the convenience of the inhabitants of the town. The town and its environs currently enjoy the benefit of an internal local bus service that connects outlying areas with the town centre.



In addition to the above, the flat topography of the town makes it ideally suited for walking and cycling and the councils are actively promoting this sustainable form of transport through the provision of a network of cycle paths and pedestrian links throughout the plan area.

S05 Provide a sustainable transportation system for Dundalk and Environs to secure the successful integration of land use and for the convenience of the public.

5.1.1 Objectives

- To ensure that Dundalk benefits from its strategic position on the main Dublin to Belfast transport corridor and its accessibility to sea and air ports.
- To provide an efficient, safe and comprehensive internal mobility network through better traffic management and car parking, greater accessibility to public transport and improved pedestrian and cyclist facilities

Chapter 5 Transportation

- To encourage a modal shift away from dependency on the private motor car to public transport, walking and cycling
- To secure the provision of a new railway station and park and ride facility within the southern environs of the town.

The previous Dundalk and Environs Development Plan 2003 - 2009 prescribed a clear framework which guided and facilitated public investment in physical infrastructure which helped to underpin the economic and social development of the town. Within the life span of the previous development plan, there were a number of major transport infrastructure projects completed. These include:

- Construction of Bothair na Fierme
- Construction of Bothair an Iarainn
- Upgrade of the southern section of Inner Relief Road
- Widening and reconstruction of Red Barns Road

During 2005, major reconstruction and realignment, together with the installation of public lighting and footpaths, were carried out at Wallace's Road, Blackrock. To the south of the town, a new roundabout on the Southern Link Road, together with a section of the Western Infrastructure Road, was completed in 2008.



Also over the period of the 2003 – 2009 Development Plan, Iarnród Éireann carried out improvements to the rail service in Dundalk including expansion of the parking facilities within the station. The frequency and quality of the bus services from Dundalk to Dublin also improved significantly over this period.

The inclusion of policies and objectives for the provision of infrastructure (including transport, energy and communication facilities) is a mandatory requirement for development plans. It is widely recognised that sustainable modes of transport should be prioritised as the car is not a sustainable solution to the transportation needs of a community. The provision of basic infrastructure should be accompanied by other transport conscious policies.

5.1.2 Transport 21

Transport 21 is a capital investment framework agreed by the government for the development of transport infrastructure and services for the period 2006 to 2015. It provides for investment in national roads, public transport and regional airports and involves total funding of just over €34 billion in current cost terms. With regard to the Border Region



and specifically Dundalk, the main outputs under Transport 21 have been sections of the M1/ A1 Dual Carriageway together with additional Bus Eireann services and vehicles. Transport 21 includes the objective of effecting significant modal shift away from the private car to more sustainable modes of transport such as public transport, cycling and walking. The aim is to reduce congestion, reduce transport emissions, enhance Ireland's competitiveness and change public attitudes, thereby ensuring that the car becomes the travel mode of the last resort for the majority of journeys

5.1.3 A Sustainable Transport Future - A New Transport Policy for Ireland 2009 - 2020

In February 2009, the government published the document *A Sustainable Transport Future –A New Transport Policy for Ireland 2009 -2020*. It is concluded in this policy document that current transport and travel trends in Ireland are unsustainable. Even with the much needed investment proposed in Transport 21, it is suggested that congestion will get worse, transport emissions will continue to grow, economic competitiveness will suffer and quality of life will decline unless there is a significant shift to more sustainable forms of transport.

The policy document outlines a range of actions that will have complementary impacts in terms of travel demand and emissions. These are grouped into the following overarching actions:

- Actions to reduce distance travelled by private car and to encourage smarter travel, including focusing population growth convenient to areas of employment and to encourage people to live in close proximity to their place of work.
- Actions aimed at ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking.
- Actions aimed at improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies
- Actions aimed at strengthening institutional arrangements to deliver the targets set in the policy document.

It is important to understand that the targets and actions proposed are relevant to both urban and rural living. The government is committed to the implementation of this strategy, including improved bus services in rural areas and actions to promote modal shift.

5.1.4 The National Cycle Policy Framework

The National Cycle Policy Framework was introduced in April 2009 by the Department of Transport and has a mission to create a strong cycling culture in Ireland. The vision is that all cities, towns, villages and rural areas will be bicycle friendly.

The aim is to achieve the following by 2020:

- Move 160,000 people a day to work by bike; an increase of 125,000 people
- Introduce cycle-friendly routes to schools, better bike parking facilities in schools and safe cycle skills in school classrooms
- Reduce the volume of through traffic in the vicinity of schools and colleges

Chapter 5 Transportation

- Invest in better, safer cycle routes around the country for commuters, leisure cyclists and visitors. (Improve existing cycle routes and introduce new routes to best international standards)
- Increase cycling's share of the total travel market, from 2% to 10%
- Ensure integration of public transport and cycling (i.e. more trains, buses, etc to carry bikes as standard)
- Invest in new, safe bike parking facilities in towns and cities around the country
- Introduce a new approach to the design of urban roads to better recognise the needs of cyclists and pedestrians
- Retrofit major road junctions and roadways in key cities and towns to make them cycle-friendly.
- Develop cycling demonstration towns showing best practice in cycle-friendly urban planning, design and engineering.

Policy TR 1

To fully capitalise on the transportation advantages which Dundalk possesses through pursuing an integrated transport approach to development which facilitates access to a range of transport modes and provides genuine transport choice.

Policy TR 2

Support the implementation of government transport policy as expressed in *Transport 21, Sustainable Transport Future –A New Transport Policy for Ireland 2009 – 2020* and *The National Cycle Policy Framework*.

5.2 Land Use and Transportation

There is an intrinsic link between land use and transportation which has not always been fully appreciated. Consequently, there is a need to develop a strong relationship between the land use provision and the transportation policies and objectives of the development plan. The integration of these provides for the sustainable growth of the town, will have benefits for economic activity, social inclusion, energy and resource consumption and the overall well being of the population.

The key features of a sustainable form of integrated land use and transportation system include:

- Development that is concentrated rather than dispersed through provision of higher density development, particularly at transport nodes and along public transport routes
- Improved access to jobs, education, health and other services through the provision of a high quality public transport system
- The location of new residential development which is convenient to employment opportunities and community facilities and integrated with the public transport system
- Reduce dependency on the private car

Promotion of sustainable transport modes was proposed in the *Dundalk Town Centre Transportation Study* which was finalised in October 2006. The transportation study outlines proposals to provide greater connectivity between the town centre and surrounding built up areas. The transportation policies and objectives of this plan have regard to the necessity for an integrated approach to land use and transportation. An additional study within the Dundalk and environs area is at present being undertaken in conjunction with the South West Sector consortium for the development of the western infrastructure and it is important that any new transport initiatives are not implemented in isolation.

Policy TR3

Adopt a strategic approach to land use and transportation planning by prioritising development in areas where public transport facilities are available or can economically be provided and by encouraging higher density development in such areas.

5.2.1 Dundalk Town Centre Transportation Study

Dundalk Town Centre Transportation Study focuses on the review of traffic management within Dundalk including provisions for pedestrian and cyclist needs, parking requirements, public transport, network management and a freight strategy. Implementation of the recommendations of the study is proposed on a phased basis.

The study recommends the implementation of seven key strategies along with a range of objectives as set out below:

1. Town Centre Accessibility

- Support sustainable transport measures
- Promote urban transport systems

2. Walking and Cycling

- Provision of pedestrian, cycle friendly and low trafficked areas
- Re-distribution of road space to non car modes
- Improved pedestrian and cycle crossings
- Promotion of mobility plans
- Access for mobility impaired persons
- Provision of secure environments

3. Public Transport

- Reassign road space to bus services
- Increase penetration and frequency of bus services to the town centre
- Improve current service catchment levels
- Increase the number of bus stops including “real time information” facilities
- Introduction of bus priority lanes
- Integration of rail, bus and taxi services

4. Parking

- Implementation of a parking strategy and allocation of long, medium and short stay spaces
- Reduce town centre parking demand within the town centre by the provision of park and ride facilities on sites outside the town centre

5. Network Management

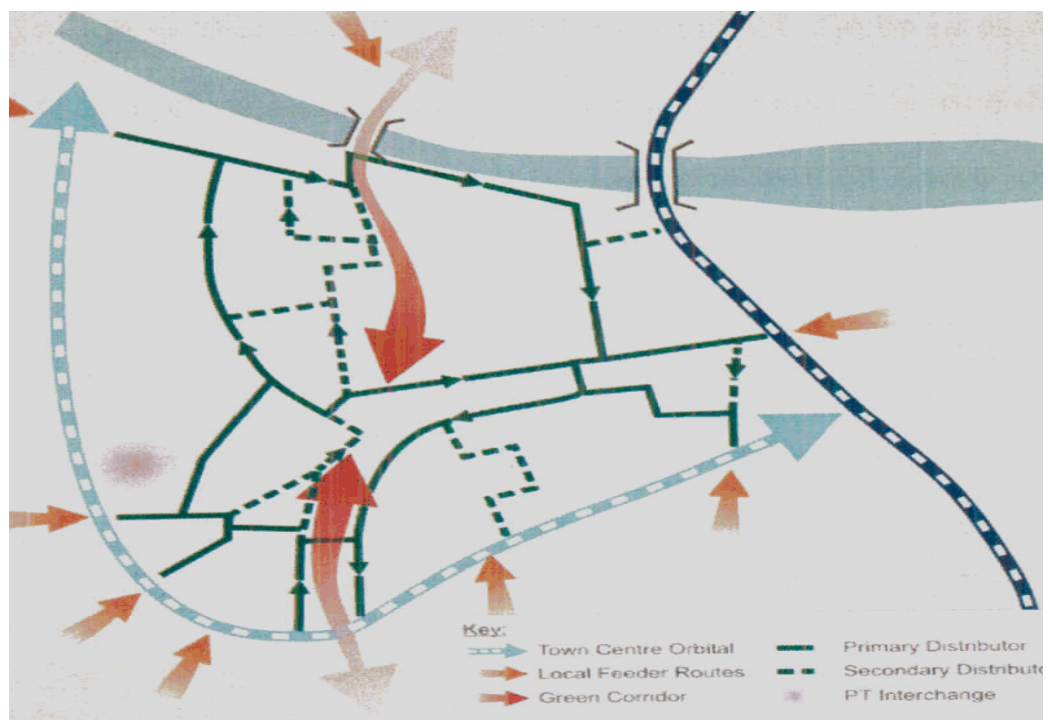
- Production of new road links, junctions and one way streets
- Highway enhancements for all modes
- Removal of kerbside parking on safety and congestion grounds
- Restriction on traffic movements and regulation of speeds
- Traffic calming
- Provide advanced warning traffic information through use of appropriate technologies
- Introduction of an urban traffic control system

6. Freight

- Improve accessibility, loading and unloading activities
- Introduction of time dependent restricted access areas

It is important that future development is directed towards areas which can facilitate sustainable transport modes. The strategic access route diagram below demonstrates an indicative approach to the flow of traffic throughout the Dundalk and environs area and it is important to build on this for the effective flow of traffic which will reduce congestion in the town.

Map 5.1: Strategic Access Routes for Dundalk Town



Policy TR4

Implement the key strategies and actions identified in the *Dundalk Town Centre Transport Study*.

5.2.2 Green Routes

The implementation of green routes throughout the town and environs area will assist the effective integration of land use and transportation. Green routes are high quality public transport routes which also include cycling and pedestrian facilities. Apart from the physical network, these routes should include improved facilities such as bus stops, better disabled access and real time bus information services.

The development strategy proposed in chapter 2 has identified six areas where development will be concentrated for the future expansion of the Dundalk and environs area. Connectivity between these areas and the town centre, based on sustainable principles, will be promoted through the development of a network of green routes throughout the plan area.

Table 5.1: Green Routes

Development Area	Green Route	Status
Northern Environs	Armagh Road and Newry Road	Partially developed with bus priority and cycle lanes
Muirhevnamor	Avenue Road	Undeveloped
Mount Ave/ Castletown	Ard Easmuin connecting to Castletown Road	Undeveloped
Blackrock / Haggardstown	Dublin Road	Developed with cycle lanes and bus priority areas
South West Sector	Western infrastructure/ Hill Street Link	Proposal at design stage

Policy TR5

Improve the connectivity of developed and undeveloped lands within the town centre by the promotion and development of green routes along existing and proposed road links.

5.2.3 Mobility Management

Development with more than 500 vehicle trips per day or as determined by the local authority, will be required to include a mobility management plan to minimise traffic congestion and to indicate connectivity to the local road network and facilities. Local facilities may be defined as the closest designated local centre or the town centre.

A mobility management plan consists of a package of measures put in place to encourage and support more sustainable travel patterns amongst staff, clients and visitors. Mobility management plans put an emphasis on increasing travel choices and reducing single occupancy car trips to and from a trip destination.

The key principles of a mobility management plan include:

- The need to provide affordable and sustainable access from the site to the surrounding environment
- The promotion of alternative sustainable modes of transport to the private car
- The need to manage parking demand at large developments
- The need to minimize traffic impact on the existing network

Policy TR 6

Require applicants for development likely to generate 500 plus vehicle trips per day to submit a mobility management plan.

Require that all large scale developments proposals be accompanied by Traffic Impact Assessments, Road Safety Audits and Mobility Management Plans in accordance with the guidelines contained in the National Road Authorities publication "Design Manual for Roads and Bridges".

5.2.4 Town Centre Accessibility and Mobility

Town centre accessibility and mobility are important for the promotion of sustainable town centre development and economic activity. The councils, in promoting greater mobility within the town centre, will have regard to the provision of the following:

- National Disability Act
- Aging Cities Initiative (Appendix 2)
- Dundalk Town Centre Transport Study

In respect of the mobility requirements within the town centre, the following measures will be implemented:

- Dropped kerbs
- Tactile paving
- Obstruction free footpaths
- Appropriate signalling and signage
- Disabled parking at appropriate locations
- Provision of town centre seating at strategic locations
- Pedestrian crossings at main transport hubs and key intersections.

Policy TR 7

Improve accessibility and mobility within the town centre through the implementation of traffic management plans and improved cycle and pedestrian facilities.

5.3 Public Transport

Dundalk is well served by public transportation including rail, bus and taxi services both internally and externally, with particular emphasis on Dublin and Belfast. This has considerable economic advantages for the town and also provides a viable alternative to

excessive use of private transport and a convenient and affordable service to the community.

5.3.1 Bus

There is an excellent bus service from Dundalk to large centres of population along the eastern corridor such as Newry and Belfast to the north and Drogheda and Dublin to the south. This service is provided by public and private operators. Bus Éireann also operates a limited daily service to the surrounding villages within the county and to neighbouring towns and counties.

Public transport within the town of Dundalk consists of bus services run by Bus Éireann and Halpenny Buses. Regular services operate between the town centre and Muirhevnamor, Bay Estate, Coxs Demesne, Fatima and Blackrock. These services operate on either a half hourly or an hourly basis and in good traffic conditions, take approximately 15 minutes. These services will only be successful as a realist alternative to the car if they comprehensively cover the town and its environs and can compete with other modes in terms of convenience and cost.

Where considered appropriate, the local authority will require, by way of planning condition, that the developer, either unilaterally or in conjunction with others, makes arrangements for the provision of a public transport service connecting the development site to the town centre. This shall remain operational for a period of one year from the substantial completion of the development. In determining what constitutes the substantial completion of the development, the councils will require that not less than 25% of the permitted units remain undeveloped. The frequency and time tabling of the service shall be agreed with the planning authority.

5.3.2 Infrastructure

The following additional bus priority and bus passenger infrastructure enhancement measures for the town and environs will be considered where appropriate;

- Carriageway infrastructure alterations to include, for example, recessed kerbing and bus stop entry / exit tapering to permit safe use by buses
- The provision of bus stop shelters at key locations, particularly along the main radial routes in the town and environs
- Enhanced waiting facilities at other locations with flow bus lanes
- Contra - flow bus lanes
- Segregated bus ways at congested locations
- Selective vehicle detection for buses along congested corridors
- Bus only turning movements
- Bus gates
- Bus based park and ride facilities
- Carriageway marking and surface treatments to emphasise bus priority
- Ease of access for all users including the mobility impaired, pedestrians and cyclists through the use of physical measures such as ramps and tactile surface treatments
- Use of SMART public transport initiatives

The council will also require that the design, layout and access arrangements for all new developments should enable the public to gain access to public transport facilities by walking and cycling.

Policy TR 8

Promote and facilitate in conjunction with the appropriate service providers, improved bus services and passenger facilities within the plan area.

5.3.3 Rail

Dundalk is on the main Belfast to Dublin railway line and is within a one hour travel time to both cities. The enterprise service between Dublin and Belfast, which stops in Dundalk, has recently been upgraded and is now one of the most efficient public transport services in the country.



Iarnród Éireann is currently undertaking refurbishment work at Dundalk Station which will increase the daily capacity from 750 to 1350 commuters. Improving public transport facilities and capacity is a priority in ensuring the future sustainable growth and development of Dundalk and its environs.

The councils will work in conjunction with Iarnród Éireann to secure the upgrading and improvement of the rail service in Dundalk and the provision, in time, of a further rail station and park and ride facility in the south west sector of the town.

Whereas the rail service in Dundalk is of strategic importance in economic and transportation terms, the railway line itself can provide a barrier to connectivity between communities and services located on either side of the line. It is therefore important that arrangements are put in place to provide for greater permeability and connectivity across this barrier. Consequently, where development is proposed adjacent to the railway line, the council may require developers to investigate the provision of, and where feasible, provide new connections across the line.

Policy TR 9

Work in partnership with Iarnród Éireann to encourage sustainable transport modes in journeys to and from the station in the provision of upgraded rail facilities at Dundalk railway station and, in time, the provision of a new rail station and park and ride facility to the south of the town.

5.3.4 Integrated Public Transport Facilities

It is widely acknowledged that there is no single solution for the provision of a successful public transport system, although a well planned integrated public transport system can revitalise a town centre and contribute to an attractive and sustainable social and

economic environment. A successful system would require careful consideration and planning in order to meet the needs of the travelling public.

The key principles of an integrated transport system include:

- Readily accessible to all the population
- Faster journey times than the private car
- High frequency service
- Connections that are well signposted, quick and easy to access
- Single tickets for multi-stage, multi-mode journeys (e.g. train and bus)
- Real time information as the journey progresses
- Integrated information for all transport modes within the town and with external connections (including the integration of all route and timetable information from all bus and train operators)
- Avoiding delays en-route
- A network that reflects the pattern of urban behaviour
- Integration with land-use planning

At present, the existing central bus and rail stations are at separate locations within the town and this militates against the effective integration of public bus and rail transportation. It is recognised that the relocation of the bus station to a location adjacent to the railway station would facilitate the creation of a central transportation hub in Dundalk which would improve the quality of the service to the travelling public.

Policy TR 10

Promote and facilitate the development of an integrated public transport hub at Dundalk railway station and encourage the co-ordination of bus and rail services within the town and the provision of high frequency linkages from the town centre sites for development.

5.3.5 Park and Ride

Park and ride facilities at suitable locations can help promote more sustainable travel patterns and improve the accessibility and attractiveness of the town. Schemes can vary considerably in size and purpose and may be based around bus, light rail or rail connections to the town centre.

Schemes need to be the subject of robust assessment, including consideration of alternative sites, the impact on local amenity, and travel impacts, including traffic reduction and generation. Where their use is considered appropriate, schemes need to be designed and implemented in association with other measures such as public transport improvements, traffic management and parking controls. Schemes should not be designed to over provide significantly the total public parking stock available in the town and care should be taken to avoid encouraging additional travel, especially by car.

As part of an overall management strategy for the town, consideration will be given to edge of town park and ride facilities with particular emphasis on the location at the main motorway interchanges, namely Castletown Rd, Ballymacscalon and the Southern Link. Where such facilities are provided, it would be important that the pricing structure is such

that it does not discourage their use and that regular, efficient and high quality connecting services are provided directly to the town centre.

The Dundalk South West Local Area Plan (DSWLAP) includes provision for a park and ride facility located adjacent to the Southern Link Road Interchange with the M1 Motorway. This zoned area has been incorporated in the Mullaharlin Framework Plan as a transport node and a two hectare site has been identified for this purpose. Any proposed master plans, which are adjacent to the three interchanges highlighted above, should provide land uses to accommodate and promote park and ride facilities.

The public transport authorities have been investigating a proposal, in co-operation with the local authorities, to provide a new integrated public transport hub with the possible development of a park and ride facility at the old CIE depot on the Ardee Road. This proposal, if realised, would make a significant contribution to the sustainable development of Dundalk through the provision of a transport hub and associated development close to the town centre.

Policy TR 11

Seek the provision of an integrated bus and rail service for Dundalk including park and ride facilities at key access points and adjacent to key public transport infrastructure.

Seek the provision of park and ride facilities adjacent to the Southern Link, Ballymacscalon and Castleblaney Road interchanges.

5.4 Roads Network

County Louth is strategically located between Dublin and Belfast and benefits from its location in close proximity to the M1/A1 route. This reinforces the strategic position of Dundalk at the centre of the Dublin Belfast corridor. The town and environs is served by a network of national and regional roads. It is acknowledged that the car is by far the main form of transport within Dundalk. Dundalk has benefited from the opening of the M1 which acts as a bypass and relieves congestion within the town.

5.4.1 Western Infrastructure

The Western Infrastructure Route project relates to the provision of a new road network linking Dundalk's northern, western and southern environs with the town centre and the rest of the urban area. The route and reservation for the road is shown on Map 1. The new road will be developed as a green route including provision for priority bus lanes, cycle paths and pedestrian facilities. The Gateway Innovation Fund (GIF) bid of 2007 proposed four key projects for the development of Dundalk as a Gateway. Two of the projects included the development of portions of the western road infrastructure together with an extensive cycle and bus based public transport network throughout the Dundalk urban area.

The western infrastructure will be delivered in sections on a phased basis and will be funded through the implementation of the Section 49 Contribution Scheme recently adopted by Dundalk Town Council and Louth County Council for this purpose or such other means as may be appropriate.

Table 5.2: Road Infrastructure

Development Area	Main Roads Infrastructure	Western Infrastructure
Northern Environs	<ul style="list-style-type: none"> ▪ Upgrade Armagh Road ▪ Upgrade Doylesford Rd. 	<ul style="list-style-type: none"> ▪ Newry Road to Armagh Road ▪ Armagh Road to Castletown River
Mount Avenue/ Castletown	<ul style="list-style-type: none"> ▪ Realignment and up grade of Mount Avenue Road ▪ Mount Avenue Link Road 	<ul style="list-style-type: none"> ▪ Castletown Road to Acarreagh ▪ Acarreagh to Mount Avenue ▪ Acarreagh to Carrickmacross Road ▪ Castletown Road to Castletown River
South West Sector	<ul style="list-style-type: none"> ▪ Construction of Hill Street Junction ▪ Link western infrastructure to railway station. 	<ul style="list-style-type: none"> ▪ Carrick Road to Priorland ▪ Priorland to Hill Street ▪ Priorland to southern link Road ▪ Carrickmacross Road to Ardee Road
Muirhevnemor and Environs	<ul style="list-style-type: none"> ▪ Connector Road from Hoeyes Lane to Tom Bellew Avenue ▪ St Alphonsus/ Hill Street Link ▪ Finnabair Retail Park Infrastructure ▪ Link from Bothar An Iarainn to Ramparts Road/ Stapleton Drive 	
Blackrock/ Haggardstown	<ul style="list-style-type: none"> ▪ Old Golf links Rd to Marlbog Rd roundabout ▪ Upgrade R132, R171 (Ardee to Louth Rd), R172 (Blackrock Rd), R177 (Armagh Rd), R178 (Carrickmacross Rd) ▪ Upgrade subject to development along Clermont Rd, Mullagharlin Rd, Marlbog Rd 	<ul style="list-style-type: none"> ▪ Xerox / IDA link Road to Marlbog Road ▪ Marlbog Road to Clermont Road

Policy TR 12

Secure the provision of the Western Road Infrastructure and other roads improvements included in table 5.2 in co-operation with the private sector and stakeholders.

5.5 Pedestrians and Cyclists

Transport 21 and A Sustainable Transport Future, A new transport policy for Ireland 2009 - 2020 advocate walking and cycling as an alternative environmentally friendly and healthy means of travel. Government policy, as outlined in these documents, suggests that if cycling and walking are to become a realistic alternative to the private car, there is a need to ensure that they are, as far as possible, a safe and pleasant experience.

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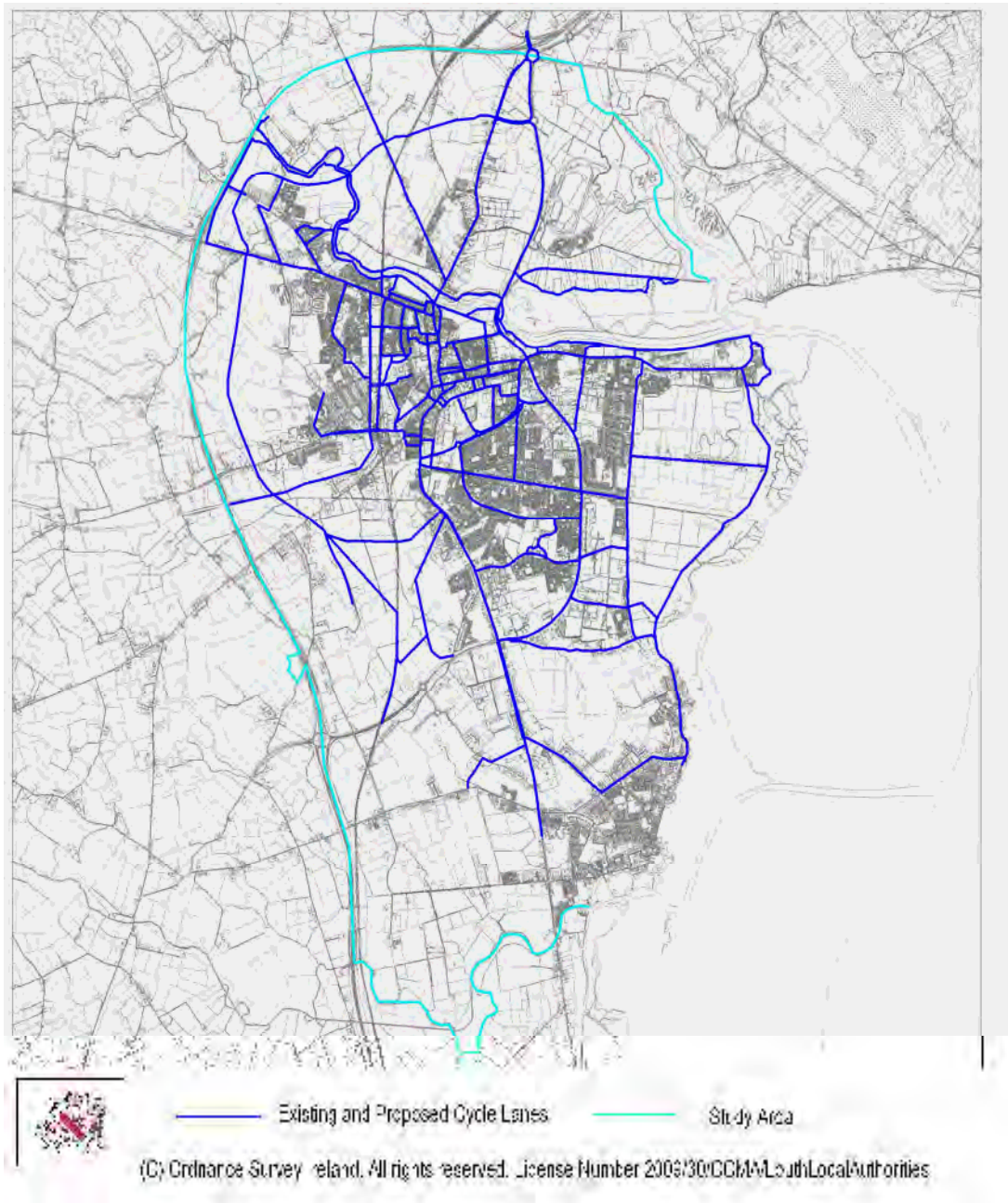
Pedestrian and cycle facilities will be most successful where they form a coherent network, place an emphasis on safety, directly serve the main areas where people wish to travel, provide priority over vehicular traffic at junctions, are free from obstructions and have adequate public lighting. In addition, support facilities such as secure parking and changing and showering facilities at places of employment are a key factor in encouraging people to cycle.



5.5.1 Cycle Path and Footpath Network

The plan aims to encourage the provision of a network of footpaths and cycle paths throughout the plan area which will consist of desirable pedestrian and cycle routes along existing road networks and dedicated path provision where appropriate and practical. It is envisaged that the network will integrate with the existing road network, footpaths and cycle paths and those proposed as part of the Dundalk Town Centre Transportation Study. Particular emphasis will be placed on the footpaths and cycle paths becoming a basic element of the continued and future development of the Castletown River and Dundalk Bay as an important waterfront attraction and recreational facility for the town.

Map 5.2: Proposed Cycle and Walk Routes



Policy TR 13

It is the policy of the council, in co-operation with other agencies, bodies and developers, to implement an integrated pedestrian footpath and cycle path network throughout the plan area.

5.5.2 Safe Routes to Schools

A major source of traffic congestion and road usage is the school car journey. Congestion is noticeably less during school holidays. Children should be encouraged to walk, cycle or take the school bus in an effort to discourage car journeys. At present, a child must live more than three miles from the school to qualify for free or subsidised

school bus travel. Children living within three miles or less from their school are considered to be within walking or cycling distance. Parents are reluctant, for safety reasons, to let their children embark on this journey alone. In future, steps should be taken to supervise groups of children on their way to school by bicycle or on foot, as well as improving the school bus service through introducing a Safe Routes to School initiative.

Schemes, under the general heading of *Safer Routes to School*, have been established in the UK, Canada, and Australia and throughout Europe to encourage parents and children to walk, cycle or take the bus to school. The Dublin Transport Authority developed guidelines in 2005 and the overall scheme is supported by the Department of Education. The councils, in partnership with school authorities, the local community and public transport providers will support the drafting and implementation of plans for such initiatives. A Safe Routes to School Initiative identifies measures to increase the safety of children travelling to school on their own, either by walking or cycling.

Policy TR 14

Support the Safe Routes to Schools Initiative in co-operation with school authorities, community groups and public transport providers.

5.5.3 Cycle Parking

Secure cycle parking facilities should be provided in new office blocks, apartment blocks, shopping centres, hospitals, workplaces and other areas that attract large visitor numbers in accordance with the standards set out in table 5.4. From a security viewpoint, cycle racks should not be provided in out of the way locations.

Table 5.3: Bicycle Standards for Dundalk and Environs Plan Area

Land use	Requirement
Dwelling	1 secure space per unit
Apartment	1 secure space per unit
Student housing	1 secure space per unit
Residential Institutions	1 secure space per 10 employees
Retail	Greater of 1 secure space per 10 employees or 1 per 200 m ² gross floor area
Bar/Lounge	Greater of 1 secure space per 10 employees or 1 per 200m ² gross floor area
Restaurants/Café/ Function Rooms	Greater of 1 secure space per 10 employees or 1 per 200m ² gross floor area
Hotel/Motel/Guesthouse	Greater of 1 secure space per 10 employees or 1 per 10 beds
Office, enterprise and employment	Greater of 1 secure space per 10 employees or 1 per 200m ² gross floor area
Bank/Financial Institution	Greater of 1 secure space per 10 employees or 1 per 250m ² gross floor area
Industrial	Greater of 1 secure space per 10 employees or 1 per 250m ² gross floor area

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General Warehousing	Greater of 1 secure space per 10 employees or 1 per 250m ² gross floor area
Retail Warehousing	Greater of 1 secure space per 10 employees or 1 per 200m ² gross floor area
Cash-and-Carry/Showrooms	Greater of 1 secure space per 10 employees or 1 per 200m ² gross floor area
Cinema/Conference Hall/Theatre	Greater of 1 secure space per 10 employees or 1 per 200m ² gross floor area
Churches	Greater of 1 secure space per 10 seats or 1 per 200m ² gross floor area
Schools	1 secure space per 10 teachers and children
Third Level Institutions	1 secure space per 10 teachers and students
Hospitals	Greater of 1 secure space per 10 seats or 1 per 200m ² gross floor area
Clinics and Group Medical Practices	Greater of 1 secure space per 10 seats or 1 per 200m ² gross floor area
Leisure Centres	Greater of 1 secure space per 10 seats or 1 per 200m ² gross floor area
Sports Grounds and Clubs	Greater of 1 secure space per 10 seats or 1 per 200m ² gross floor area

(Minimum cycling standards applicable to all zones)

5.6 Car Parking

A car parking strategy for the town was developed in the Dundalk Transportation Study 2006. The strategy addresses the number of car parking spaces required for separate land uses in accordance within best practice. Efforts are being made on a global basis to reduce reliance on the private car because of its dependency on finite oil resources and its contribution to the generation of greenhouse gases and climate change. However, there is still a requirement to cater for the needs of car users in terms of efficient traffic management, car parking, road infrastructure improvements and provision. The desired outcome is to produce a co-existence between modes of travel, with no one form being dominant over the other and reduce the significant impact that the use of fossil fuels has over climate change and global warming.

The aims of the parking strategy are to:

- Protect the environment
- Reduce traffic congestion
- Minimise the impact of traffic within the town centre
- Integrate alternative and sustainable modes of transport.

The car parking strategy addresses the availability and location of parking within the town centre, the provision of minimum and maximum parking provisions and the introduction of park and ride facilities, where feasible.

5.6.1 Car Parking Facilities

There are two types of car parking facilities that are required within the town centre, namely short stay and long stay parking. One of the most effective tools for the control

of car usage is the limitations imposed by pay parking and traffic management measures. Parking in Dundalk is restricted to two hours within the town centre which discourages long term, on street parking and frees up space for short term shopping and business trips. The council will encourage the provision of additional long stay car parks at accessible locations where they would not contribute to additional traffic congestion and would free up more short term parking spaces within or convenient to the main shopping and business areas of the town.

5.6.2 Short – Stay parking

The availability of short stay parking is important for the economic and business activities within the town centre. However, it is preferable that short stay parking is provided in the form of multi-storey car parks so as to avoid large scale surface based car parks and so free up sites for town centre development. It is important that the pricing mechanism for short stay car-parking in town centre is such that it discourages their long-stay use.

Policy TR 15

Support the provision of multi-storey basement car parks at suitable locations within the town centre in order to discourage the provision of extensive surface based car parking and encourage the freeing up of town centre sites for development.

Policy TR 16

Require the provision of basement car parking as part of the entire car parking requirements to service town centre developments.

Where car parking provision in excess of the requirements as set out in Table 5.4 is proposed, this will only be acceptable where the proposed additional car parking is provided through multi-storey or basement car parks and it is clearly demonstrated that the additional traffic generated will not lead to traffic congestion in the town and have a negative impact on the quality of the physical environment.

5.6.3 Long-Stay Parking

Long stay car parking is required, normally on a full day basis, by public transport commuters to other towns and those who work in the town centre. Long-stay parking is appropriately located at edge of the town centre and adjacent to transportation nodes or at major access routes to the town. The success of a long stay car-park is dependant upon the operation of pay-parking schemes with suitable pricing regimes within the town centre.

Policy TR 17

Encourage the provision of multi-storey short stay, basement car parks within or adjacent to the town centre and encourage the provision of long stay car parks at edge of centre sites, at public transport nodes and at peripheral locations off the main access routes to the town.

5.6.4 Urban Traffic Management and Control Systems

Urban traffic management and control systems (UTMC) have been in operation in many major cities in order to provide information on the availability of car parking within the centre. Dundalk Town Council is investigating the possibility of developing variable message signing (VMS) along main routes into the town centre to give advice to motorists on availability of both long-stay and short-stay parking within the town and, depending on feasibility and recommendations of report, will consider the introduction of such information facilities.

Policy TR 18

Investigate the introduction of variable message signing (VMS) in order to provide parking availability information within the town centre.

5.6.5 Car Parking Requirements

The provision of car parking facilities in accordance with the appropriate standards is a requirement for all development taking place within the plan area. However, the councils recognise that there can be a conflict between the provision of car parking and urban design considerations and therefore the plan makes provision for the application of variable parking standards with the following areas:

Area 1: a) Town Centre

Area 2:

- a) Lands at public transport nodes and within 200m of any proposed or existing green route
- b) Local centres, civic and commercial centres, Blackrock Village centre and district centres which are intended to primarily serve a local catchment area.
- c) Lands defined for the purposes of redevelopment of the port and river area.

Area 3: All other areas

Table 5.4: Car Parking Requirements

Land-use	Area 1	Area 2	Area 3
Dwellings	1 per dwelling	1.5 per dwelling	2 per dwelling
Apartments	1 per dwelling	1.5 per dwelling	2 per dwelling
Residential Institutions	1 per 3 units	1 per 2 units	1 per 2 units
Retail	1 per 50 m ²	1 per 20 m ²	1 per 10 m ²
Bar /Discos/Dancehalls (of public space)	1 per 20 m ²	1 per 5 m ²	1 per 5 m ²
Restaurant/Function Room (of public space)	1 per 20 m ²	1 per 10 m ²	1 per 5 m ²
Hotel/Guest House	1 per 2 bedrooms	1 per 2 bedrooms	1 per bedroom
Offices/ enterprise	1 per 50 m ²	1 per 20 m ²	1 per 20 m ²
Banks /Financial Inst.	1 per 30 m ²	1 per 20 m ²	1 per 20 m ²

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Industrial	1 per 50 m ²	1 per 50 m ²	1 per 50 m ²
Warehousing	1 per 75 m ²	1 per 75 m ²	1 per 100 m ²
Retail warehousing*	1 per 40 m ²	1 per 40 m ²	1 per 40 m ²
Cash & Carry	1 per 50 m ²	1 per 50 m ²	1 per 25 m ²
Crèches	1 per 6 children	1 per 6 children	1 per 6 children
Cinemas/ Theatres	1 per 20 seats	1 per 10 seats	1 per 5 seats
Conference Halls/churches/ community	1 per 20 seats	1 per 10 seats	1 per 5 seats
Schools	1 per classroom	1 per classroom	1 per classroom
Clinics/Doctor's Surgery	2 spaces per consulting room	3 spaces per consulting room	3 spaces per consulting room
Leisure Centres/ Clubs	1 per 100 m ² public space	1 per 50 ² public space	1 per 30 m ² public space
Nursing Homes	1 per employee and 0.5 per bed	1 per employee and 0.5 per bed	1 per employee and 0.5 per bed

(Additional uses not mentioned above will be linked to the nearest appropriate use detailed in the table or on a case-by-case basis.

Consideration will be given to a relaxation of carpark standards within a holistic eco-neighbourhood proposal)

**Retail warehouses or purpose built warehouse buildings for the purpose of retailing bulky products such as furniture, white electrical goods, DIY and carpets which are difficult to retail in town centre locations.*

5.6.6 Change of Use/ Redevelopment

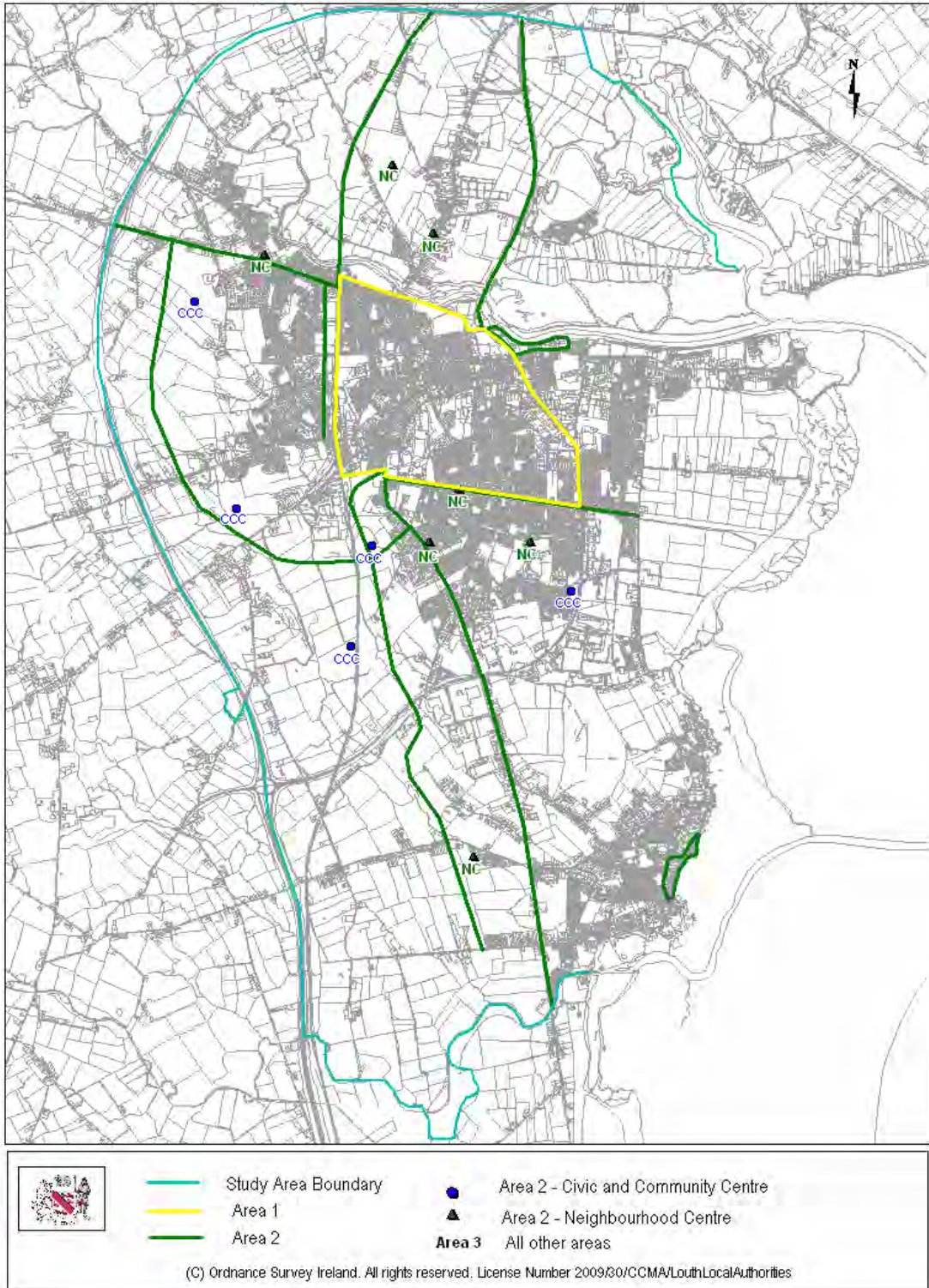
Additional parking may not be required where evidence indicates that the car parking requirement is less than the existing. Where additional car parking is required, an allowance may be made in respect of the existing use of the site or building.

5.6.7 Disabled Parking

It is a requirement that:

- 5% of car parking spaces provided are set aside for disabled car parking. Where the nature of a particular development is likely to generate a demand for higher levels of disabled car parking, the planning authority may require a higher proportion of parking for this purpose.
- Disabled car parking spaces are, as far as possible should be provided within streets and area as close as possible to building entrance points and residential dwellings. All disabled parking should comply with the relevant guidelines.

Map 5.3: Car-Parking Strategy



Chapter 6 Housing and Community Facilities

6.1 Introduction

This chapter deals with the policies and objective of the councils in relation to the provision of housing and aims to secure the provision of sustainable new residential communities supported by a range of essential community facilities and services. This requires residential areas that are capable of accommodating the requirements and aspirations of a wide range of household types, sizes and tenures including the provision of supporting community infrastructure. Housing needs and policies are in compliance with the provision of the *Louth Housing Strategy*, and national guidelines issued by the Department of the Environment, Heritage and Local Government.



There has been much interest in the provision of residential development in Dundalk over the last decade and this has resulted in significant growth within the town and environs. Development within the town centre, in particular, has resulted in a more efficient use of land and consolidated the profile of Dundalk as a major urban centre.

The councils will seek to secure the provision of sustainable neighbourhoods where supporting infrastructure and community facilities are delivered in tandem with the provision of dwellings.

SO6 Ensure the provision of socially inclusive residential communities supported by the provision of high quality dwelling units and community facilities.

6.2 The Louth Housing Strategy 2009

The *Louth Housing Strategy 2009* was reviewed as part of the process involved the review of the Louth County Development Plan and the Dundalk and Environs Development Plan and the housing policies contained in this plan are reflective of the provisions and recommendations of the Housing Strategy.

The *Louth Housing Strategy* aims to ensure that:

- Sufficient land is zoned and serviced to meet the housing needs of all sections of the population, both existing and anticipated.
- Affordable housing is available to those on lower incomes.
- A mix of house types and sizes are provided.
- Undue segregation is counteracted in housing provision between people of different social backgrounds.

- The strategy requires that 20% of residential development sites, including mixed use development where residential is included is provided for social or affordable housing.

Policy HC 1

Ensure that all applicable development complies with the requirements of the Louth Housing Strategy.

6.2.1 Residential Zoning

There are two principal residential land use zoning categories contained in the plan area as follows:

Table 6.1: Residential Zonings

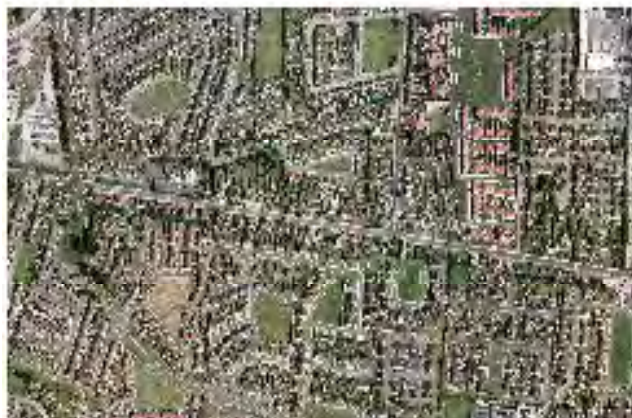
RES 1	Residential 1: To protect and improve existing residential amenities and to provide for suitable infill and new residential developments.
RES 2	Residential 2: To provide for new residential communities and supporting community facilities subject to the availability of services.

At present, there are 710 hectares of undeveloped residential zoned lands within the Dundalk and Environs plan area.

Table 6.2: Residential Zoned Land

	Developed (ha) (live permissions included)	Undeveloped (ha)	Total (ha)
Residential 1 (serviced)	1,080	100	1,180
Residential 2 (unserviced)	0	610	610
Total residential	1,080	710	1,790

If an average density of 40 units per hectare and an occupancy rate of 2.72 (Census 2006) is applied, the lands zoned for residential development would accommodate 28,400 additional households and an extra population of 77,248. When added to the current population of 35,085, this would result in a population of 112,333. The population projections set out in chapter 2 suggests that the population of the plan area will grow to 43,816 by 2015, a figure which is approximately 30% of the zoned land capacity.



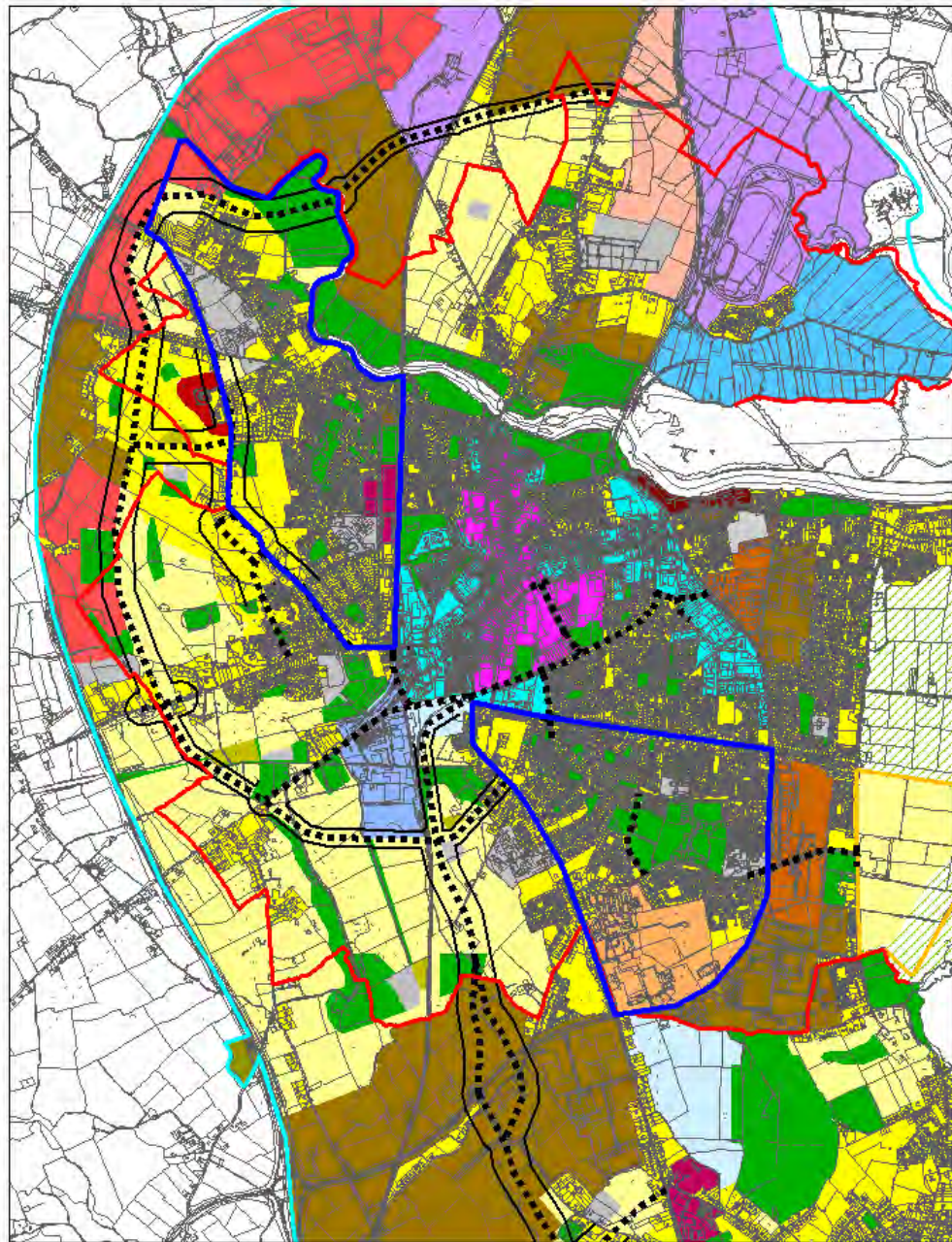
It is evident from the above that there is significant over zoning for residential purposes to meet the housing needs in Dundalk over the plan period and consequently, there is no need or justification for the zoning of any additional lands for residential purposes. Therefore, there is no provision for an additional zoning of residential lands over and above those included in the 2003 - 2009 plan, except for some minor adjustments considered necessary in the interest of orderly development.

6.2.2 Social and Affordable Housing

Part V of the *Local Government, (Planning and Development) Act 2000* (as amended) requires, subject to the preparation of a housing strategy by the local authority, that provisions be made in residential developments of four or more houses 4 or sites in excess of 0.1 hectares for social and affordable housing. The Louth Housing Strategy states that 20% of sites so affected must be reserved for social and affordable housing. In making a planning application for residential development, applicants must indicate how they propose to comply with Part V. A planning condition will be imposed requiring the developer to enter into an agreement with the planning authority for the purposes of the delivery of social and affordable housing. However, to encourage the regeneration of areas with a large concentration of social housing, the provisions of the Housing Strategy will be relaxed. The areas where a relaxation will apply are outlined in map 6.1.



Map 6.1: Area's excluded from Part V requirement.



— Area Subject to Part V removal.

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Policy HC 2

Secure the provision of residential sites for social and affordable housing developments except within the areas delineated on map 6.1.

6.2.3 Housing Mix

An appropriate mix of dwelling sizes and types to accommodate different housing needs and changing demographic patterns within the community is required under the provisions of Louth Housing Strategy.

The mix of dwelling types and size is considered appropriate in order to avoid large homogenous housing developments occupied predominantly by a single socio-economic group and to allow families the opportunity to upsize or downsize, as the case may be, their accommodation



without the need to relocate outside their existing community. In the application of the housing mix requirement, the councils will take cognisance of the scale of the development proposed and the prevailing socio economic characteristics of the area.

Policy HC 3

Secure greater social integration and preservation and community ties through the provision of an appropriate mix of house types within residential areas.

6.2.4 Specialised Housing

The Housing Strategy establishes the importance of ensuring an adequate supply of housing suitable for older people and those with special needs. Where such needs have been identified, the provision of such specialised housing units, including nursing homes, within private developments may be secured through the developer's obligation under Part V of the Planning and Development Act 2000.

The councils currently provide and assist in the provision of specialist housing accommodation under their social housing programmes. These programmes are regularly updated and their provisions in respect of housing needs will continue to be renewed within the period of the plan.

The location for such specialised housing should have regard to the importance of accessibility by the occupants to local community facilities and services.

Policy HC 4

Require the provision of special needs' housing as part of the implementation of the Housing Strategy and to ensure that such provision is located close to local facilities and services that are appropriately landscaped and wheel chair accessible.

6.3 Social Housing

6.3.1 Housing Programme

Dundalk Town Council maintained a rented stock of 1,341 housing units as on the 28th February 2009 which included an increase of 227 units since 2004 as a direct result of the accelerated building programme delivered by the council during this period.

Building programmes by the local authority are based on an allocation of new home starts from the Department of the Environment, Heritage and Local Government on a four year multi-annual programme basis. The *Housing Action Plan 2008 –2012* sets out a social housing delivery programme over that period, including capital allocation subject to the prevailing budgetary situation at the time.

6.3.2 Affordable Housing Scheme

Under the 1999 Affordable Housing Scheme, local authorities are directly involved in the provision of affordable housing units on council land. A total of 32 houses have been provided by Dundalk Town Council under this scheme up to February 2009. A further 28 units have been provided under Part V of the Planning and Development Act 2000, as amended, during the same period and this number will continue to grow during the lifetime of the development plan.

6.3.3 Rental Accommodation Scheme (RAS)

The Rental Accommodation Scheme is an initiative introduced to cater for the accommodation needs of people who are in receipt of rent supplement for more than eighteen months and who have a long-term housing need (excluding students or asylum seekers or non-nationals who do not have leave to remain in the state permanently). The scheme is being administered by the councils and it is intended to provide an additional source of good quality rented accommodation for eligible persons to enhance the response of local authorities to meet long-term housing need.

6.3.4 Social Housing Investment Programme 2009

In February 2009, the government issued the *Social Housing Investment Programme – Licensing Arrangements 2009*. This scheme provides for local authorities to lease dwellings for periods of 10 to 20 years from private developers and to rent houses so leased to qualifying applicants instead of the construction of new local authority housing.

6.3.5 Voluntary Housing and Co-operative Sector

A number of voluntary housing organisations contribute to the social housing stock within Dundalk. The council recognises the valuable contribution made by the voluntary housing sector and will continue to cooperate with such groups in the delivery of housing units within the Dundalk and Environs Area.

Policy HC 5

Implement Louth Local Authorities Housing Action Plan so as to ensure that all who are in need of housing are provided with suitable accommodation.

6.3.6 Travellers

The *Traveller Accommodation Programme 2005- 2008* is currently being reviewed in accordance with the requirements of the Housing (Traveller Accommodation) Act, 1998. The temporary facilities in the existing halting site at Woodland Park along the Inner Relief Road have been closed due to lack of use and there are a number of long/medium term housing facilities for travellers within the Dundalk and Environs Plan Area.

Policy HC 6

Implement the Traveller Accommodation Programme 2009.

6.4 Regeneration of Residential Areas

The emphasis on and need for greater social inclusion will require the regeneration of disadvantaged areas within the plan area. In Dundalk, two areas, namely Coxes Demesne and Muirhevnamor, have been identified as having a need for regeneration.

The aim of the regeneration of Coxes and Muirhevnamor is to deliver a vibrant, sustainable community with enhanced social and physical infrastructure that will deliver on people's expectations, where people want to live and work, now and in the future.

6.4.1 Coxes and Muirhevnamor RAPID Areas

There are two designated RAPID areas within Dundalk, namely Coxes Demesne and Muirhevnamor. The RAPID programme is coordinated by the Social Inclusion Unit of Louth County Council and provides essential services and support for the



development of disadvantaged areas. The RAPID programmes are being implemented under the guidance of a steering committee consisting of representatives of the local community, the voluntary sector, the council, the VEC, FÁS and the Gardaí and are being facilitated by a programme co-ordinator. In each RAPID area, local community groups and residents come together to discuss the programmes and choose their representatives for their Area Implementation Team (AIT).

The Coxes regeneration area is located between the Castleblayney Road and the Ard Easmuinn Road and includes the Ashling Community Park. Under the programme, the open space facilities in Cox's Demesne have been upgraded with the successful development of Ashling Community Park and the inclusion of a football pitch at the

Sunken Gardens. There is an existing neighbourhood facility including Dunnes Stores, the Redeemer Church and school.

The Muirhevnamor RAPID area is located along the Inner Relief Road and extends from Tom Bellew Avenue to Hoey's Lane. The RAPID and Regeneration areas are included on map 6.1.

Some of the projects which have been delivered within the RAPID area include:

- Redevelopment of Ashling Park.
- Enterprise creation within the Muirhvenamor Community Gardens project.
- Development of community based CCTV system.
- Range of educational and training related programmes.

Policy HC 7

Support and promote the regeneration of Cox's Demesne and Muirhevnamor and the implementation of the RAPID programme in the designated areas.

6.4.2 Coxes and Muirhevnamor Regeneration Areas

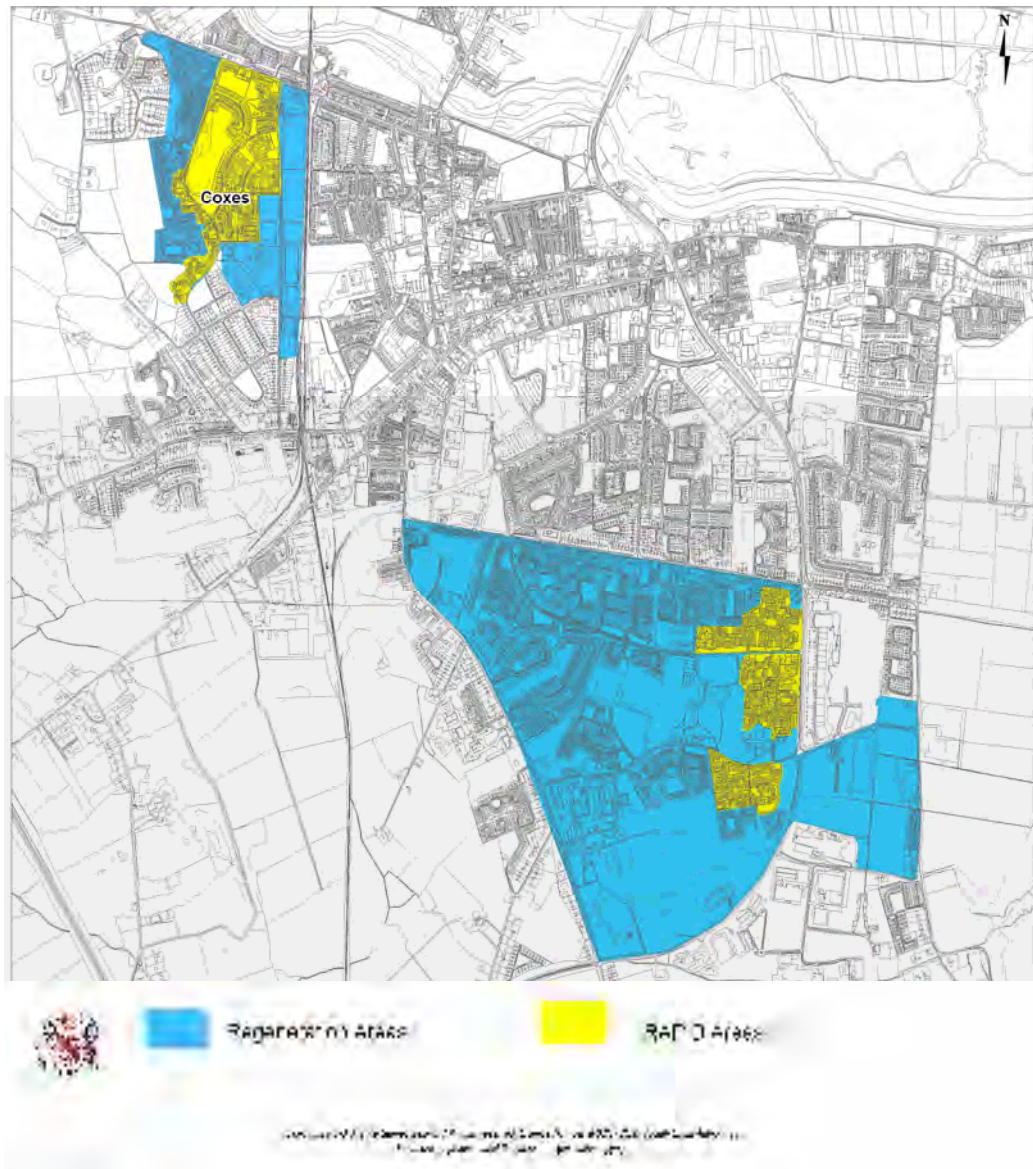
The area covered by the Coxes Demesnes regeneration project, which incorporates the Coxes RAPID area, is identified on Map 6.2. The purpose of the regeneration projects is to combine the collective resources of all agencies, statutory bodies and voluntary sectors with a view to maximising, developing and implementing a co-ordinated series of actions with the objective of meeting the priority needs of the areas covered. The areas identified consist primarily of large homogenous areas of social housing which are in need of refurbishment and enhancement of community facilities. Areas identified for improvement and enhancement under the project include:

- Removal and re-use of derelict sites
- Environmental improvements
- Provision of pedestrian and cycle access to neighbourhood facilities
- Consolidation and expansion of neighbourhood and community centres
- Use of high quality design and building materials
- Encourage private investment into the area.

Policy HC 8

Promote the regeneration of the Coxes Demesne and Muirhevnamor by enhancing the quality of the environment and access to community services and facilities, thereby improving the quality of life for the residents of the areas.

Map: 6.2: RAPID and Regeneration Areas



6.5 Sustainable Residential Development

In order to secure the provision of sustainable residential development and communities, it is important that such areas are properly planned and delivered in a phased and co-ordinated fashion in order to ensure that the full range of community facilities, services and infrastructure is provided in tandem with the development of the dwellings. This plan led and co-ordinated approach to new residential development is supported by government policy as articulated in a range of guidance documents and best practice guides that have been published in recent years.

6.5.1 Sustainable Neighbourhoods

Sustainable neighbourhoods are described as areas where an efficient use of land, high quality urban design and effective integration of physical and social infrastructure such as public transport, schools, amenities and other facilities combine to create places where people want to live. The Department of the Environment, Heritage and

Local Government has recently published a number of guidelines in relation to residential developments. These include the following: *“Delivering Homes, Sustaining Communities”*, *‘Sustainable Urban Design Guidelines–Standards for Apartments’, 2007* and *“Quality Housing for Sustainable Communities”* as well as the recommendations contained in the Guidelines on *“Sustainable Residential Development in Urban Areas”* and the accompanying *Urban Design Manual*. The councils will require that all residential developments comply with the Department’s guidelines.

These guidelines contain a number of high level aims for successful and sustainable residential development in urban areas as follows:

- Deliver a quality of life which residents and visitors are entitled to expect in terms of amenity, safety and convenience
- Provide a good range of community and support facilities, where and when they are needed
- Present an attractive and well maintained appearance, with a distinct sense of place
- Are easy to access and find ones way around,
- Facilitate walking, cycling and public transport and minimise the need to use cars
- Promote the efficient use of land and of energy and minimise greenhouse gas emissions
- Promote social integration, and provide accommodation for a diverse range of household types and age groups
- Enhance and protect the built and natural heritage.

“Urban Design Manual- A best practice Guide” accompanies the Sustainable Residential Guidelines in order to ensure that best practice is employed to assist in the implementation of the guidelines and is incorporated into the design of residential areas. The guide is based around 12 core questions which encapsulate the range of design considerations for sustainable residential areas and these are summarised in table 6.4.

Table 6.3: Design principles for sustainable communities

Scale	Policy Issue	Objectives
Neighbourhood Area	1. Context	To promote places that are locally distinctive, having regard to their setting and context.
	2. Connectivity	To promote places that allow for ease of movement, permeability and integration.
	3. Inclusively	To promote places that are designed to be accessible to all in terms of social integration, providing physical access and configuration of appropriate services and respond to local need.
	4. Variety	To promote places that contain a mixture of uses, are viable and able to respond to local needs.
Site	5. Efficiency	To promote places that make efficient use of land and are designed to

		respond to the challenge of climate change.
	6. Distinctiveness	To promote places that build upon existing site assets, have a clear identity, are legible and easy to navigate.
	7. Layout	To promote places with layouts and streets and spaces that are people friendly.
	8. Public realm	To promote public spaces that are successful, have vitality, are safe and secure, attractive and accessible to all.
Building	9. Adaptability	To promote places through design that are adaptable over time.
	10. Privacy and amenity	To promote the design of buildings that provide good standards of amenity.
	11. Parking	To promote the integration of car parking in the urban environment in a way that is well located, secure, and attractive.
	12. Detailed Design	The design of the building should make a positive contribution to the locality.

Policy HC 9

Implement the guidelines and best practice manuals issued by the Department of Environment, Heritage and Local Government in the planning for and provision of sustainable communities within new residential areas.

6.5.2 Master Plans

Master plans are a valuable tool in ensuring that the development of large areas of land, particularly where such land is in multiple ownership, is appropriately planned and developed in a sustainable fashion. Master plans should be prepared by the applicant in consultation with the planning authority and should establish strategic planning principles and objectives for each area including phasing, infrastructure provision, community facilities, density, layout, open spaces, landscaping and development design briefs and statements.

The principles elements of master plans are detailed below. Whilst this checklist provides a guide to the preparation of a master plan, it is not intended to be an exhaustive list. Therefore, it is recommended that applicants and designers engage in a scoping exercise with the planning authority in advance of the preparation of master plans in order to ensure that all relevant aspects of the proposed development are included. The agreed master plan shall be submitted with planning applications for all areas within the master plan boundary.

6.5.3 Checklist for the Preparation of Master Plans

- Is the master plan consistent with the policies and objectives of the development plan or local area plan?
- Is the master plan in compliance with the range of guidance documents issued by the by the Department of Environment, Heritage and Local Government with regard to design, density, the provision of educational and other facilities and flooding risk.
- Is the master plan and design brief reflective of the twelve key considerations set out in The Urban Design Manual - A Best Practise Guide?
- Does it establish an overall urban design framework for the development of the area, including design guidance on quality architectural treatments (materials, height) in respect to topography, urban structure and built form consistent with the established character of the town and village?
- Is an integrated infrastructure framework plan included for roads, cycle and pedestrian paths, bus routes, public lighting and water services?
- Has the principles of sustainable urban drainage systems (SUDS) and water conservation measures been incorporated?
- Has an audit of the availability of essential community facilities such as school places, crèches and local shops been carried and where deficiencies have been identified, has provision been made to address these in the master plan?
- Does the master plan demonstrate how the development connects with the town or village centre, adjoining residential neighbourhoods and planned employment areas in terms of safe and accessible pedestrian and vehicular linkages?
- Does it contain a detailed design brief and guidance on the provision of high quality urban design and built form consistent with or complementary to the established character of the town or village or adjoining areas?

Policy HC 10

Require developers and landowners to prepare master plans to ensure integrated and coherent development of large scale development sites and areas.

6.5.4 Homezone Principles

Homezones can facilitate higher density development due to the provision of on street parking and by designing the streets to act as attractive public spaces, thus reducing the requirement for private amenity space for each dwelling unit. As such, they are most suitable for town and village centres and edge of centre sites. The principals are however, generic and therefore applicable across a range of instances, being especially suitable in areas where higher density schemes are proposed.

Homezones characteristics include:

- Shared surface for vehicles, pedestrians and cyclists, with no separate raised pavements. A variety of surface treatments suited to a pedestrian environment, including trees, planting and street furniture. Bollards and street lighting should be incorporated to afford pedestrian protection.

- Features which require drivers to drive slowly, such as speed bumps, ramps, chicanes, unclear junction priorities, and restricted carriageway widths designed for a normal peak flow in the region of 100 vehicles per hour.
- Vehicle pathways should be not less than 3.0m with passing opportunities provided in the carriageway at least every 50m.
- Entrance(s) that are clearly marked by localised signage and physical changes in the street surface.
- A high degree of permeability is important throughout the development, therefore extensive use of cul-de-sacs is not desirable.
- Bus routes within comfortable walking distance in the range 100 – 200m.
- One-way streets are not encouraged due to the tendency for vehicle drivers to increase speed in such areas.
- Effective pedestrian and cycle desire lines should be provided.
- Careful consideration of the requirements of people with mobility impairment, including people with physical disabilities, people with sensory impairment, parents with prams, young children and older people. Special attention should be given to surface treatments.
- Incorporation of a wide variety of house designs and development layouts, including variations in building lines, building heights, deviations in the width and alignment of vehicle paths, a variety of surface treatments and extensive use of street furniture and planting.



Policy HC 11

Encourage the use of homezone principles in the design of residential layouts, particularly where higher density developments are proposed.

6.5.5 Energy Performance of Dwellings

The EU Directive on the Energy Performance of Buildings (EPBD) contains a range of provisions aimed at improving energy performance of residential and non-residential buildings, both new-build and existing. As part of the Directive, a building energy rating (BER) certificate, which is effectively an energy label, will be required at the point of sale or rental of a building or on completion of a new building.

The current minimum energy performance requirements for residential buildings are set out in the Second Schedule to the Building Regulations 1997 (S.I. No. 497 of 1997). Amendments to the statutory regulations came into effect from the 1st of July 2008 (Building Regulations (Amendment) Regulations 2007 (S.I. No. 854 of 2007). The provisions of these regulations must be complied with.

The councils will encourage both passive and active solar design principles in residential developments in the interest of energy conservation and the reduction of green house gases. Passive solar design refers to matters such as orientation, size of openings and glazed areas, internal layout and avoidance of overshadowing. Active

solar design does not rely on site orientation or layout but is incorporated within building design to maximise energy efficiency and includes the use of technology such as solar panels, geothermal heat pumps, and wood pellet burners in conjunction with very high levels of building insulation. In this regard, the councils consider it appropriate that at least 25% of all residential energy requirements should be obtained from renewable energy sources. The proposed housing should also take into consideration the principles of the Sustainable Energy Zone outlined in Chapter 9.



Policy HC 12

Require applicants for residential developments to demonstrate that a minimum of 25% of the energy requirements of the building is from renewable sources.

6.6 Design Guidelines

6.6.1 Layout

New residential layouts should have user friendly designs to the forefront and high levels of connectivity and integration with existing areas. Thus, for example, excessively long cul-de-sac layouts should be avoided. Development proposals should have layouts which provide for and facilitate all forms of movement based on desire lines in order to create a permeable interconnected series of routes that are easy and logical to navigate.



The housing units should be focused on the streets and create active frontages by facing the front door directly onto the street. The streets should be designed as places where people live, instead of roads, thereby helping to creating a suitable environment whereby pedestrians, cyclists and children have priority. Traffic calming measures should be incorporated into the design and layout of the development rather than by the retro fitting of measures such as speed humps.

6.6.2 Security / Defensible Space

All proposals for new residential developments should be in accordance with the principles of “*defensible space*”. The key feature in defensible space is the importance of designing layouts which provide passive surveillance and some degree of control over access, thus enhancing the “ownership” of an area by its residents.

Public lighting should be designed to ensure that there are no dark alleys or other un-illuminated public areas. Housing should overlook car-parking areas and bus stops. Designers are advised to liaise with the local Gardai at an early stage in the design process in order to secure advice in relation to the elimination of aspects of the design that might give rise to anti-social behaviour.

6.6.3 Flexibility

Housing units should be designed so as to be flexible, allowing for extensions to be built at a later stage. Larger housing units, designed to be split into separate residential units or home based workspaces, may be acceptable if such an option is designed into the building at the outset, including appropriate provision of car parking and concerns regarding residential amenity have been addressed.

6.6.4 Access for all

In all proposals for new residential development, adequate provision should be made to enable people with mobility impairments to safely and independently access and use a building. When designing residential layouts, provision for movement of people with mobility impairments should be included at the design stage. Such provision should include access to open space, public transport facilities and other public areas.

6.6.5 Lifetime Housing

Lifetime housing developments and units are designed to accommodate the changing needs of the groups, families and individuals who will occupy them over the course of the house’s lifetime. These needs will vary as each individual’s circumstances change and the homes are designed to be inherently flexible in this respect. Lifetime homes should be physically accessible and easily adaptable at minimum cost with minimum disruption. The principles of universal, inclusive, barrier free design must be demonstratively applied where possible.

6.6.6 Building Lines

The desirability of creating different urban forms will require more varied building lines in order to reduce the often regimented appearance of suburban layouts. However, where there are established building lines, particularly on infill development sites, these should be respected.

Policy HC 13

Ensure that a high degree of building flexibility is incorporated into the design of new dwellings, including adaptability to lifetime housing needs and provision of accessibility for people with impaired mobility.

6.6.7 Infill / Backland development

Infill development is small scale development located in gaps between existing buildings. Backland development is small scale development located to the rear of existing buildings. The following guidance is applicable to out of town centre residential sites. Development on these sites should match existing surrounding development in terms of design, scale, height and the building line should be in keeping with the existing development and should not be detrimental to the local existing residential amenities in the area.

Density

In the case of backland housing developments outside of the town centre, it will be at the discretion of the Planning Authority to permit a higher density, only if such higher density is considered appropriate to the character of the area and that of adjoining development and would not be detrimental to the residential amenities of the existing adjoining properties.

Piecemeal or ad-hoc backland development will not be permitted where such development would jeopardise the comprehensive and integrated development of adjoining backland areas. Only comprehensive assemblages of suitable sites will be considered.

Design and Scale

The design and scale of the proposed development should be in keeping with the surrounding character of the area. The proposed design, orientation and massing shall not cause any unacceptable overbearing or overshadowing on existing dwellings and the applicant will be required to demonstrate that there are no adverse effects on the existing buildings. The following design principles should be considered:

- Acceptable building heights, tapering downwards towards the boundary where taller buildings are proposed within an established residential area
- Avoidance of overlooking
- Provision of adequate private and public open space, including landscaping where appropriate
- Adequate internal space in apartments
- Suitable parking provision close to dwellings
- Provision of ancillary facilities and linked effectively with local neighbourhood centres.

Access

Access to backland development shall be by way of a separate designated access and shall not interfere with the existing accesses to residences. Proposed developments shall provide for access to surrounding lands which have potential for backland development and proposed arrangements and shall be submitted for agreement by the Planning Authority with the planning application.

Materials and Form

Materials and form shall respect those which are prevalent within the immediate vicinity of the site. Photographs and examples shall be submitted with the planning application for agreement with the planning authority.

Open Space

The proposal shall demonstrate that an adequate supply of informal and formal public open space is available within the development site. However, in schemes of exceptional high architectural quality and innovative layouts that are in close proximity to public parks or other natural amenities, a relaxation of the open space standards may be permitted. The emphasis in these cases will be on qualitative open space rather than on quantitative standards in line with the Department's Sustainable Residential Development in Urban Areas Guidelines.

6.6.8 Extension to Residential properties

Planning applications for extensions to residential properties should ensure that the proposal does not:

- Detrimentially affect the scale, appearance and character of the existing dwelling
- Conflict with the existing building in terms of materials and finishes
- Cause any overshadowing or overlooking on adjoining properties
- Lead to a reduction in garden size of less than 25% or 25sq.m whichever is greater.

6.6.9 Accommodation for Older People and Dependent Relatives

The demand for accommodation to meet the needs for older people and dependent relatives will inevitably increase due to the rise in average life expectancy. This has led to a demand for custom built extensions to family dwellings or the conversion of garages or other structures within the curtilage for this purpose. The planning authorities see considerable merit in this form of accommodation for older and dependent people and will favourably consider any such proposal subject the following.

The proposed development shall:

- Be attached to the existing dwelling
- Be linked internally with the existing dwelling
- Not exceed a gross floor areas of 50 square metres
- Not have a separate access provided on the front elevation of the dwelling

Where it is proposed to convert and/or extend an existing garage or outbuilding within the curtilage for this purpose, planning permission will depend on whether the development provides a modest scale of accommodation only and that the unit remains in the same ownership as that of the existing dwelling on the site. Where an extension to an existing garage or outbuilding is required in order to provide a satisfactory level of accommodation, the existing and proposed additional floor area shall not exceed 50 square metres.

Proposals must also accord with normal planning considerations such as the ability of the site to accommodate the unit, compliance with environmental standards, drainage, water and amenity.

Policy HC 14

Facilitate the provision of accommodation for older people and dependant relatives within the curtilage of the existing family home subject to the compliance with the above criteria.

6.6.10 Bus Routes and Stops

Within larger new residential developments, provision should be made for penetration by public transport when designing internal circular distribution routes. The overall layout should contribute to the efficient and logical movement of buses around the area. Bus routes should be identified and included in proposed layouts.

Careful consideration should be given to the design of bus routes including the location of bus stops and lay-bys. Bus stops should be provided in locations where the majority of dwellings are at a maximum distance of 400m and should be located as close as possible to the main public road.

Bus passenger facilities should be located as close as possible to the main pedestrian access in accordance with logical pedestrian desire lines. Pedestrian routes from the bus arrival and departure areas should avoid the need to cross any heavily trafficked roads and the route should avoid unnecessary changes in level and unnecessary street furniture. The design of surface treatments adjacent to bus infrastructure should highlight pedestrian needs and include dropped kerbs, tactile surfaces and clear signage.

Policy HC 15

Require that master plans and planning applications for large scale residential developments design and provide bus routes, bus stops and lay-bys in such a manner as to ensure that the majority of residents are no more than 400 metres from a stop.

6.6.11 Pedestrian and Cycle Infrastructure

The building of new roads, road improvement schemes and new residential developments, present opportunities for the provision of pedestrian and cycle routes. Pedestrian and cycle routes should be as direct as practicable between commercial and residential areas and major attractors such as shops, schools and other community facilities, including public transport. There is a preference for segregated pedestrian and cycle tracks, where possible.

In order to reduce dependency on car usage, it will be necessary to improve facilities for pedestrians and cyclists. The provision of better facilities for pedestrians and cyclists will encourage the use of more sustainable forms of transport.

Policy HC 16

Require that master plans and planning applications for large scale residential developments identify pedestrian and cycle paths within the site and externally to adjoining residential areas, existing services and community facilities.

6.6.12 School Transport

Congestion resulting from to journeys to schools has become a significant element in morning rush hour traffic. In relation to existing schools, initiatives such as the “walking bus” and dedicated cycling routes could provide safe and viable alternatives to the car.

Policy HC 17

Encourage the provision of safe and viable alternatives to the car for school traffic such as walking buses and dedicated cycling routes.

6.7 Residential Development Standards

6.7.1 Density

The planning authority recognises the benefits of increased residential density as recommended in the DoEHLG’s ‘*Residential Density Guidelines for Planning Authorities 1999*’. The need for higher densities was based on consideration of trends towards smaller average household sizes, the need to encourage the provision of affordable housing and to support a more efficient use of energy in the residential developments. *Sustainable Residential Development in Urban Areas 2007* reviewed and revised the 1999 *Residential Density Guidelines*, particularly with regard to appropriate densities in smaller towns and villages.

The revised guidelines recommend that new development should contribute to maintaining compact forms and its scale should be in proportion to existing development. The guidelines also require that new development should provide for easy connectivity to existing facilities, especially by pedestrians and cyclists, and that ‘*leap-frogging*’ of development at some distance from the existing built up area should be avoided.

Having regard to the DoEHLG guidelines on residential density and the need to maintain compact urban form, residential development within the plan area shall comply with the density requirements set out below.

Policy HC 18

Ensure proposed development complies with the provisions of ‘*Sustainable Residential Development in Urban Areas 2008*’ and other DoEHLG guidelines.

6.7.2 Private Amenity Space

The provision of an area of outdoor private amenity space, attaching or available to each residential unit, is important for the quality of the residential environment. Therefore, all new residential units shall have access to an area of private amenity space. In apartment developments and innovate housing layouts, private amenity space may be provided in the form of shared private areas, courtyards, terraces, patios, balconies and roof gardens or any acceptable combination of these.

Table 6.4: Private Amenity Space Standards

Dwelling Unit Type	Min. Private Open Space Standard
Houses	
1 & 2 bedrooms (Greenfield/suburban)	60 m ²
3 plus bedrooms (Greenfield/suburban)	80 m ²
(Town Centre / Brownfield)	50 m ²
Apartments/Duplexes (Greenfield/suburban)	
1 bedroom unit	20 m ²
2/3 bedroom unit	40 m ²
Apartments/Duplexes (Town Centre / Brownfield)	
1 bedroom unit	10 m ²
2/3 bedroom unit	20 m ²

Where it is considered appropriate in the interests of protecting residential amenity, the planning authority will attach planning conditions requiring that certain categories of exempted development permissible within the curtilage of a private dwelling shall not take place. This may include domestic garages, sunrooms and extensions among others.

Policy HC 19

Require that private amenity space is provided in accordance with the quantitative standards set out in table 6.6.

6.7.3 Public Open Space

Qualitative Requirements

The provision of public open space within residential developments is a key requirement for high quality residential areas. The basic principle governing public open space is that provision should be made for both 'active' and 'passive' recreation. Accordingly, open space networks should be an integral part of an overall development and provide linkages to adjoining areas of residential and community facilities. Open space networks should be organised along passive green linear parks, with local or pockets of active open space, community facilities and schools located close to or along them.

In proposed developments, public open space should be arranged to facilitate the retention of existing landscape features such as mature trees, hedgerows, biodiversity rich areas, streams, rivers and archaeological remains. The provision of high quality landscaping, including the provision of semi mature trees, should be an integral part of any residential development. Finished levels for public open space relative to adjoining areas and full details of hard and soft landscaping, play equipment and street furniture should be provided with the planning application.

Passive surveillance, accessibility and linkages to other public open spaces, existing and proposed, should be incorporated into the layout. Peripheral areas, narrow tracts, back land areas and poorly proportioned areas will not be acceptable. No area of

public open spaces should be less than 200 square metres in area and no edge or boundary shall be less than 10 metres in length.

It is recommended that public open space should be provided in a variety of forms, to cater for the active and passive recreational needs of the community, including the provision for:

- Informal 'kick-about' areas
- Playgrounds for a specific age group i.e. local equipped areas for play (LEAPS) as specified by the National Playing Fields Association for 4-8 year olds and neighbourhood equipped areas for play (NEAPS) for 8-12 year olds.
- Circuit training facilities
- Formal playing fields
- Village greens in larger developments
- Landscaped gardens
- Small parks or natural parkland accommodating native flora and fauna
- Seating and rest areas
- Paved areas should be designed using sustainable urban drainage principles

Table 6.7 contains standards that apply to the provision of playing facilities and pitches within residential areas.

Table 6.5: Provision of Play Facilities

Number of dwellings	Min Quantity & type of multi use sports facilities required.
100- 199	Children's play area within designated open space
200- 499	One juvenile playing pitch sized up to GAA/ Soccer pitch size.
500- 599	One full size pitch sized to GAA/soccer dimensions
600- 999	One full sized pitch to GAA/soccer dimensions and a training area.
1000+	At least two full sized pitched and a training area.

(Source: Louth Local Authorities, Sports and Recreation Strategy 2006-2012)

Quantitative Standards

A minimum of 14% of the total site area shall be provided as public open space within new residential developments. Where the site includes an area which is zoned for recreation and amenity purposes in the plan, applicants may be permitted to provide up to 10% public open space within the area so zoned. In such circumstances, a minimum of 4% public open space shall be provided as pocket parks at convenient locations throughout the development.

Where open space standards cannot be achieved in restricted town or village centre sites, more intensive recreational facilities may be provided. A financial contribution towards public open space or recreational facilities in lieu of the provision of public open space may be acceptable in certain circumstances e.g. infill sites where the area is already served by adequate open space and recreational facilities. Any such contribution will be spent on the provision, upgrading or maintenance of facilities in the area.

The quantitative standards for open space required in residential developments are set out in Table 6.8.

Table 6.6: Quantitative Standards

	Percentage of the site area
Standard Requirement*	14 %
Institutional Lands	20 %

**Where residential developments are in close proximity to public parks or other natural amenities or in the town centre, a relaxation of the above standards may be permitted. Where open space standards cannot be achieved, more intensive recreational facilities may be accepted by the planning authority. Where neither of the aforementioned options are deliverable, a contribution in lieu may be acceptable towards the costs of the provision of recreational amenities in the area by the local authority.*

Policy HC 20

Require that the quantitative standard of a minimum of 14% of the gross site area is provided as public open space in all new residential developments and that the qualitative requirements described above are adhered to.

Ensure that no area of public open space is less than 200 square metres in area and no boundary is less than 10 metres in length.

6.7.4 Car Parking

Car parking provision is important, particularly in low density suburban sites but less so within town centres or close to public transport facilities. Car parking spaces should be provided in accordance to table 6.9 below and designed to comply with the principles of passive surveillance.

Table 6.7: Residential Car Parking Standards

	Spaces per dwelling unit
Greenfield Sites/Suburban	2.0
Brownfield/Town Centre	1.0*

**A relaxation of this requirement may be considered in certain town centre sites where the applicant can demonstrate that there are satisfactory alternative transport modes readily available.*

The above standards are applicable in respect of both conventional housing and apartments/duplexes. However, within town centres, where infill development is permitted, the above standards may be relaxed and a financial contribution in lieu of the provision of car parking by the developer may be acceptable.

Policy HC 21

Ensure that car parking is proposed in residential areas in accordance with the standards set down in table 6.9, except within certain town centre developments where a financial contribution in lieu may be acceptable.

6.7.5 Privacy and Spacing between Buildings

The design and layout of a development should ensure sufficient privacy for its intended residents both inside and outside the dwelling.

A distance of at least 22 metres is recommended between the windows of habitable rooms which face those of another dwelling. In the case of windows of non-habitable rooms within 22 metres of another facing window, obscure glazing may be acceptable.

Roof terraces and balconies are not acceptable where they would directly overlook neighbouring habitable rooms or rear gardens.

Where new dwellings are located very close to adjoining dwellings, the planning authority may require that daylight and shadow projection diagrams are submitted. The recommendations of '*Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice*' (B.R.E.1991) or B.S. 8206 '*Lighting for Buildings, Part 2 1992: Code of Practice for Day lighting*' should be followed.

6.7.6 Internal Space Requirements

Recommended minimum internal space requirements for houses and apartments are set down in the DoEHLG documents *Quality Housing for Sustainable Communities 2007* and *Sustainable Urban Housing: Design Standards for New Apartments (2007)*. Internal space requirements and room sizes are primarily determined by the uses of individual rooms and spaces. Living room and bedroom spaces should be well proportioned in terms of floor shapes and ceiling heights so as to provide a high quality living environment for the occupants.

It is important that the recommended standards should be applied and provisions made for storage areas, balconies, patios and acceptable room dimensions. In line with the recommendations set out in the guidelines, this plan requires that the minimum standards for apartment sizes should not be taken as the norm and the majority of apartments in any scheme should exceed the minimum standard. It is considered that this is a reasonable and necessary requirement to ensure that new apartment development will provide for a sustainable and attractive living environment for future residents. The requirement of the councils in respect of apartment developments are set out in appendix 4.

Policy HC 22

Require that all proposed residential developments, including apartments, comply with the internal space provisions as set out in appendix 4.

Require that the minimum apartment sizes set out in appendix 4 are exceeded by at least 20% in respect of not less than 50% of the total number of units in the scheme.

Ensure that in any apartment development of 30 or more units, 40% of the units should exceed 80sqm in floor area.

6.7.7 Waste Storage

Adequate provision should be made for the storage, segregation and recycling of refuse and for convenient access for its deposit and collection as detailed in table 6.10 below. Refuse enclosures should be designed so that they are integrated with the building or boundary enclosures and are well screened from public view or adjoining residences.

Table 6.8: Provision for Waste Storage

Unit type	Provision requirements
Detached/Semi Detached houses	Direct external access should be made available from the rear of the dwelling to the public road for collection.
Terraced / Duplexes	Communal bin storage facilities should be provided at secure, well screened locations convenient to the units served and for the purposes of collection
Apartments	Communal bin storage facilities should be provided in a secure well ventilated space within the basement of the apartment block convenient to the units served and for the purposes of collection

Policy HC 23

Ensure that provision is made for the storage, segregation and recycling of refuse and for convenient access for its deposit and collection.

6.7.8 Naming of Estates

The planning authority will require the naming of residential development to reflect local or historical place names in accordance with the Department of the Environment and Local Government circular entitled '*Naming of Streets and Roads, Numbering of houses and the Use of Irish*'. The naming of all residential estates shall seek and gain the approval of the Louth Local Authorities Place Names Committee.

6.7.9 Estate Management

Where it is intended that roads, services or public spaces will be retained in private or communal ownership, estate management schemes should be prepared and

implemented. These arrangements must be approved by the planning authority and covered by a condition attached to the relevant planning permission.

6.7.10 Taking in Charge of Housing Estates

Local authorities are required under the provisions of Section 180 of the Planning and Development Act, 2000 to take in charge roads, open spaces, car parks, sewers, water mains and drains where requested to do so by the person carrying out the development or by a majority of the owners or occupiers of the houses involved. The councils' policy and procedures in relation to taking in charge housing estates is set down in the policy document *Procedures for Taking in Charge of Recently Completed Housing Estates*. This document is attached as appendix 5 of this plan.

Policy HC 24

Take in charge, on request, housing developments where the development has been completed to the satisfaction of the planning authority in accordance with the permission granted and any conditions to which the permission is subject.

6.7.11 Conversion of Dwellings to Apartments

Conversion of dwellings to apartments will normally be permitted in the Town Core where:

- The building is considered suitable for sub-division and the proposal provides for acceptable residential amenity provisions
- The proposal would not hinder traffic movement or prejudice the safety of road users or pedestrians
- The proposal includes amenities comprising refuse disposal facilities, drying areas and access to private outdoor amenity space
- The proposal is for self contained flats
- Where appropriate, the proposal should include convenient off-street car parking without detracting from the amenity and character of the property itself or neighbouring properties
- The proposal is in accordance with the guidance and other policies set out in this plan

6.7.12 Utility Services

All service cables including ESB, Telecom Eireann, Broadband and television shall be laid underground throughout residential areas. Service facilities such as transformer stations shall be sited in an unobtrusive manner.

Meter boxes should not be positioned on the front elevation of dwellings so as to be visible from the adjoining public road.

Public lighting in residential areas and along pedestrian and cycle ways should be provided in accordance with the latest ESB requirements at the time of the commencement of development and should be the most energy efficient models available.

It shall be the responsibility of the developer to provide public lighting in accordance with the ESB requirements. In considering whether to take lighting in charge, the councils will have regard to whether the lighting in any particular area serves the wider general public.

All individual water and drainage pipelines serving individual dwellings shall be connected to the mains system in public areas and in general, no mains systems shall be provided on what are intended to be private areas such as front gardens of dwellings. In addition, all stopcocks, sluice valves and hydrants shall be placed in public areas.

6.7.13 Boundary Walls

Rear Boundary Treatment

A 2 metre high masonry wall should be provided along the rear boundary of all new residential proposals.

Front boundary treatment

Where residential proposals front directly onto local distributor roads or other high capacity routes, a set back and boundary treatment shall be provided to protect the safety of the residents.

6.8 Community Facilities

Successful communities require a wide range of local services and facilities. These include employment, commercial, childcare, educational, health, civic amenities and leisure based activities. All community facilities, as far as is practical, should be readily accessible from residential areas by safe, convenient and direct walking and cycle routes. In this regard, the layout of new residential estates needs to facilitate pedestrian and cycle movements to nearby services and facilities.

It is essential that large scale residential developments in the plan area are carried out in such a manner as to provide for the provision of childcare facilities, healthcare, nursing homes, community buildings, sports facilities and amenity schemes in tandem with the completion of houses. To facilitate this, applicants for planning permission for residential developments on sites over 1 hectare (2.47 acres) or for more than 50 residential units, will be required to submit an audit of community facilities as part of the planning application.



This should provide details of all available community facilities in the locality and where a shortfall in facilities exist, demonstrate how this should be made good, either through provision on site or such other means as are acceptable to the planning authority.

Policy HC 25

Require applicants for residential developments on sites of 1 hectare or over or for more than 50 residential units to provide an audit of existing community facilities in the locality and where a shortfall in facilities exist, demonstrate how this should be made good, either through provision on site or such other means as are acceptable to the planning authority.

6.8.1 Schools and Education

In July 2008, the Department of Education and Science and the Department of the Environment, Heritage and Local Government published a joint document entitled *The Provision of Schools and the Planning System - a Code of Practice for Planning Authorities*. This is part of a package of initiatives designed to facilitate the timely and cost-effective provision of schools, particularly primary schools and school related infrastructure within the planning system, coupled to new mechanisms for site identification and acquisition.



The existing schools within the Dundalk plan area are included below.

Table 6.9: Existing Schools within the Dundalk and Environs Area

Primary School	Secondary School
St Nicholas Monastery NS	Dun Lughaidh
CBS Primary	CBS Secondary
Scoil Fhursa	De La Salle
Realt Na Mara	Dundalk Grammar School
Scoil Naomh Eoin Baise	St Vincent's
Our Lady of Mercy NS	Marist
Scoil Maolmhadhagh	O'Faich College
St Bridgids Special School	
Sn an Tslanaitheora B	
Sn an Tslanaitheora B	
Muire an Ngael NS	
St Josephs NS	
Gaelscoil Dhun Dealgan	
St Francis National School	
Castletown NS	
Dun Dealgan NS	
Redeemer NS	
St Nicholas Street	
Friary	
St Oliver's	

The Department of Education and Science calculates future primary school requirements on the basis of 12% of the overall population in school catchment areas and on the basis of 24 pupils per classroom. The councils have adopted these guidelines in relation to the calculation of future primary school demands and will require that master plans and applications for large scale residential development provide school sites accordingly.

Where considered necessary, sites for new primary and secondary schools have been identified in the development plan. New schools should generally be located close to, or within the main residential areas so that children can walk or cycle to school and as close as possible to community facilities such as playing fields and libraries. Multi-campus school facilities will be encouraged with allowance for reduced land take for shared facilities. The school should be designed so that the wider community may benefit from the building outside school hours. Five primary school sites and two secondary school sites have been identified in the plan. The councils will cooperate with the Department of Education and Science in the acquisition of these sites if so requested.

Table 6.10: Sites zoned for additional schools

Development Area	Primary School	Secondary School
South West Sector	Mounthamilton Priorland	Fairhill
Castletown	MountAvenue	Acarreagh
Northern Environs	Armagh Road	
Blackrock	Wallaces Road Groveview	Haggarstown

Policy HC 26

Co-operate with the Department of Education in the identification of need and provision of school sites.

Facilitate and encourage multi-school campus arrangements incorporating both primary and secondary level.

6.8.2 Dundalk Institute of Technology (DKIT)

Dundalk Institute of Technology provides a valuable third level educational facility for the Dundalk and wider region. Over the lifetime of the previous plan, DKIT acquired the adjoining PJ Carrols factory and expanded its range of third level courses and facilities. This included a nursing course and state of the art nursing and midwife building. The College also provides enterprise incubation units within the campus for the purposes of research and development and to encourage new enterprises. The



councils support the expansion and development of the DKIT and on its elevation to full university status.

Policy HC 27

Support the expansion and development of Dundalk Institute of Technology and its elevation to full university status.

6.8.3 Childcare Facilities

Childcare may be defined as “full day-care and session facilities and services for pre-school children and school-going children out of school hours”. It is recognised that the increased female participation in the labour force, together with social change, has resulted in a major increase in the demand for childcare. Access to good quality childcare facilities contributes to the social, emotional and educational development of children. *The Childcare Facility Guidelines for Planning Authorities* which were published by the Department of the Environment, Heritage and Local Government in 2001, advocates a more pro-active role by the planning authority in the promotion of increased childcare provision while at the same time protecting residential amenities. The Department’s guidelines recommend the provision of a twenty unit crèche or child care facility for every 75 houses within new developments. Where it is demonstrated to the satisfaction of the planning authority that there are sufficient childcare spaces available in the locality, the council will not require that additional child care facilities be provided. Where this applies, developers will be required to provide other community benefits by way of direct provision or financial contribution in lieu, as agreed with the planning authority.

The National Childcare Strategy 2006 - 2010 produced by the Department of Health and Children and the *Louth Childcare Strategy* aims to improve the availability and quality of childcare facilities to meet the needs of both children and parents. A new National Childcare Investment Programme 2006-2010 is expected to create a further 50,000 childcare places over the prescribed period.

There are at present 32 childcare facilities registered with the Louth Childcare Committee and these facilities, both private and public, provide sessional and full-day services. It is recommended that prospective applicants for residential development should consult with the Louth Childcare Committee and the Health Service Executive in order to ensure that childcare facilities are appropriately deigned and to avoid duplication, where adequate facilities currently exist.

Policy HC 28

Ensure that adequate and suitable childcare facilities are provided as required within new residential development having regard to DoEHLG guidelines and the *Louth Childcare Strategy*.

Seek the provision of additional community benefits by way of direct provision or financial contribution in lieu of the provision of childcare provision where it is demonstrated to the satisfaction of the planning authority that there are sufficient childcare spaces available in the locality.

6.8.4 Nursing Homes

Due to better nutrition and the advances of modern medicine, the life expectancy of Irish people is extending. As the average age of the population increases, the need for nursing and care facilities for older people will continue to grow. A nursing home may be defined as a facility where care of older people, sick or disabled people is provided. Such facilities can range in size from a small domestic dwelling with a capacity of two or three bed spaces to large institutions with hundreds of bed spaces.

Nursing homes generally fall into three categories:

- Custom built facilities on green field or brown field sites
- Change of use of existing buildings such as large dwellings, guest houses and hotels
- Small scale conversions or extensions to existing family homes

The planning authority considers that nursing homes should be located within or adjacent to built up areas where:

- Public utilities such as water and sewerage facilities are available
- Opportunities for greater social inclusion and integration into the community exist
- Accessibility by means of public transportation is available
- Visitors can combine trips to see patients and relatives with other trips such as shopping and worship

In assessing planning applications for nursing homes, the planning authority will have regard to the following:

- Site location and suitability - having regard to the zoning objectives for the area and the site's size, shape and adjoining buildings and its compatibility with other uses in the area.
- Accessibility –access must be provided in a manner that is safe and adequate to meet the traffic flows anticipated and adequate parking provision in accordance with the standards set down in this plan. The location of nursing homes along public transportation routes is highly recommended in the interest of sustainability and to facilitate employees, relatives and visitors who depend upon public transport.
- Design and layout – should respect the characteristics of the site and fit in comfortably within the landscape and adjoining properties. Applicants should consult with the North Eastern Health Board with regard to internal design and layout at the design stage.
- Amenity - sufficient amenity space and landscaped areas should be provided to meet the needs of the residents and provide an attractive setting.
- Utilities – connection to public water supply and foul drainage will be required. Private water supply and foul drainage will only be considered as temporary measures where connection to public facilities will shortly be available.

Policy HC 29

Support the provision of nursing homes.

6.8.5 Primary Health Facilities

The provision of health care facilities is a function of the Health Service Executive (HSE). The planning authority can assist, however, by ensuring that provision is made within development plans and local area plans for such facilities, particularly primary health care. Where new large scale housing development is proposed, the councils will require the provision of new, or extension to, existing primary health facilities. It is desirable that good quality, accessible health care is provided within the local community.



The importance of the Louth Hospital is recognised by councils for the vital role that it plays in health care provision.

Policy HC 30

Promote the development of healthcare facilities within the town and local centres and at public transport nodes.

6.8.6 Community Buildings and Sports Facilities

Community buildings, sports and recreational facilities play a very important role in fostering a sense of community identity and well being. With the substantial increase in population in the county and projected further growth, it is important that the necessary facilities are provided in the town and in new residential developments.

In 2006, the *Louth Local Authorities Sports and Recreation Strategy 2006-2012* was published. The aim of this strategy is to establish a set of strategic objectives to increase opportunities for sport, recreation, play and leisure for the inhabitants of the county. The councils will seek to secure the implementation of this strategy over the period of this plan.

Policy HC 31

Ensure that adequate provision is made for community buildings, sports and recreational facilities, including playing fields and children play areas in master plans and residential proposals, having regard to the *Louth Local Authorities Sports & Recreation Strategy 2006-2012*.

Resist the loss of existing social and community facilities and playing fields.

6.8.7 Disabled Persons

The Barcelona Declaration 2002, of which Ireland is a signatory, advocates the right of disabled people to equal opportunities and recognises their contribution to society and

the environment they live in. Under the terms of the Barcelona Declaration, the councils consulted with people with disabilities and adopted the *Louth Local Authorities Disability Implementation Plan 2008 -2015*. This plan outlines actions that the local authority will take to ensure that persons with disabilities and impaired mobility have unrestricted access to their buildings and services.

In addition, Part M of the Building Regulations 1990 requires that all public and private buildings should have provision for suitable access for disabled persons.

There has been much criticism in the past of public buildings where the available facilities are inadequate and in particular, the location of the public rest rooms. Although all public buildings must be compliant with Part M of the Building Regulations, it is also essential to require the provision of rest facilities and public toilets adjacent to all entrances/ exits.

Policy HC 32

Seek to ensure that public buildings include rest facilities for those with special needs and public toilets at main public entrance/ exit.

6.8.8 The Library Service

The County Council IS the authority responsible for the library service. Dundalk provides a regional library service and has hosted numerous visits by school classes, adult students and other groups. Progress has been made in the expansion of IT facilities for the public. This includes courses for public use on a number of terminals, public cards for use on public internet terminals and the provision of a wide selection of CD ROMs.

Policy HC 33

Support the continued development of library service in Dundalk and Environs Area.

Chapter 7 Recreation and Amenity

7.1 Introduction

The protection of recreational and amenity facilities in Dundalk is of great importance to both inhabitants and visitors to the town. Recreation areas perform an important role in creating a sense of community by providing people with an opportunity to congregate and also for children to interact and play together. Dundalk has much to offer in terms of active and passive recreational facilities such as parks, playing fields, children's play areas, designated walking and cycling routes and other amenities such as the Castletown River, Dundalk Bay and the seaside resort of Blackrock.



S07

Protect and enhance existing recreation and amenity facilities within the town and to secure the provision of additional facilities subject to demand and availability of resources.

7.1.1 Objectives

- Protection of existing green areas and public open spaces which provide for the passive and active recreational needs of the population
- Improvement of the quality and range of recreational uses provided within parks and public open spaces and other recreational service such as the swimming pool.
- Provision of new parks and green spaces with recreational facilities which are designed to a high standard
- Development and improvement of access and linkages between parks and public open spaces

The councils will resist development that would result in the loss of public or private playing fields, parks, children's play areas and public amenities and facilities. The provision for both passive and active recreational activities should be included in public open space and park lands in order to meet the needs of all sections of the community.

Policy RA 1

Secure the provision of public parks, open spaces and recreational facilities which are well designed, suitably proportioned and accessible to all sections of the community.

7.1.2 Local Authorities Sports and Recreation Strategy and Play Policy

The *Louth Local Authorities Sports and Recreation Strategy 2006 – 2012* outlines the councils' commitment to the development of quality opportunities and facilities for sport, recreation and leisure activities for all through the protection and development of both leisure and amenity resources.

The adoption of the *Louth Play Policy in 2006* and its implementation has contributed significantly to the provision of high quality, age appropriate play facilities and opportunities throughout Dundalk for all children. Playgrounds have been provided at Ashling Park, St Helena Park and Muirhevnamore and further playgrounds will be provided at other sites subject to demand and resources.

Policy RA 2

Implement the *Louth Local Authorities Sports and Recreation Strategy 2006 – 2012* and the *Louth Play Policy 2006*.

Require developers to provide play and recreational facilities in new residential areas where there is an identified need.

Resist the loss of recreational and amenity land and facilities and ensure that new developments do not impact negatively on either existing facilities or designations.

7.1.3 Public Parks

Public parks and open space should be dispersed in a coherent fashion according to a defined hierarchy and should provide for regional, district, neighbourhood, local parks and pocket parks. Ideally, all households should have access to each level of open space within the hierarchy at an acceptable distance. New public open space should contribute to the development of a public domain which, through the provision of improved opportunities for social interaction and children's play, is conducive to the development of vibrant communities.



The following table contains details of existing and proposed public parks and major open space areas in Dundalk and objectives for their upgrading and future development.

Table 7.1: Existing and proposed public parks

Name	Approx Size	Objective
Toberona	23.4 ha	To integrate a walk way and cycle route along the park and promote passive and active recreation with the provision of recreational facilities
Castletown River North	21.6ha	To incorporate a coastal walk way and cycle route along the river and promote passive recreation with the provision of seating and picnic benches
Castletown River South	7.5ha	To incorporate a coastal walk way and cycle route along the park and promote passive recreation with the provision of seating and picnic benches
Northern Environs	19.0ha	To restore the landfill site as a public park and amenity
St Helena's	7.0ha	To protect and enhance the existing amenities of the park.
Ice House Hill	6.9ha	To protect and enhance the existing amenities of the park.
Aisling Community Park	5.1ha	To protect and enhance the existing amenities of the park.
Mount Avenue	5.2ha	Secure the development of a public park on lands zoned for recreation purposes.
Haynestown	13.8ha	Secure the development of a public park on lands zoned for recreation purposes.
Fairhill	24.9ha	Secure the development of a public park on lands zoned for recreation purposes.
Blackrock Town Park	3.39ha	To protect, preserve and enhance existing amenities and facilities.
Muirhevnamor District Park	23.42ha	To protect and enhance the existing amenities of the park.
Clarkes Forest	2.7ha	To provide recreational amenities for the town.
South West Sector	22.4ha	Secure the development of a public park on lands zoned for recreation purposes.

Policy RA3

Protect and enhance existing public parks in the plan area and secure the development of additional parks as designated in the plan in order to provide for passive and active recreational needs of all sections of the community.

7.1.4 Private Sports and Recreational Facilities

Dundalk is well served with private recreational facilities which include golf courses, an all weather racecourse and numerous soccer, rugby and gaelic pitches. The councils will resist the loss of playing facilities and insist that where proposed developments would result in a reduction or loss, provision of replacement facilities within the same area be provided at an accessible location within the plan area.



Table 7.2: Private Sports and Recreational Facilities

Name	Approx Size	Policy Objective
Carnbeg	40.9ha	To protect and preserve the existing golf course and ancillary facilities
Racecourse	40.5ha	To protect and preserve the existing racecourse and ancillary facilities
Pitch and Putt Point Road	4.9ha	To protect and preserve the existing pitch and putt course and ancillary facilities
Grammar School	8.4ha	To protect and preserve the existing amenity
Blackrock Golf Course	68.9ha	To protect and preserve the existing golf course and ancillary facilities
Clann na Gaels	3.49ha	To protect and preserve the existing pitch and ancillary facilities
Na Gaels	2.56ha	To protect and preserve the existing pitch and ancillary facilities
Dundalk Rugby Pitch	7.29ha	To protect and preserve the existing rugby pitch and ancillary facilities
Oriel Park	8.44ha	To protect and preserve the existing soccer pitch and ancillary facilities
Dowdalshill GAA	2.58ha	To protect and preserve the existing pitch and ancillary facilities
Na Piarsaigh (Rock Road)	4.95ha	To protect and preserve the existing pitch and ancillary facilities
Rock Celtic (Blackrock)	2.17ha	To protect and preserve the existing pitch and ancillary facilities
St Gearldines GFC	2.68ha	To protect and preserve the existing pitch and ancillary facilities
Dundalk Ice Dome/JJB	n/a	To protect and preserve existing recreational facilities.

Policy RA 4

Resist the loss of private sporting and recreational facilities within Dundalk and its Environs.

7.1.5 Ecological Corridors

Ecological corridors, one of the elements of an ecological network, have the vital role of facilitating the movement and migration of species between core and adjacent areas. Ecological corridors are landscape features varying in size and shape that provide links between habitats.

With the assistance of funding from the Heritage Council, consultants were appointed by Louth County Council to identify ecological corridors and to investigate the feasibility of introducing such corridors at appropriate locations such as disused railway infrastructure, significant hedgerows, natural features and along waterways. The study incorporates the functional area of the plan.

Policy RA5

Identify and protect existing ecological corridors and investigate the introduction of additional corridors based upon existing natural and manmade features.

7.1.6 Castletown River and Coastline



Castletown River and Dundalk's coast line are important amenity feature for the inhabitants of the town and the surrounding area that need to be protected, particularly having regard to Dundalk Bay's designation as an SAC, SPA and pNHA. It is an objective of the councils to open up the area for recreational and amenity purposes by the provision of a cycle and pedestrian paths along the river extending from Toberona to Blackrock Village, subject to the protection of the designated sites' area.

Proposals for development on sites adjacent to the river will be required to set back any building by a minimum of 20 m from the edge of the river and to provide cycle paths (minimum width 3 metres) and pedestrian paths (minimum width 2 metres) along the river frontage of their site. Where these provisions apply, consideration will be given by the planning authority to offset the area involved against the public open space requirement or the community levy charge.

Policy RA6

Open up the Castletown River and Dundalk coastline for recreation and amenity purposes subject to the protection of designated Natura 2000 sites and Ramsar sites and ensure where necessary that any proposed development is subject to an Appropriate Assessment screening as required for under the Habitats Directive

Require that any development along the Castletown River is offset by a minimum of 20m from the waters edge or the high water mark whichever is appropriate and that cycle and pedestrian paths are provided.

7.1.7 Strategic Recreation Area

The strategic recreational area zone has been applied to the area of land to the east of the town (Map 1). The area so zoned is protected by the Navy Bank flood protection embankment and is therefore a high flood risk area. Consequently, it is considered as not being suitable for development other than recreation and amenity and developments that will not be significantly affected by flooding.

Applicants for planning permission for permitted uses within this area will be required to demonstrate that their proposal is consistent with the provision of an integrated network of leisure, recreation and amenity uses and that it will not prejudice the future comprehensive development of the area for amenity and recreational purposes.

Policy RA7

Protect the strategic recreational area for the provision of both public and private recreational and amenity uses.

Chapter 8 Conservation and Heritage

8.1 Introduction

Dundalk and its environs are located in a unique environment which has a rich and diverse built and natural heritage. Dundalk originated from its location on the Castletown River as a medieval town which was redeveloped in the eighteenth century. It then developed into an important industrial town with a broad range of associated



facilities. The town has a significant number of architecturally important buildings which have created a unique built environment that must be protected and enhanced. The town and environs is also rich in archaeological sites and again these structures and monuments will be protected for the benefit of the existing and future generations. The town benefits from its location on the Castletown River, Dundalk Bay and the backdrop of the picturesque Cooley Mountains and the wealth of archaeological sites within the vicinity.

The protection of this built and natural heritage is very important as it contributes to the attractiveness of the town as a place in which to live, work, visit and play. The built and natural heritage also gives a sense of character and identity to Dundalk.

The natural and built environments of the plan area play an intrinsic part in the character and development of the town and environs and should be protected in order to enhance the quality of life for residents and visitors alike.

SO8 Protect and enhance the natural and built environments as an inherent part of the heritage of the Dundalk and environs plan area.

It is also the objective of the councils:

- To safeguard the natural and built environment as a resource in its own right and seek to ensure that future generations can understand and appreciate their heritage.
- To protect and enhance the quality of the natural and built environment as an asset to the promotion of tourism and enhancing the image of Dundalk as a place to live, visit and play.

8.2 Natural Heritage and Biodiversity

8.2.1 Heritage

Heritage is defined under the Heritage Act 1995 as items such as monuments, archaeological objects, heritage objects, architectural heritage, flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, heritage gardens and parks and inland waterways. The *Louth County Heritage Plan 2007 - 2011* provides guidance on these issues and other topics which the people of Louth have identified as being part of their heritage. Heritage can extend to include place names, local history and traditions. The aim for the Louth Heritage Plan is to '*coordinate the conservation, management and sympathetic development of the county's heritage and to encourage community pride in, and responsibility for, the implementation of the Plan*'. The development plan will support the objectives and actions contained in the Heritage Plan.

Policy CH1

Support the implementation of the County Heritage Plan which aims to coordinate the conservation, management and sympathetic development of the county's heritage and to encourage community pride in, and responsibility for, the implementation of the plan.

8.2.2 Biodiversity

Biodiversity is a term intended to describe all of nature's variety. It refers to the great diversity of the living world, including the variety of species on the planet, the amount of genetic variation that exists within species, the diversity of communities in an ecosystem and the rich variety of landscapes that occur on the planet. Biodiversity comes under threat through habitat destruction, invasive species, pollution, and overharvesting of natural resources.

The Convention on Biodiversity 1992 was the first global agreement on the conservation and sustainable use of biodiversity. The Convention refers to the ecological, genetic, social, economic, scientific, educational, cultural, recreational, and aesthetic values of biological diversity. Ireland ratified the Convention in 1996 and it was translated into an Irish context through the publication of the *National Biodiversity Plan in 2002*. One of the actions of the National Biodiversity Plan was for each local authority to prepare a local biodiversity plan in consultation with relevant stakeholders.

In order to secure the protection of the natural and built environment of the town and its environs, it is important to provide appropriate guidance to property owners and developers. The *National Biodiversity Plan* promotes shared responsibility for environmental protection by public bodies, private enterprise and the general public. This principle of shared responsibility will be applied to all aspects of conservation and the protection of heritage in order to achieve the strategic objectives of the plan.

The *Biodiversity Action Plan for Louth*, covering the period up to 2012 was approved by Louth Local Authorities in 2009. The plan contains a set of actions which are specifically designed to protect the ecology and biodiversity of the county, including both flora and fauna and the habitats which they occupy.

Policy CH2

Support the implementation and recommendations of the *Biodiversity Action Plan for Louth 2008 – 2012*.

Any proposal for development on lands which contain a natural wetland area will be required to carry out an ecological survey to determine the impact of the development on the wetland habitat and to include mitigation measures to protect flora and fauna therein.

8.2.3 Dundalk Bay

Dundalk Bay is a designated European site under the Habitats Directive (SAC) and the Birds Directive (SPA).

SAC's are special wildlife conservation areas which are designated and protected under the EU Habitats Directives, supported by Irish legislation. The Directive lists certain habitats and species that must be protected within SACs.

The EU Birds Directive designates a number of Special Protection Areas (SPAs) throughout the Union which protects the breeding and wintering grounds of migratory seabirds.

Dundalk Bay is also designated as a proposed Natural Heritage Area (NHA). This seeks to protect the natural environment; however, they afford little protection to such areas as they do not currently have a statutory basis.

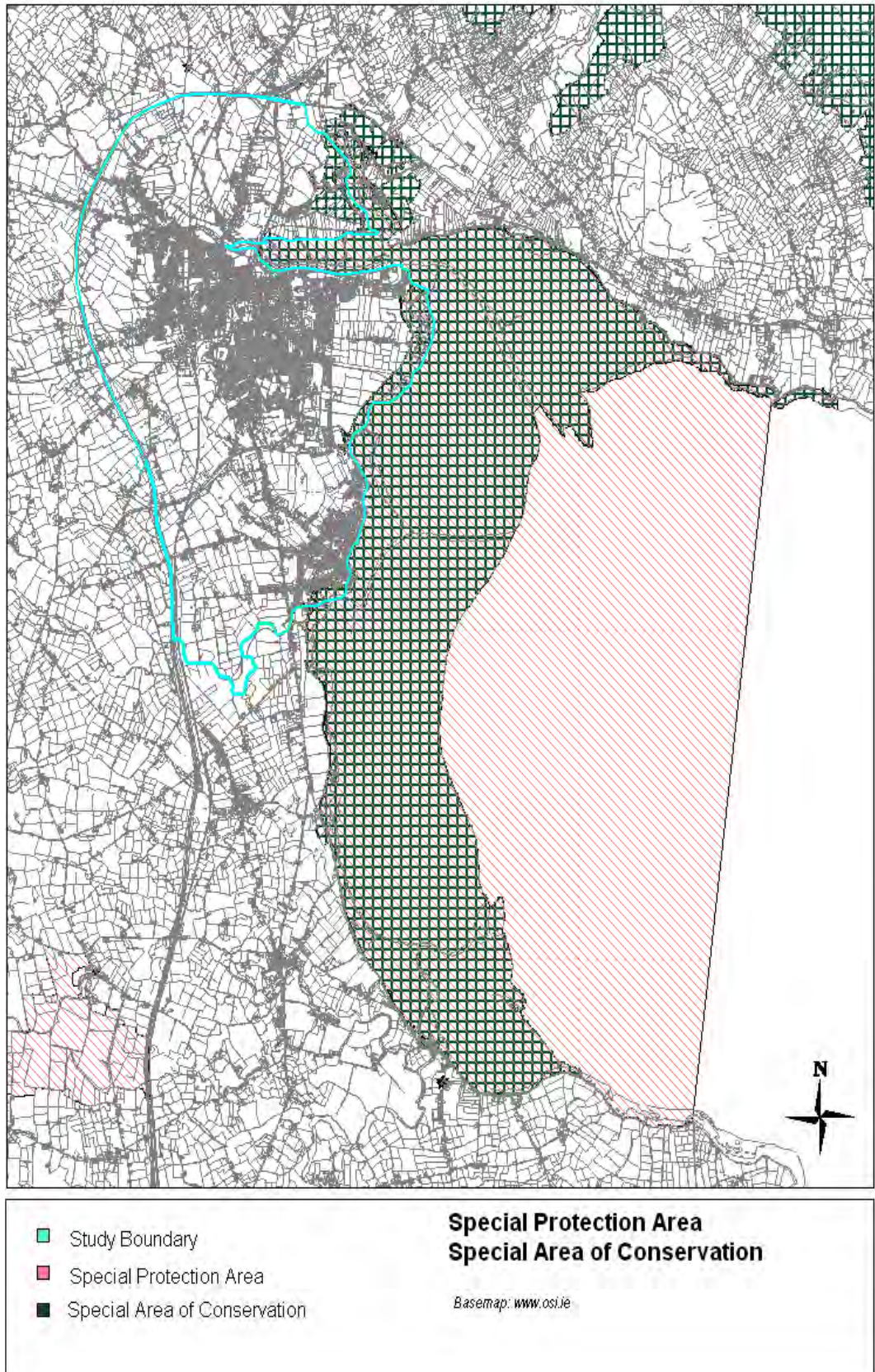
The councils will require that an appropriate assessment be carried out by a suitably qualified person in respect of any development that is likely to have an impact on the designated Dundalk Bay SAC and SPA. Where the development is of such a scale or nature that an Environmental Impact Statement is required, the appropriate assessment may be carried out as part of the EIS.

Policy CH3

Protect the designated SAC, SPA and pNHA in Dundalk Bay from any adverse impacts of development and to require Appropriate Assessment of any development likely to have an impact on the integrity of Natura 2000 sites.

Map 8.1 contains the designated SAC and SPA sites in Dundalk, relative to the boundary of the plan area.

Map 8.1: Special Protection Area and Special Area of Conservation



8.2.4 Landscape

The landscape character of an area is determined by the forces of nature and considerable human impact over time. The built environment is the dominant landscape feature in urban areas and is shaped primarily by human actions.



Protection of the built environment is afforded under the provisions of Part IV of the Planning and Development Act 2000 which provide for the designation of protected structures and architectural conservation areas.

Urban expansion into greenfield sites fundamentally alters the existing landscape character of the area in which it is located. However, it is important that, where such developments takes place, key landscape features such as wetland areas, trees, significant hedgerows, stone walls, rivers, streams, elevated and prominent landform features are protected.

The landscape character of Dundalk is formed by the built environment, its coastal and riverside location and the panoramic views extending to the Cooley and Mourne Mountains. The underlining topography and landform of Dundalk is generally flat but rises in a westerly direction towards Mount Avenue where the Castletown Motte National Monument occupies a dominant elevated position. The councils will seek the protection of important natural and land made landscape features and strategic views of the town, sea and mountains. Designers of new developments should therefore take into consideration important landscape features and views in their designs and incorporate measures and design solutions that will minimise the impact of the development on such features and views.

8.2.5 Strategic Views

The table 8.1 includes the views considered worthy of protection within the development plan and are illustrated on Map 2.

Table 8.1: Strategic Views

View	Location
V1	Views of the town, Dundalk Bay and towards the Cooley and Mourne Mountains.
V2	Views northward on the Point Road between the Coe's Road and Soldier's Point
V3	Views from Castletown Mount.
V4	Views of the town from the Ardee Road.
V5	Views of the town from Bother Blinne, Ard Easmuinn.
V6	Views north to the Cooley Mountains and south over the town from the

	former Dundalk - Greenore railway line.
V7	Views north east and south from Soldiers Point and views of the Cooley Mountains
V8	Views of the town, Dundalk Bay and Cooley Mountains from the Navvy Bank
V9	Views from lands east of the racecourse
V10	Views of Dundalk Bay and the Cooley Mountains from the Coast Road between McGuigan's Rock and Dundalk Town Council's Boundary
V11	Views of Dundalk Bay and Cooley Mountains from The Crescent to Main Street
V12	Views out to sea from the Cockle Hill Road
V13	Views of the Cooley Mountains from the car park at St. Fursey's Church, Haggardstown
V14	Views of the Cooley Mountains from St Mary's Road and junction with Inner Relief Road.

Policy CH4

Protect important natural and man made features, landscape and strategic views within the plan area and require designers to submit a visual impact assessment to take into consideration the protection of landscapes and views in the design of new developments.

8.2.6 Tree Preservation Orders

Dundalk Town Council and Louth County Council will seek to protect trees, groups of trees and areas of woodland where they have natural heritage value or contribute to the character or amenity of a particular locality. An inventory and survey of trees within the urban area of Dundalk was undertaken in 2000. The report documented approximately 1,172 trees in the urban area, including a condition survey and recommended treatment. The report recommended the making of tree preservation orders to protect trees in the town.



Development proposals which are likely to cause destruction or damage to any tree which makes a significant contribution to the ecology, character or appearance of the area, shall be accompanied by a tree survey. Tree surveys should be carried out by a qualified arboriculturist who shall record on-site information independently before a specific layout or design is proposed. The report shall include the following: tree constraints plan, arboriculture method statement and arboriculture impact assessment. The survey documents should include the following:

- All trees and groups of trees should be recorded and categorised as per their variety, quality and value.
- Individually number specimens, distinct individual and groups of trees.

- A table that shows the tree species, height in metres, stem diameter in millimetres, branches' spread, height of crown clearance, age class, physiological, condition, preliminary management, recommendations, estimated safe useful life expectancy in years and retention category grading.

Any development permitted by the local authority which involves the removal of trees or groups of trees will contain a planning condition requiring the planting of replacement native semi-mature trees at a ratio of 4:1.

Policy CH5

Seek the protection of important trees and groups of trees within the plan area and require that designers take into considerations the protection of trees in the design of new developments.

Require replacement trees at a ratio of 4:1, and of native species, where the removal of trees is required in order to facilitate the development.

Make Tree Preservation Orders for the 64 trees and groups of trees identified in appendix 6.

8.2.7 Scenic Routes

The councils will require applicants seeking to undertake works along a scenic route or in an area with significant views, to demonstrate that there will be no adverse impact or obstruction of the views. Such applications for development must take careful account of the siting, design and landscaping of the proposed development to ensure that there are no significant alterations to the character of the area.



The following scenic route has been identified which requires protection.

Reference	Route
SR1	Coastal Road, Blackrock Village

Policy CH6

Have regard to the scenic route when assessing proposed development and ensure that development proposals do not interfere with or adversely affect the amenity value of the scenic route.

Map 8.2: Scenic Route



8.3 Archaeology

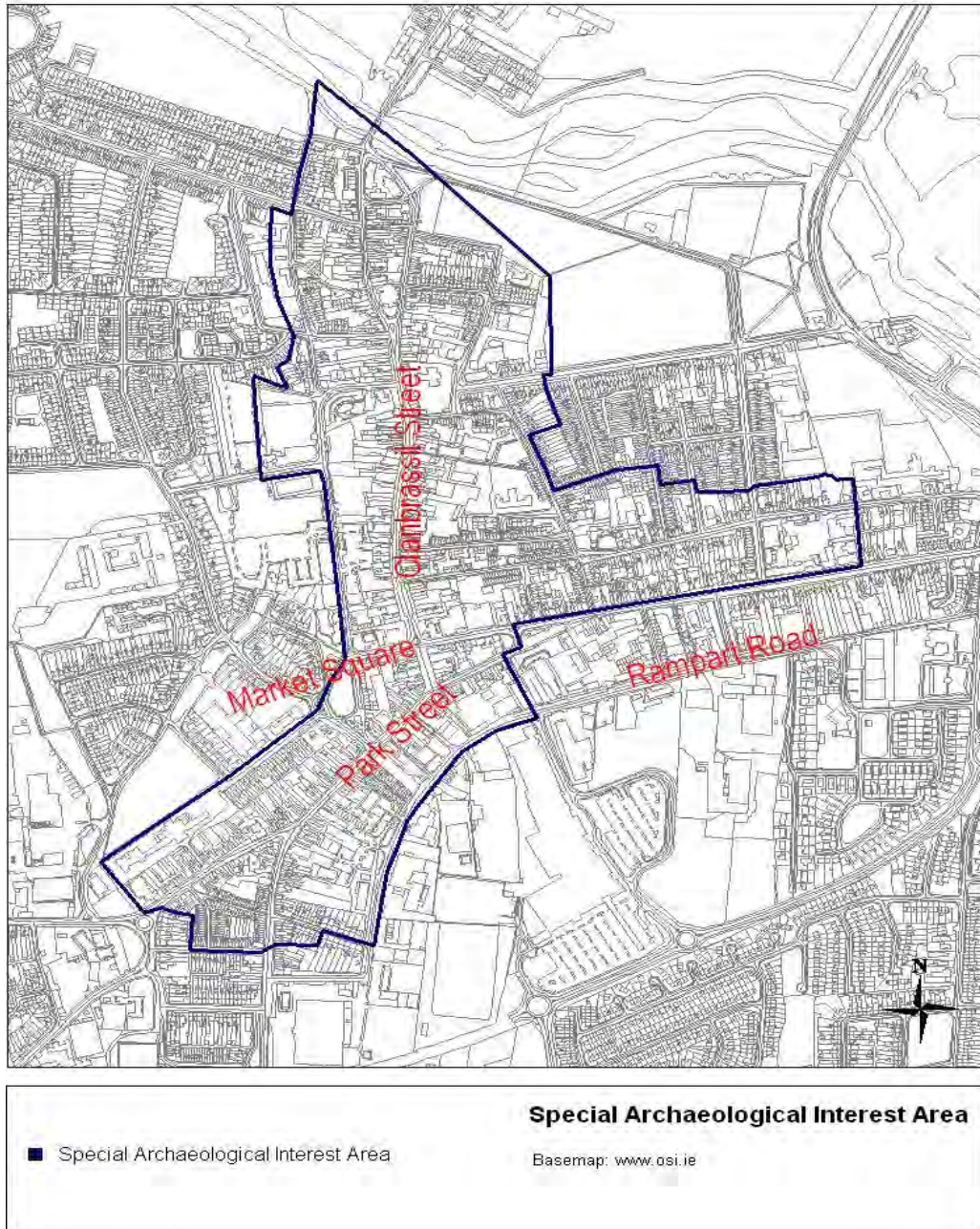
The *Framework and Principles for the Protection of the Archaeological Heritage*, published by the Department of Arts, Heritage, Gaeltacht and the Islands, states that the planning process 'is an essential mechanism for ensuring the protection of the archaeological heritage and is indeed, often the primary means of doing so'. The framework defines archaeology as 'the study of past societies through the material remains left by those societies and the evidence of their environment'. Archaeology is a valuable resource which can contribute greatly to the attractiveness of a place.

It is an objective of the councils to secure the preservation in-situ or by record of all archaeological monuments included in the Record of Monuments as established under Section 12 of the National Monuments (Amendment) Act, 1994 and of sites, features and objects of archaeological interest generally. Dundalk Town Centre and the Castletown Motte as identified on map 9.3 have been designated Areas of Special Archaeological Interest.

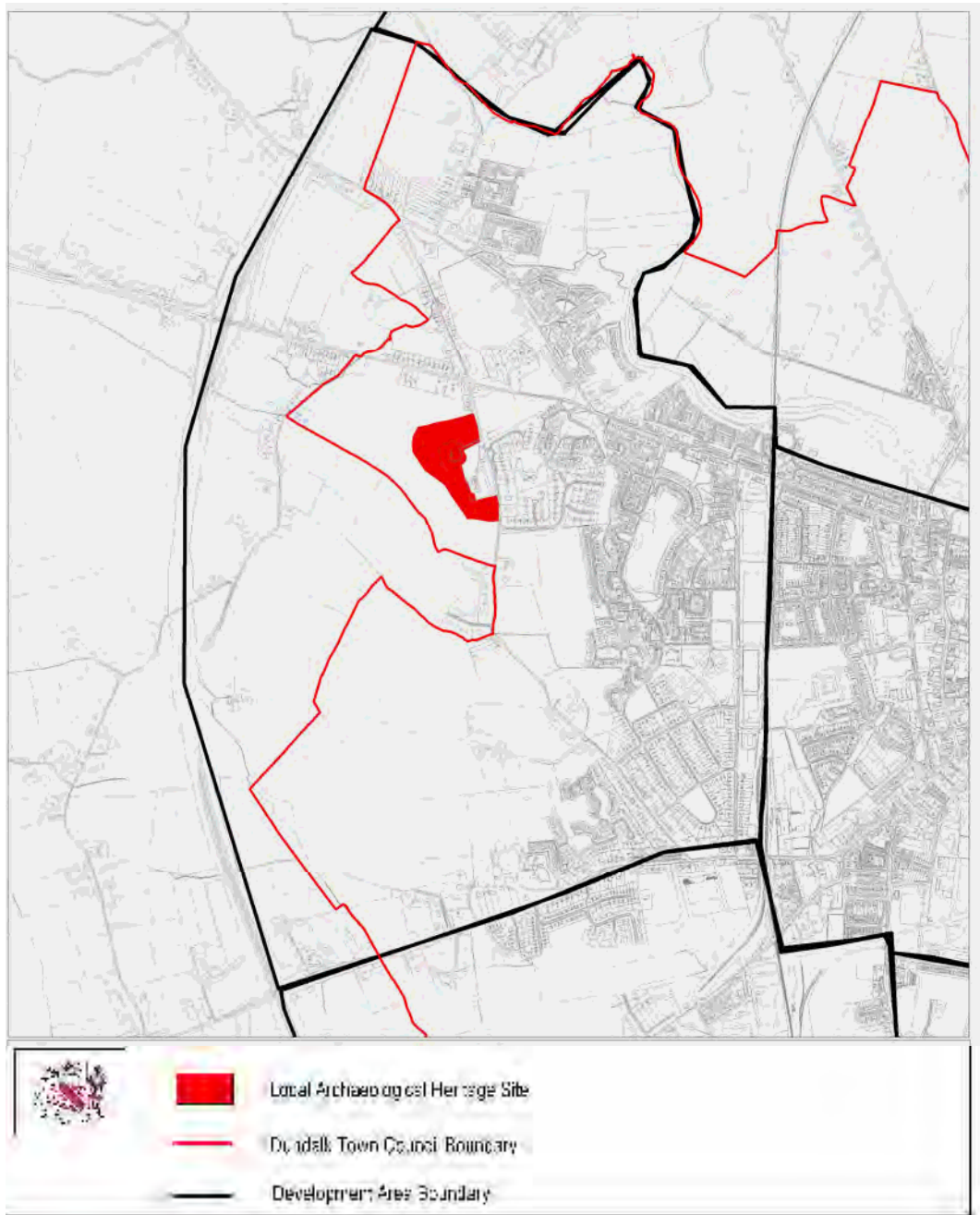
Developers should consult with the archaeology section of the Department of the Environment Heritage and Local Government with regard to any proposed development that would be likely to impact, either directly or indirectly, on any designated archaeological site and in respect of any as yet undocumented site or artefact discovered during construction. Where there are known or likely archaeological

features within an area, applicants for planning permission may be required to carry out an archaeological assessment of the site as part of the planning process.

Map 8.3: Special Archaeological Interest Areas



Map 8.4: Local Archaeological Heritage Site



Policy CH7

Safeguard the archaeological heritage of Dundalk and its environs by protecting designated archaeological sites, Local Archaeological Heritage Site, and Special Archaeological Interest areas and requiring that applicants for planning permission for development in areas known to contain archaeological features, carry out an archaeological assessment of the site.

8.4 Conservation of Built Heritage

Local authorities are required to include in their development plans, policies and objectives for the protection, enhancement and preservation of the built heritage of the plan area. The built heritage provides character and identity to a place which is of benefit aesthetically, socially and economically. The Department of the Environment, Heritage and Local Government provides guidelines for the protection of our built heritage in *Architectural Heritage Protection, Guidelines for Planning Authorities, 2004*. These guidelines provide advice and guidance to local authorities and developers on the conservation of buildings and structures.

In the context of sustainable development, a commitment to reusing and maximising the retention of buildings will further protect and enhance buildings and structures for future generations. Appropriate materials and techniques must be incorporated during refurbishment. In this regard, underused buildings will again become an intrinsic part of urban landscape and add vitality and liveability of the plan area.

Policy CH8

Encourage the appropriate reuse, renovation and rehabilitation of older buildings which are not listed, but have some architectural historical or heritage merit.

8.4.1 Protected Structures

The Dundalk Record of Protected Structures (RPS), in volume 2 of this plan, lists all buildings, features and sites to be protected. A 'protected structure' is defined as a structure or part of a structure which is included in the Record of Protected Structures. In relation to a protected structure or proposed protected structure, the meaning of the term includes the interior of the structure, the land lying within the curtilage of the structure, any other structures lying within that curtilage and their interiors, all fixtures and features which form part of the interior or exterior of the structure. Any features specified as being in the attendant grounds (curtilage) are also protected.



It is an offence under Part 4 of the Planning and Development Act (as amended 2000), to demolish, alter, damage or carry out works to a protected structure. Where there is doubt regarding whether or not proposed works to a protected structure are exempt under Section 57 of the Planning and Development Acts, the developer may request a 'declaration' as to what is and is not exempted development in relation to a protected structure.

Outline permission cannot be granted for works to a protected structure or for any works within its curtilage. Application may be made for extensions, alterations or a change of use. Demolition of protected structures is not permitted, except in

exceptional circumstances, and should preferably involve making application to have the structure removed from the Record of Protected Structures in advance.

There are currently 349 Protected Structures in the Record of Protected Structures (RPS) in the Dundalk Town Council Area, and 18 in the environs area. It is intended to propose further additions on foot of minister's recommendations in 2010 under section 55 of the Planning and Development Act 2000.

The RPS can be amended at any time under section 55 of the Planning and Development Act 2000, therefore the RPS should always be checked.

Policy CH9

Protect and safeguard structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest which are included in the Record of Protected Structure in volume 2 of this plan.

8.4.2 Architectural Conservation Areas

Architectural Conservation Areas (ACAs) are areas designated in accordance with section 81 of the Planning and Development Act 2000 (as amended), where the planning authority is of the view that this designation is necessary for the preservation of the character of a place, area, group of structures or townscape of special interest or where the structure contributes to the appreciation of the heritage area.

The 2003-2009 Dundalk and Environs Development Plan identified seven Architectural Conservation Areas. The boundaries of these areas have been modified somewhat and the revised areas are area shown in appendix 7 which also includes guidelines for development within ACAs. An additional architectural conservation area has been identified incorporating the 6 houses that formed the Crescent, Blackrock.



Policy CH10

Protect designated Architectural Conservation Areas within the plan area and require that new development within such areas is sensitively designed so as not to detract from the character of the areas.

Chapter 9 Telecommunications and Energy

9.1 Introduction

This chapter contains policies and objectives of Dundalk Town Council and Louth County Council with regard to ensuring the provision of a competitive high quality telecommunication network and encouraging more efficient and sustainable use of energy throughout the plan area.

S0 9 Provide a framework for sustainable development through the provision of quality telecommunications infrastructure and energy end use efficiency and encourage the facilitation of an increase in the use of renewable energy in buildings.

9.2 Telecommunications

The vital role of telecommunications in enabling Dundalk to reach its full economic potential is recognised. The importance of high quality telecommunications infrastructure for efficient free flow of information is critical to the functioning and further development of the modern economy. The core policy of the “*National Communications Strategy 2003*” published by the Department of Finance is;

“To contribute to sustained macro-economic growth and competitiveness and ensure that Ireland is best placed to avail of the emerging opportunities provided by the information and knowledge society, by promoting investment in state of the art infrastructures, by providing a supportive legislative and regulatory environment and by developing a leading edge research and development reputation in the information, communications and digital technologies”

The provision of a quality and price competitive telecommunications service promotes industrial and commercial development, improves personal security and allows for better communication and networking in the business and commercial sectors.

9.2.1 Broadband

Over the course of the previous plan, there has been a roll-out of quality broadband services in Dundalk, funded largely by the National Development Plan, but also with significant private sector involvement. The Metropolitan Area Network (MAN) programme has delivered a high quality and high capacity broadband infrastructure to Dundalk, Drogheda and Ardee. The remaining deficiencies in the broadband network will be addressed under the National Broadband Scheme (NBS) during the course of this plan.

The Department of Communications, Energy, and Natural Resources, through the National Broadband Scheme, has stated that Dundalk and Environs is currently well served by broadband providers. This is a distinct advantage considering that there are some areas within Ireland which are not currently served. The councils recognise the need to continue the provision of a quality broadband network for both domestic and commercial use and will encourage and facilitate the provision of new and improved facilities in the town.

Dundalk has broadband telecommunications infrastructure in the form of 2.5Gbit and 155Mbit synchronous digital hierarchy (SDH) technology. The town has a primary rate Integrated Services Digital Network (ISDN) and Asynchronous Transfer (ATM) switching capacity. Access to the national broadband network is available at >34 Mbit.

Policy TE 1

Secure the expansion of high quality broadband and telecommunication infrastructure within the town and its environs in the interests of promoting economic growth and competitiveness.

9.2.2 Open Access Ducting

The councils will require that open access is made available to all ducting networks provided within the plan area in order to support a competitive telecommunications service and to safeguard existing roads and footpaths from unnecessary excavation. These networks will remain in the ownership of the developer until taken in charge by the council. The councils will require, by way of condition attached to any grant of planning permission, that the service provider enter into an agreement with the local authority to ensure that open access at an economic cost is provided.

Policy TE 2

Require that access to cable ducting within new developments is made available to all service providers on a non-exclusive lease basis at an economic cost.

9.2.3 Land Based Telephony

The importance of the traditional land based telephony has decreased over recent years due to the rapid upsurge in demand and developments in mobile telephony. Nevertheless, land based telephony remains as an essential part of the telecommunications networks. The service is well developed and of a high standard throughout the county and is continually being upgraded by the service providers. The two major telephone exchanges located within the county are located in Dundalk and Drogheda.

9.2.4 Mobile Telephony

There have been considerable advances made in extending the mobile telephony network and service in the county in recent years. A high quality reliable phone service is a necessity for both business users and the general public. It is important that the plan contains guidance for the appropriate provision of the required infrastructure.

When suitably located and designed, this infrastructure can go largely unnoticed to the general public.

Policy TE 3

Promote the provision of a competitive and comprehensive mobile telephony network throughout the plan area.

Operate a presumption against the location of antennae support structures where such structures would have a serious negative impact on the visual amenity of sensitive sites and locations and require operators to share antenna support structures and sites where feasible.

9.2.5 Obsolete Telecommunications Structures

Technology in the field of telecommunications is constantly advancing. This results in infrastructures rapidly becoming outmoded. In order to prevent a proliferation of such infrastructures which would be detrimental to the visual amenities of the town and its environs, planning permission will normally be granted for a period of 5 years only, where after, obsolete mobile telecommunication infrastructures must be removed by the operator and the site re-instated. A bond or cash deposit will be sought to ensure compliance with any such condition imposed. Any permission granted for a further period on the site will be conditional on the replacement of the obsolete technology with more modern and environmentally friendly designs where these have become available.

Policy TE 4

Grant planning permission for telecommunications related structures for a specified period only and to require the removal of all obsolete telecommunication structures and re-instatement of sites to the satisfaction of the planning authority. A cash bond and development levies will be imposed.

9.2.6 Development Management Assessment Criteria (Telecommunication Structures)

Planning applications for telecommunications infrastructure will, in addition to the above policies, be assessed having regard to the following:

- Applicants should demonstrate that they are locating telecommunications equipment in accordance with the sequential approach outlined in the telecommunications guidelines *Telecommunications and Support Structures, Guidelines for Planning Authorities (1999)*. Only as a last resort should free standing structures be permitted where there is no perceived threat to the visual or aesthetic amenity of the area.
- Ensure that the proposed siting for free standing antenna support structures is suitably located and designed in order to reduce visual impact. It is accepted that operators require certain sightlines in order to provide coverage, however it must be demonstrated that the location is not unduly obtrusive. Setting installations against an appropriate backdrop may mitigate negative impacts. The site should

be made secure using appropriate fencing and natural landscaping. Anti-climbing devices should be employed

- Applicants must undertake to make their antenna support structures available and/or ducting to other service providers at an economic cost.
- All installations attached to structures should employ the latest technology and stealth techniques (wall mounting, painting, cable tray covers, set back distances from roof edge etc.) in order to minimise their size and visual impact. Each piece of equipment should be justified.
- Considering the ongoing changes and advancement in the technology and in order to secure the removal of obsolete technology, planning permission will be granted for a limited period only. On expiry of the period for which the planning permission was granted, the owners/operators of the infrastructure shall remove it and re-instate the site to its original condition less planning permission for its retention has been granted by the council.

9.3 Energy

The *European Council Energy Action Plan 2007*, the *National Climate Change Strategy 2007-2012* and the Government's White Paper *Delivering a Sustainable Energy Future for Ireland (2007)* establish targets and actions to address issues of greenhouse gas emissions and global warming. Under EU and international agreements, Ireland is committed to generating 33% of the electricity requirement from renewable resource and 10% of transport fuels from bio fuels by 2020.

Sustainable land use and transportation planning is essential to energy conservation and should be a key consideration and component in any strategy aimed at reducing greenhouse gas emissions. By providing for more compact urban forms, land use planning can promote the economic provision of public transport facilities and other sustainable modes of transport, thereby reducing dependency on the motor car. The recently published suite of guidance documents by the Department of the Environment, Heritage and Local Government covering issues such as residential density and the provision of sustainable communities in both urban and rural areas, seeks to encourage a planned and sustainable approach to energy conservation and reduction in greenhouse gases through the planning process.

Policy TE 5

Promote and encourage the provision and use of sustainable energy in line with EU and government policy and guidelines.

9.3.1 Sustainable Energy Ireland (SEI)

Sustainable Energy Ireland was set up by the government in 2002 as Ireland's national energy agency to promote and assist the development of sustainable energy. Under the government's decentralisation programme, SEI is being relocated to Dundalk. The organisation currently occupies a regional office in the Finnabair Industrial Estate and has developed strong links with Dundalk Institute of Technology, Louth County Council, Dundalk Town Council and the private sector.

Sustainable Energy Ireland has been instrumental in the development and implementation of a number of innovative energy use and conservation projects in Louth, primarily in Dundalk. These include:

- The Dundalk 2020 Holistic Project. This involves a partnership between SEI, Dundalk Town Council, Louth County Council, institutional and the private sectors, supported by EU Concerto funding. The project covers a defined geographical area to the south of Dundalk and aims to secure the efficient use of energy through measures such as improved insulation of buildings and district heating.
- Bright Ideas event. The first Bright Ideas event was held in Dundalk in 2008. It brought together over 100 of the North East's lighting manufacturers, engineers, architects, interior designers, property managers and lighting retailers to learn more about how to use lighting and energy in an effective and efficient manner.

The councils will work in partnership with, and support existing and proposed initiatives by SEI in Dundalk.

Policy TE 6

Work in partnership with and support existing and proposed initiatives by SEI in Dundalk to promote more efficient and sustainable energy use within the plan area.

9.3.2 Dundalk 2020 Holistic Project

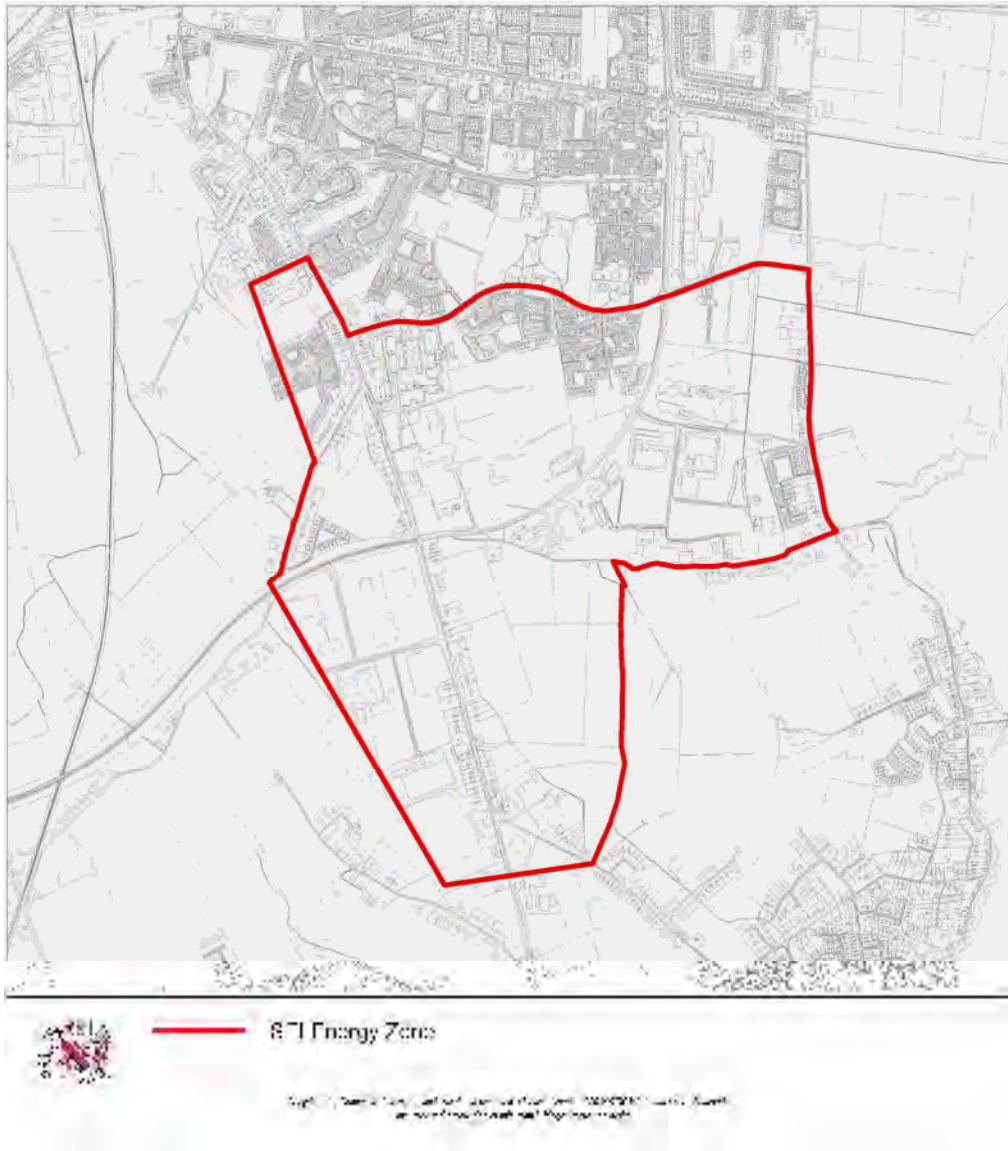
The Dundalk 2020 holistic project, initiated in 2006, encourages participants in a scheme to deliver high levels of energy efficiency in buildings and to secure 20 % of heat and energy requirement from renewable sources. The 2020 project is designed as a pilot project to demonstrate how energy can be more efficiently used by the community of consumers, businesses and public bodies that are contained within the Dundalk Sustainable Energy Zone (SEZ).

Dundalk is already a global leader through its development of the Dundalk 2020 project and it is an objective that the town will become a showcase for innovative technologies, policies and practices that will be needed in order to reduce greenhouse gas



emissions and the development of more sustainable energy in Ireland and elsewhere. Over the next few years, SEI will be installing innovative energy-efficient technologies in a wide range of buildings across the Dundalk Sustainable Energy Zone. The extent of the zone is delineated on Map 9.1.

Map 9.1: Sustainable Energy Zone



A schematic representation of the zone including the principal participants is contained in Map 9.2.

Map 9.2: Sustainable Energy Zone Schematic Representation



Key

- 1: Industry
- 2: Renewable Street Lights
- 3: Energy Efficiency Homes
- 4: Smart Meters Pilot
- 5: Secondary School
- 6: DKIT
- 7: Hospital
- 8: New build residential
- 9: Biomass district heating
- 10: Wind Turbine.

Policy TE 7

Support the implementation of the Dundalk 2020 holistic project and investigate the feasibility of the expansion of the scheme to other or all areas within Dundalk and its environs.

9.3.3 Eco-Neighbourhood

Dundalk’s submission for funding to the Department of Environment, Heritage and Local Government under the Gateway Innovation Fund includes the development of an “eco-neighbourhood” for lands within the Dundalk South West Sector. The eco-neighbourhood is based on the concept of sustainable living and involves the design and development of environmentally friendly buildings and a low energy dependant community. The development of this eco-neighbourhood is reflective of the vision contained within the Dundalk 2020 holistic project.

Key features of the proposed eco-neighbourhood include:

- Enhanced level of insulation in walls, roofs, floors, glazing and doors
- Reduced uncontrolled air filtration losses

- Heat recovery systems
- Water conservation measures
- Use of more sustainable building materials
- Fuel switching to low or zero CO2 emitting fuels
 - Incorporation of renewable energy heating systems (e.g. active, solar, heat pumps, biomass)
 - Provision of district heating systems.

District heating has advantages over single unit heating systems in terms of energy efficiency and can provide an opportunity, depending on scale, for the simultaneous production for heat and electricity through combined heat and power (CHP) generation plants. District heating results in a 35% reduction in energy use over standard single boilers. Road construction and improvements affords an opportunity for the economic provision and laying of pipe work as part of a district heating network for both current and future use. The councils will therefore consider the laying of such pipe work within new road construction projects, including the western infrastructure. This may also be requirement within new residential areas.

Policy TE 8

Promote the development of an eco-neighbourhood and require provision for district heating networks where practical throughout the plan area.

9.3.4 Natural Gas Supply Network

Bord Gáis Éireann has a substantial distribution network in County Louth, including the Dundalk and Environs area and has sufficient network capacity to meet anticipated domestic and industrial demand.

Policy TE 9

Support the expansion of the natural gas supply network in Dundalk and its environs.

9.3.5 Renewable Energy

Ireland has significant renewable energy resource potential in terms of wind, wave, solar, tidal, ocean and bio energy and it is important that these resources are developed and fully utilised in order to reduce dependency on costly, imported fossil fuels.

The National Climate Change Strategy (NCCS) 2007 – 2012 details the measures by which Ireland will meet its Kyoto 2008 - 2012 commitment. It states that “electricity generation from renewable sources provides the most effective way of reducing the contribution of power generation to Ireland’s greenhouse gas emissions”.

The development of renewable energy will assist in the provision of a secure and stable energy supply for the long term and will also provide employment in indigenous renewable energy projects. The councils will encourage the production and use of energy from renewable sources including wind energy, solar, ground heat source, biomass, tidal, wave and generation from waste material, subject to normal

planning considerations, including in particular, the impact on areas of environmental or landscape sensitivity.

Dundalk is unique in the Irish context in having an electricity generating wind turbine provided by Dundalk Institute of Technology and located within its campus. This structure has assumed iconic status for the town and the councils will facilitate similar innovative alternative energy projects throughout the plan area subject to the protection of visual and residential amenities.

Policy TE 10

Support innovative alternative energy projects and seek to ensure that 25% of the energy requirement of new buildings is obtained from renewable energy sources. This should be calculated on the basis of an approved method carried out by a qualified and accredited expert in the field.

Where it can be demonstrated to the satisfaction of the planning authority that the proposed development will result in a reduction of 25% of carbon emissions below the industry standard this may be deemed as an acceptable alternative.

9.3.6 Electricity Infrastructure

The development of secure and reliable electricity transmission infrastructure is recognised as a key factor for supporting economic development and attracting investment into the area. The councils support the renewal of infrastructure and development of electricity networks within the plan area where these are laid underground.

Policy TE 11

Support the inclusion of ducting for electricity infrastructure and require that all networks are laid underground.

9.4 Guidelines for Sustainable Design and Energy Efficiency in Buildings

This section sets out guidelines for the sustainable design, siting and construction of buildings, particularly with regard to energy efficiency and energy conservation, as well as waste management, waste disposal and sustainable urban drainage systems. These standards need to be read and adhered to in conjunction with improved national standards which came into effect from the 1st of July 2008 (Part L of the Building Regulations 2007, as amended).

Measures that promote energy conservation and efficiency in buildings include air tightness, appropriate use of glazing, high insulation standards and more efficient heating. Alternative forms of electricity and heat generation should also be considered.

The various elements in relation to energy conservation and ecological building design are further outlined in this section.

1. Passive Solar Design

Passive Solar Design (PSD) techniques relate to the siting, layout, built form and the landscaping of a development. The use of PSD techniques is cost effective, as it requires little or no cost to the developer and can amount to substantial savings on behalf of the owner/occupier. It also reduces the long-term use of fossil fuels and thereby reduces CO₂ production.

The main elements for the application of PSD with regards to design, siting and layout are as follows:

- Orientation - To maximise solar access and its benefits, the principal façade of a building should be orientated to within 30 degrees of south (where feasible). A southerly orientation maximises solar gain in winter.
- Wind – Buildings should be designed and located to reduce the impact of wind chill and suitable shelter belts should be incorporated.
- Openings - Large glazed surfaces should be located on the southern face of the building. These surfaces must be highly insulated through high performance glazing to prevent the loss of heat.
- Internal planning - The internal layout of buildings should be designed by setting occupied spaces to the south and service spaces to the cooler north.
- Avoidance of overshadowing – where feasible, buildings should be carefully spaced to minimise the loss of solar gain due to overshadowing.

2. Low Energy Performance Buildings

All new buildings should be designed to comply with low energy performance standards. The current minimum energy performance requirements for residential buildings are set out in the Second Schedule to the Building Regulations 1997 (S.I. No. 497 of 1997). Amendments to the statutory regulations came into effect from the 1st of July 2008 (Building Regulations (Amendment) Regulations 2007 (S.I. No. 854 of 2007)). It will be a prerequisite of all development in the plan area that the provisions of the amended building regulations be complied with.

4. Active Solar Design

Active solar systems can work in unison with passive systems and provide an alternative mechanism for harnessing solar energy. This system does not rely on site orientation or layout but can be incorporated into any building design to maximise energy efficiency. Active solar technology involves the installation of a solar collector device; this device absorbs the sun's heat to provide space or water heating. A correctly sized unit can provide around half of a household's water needs over a year; large buildings can introduce several systems to increase solar absorption.

5. Alternative Heating Systems

Energy efficient heating systems such as wood pellet stoves and boilers and geothermal heat pumps can greatly help to reduce energy consumption. Geothermal heat pumps (GHP) work by extracting heat energy from a low temperature source and upgrading it to a higher temperature so that it can be used for space and water heating. Heat pumps are very economical. For every unit of electricity used to power the heat pump, 3 to 4 units of heat are generated. They work best in conjunction with low temperature heat distribution systems e.g. under floor heating. Wood burning systems do emit carbon dioxide. However, as the wood fuel is cultivated, it absorbs the exact same amount of carbon dioxide as is released when burnt. As such, it does not add to the carbon dioxide in the atmosphere. An eligible system can be used for heating a single room, hot water or a whole house.

6. Reduction in Water Consumption

Fresh water resources are increasingly becoming an issue of environmental and economic importance. According to the European Environment Agency, the average consumption for all household purposes is about 150 litres per capita (1999). On this basis, the average water consumption per person in Ireland comes to a staggering 55,000 litres per person per year.

The third biggest user of water is the WC, accounting for almost 35% of a person's average daily water consumption. In this regard, the use of dual flush or low water capacity cisterns should be used.

7. Rain Water Harvesting

Rain water recovery systems harvest rain water which can then be used for the flushing of toilets, washing machines and general outside use. A rainwater holding tank is installed below the ground that gathers water from the roof of buildings. This water is pumped into a tank within the building's roof space where it is stored until required. This water would otherwise have to be treated and pumped by the local authorities presenting a substantial saving. The system filters and collects between 20% and 30% of total water consumption used by a family of four. The system is isolated from the mains water system to eliminate any possibilities of contamination. In the event of using all of the rainwater reserve, an automatic change over system switches over to using mains water until the rainwater tank starts to refill. The rainwater system generally has three separate filters which reduce particles down to 130 microns. These systems should have the British Board of Agreement approval to meet the Building Regulations.

8. Wind Energy

The use of wind turbines to provide a self-sufficient power source or to supply power in combination with other energy sources merits investigation for any large scale development. The Planning and Development Regulations 2006 exempts from planning permission certain types of renewable energy structures including small scale wind turbines. The use of these technologies should be incorporated into the design of buildings from the outset. Proposals for the provision of small and medium

size wind turbines which fall outside the exempted development categories will be favourably considered by the councils provided that they do not significantly impact on visual or residential amenities of the area.

9. Construction Methods

Consideration should be given to the use of renewable building materials such as wood from sustainably managed forests and locally sourced building materials for development projects. Other features of construction should also be considered such as off-site construction and prefabrication to minimise the impact of building on the site, reductions in levels of on-site waste and also minimising cost. The re-use of construction waste such as excavated material and topsoil should also be considered.

10. Waste Management and Disposal

All future developments should seek to minimise waste through reduction, re-use and recycling. Waste management and disposal should be considered as part of the construction process and in the operation of the development when completed.

11. Construction Waste

Construction-related waste accounts for about one-third of total land filled waste in Ireland. Therefore, developers and builders should minimise construction waste generated in development projects. During the construction process, measures should be implemented to minimise soil removal (as part of the scheme design process), properly manage construction waste and encourage off-site prefabrication where feasible.

12. Domestic Waste

Everyday domestic waste produced by residents and businesses shall be minimised through reduction, reuse and recycling. All new developments should provide for waste separation facilities, recycling banks and compost units.

13. Precipitation and Climate Change

Buildings should, as far as is practical, be future proofed against increased precipitation and storm frequency likely to result from climate change. The following check list should be applied:

- Check existing water table and natural patterns of drainage
- Calculate rainwater guttering and pipe work on the basis of up to 30% increase in precipitation
- Use soft landscaping to reduce storm water runoff and help the rain to percolate naturally back into the water table
- Use porous paving schemes to allow water to flow down through hard landscaping directly into the water table to minimise drainage requirements and relieve pressure on existing drainage
- Retain robust roofing details including sarking in preference to battens

- Preserve and increase planting of trees to absorb CO₂ to help reduce global climate change

14. Micro climate enhancement

Trees and shrubs can make a significant contribution to energy conservation by providing shelter and modifying climate at the micro level. Designers and developers should plant deciduous trees and use hard landscaping on the south side of buildings to enhance the micro climate and minimise energy use.

Chapter 10 Water Services and Environment

10.1 Introduction

This chapter outlines the policies and objectives of the councils in relation to the water services and the environment. The increase in population in the plan area in recent years and the predicted further population increase over the plan period will place greater pressure on the receiving environment with regard to environmental and water services. It is vital that the plan protects the water resources and environmental quality of the town and its environs in order to ensure that new development is sustainable and does not jeopardise the quality of life of future generations.

The national strategy for sustainable development, '*Sustainable Development; a Strategy for Ireland 1997*', intrinsically links economics, environment, social needs and heritage. The strategy outlines the government's commitment to ensuring that the economy and society can develop to their full potential within a protected environment, without compromising the quality of that environment or responsibility towards present and future generations and the wider international community.

SO 10 Secure a high quality, clean and healthy environment while facilitating the sustainable development of Dundalk and Environs through the continued improvement of infrastructure, including water, drainage, and waste management facilities.

10.2 Regulatory Context

The provision and operation of water services' infrastructure is a key element in supporting economic growth and providing a satisfactory quality of life for existing and future residents within the plan area through sustaining environmental quality. In particular, water infrastructural capacity is a pre-requisite for new development within the town.

Whilst universal access to these services is the ideal, the reality is that there are limitations on available resources. This stems from a combination of organisational capacity, environmental, planning and other constraints, coupled with economic reality, all of which dictate that resources must be focused in a manner that will maximise potential benefit to the town. Water standards are regulated by national and EU legislation and policy directives, the more important of which are outlined below.

10.2.1 The Water Services Act 2007

The *Water Services Act 2007* provides the legislative context governing functions, standards, obligations and practice in relation to the planning, management and delivery of water services. Legislation broadly covers water and wastewater "*in the pipe*" as distinct from broader water resources and quality issues.

10.2.2 The Drinking Water Regulations 2007

The *Drinking Water Regulations 2007* set out the standards, requirements and procedures relating to the maintenance of a quality supply of water to consumers. The regulations also empower the Environmental Protection Agency (EPA) in a supervisory and monitoring role over local authority operations. This has major implications in how the local authority operates and manages its facilities and may impact on the resource requirement needed to operate and upgrade existing facilities to comply with these regulations.

10.2.3 The Wastewater Discharge Regulations 2007

The *Wastewater Discharge Regulations 2007* set out requirements relating to the licensing of wastewater treatment plants and other discharges from wastewater infrastructure and empowers the EPA to licence and regulate council facilities.



Licences specify both quantum and quality of discharges permissible from plants and may, where environmental constraints exist, limit the councils' scope for expansion of facilities and thus prevent further development in an area. They may then require significant investment to ameliorate the impacts of existing developments.

10.2.4 Nitrates, Habitats, Urban Wastewater and Shellfish Directives

Nitrates, Habitats, Urban Wastewater and Shellfish Directives emanating from the EU directly impact on Dundalk's capacity to both harness existing water resources and the capacity to treat and dispose of wastewater and associated bio-solids. In particular, they will impact on the councils' capacity to increase overall outputs, ability to upgrade the existing plant and limit operational costs.

10.2.5 Assessment of Needs 2007 – 2014

Louth County Council's Assessment of Needs was carried out to cover the period from 2007 - 2014 and sets out a strategic investment programme of some €169.4 million with prioritised projects based on objective assessment criteria. This in turn informs the Department of Environment, Heritage and Local Government in drawing up the Water Services Investment Programme. Prioritisation and advancement of projects therein will depend on department approvals and resource availability. A key constraint on such projects is the requirement that the councils fund a significant element of project costs in accordance with the implementation of the Water Pricing Policy.

Local authorities will be required to draw up a Water Services Strategic Plan during the time span of the development plan. The adoption of the Water Services Strategic Plan is a reserved function. The plan will set out a strategy for the provision of water services in the county as a whole, taking cognisance of sustainable development, affordability, environmental constraints, service quality and regulatory criteria.

Louth County Council, as the water authority, has a primary role in providing and facilitating the provision of water services. However other bodies also have a role to play; these include private group schemes, developer and private individuals who are also involved in their provision.

Policy EN 1

Ensure the provision of a high quality water and wastewater infrastructure to support both existing and future developments within Dundalk consistent with sustainability principles and the availability of financial resources whilst prioritising those areas where serious deficiencies are in evidence or where further sustainable development can be reasonably anticipated.

Ensure appropriate assessments are carried out on development proposals in respect of Flood Risk.

Require developers to submit sustainable urban drainage systems (S.U.D.S.) based designs for the management of surface water from new developments.

Ensure that the provision and operation of water and wastewater treatment facilities is undertaken in accordance with EU policies and directives, relevant national legislation and national and regional policies.

Ensure that satisfactory arrangements with the capacity necessary to service proposed developments are in place prior to any proposals for developments being considered. The councils, where deemed appropriate, may require developers to provide water services or enter into binding legal agreement to supply them either wholly by themselves or in partnership with other developers and or the council, prior to granting of permission and subject to conditions as set down by the councils.

Require developers to provide water services infrastructure in excess of that which they require in the interests of integrated long term development of the area where appropriate.

Implement the Water Services Strategic Plan when completed.

Undertake measures recommended in the River Basin Management Plans relevant to Dundalk to mitigate the impacts of water abstraction and discharges of treated effluent from wastewater plants and storm drains on a prioritised basis, subject to affordability.

10.3 Water Supply

The councils recognise the importance of a high quality and reliable water supply, both in terms of economic development and the health and welfare of the inhabitants of the

town. They will therefore, seek to ensure that a high quality, well managed water supply is available to domestic users and to support economic and physical development.

The plan area is largely served by the Cavan Hill Water Treatment Plant which currently has a capacity to produce 27,300 mega litres per day, some 9,100 cubic mega litres per day in excess of current demand. In conjunction with IDA Ireland, the council has plans to further increase the plant capacity in 2009 to 36.4 MI/day in order to serve new developments within Mullagharlin Business Park. Part of the Blackrock area is served by the Greenmount Water Treatment Plant, whilst a small amount of properties are served by private supplies.



A strategic review of the Dundalk and Environs Water Supply which examines the future water needs of Dundalk and its Environs has been completed. Whereas at present, there is sufficient capacity to meet short term projected growth in population and industry, there is a requirement for additional supply to support economic development projects.

Table 10.1 outlines the water capital investment programme covering the plan period.

Table 10.1: Capital Investment Programmes

Project	Service	Status
Dundalk Strategic water study investigations and implementation	<ul style="list-style-type: none"> ▪ Water ▪ 30 year strategic study of water requirement and provision for Dundalk and hinterland. 	Study completed
Cavanhill water treatment plant upgrade	<ul style="list-style-type: none"> ▪ Expansion of capacity and refurbishment 	Contract

Policy EN 2

Ensure an adequate water supply is provided in a sustainable manner to meet existing and future demands of the Dundalk and Environs area.

Ensure the quality of water supplied complies with Drinking Water Regulations and to address the impact on same in a prompt and appropriate manner.

Implement a policy of effective metering and, in the case of non-domestic developments, facilitate charging for services in accordance with Article 9 of EU Water Framework Directive.

Implement incrementally the recommendations set out in Strategic Review of Dundalk & Environs Water Supply consistent with sustainability principles, taking due cognisance of environmental, financial and technical constraints.

Ensure compliance with '*The Provision and Quality of Drinking Water (EPA, 2009)*'

10.3.1 Water Conservation

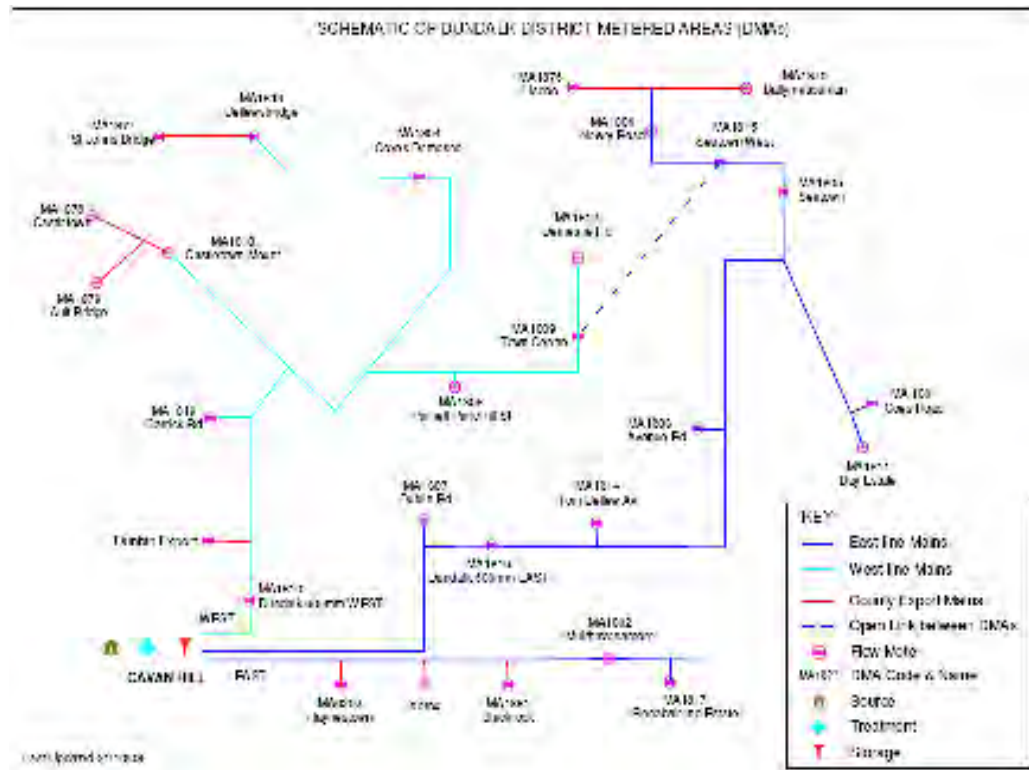
The water conservation project team was established in August 2005 and within the first 18 months of its operation, action was prioritised on the establishment of District Metered Areas (DMAs). The second phase commenced in November 2008 which consisted of active leak detection in all D.M.A.s. Leakage has been reduced from 22,174 cubed metered per day in 2005 to 16,012 cubed meters per day in 2008. The councils are integrating ongoing active



leakage detection into their work programmes and will seek to ensure prudent use of water resources through ongoing implementation of their water conservation policies. Future developments should have regard to the need to conserve water and as a means of addressing this, may include the following measures:

- Sensor taps
- Pressure and flow regulations on fittings
- Appropriately sized meters
- Prohibition on direct feeds to heating and appliances
- Low flush toilets
- Rainwater harvesting and reuse
- Installation of meters to non domestic premises
- Installation of meters to housing developments
- Replacement of old boundary boxes/stop cocks
- Programme for replacement combined connections

Figure 10.1: Schematic Representation of Dundalk District Metered Area's (DMA's)



Policy EN 3

Promote the conservation of water through an ongoing active water conservation programme, implementing best practice in the maintenance and operation of distribution networks and developing appropriate public awareness programmes.

10.4 Surface Water Drainage and Flooding

10.4.1 Surface Water Drainage

As new developments are constructed, less rainfall is absorbed into the ground and an increased volume of water (up to 10-15 times pre-development volumes) runs to drains at increased rates of flow. This has the potential to cause localised flooding in streams and piped drains, as well as bringing surface contaminants and spillages directly into watercourses, thereby causing pollution. Thus, new developments can often lead to flooding problems for existing upstream and downstream developments as well as impacting on overall water quality, particularly in respect of dangerous substance contamination, habitat deterioration and deterioration of river/stream channels. Furthermore, a number of Dundalk's existing collection networks are partially combined and are operating near or at capacity.

Policy EN 4

Ensure that the incorporation of sustainable drainage measures in all settlements is mandatory. An integrated approach to drainage shall be adopted and all development proposals shall be accompanied by a comprehensive SUDS assessment which shall address runoff quantity/ runoff quality /habitat and water quality impacts. Best practice guidance is available from the Greater Dublin Strategic Drainage Study. Surface water issues and submissions will be required to meet with design criteria (adjusted to reflect local conditions) and material designs therein.

Prevent excessive discharges of untreated sewage from overflows and to maximize the utility of piped services, new developments shall preferentially provide / connect to separate surface water drainage systems.

Ensure that when developers are master planning areas within and adjacent to settlements, sustainable drainage will be adequately addressed. Masterplans shall identify appropriate aerial features e.g. ponds / basins etc based within the overall plan area that can provide both amenity and surface water management facilities for the full area rather than a large collection of small development based units.

Ensure protection of existing surface and groundwater resources.

10.4.2 Flooding

Climate change, coupled with changes in river catchments, will significantly impact upon flooding during the course of the plan and beyond. Both urbanisation and changes in agricultural activities can significantly modify flows in streams, rivers drains and piped conduits. Climate change will impact significantly on peak river flows and tide levels.

Significant tracts of coastal lands in Dundalk and Environs are considered to be at risk from flooding as are areas adjacent to rivers and streams. Some areas located upstream of constrained open channels where streams have been culverted or outfalls tide locked may be at risk of flooding and further development of these areas also may pose a significant risk to downstream lands. Constriction of flows arising from new developments may pose a risk to upstream developments.

10.4.3 Sequential Approach to Flood Risk

In light of the very substantial areas of lands not at risk of flooding within the plan area, the councils will adopt the view that development on lands which might be at risk of flooding or cause flood risk to other lands is unnecessary and not only puts life and property at risk, but also imposes an ongoing cost associated with maintenance of flood defence works that might otherwise not be required. As such, the sequential approach will be applied in assessing applications considered for development in respect of flood risk. Thus, development will not be permitted on lands at risk of flooding or with potential to cause flooding, if other lands are available in the general area that could accommodate the development and that are considered to be at a lower risk of flooding or causing flooding.

Exceptions may be made with regard to appropriate developments which are not sensitive to the effects of flooding. Examples might include sports pitches, parks, extensions, and warehousing designed to be flood resistant. Such developments may be appropriate provided that they do not reduce the floodplain area nor have potential to otherwise restrict flow or lead to pollution of water and that the development itself is appropriately protected.

Detailed mapping of all flood risk areas will become available during the course of the plan. In the interim, the councils will take cognisance of historic flood data, OPW data, Department of Agriculture data and local knowledge in determining areas that may be at risk and will apply precautionary approach in doing so. The councils will work closely with all bodies to address any flooding issues that may arise within the Dundalk and Environs area including, inter alia, the protection of the ecosystem for Dundalk Bay.

Development in areas at risk of flooding should be avoided, such as floodplains, unless there are wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere. Planning applications for development will be assessed in accordance with the provisions of *The Planning System and Flood Risk Management Guidelines* and the Office of Public Works (OPW) *Strategic Flood Risk Assessment Guidelines*. The sequential approach detailed in the guidelines will be applied to all development and, if deemed necessary, a justification test will also be required.

Policy EN 5

Apply a presumption against permitting development within areas at risk of flooding and within flood plains subject to the application of the sequential test and or justification test to site selection.

10.4.4 Foul Drainage

The *Urban Wastewater Directive 1991* is the primary EU legislation relating to wastewater. The *Waste Water Discharge (Authorisation) Regulations 2007.*, have placed obligations on the Water Service Authority to license the discharge of treated effluent from waste water treatment plants.

Dundalk and Environs is going through a period of growth that must be sustained by adequate and efficient drainage infrastructural provision. The plan area is serviced largely by the Soldiers Point Waste Water Treatment System which currently has a capacity of close to 180,000 population equivalent (p.e). Current loading is averaging at 90,000 P.E. The treatment system serves a number of industrial users who impose variable loading on it, therefore, a surplus capacity buffer will have to be retained in order to accommodate load variations. It is likely that during the course of the plan, measures will have to be taken to decrease nitrate levels in discharges. The Blackrock Waste Water Treatment System has a further capacity of 6,000 (p.e) which is fully utilised and loading from this area may, at a future date, be diverted to Soldiers Point WWTP.

Dundalk South West Sector drainage study has been undertaken by consultants commissioned by Louth County Council and Dundalk Town Council. This addresses the provision of piped services to 600 hectares of land within the existing Dundalk South West Local Area Plan (DSWSLAP) area on a phased basis. The proposal includes solutions for both surface and foul water drainage.

Significant drainage infrastructure has been installed in the South East Sector which will facilitate the drainage of zoned lands in the Blackrock and Haynestown on its completion, whilst the IDA have installed infrastructure to facilitate drainage of their lands adjacent the Southern Link Road.

Stage 1 of the Northern Environs Scheme has been completed which extended piped services along the Armagh Road and a second stage is progressing to preliminary design stage. This stage will provide an interim drainage solution to a significant unserved land bank located adjacent to the Newry and Armagh Roads, primarily by optimising usage of the existing network along with the provision of a temporary pump station. The above will be designed so as to fit into the phased delivery of the overall piped services plan for the Northern Environs of the town.

Continuing the development of infrastructure within Dundalk and Environs is imperative for its development as a gateway. Dundalk Town Council has undertaken, in conjunction with Louth County Council, an 'Assessment of Needs 2007-2014' which feed into the National Water Services Investment Programme. The report identified and prioritised water service schemes for inclusion in the Water Services Investment Programme in the period up to 2009 and developed an indicative list of schemes for the period 2010 – 2014. A number of these relate to Dundalk and its environs. Prioritisation and advancement of projects therein will depend on Department and statutory approvals and resource availability. A key constraint on delivering such projects is the requirement that the local authority fund a significant element of project costs and as such, their delivery will be demand driven and incremental where possible.

The councils will be required on foot of *Water Services Act 2007* to draw up a Water Services Strategic Plan during the life of this development plan. The adoption of the Water Services Strategic Plan is a reserved function. The plan will set out a 5 year strategy for the provision of water services in the county, taking cognisance of sustainable development, affordability, environmental constraints, service quality and regulatory criteria. It is likely that this will supersede the Assessment of Needs Study and will differ significantly to it in that specified objective criteria will be used to prioritise schemes and affordability both from a capital and operational perspective must be demonstrated.

Table 10.2: Wastewater and Surface Water Schemes

Project	Service/ comments	Status
Blackrock sewerage stage 3	<ul style="list-style-type: none"> ▪ Wastewater & Surface water drainage. ▪ Network rehabilitation and expansion and treatment option appraisal. 	Prelim report
South and East	<ul style="list-style-type: none"> ▪ Water wastewater & surface water drainage 	Phase 1 & 2 complete/

	<ul style="list-style-type: none"> ▪ Provision of pump station and piped infrastructure to service Haggardstown, Mullagharlin and Dublin rd. 	Phase 3 at contract.
South and West	<ul style="list-style-type: none"> ▪ Wastewater & surface water drainage 	Study

Policy EN 6

- Adopt an incremental approach to provision of additional treatment capacity. This will relate both to the scale of existing developments, and appropriate growth at these locations. Availability of services shall not be a precursor to large scale growth in inappropriate locations.
- Extend the licensing of all discharges to sewers. This will apply to all discharges in excess of 55 m³ per day or where the discharge warrants same due to specific characteristics.
- Minimise the impact of storm overflows on receiving water quality through implementation of programmed upgrade of units and networks.
- The councils will not permit the use of pump stations for conveyance of sewage unless the proposed pump station will cater for a significant catchment of zoned development lands that otherwise cannot be drained. Where deemed appropriate, temporary pumping arrangements may be considered as an interim measure, pending the provision of more permanent arrangements within a reasonable timeframe. In such instances, the full cost of providing, operating and decommissioning interim arrangements shall be paid in advance by developer along with normal development levies.
- Ensure that all developments have regard to policies expressed in the Greater Dublin Strategic Drainage Study with particular reference to:
 - (a) Infiltration and exfiltration
 - (b) Climate Change
 - (c) Basements
 - (d) New developments
 - (e) Environment
 - (f) Surface Water
- Require that all new developments connect to the public foul drainage network and facilitate existing developments not currently connected, to do so where the network is extended.

10.5 Environment

Dundalk Town Council and Louth County Council are aware of the need to preserve, enhance and protect the quality of the environment whilst facilitating and encouraging development. A good quality environment is not only of intrinsic value in itself, but is also extremely important for economic development and quality of life. Water resources, in particular, are extremely important but have often been neglected in the past in the name of economic progress and advancement. This has also been the

case in relation to air quality. The protection of the water and air quality of Dundalk and Environs is therefore of great concern to the councils.

10.5.1 European, National and Regional Policy

The environmental policies contained in this plan have been devised having regard to the large body of European and national legislation, directives and regulations.

The Environmental Protection Agency (EPA) and the local authorities are the bodies charged with the responsibility for overseeing environmental protection in the state.

The Environmental Protection Agency in its *State of the Environment Report 2004*, identified five overall environmental priorities. These are:

- Meeting international commitments on air emissions
- Eutrophication prevention and control
- Waste management
- Better integration of environmental and natural resource; considerations into the policies, plans and actions of economic sectors and
- Improving enforcement of environmental legislation.

The councils will pursue environmental policies that will seek to safeguard the long term economic, social and environmental wellbeing of the town and will lead by example in the compliance with EU, national and regional policies. They will also seek to ensure that the highest possible environmental standards are maintained so that a high quality environment can be bequeathed to future generations.

Policy EN 7

Implement European, national and regional policy in relation to the protection of the environment and the pursuance of sustainable development principles in respect of the councils' policies and procedures

Pursue the precautionary and the polluter pays principles in relation to permitted development in the plan area.

Promote and maintain the highest achievable standards of air, noise and water quality in the plan area.

10.5.2 Environmental Noise

Environmental noise refers to noise emitted by means of road traffic, rail traffic, air traffic and noise in urban areas over a specified size. It is regulated under the *Environmental Noise Directive (END)* which was transposed into Irish law by the *Environmental Noise Regulations 2006*. The aim of the Directive is to provide for the implementation of a common EU approach to the avoidance, prevention and reduction, on a prioritized basis, of the harmful effects, including annoyance, of exposure to environmental noise.

10.5.3 Noise Action Plan 2008

The Louth Local Authorities have prepared a Noise Action Plan to address environmental noise for major roads carrying more than six million vehicles per annum. These include parts of the M1 motorway, N1 dual carriageway, the N52 and the R132. The National Roads Authority has prepared noise maps for the relevant sections of these roads which provide a base line for noise measuring and monitoring.

The purpose of the Noise Action Plan is to manage the existing and to protect the future noise environment along these roads.

Policy EN 8

Implement the Louth Local Authorities Noise Action Plan in order to avoid, prevent and reduce the harmful effects, including annoyance, due to exposure to environmental noise.

10.6 Water Quality

The long term economic, social and environmental wellbeing of Dundalk and Environs requires water quality to be of the highest possible standard. This includes surface water, ground water and sea water, all of which are vital to life and therefore must be managed wisely.

The quality of water in Dundalk is monitored on a regular basis against a list of quality measurement criteria. This includes the carrying out of farm surveys, the licensing and monitoring of trade effluent discharges and the assessment of proposed development in order to ensure that water quality is maintained. Increased awareness through educational and other means is essential for informing the public of the need and importance of maintaining the highest possible water quality standards.

10.6.1 Water Framework Directive

The Water Framework Directive 2000 sets an agenda for the protection and improvement of water bodies such as rivers, lakes and streams, groundwater, coastal and estuarine waters, on the basis of river basin districts. The Directive is concerned with all waters and their uses and brings all water-related directives under one framework, including those dealing with bathing water, drinking water, wells and supplies, water taken from rivers, sewage disposal and the protection of salmon and shellfish habitats. The Water Framework Directive requires that river basin management plans be prepared for each identified river basin within the European Union's boundaries. Dundalk is located within the Neagh Bann River Basin District. The plan is currently in draft form and the councils will take cognisance of its recommendations when finalised.

10.6.2 River Basin Management Planning Guidance for Public Authorities

In 2008, the Department of the Environment, Heritage and Local Government issued the River Basin Management Planning Guidance for Public Authorities. These guidelines explain the relationship that exists between the river basin management

plans and other plans and programmes, including statutory development plans. It stipulates that local authority development plans will need to, both influence and be influenced by, river basin management plans and that planning authorities should ensure that any relevant objectives of any water quality management plan be included in the development plan. The guidelines also highlight the need for the strategic environmental assessment to take into account the impact that the development plan will have on the environmental protection objectives established for waters in the area covered by the plan.

Policy EN 9

Increase awareness through educational and other means so as to inform the public of the need and importance of maintaining the highest possible water quality standards.

Implement the recommendations contained in the River Basin District Management Plans for the Neagh Bann.

10.6.3 Waste Management Plan for the North East 2005 -2010

The *Waste Management Plan for the North East*, including the counties of Louth, Cavan, Meath and Monaghan, covers the period 2005 - 2010 and will be subject to further review during the period of this plan.

The aim of the Waste Management Plan is to decrease the amount of waste generated and disposed of to landfill throughout the region by promoting the principles of *reduce, reuse and recycle* and to provide sustainable measures of waste disposal. In any area where there is conflict in relation to environmental policies contained in the development plan and the waste management plan, the latter will take precedent.

Policy EN 10

Implement and support the provisions of the Waste Management Plan for the Northeast Region.

10.6.4 Derelict Sites

Under the *1990 Derelict Sites Act* and the *Litter Pollution Act, 1997*, the planning authority can require improvement of neglected lands, the renewal of structures and the removal of unsightly vehicle parts and general refuse.

Policy EN 11

Implement the provisions of the Derelict Sites Act and the Litter Pollution Act, 1997 in respect of derelict and obsolete areas.

10.6.5 Litter Prevention and Control

The Louth local Authorities recently adopted the '*Litter Management Plan 2009-2011*' that sets out a range of objectives in relation to the prevention and control of litter. The plan's overall objective is to reduce the problem of litter throughout the county.

At a more localised level, Waste Management initiatives supported by the above policy and the National Development Plan within the plan area consist of eight individual bring bank facilities and a civic amenity facility located at the former landfill site on the Newry Road. Currently, there are bring banks located at the following sites:

- Community Gardens, Hoey's Lane, Muirhevnamor
- St. Gerard's Square, Barrack Street
- Duffy's Car Park, Long Walk
- Council Car Park at the Ramparts/Gray's Lane
- Tennis Club, Meadow Grove
- Forecourt of Castletown Service. Station, Castletown Rd
- Harp Larger Brewery
- Main Street, Blackrock

In 2003, total plastic collected from the bring banks in Dundalk, excluding Blackrock, amounted to 11 tonnes while in 2008 an estimated 329 tonnes were collected, highlighting the increasing demand for such services. It is proposed as an objective to identify and develop suitable sites for additional neighbourhood recycling facilities to cater for the increase and to promote waste recycling.

Policy EN 12

Implement the Louth Local Authorities Litter Management Plan to promote greater awareness of the importance of litter control in terms of both economic development and environmental pollution.

10.6.6 Contaminated Lands

In some situations, the use of land can result in its contamination by chemicals, posing a risk to human health or the environment and precluding later development of a site for particular uses. While development on contaminated lands will not generally be prohibited, the councils will require that a detailed investigation is carried out and appropriate measures are taken to ensure that the land is treated properly before development takes place.

Policy EN 13

Require site specific quantitative risk assessment based on the conceptual site model in relation to contaminated sites. The assessment should define all known aspects of the site that could impinge upon or affect the contaminant/ pathway/ receptor scenario. Risk assessment must be developed by suitably competent persons having regard to international best practice and published EPA guidance documents.

Chapter 11 Implementation and Monitoring

11.1 Introduction

The Dundalk and Environs Development Plan 2009 - 2015 sets out the councils' vision and strategy for the sustainable development of the town and its environs over the period 2009 - 2015. It contains a wide range of objectives and policies covering the broad range of functions of the council. It is essentially a contract between the council and the people of Dundalk and there is a statutory obligation on the council to implement its provisions. This will present many challenges in the years ahead, particularly since the economic climate has changed significantly for the worse since the period of the previous plan which is now replaced. Therefore, there is no guarantee that the range of specific objectives and projects included in the plan will be carried out in full or in part as this will depend on the availability of funding. However, the policies in relation to the manner in which the councils seek to protect the heritage, environment and well being of the people of Dundalk is not, by and large, funding dependent. Therefore, in this regard, the councils will implement all relevant policies and objectives as contained in the plan.

The implementation of the policies, targets and projects contained in this development plan does not fall to the councils alone. The people of the town and its environs, as individuals and through community groups, developers, government agencies and others with the good of Dundalk at heart, will be required to play a significant role if the plan is to be fully delivered.

The plan will also be regularly reviewed to assess progress and to determine whether amendments are required. Therefore, the councils may carry out variations of the plan from time to time where it is considered that such amendments are warranted.

SO11 Secure the implementation of the plan.

11.2 Framework Plans.

It is an objective of the development plan to prepare framework plans for Dundalk's Northern Environs and Blackrock/Haynestown.

11.3 Public Funding

Funding for the various projects, programmes and objectives of the plan will be dependent on capital funding from the government under the *National Development Plan 2007 – 2013* and from other sources such as the National Roads Authority. The councils' own funds will also be allocated under the annual budget adopted by the members in November of each year. As already mentioned above, the availability of funding, even for important maintenance and capital projects, may be under threat due

to the deterioration in the government's finances. Therefore the implementation of the plan in respect of capital projects will be dependent on the availability of funding.

11.3.1 Section 48 Contributions Scheme

In accordance with the provisions of Sections 48 of the *Planning and Development Act 2000*, Dundalk Town Council and Louth County Council has prepared Development Contributions Schemes. All development proposals are required by conditions attaching to planning permissions to make a financial contribution towards the costs incurred by the councils, or likely to be incurred, in the provision of public infrastructure.

During the building boom of the past decade, especially since the introduction of the new scheme, significant funding has been acquired for worthwhile and important capital projects provided for under the schemes. The schemes are due for review in 2009, however having regard to the decline of the building industry, the amount of funding from this source is likely to be reduced significantly over the period of the plan, unless there is a marked upturn in the economy and the building sector in particular. The making of, or review of the Development Contributions Scheme, is a reserved function.

Special contributions may also be imposed under Section 48 (2) where specific public works not covered under the general scheme and which facilitate development, have been carried out or will be carried out.

11.3.2 Section 49 Contribution Schemes

Under this provision, councils can require financial contributions for major infrastructural works such as roads, railway lines or major drainage projects. Like the Section 48 scheme, this is also a reserved function. A section 49 scheme already exists for the provision of sections of the Western Infrastructure Route.

11.4 Private Funding

11.4.1 Private Sector

The bulk of the development and investment proposed in this development plan will come through the private sector. This refers specifically to the industrial, residential and commercial development that will take place in the county over the plan period. The councils will also consider entering into arrangements with the private sector to secure the delivery of essential infrastructure and investment where appropriate and subject to any infrastructure provided being available to all who might require access to it.

11.4.2 Public Private Partnerships

Public Private Partnerships (PPP's) are agreements between public sector organisations and private sector investors and businesses for the purposes of delivering specific projects related to public services and infrastructure. Such an approach can involve a number of different types of project, including:

- Design and build
- Design, build and operate
- Design, build, operate and finance
- Operating contracts

The PPP Fund for Local Authorities provides start-up funding for projects outside the main investment programmes (roads, water, etc.) covered under the NDP e.g. feasibility studies, the preparation of business plans and preliminary design work.

11.5 Bonds

Developers will be required to give security to the councils in the form of a cash deposit, bank bond or insurance company bond, to ensure satisfactory completion of estates until such time as they are taken in charge by the local authority. The value of the bond and the amount of cash deposit will be reviewed during 2010 and thereafter on the first of January of each year in accordance with the Wholesale Price Index for the Construction Industry.

11.6 Phasing

The timely provision of supporting community facilities in tandem within the development of areas is important in ensuring a high quality sustainable development. All large scale development proposals shall be phased having regard to the delivery of both of physical and social infrastructure and orderly expansion outward from the existing built up area.

The phasing provisions of the plan require that all developments, particularly residential, are supported by a range of existing or new faculties provided in tandem with development.

The implementation programme outlines specific actions that need to happen in order to realise the vision and goals of the plan. Residential development shall comply with the phasing programme by the submission of a "Phasing and Implementation Statement" with planning applications.

Table 11.1: Phasing of Residential Lands

Area	Phasing
Spatial Phasing	Priority will be given to development within or adjoining the existing built up area of the town in preference to peripheral or isolated sites.
Community Facilities	Applicants for residential development of fifty or more units will be required to submit an audit of community facilities including, inter alia, details of access to crèches, schools, local shops and health care within the immediate catchment area. Where there is an identified deficit and this is not being met as part of the development proposals the planning authority may accept a financial contribution in lieu. Where there is a clear deficit of facilities and no provision is being made by the application to make good this deficit, planning

	permission may be refused.
Connectivity	Adequate road networks, pedestrian and cycle accommodation and bus routes to ensure connectivity to town centre, areas of employment, adjoining residential areas.
Water Services	The provision of essential water services including water supply, foul and surface water drainage.
Open Space	Development shall indicate the phased delivery of the required public open space in tandem with the development.

11.7 Enforcement

The Planning Authority has extensive powers under the Planning and Development Act 2000 to take enforcement action where unauthorised development has occurred, is occurring or where permitted development has not, or is not being carried out, in compliance with the planning permission granted. The councils will seek to enforce the planning legislation to ensure that the environmental, visual and economic development of the plan area is not jeopardised by inappropriate and environmentally damaging development and to ensure that any relevant policies and objectives of this plan are implemented and adhered to.

11.8 Monitoring and Review

The purpose of monitoring and review is to assess the effectiveness or otherwise of policies and objectives in terms of achieving stated aims and objectives. Section 15(2) of the Planning and Development Act 2000 (as amended) states that the manager shall, not later than two years after the making of a development plan, give a report to the members of the authority on the progress achieved in securing the objectives of the plan whilst section 95(3) (a) of the Act expressly requires that the two year report includes a review of progress on the housing strategy.

Following adoption of the plan, key information requirements will be identified focusing on those policies and objectives central to the aims and strategy of the plan. These will be utilised in the review process.

In addition to the manager's progress report, the councils will continue to monitor the implementation and operation of the plan on an ongoing basis. Where it is considered that modifications or adjustments are required in the interest of the proper planning and sustainable development, variations of the plan may be introduced.

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Appendices

Appendix 1

Appendix 1 Principals of an Age Friendly Society

Checklist of Essential Features of Age-friendly Cities

This checklist of essential age-friendly city features is based on the results of the WHO Global Age-Friendly Cities project consultation in 33 cities in 22 countries. The checklist is a tool for a city's self-assessment and a map for charting progress. More detailed checklists of age-friendly city features are to be found in the WHO Global Age-Friendly Cities Guide.

This checklist is intended to be used by individuals and groups interested in making their city more age-friendly. For the checklist to be effective, older people must be involved as full partners. In assessing a city's strengths and deficiencies, older people will describe how the checklist of features matches their own experience of the city's positive characteristics and barriers. They should play a role in suggesting changes and in implementing and monitoring improvements.

Outdoor spaces and buildings

- Public areas are clean and pleasant.
- Green spaces and outdoor seating are sufficient in number, well-maintained and safe.
- Pavements are well-maintained, free of obstructions and reserved for pedestrians.
- Pavements are non-slip, are wide enough for wheelchairs and have dropped curbs to road level.
- Pedestrian crossings are sufficient in number and safe for people with different levels and types of disability, with non-slip markings, visual and audio cues and adequate crossing times.
- Drivers give way to pedestrians at intersections and pedestrian crossings.
- Cycle paths are separate from pavements and other pedestrian walkways.
- Outdoor safety is promoted by good street lighting, police patrols and community education.
- Services are situated together and are accessible.
- Special customer service arrangements are provided, such as separate queues or service counters for older people.
- Buildings are well-signed outside and inside, with sufficient seating and toilets, accessible elevators, ramps, railings and stairs, and non-slip floors.
- Public toilets outdoors and indoors are sufficient in number, clean, well-maintained and accessible.

Transportation

- Public transportation costs are consistent, clearly displayed and affordable.
- Public transportation is reliable and frequent, including at night and on weekends and holidays.
- All city areas and services are accessible by public transport, with good connections and well-marked routes and vehicles.

- Vehicles are clean, well-maintained, accessible, not overcrowded and have priority seating that is respected.
- Specialized transportation is available for disabled people.
- Drivers stop at designated stops and beside the curb to facilitate boarding and wait for passengers to be seated before driving off.
- Transport stops and stations are conveniently located, accessible, safe, clean, well-lit and well-marked, with adequate seating and shelter.
- Complete and accessible information is provided to users about routes, schedules and special needs facilities.
- A voluntary transport service is available where public transportation is too limited.
- Taxis are accessible and affordable, and drivers are courteous and helpful.
- Roads are well-maintained, with covered drains and good lighting.
- Traffic flow is well-regulated.
- Roadways are free of obstructions that block drivers' vision.
- Traffic signs and intersections are visible and well-placed.
- Driver education and refresher courses are promoted for all drivers.
- Parking and drop-off areas are safe, sufficient in number and conveniently located.
- Priority parking and drop-off spots for people with special needs are available and respected.

Housing

- Sufficient, affordable housing is available in areas that are safe and close to services and the rest of the community.
- Sufficient and affordable home maintenance and support services are available.
- Housing is well-constructed and provides safe and comfortable shelter from the weather.
- Interior spaces and level surfaces allow freedom of movement in all rooms and passageways.
- Home modification options and supplies are available and affordable, and providers understand the needs of older people.
- Public and commercial rental housing is clean, well-maintained and safe.
- Sufficient and affordable housing for frail and disabled older people, with appropriate services, is provided locally.

Social participation

- Venues for events and activities are conveniently located, accessible, well-lit and easily reached by public transport.
- Events are held at times convenient for older people.
- Activities and events can be attended alone or with a companion.
- Activities and attractions are affordable, with no hidden or additional participation costs.

- Good information about activities and events is provided, including details about accessibility of facilities and transportation options for older people.
- A wide variety of activities is offered to appeal to a diverse population of older people.
- Gatherings including older people are held in various local community spots, such as recreation centres, schools, libraries, community centres and parks.
- There is consistent outreach to include people at risk of social isolation.

Respect and social inclusion

- Older people are regularly consulted by public, voluntary and commercial services on how to serve them better.
- Services and products to suit varying needs and preferences are provided by public and commercial services.
- Service staff are courteous and helpful.
- Older people are visible in the media, and are depicted positively and without stereotyping.
- Community-wide settings, activities and events attract all generations by accommodating age-specific needs and preferences.
- Older people are specifically included in community activities for “families”.
- Schools provide opportunities to learn about ageing and older people, and involve older people in school activities.

- Older people are recognized by the community for their past as well as their present contributions.
- Older people who are less well-off have good access to public, voluntary and private services.

Civic participation and employment

- A range of flexible options for older volunteers is available, with training, recognition, guidance and compensation for personal costs.
- The qualities of older employees are well-promoted.
- A range of flexible and appropriately paid opportunities for older people to work is promoted.
- Discrimination on the basis of age alone is forbidden in the hiring, retention, promotion and training of employees.
- Workplaces are adapted to meet the needs of disabled people.
- Self-employment options for older people are promoted and supported.
- Training in post-retirement options is provided for older workers.
- Decision-making bodies in public, private and voluntary sectors encourage and facilitate membership of older people.

Communication and information

- A basic, effective communication system reaches community residents of all ages.
- Regular and widespread distribution of information is assured and a coordinated, centralized access is provided.

Appendix 2

Appendix 2 Urban Design Guidance

The urban design guidance shall relate to all developments with the town centre and identified local centres of Dundalk unless specifically stated to relate to a particular area.

Plot Widths

Traditionally, plot widths' in Dundalk town centre are relatively long and narrow, reflecting the pattern of medieval burgage plots. This is reflected in the facades and the narrow widths within the St. Nicholas Character Area particularly along Bridge Street and Linenhall Street.

The following guidelines will apply to plot widths:

- New developments particularly on Bridge Street and Linenhall Street should have regard to the historically narrow plot sizes
- New developments which might extend over more than one historic plot, should address the plot through design, with variations in the façade composition that echo the historic plot pattern
- Where plot amalgamation is considered necessary to accommodate new land uses, the aim will be to retain the narrow frontage to the street front, while permitting amalgamation to the rear of the building in the backland areas, which can accommodate car parking, storage, retail expansion, etc.

Building Lines

Some of the newer streets in Dundalk have straight building lines such as Jocelyn Street and Market Street. However, more often, building lines are continuous but not rigidly straight as can be seen along Clanbrassil Street, Church Street, Park Street as well as Bridge Street and Linenhall Street. They tend to stagger and deflect at certain intervals, adding significantly to the character of the street.

The following principles will apply:

- Generally, maintain existing and established building lines where they exist
- Create new building lines where they do not already exist. e.g: in the case of Greenfield site with little context

Building lines may be relaxed in the following circumstances:

- For innovative design solutions where it can be demonstrated that the design will positively enhance the townscape
- Where important areas of public or civic space is to be provided.
- To accentuate an important building

It is a particular objective of this plan that when redevelopment opportunities occur along the southern edge of the Ramparts Road a new building line should be created, thereby increasing the width of the Ramparts Road to provide a generous tree-lined avenue accommodating pedestrian paths and cycle lanes. The new building line

should be setback of 9 meters from the original building line in order to accommodate an increase in the width of the Ramparts Road.

Building Heights

The following principles will generally apply:

- The general range of building heights and number of storeys, which are evident in the street should be retained
- Stepping up of corner buildings or buildings creating significant landmarks will be permitted
- In general, the difference in a buildings height should not exceed one and a half storeys
- Buildings heights within the area so identified as Blackrock Village on Map 1 so be confined to not more that 3 storeys.

However variations in building height, does not itself provide a justification for height increases. An alteration or extension to the existing roofline may still be unacceptable under the following circumstances in assessing applications for higher buildings:

- The degree to which its prominence is justified in the townscape – traditionally, only significant public buildings received such prominence
- The extent to which the building detracts or enhances important landmarks and views
- The extent to which the building detracts or enhances the character of open space or public realm
- The degree of intrusion or obtrusion of the building skyline and the impact on the topography of the street
- Issues of shadow, significant loss of light and micro-climatic impacts
- Impact on Protected Structures and Architectural Conservation Areas
- The extent to which an imbalance in height is created between opposite sides of the street. This may not be relevant where there is future scope for the redevelopment of the opposite side too
- The extent to which the alteration to the façade or roofline impacts adversely upon the architectural integrity
- The quality of the existing or neighbouring buildings.

Roofline

The height and form of a building will have a direct influence on the skyline of the Dundalk. Features such as chimneys also added interest and variety to the skyline. Rooflines should normally respond to the articulation of the rest of the façade. It should therefore be possible to read the width of the plot division from the bottom to the top of the building.

Designers shall have regard for the following:

- In many modern architectural solutions, roof tops tend to be flat and extended over a considerable distance (i.e., a building with a long façade). It can result in monotonous rooftops which should therefore be relieved with variations in building

Appendices

height at appropriate locations such as the stepping up heights at the centre of a uniform composition or at the corners

- The roofline should reflect the rhythm, harmony and scale of the entire street frontage, with the roofline picking up the subdivisions of the façade
- Materials should be chosen for their compatibility with the existing roof tops of the town, i.e., red dyed tiles would be inappropriate in the town centre where dark grey slate predominates
- Machine and mechanical plant rooms should be designed as an integral part of the building and should not cause disruption in the roofscape

Roof Extensions

In general terms the Council will discourage a roof extension if it is considered to:

- Harm the architectural integrity, proportions or uniformity of a building or significant group of buildings
- Harm a significant or sensitive view
- Reduce the visual interest generated by a varied skyline, or where the building has features that were designed to be silhouetted against the sky
- Result in the loss of historic roof forms

Extensions and additions may be considered acceptable where:

- The scale of the proposed addition is appropriate to the scale of the existing property, or is unobtrusive
- The proposed addition is of a high standard of contemporary design where appropriate
- Steps have been taken to prevent the build-up of visual clutter apparent from the street at high level
- Permission will not be granted for other roof-top structures where these intrude into significant or sensitive public views, harm the character of a building or an area, or adversely affect the amenity of adjoining properties

Shopfront Guidelines

Design Approach

All Areas

- The integration of new into older fabric, and the contemporary styling of shopfronts will be considered by the planning authority, particularly where the design is of a high quality and achieves a balance of finish and textures establishing a sense of performance in contemporary design
- Historic robust materials such as granite, limestone, brick, timber, cast-iron, brass and copper can be integrated with lightweight contemporary materials such as stainless steel and glass. Glass, in particular, introduces reflective properties which aid in a sense of playfulness and liveliness across facades
- Design needs to be imaginative within the constraints of the existing building, enhancing its character rather than conflicting with it

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- In most cases a modern proposal is preferred to inaccurate historical representations or pastiche
- As an example where a modern style has been successful is in the front elevation of Parke's Bar, which draws on the vertical lines used in the framing of traditional shopfronts teamed with the use of timber, to create an attractive modern shopfront with contemporary styling

All Areas except town centre area and St Nicholas

Larger-scale new retail developments, in particular shopping centres and bulky goods retailing in edge-of-centre areas, is often of a scale that is can establish its own character, and therefore its own design approach. In designing these areas, legibility and pedestrian ease of movement should be a prime consideration in developing layouts.

Framework

- It is important to create a good visual frame for the shopfront. This will generally be formed by the pilasters, fascia and a well-defined stall riser. These may be expressed in a modern or traditional architectural idiom. A successful framing helps to contain the shopfront, and provides a context for composing the shopfront elements within

Access for People with Disabilities

All Areas

- Access for people with disabilities, the elderly and the very young, should be incorporated into the design of the shopfront. Care must be taken to ensure that access meets requirements set out in Part M of the Building Regulations, which can be achieved in a manner which is sensitive to the building and shopfront design
- Certain steps can be taken in
 - Door opening widths should have sufficient clearance to be used by wheelchairs
 - The interior layout should be fully accessible
 - Displays should not create barriers
 - Surfacing at the entrance to the shop should be slip resistant.

Materials

All Areas

- The decision to build a traditional shopfront or a modern one will, to a large extent, dictate the type of materials used
- Timber is the most appropriate material within traditional shopfront design, but a high level of attention to detail and standard of craftsmanship is required
- Some materials, including plastics, reconstituted stone, and aluminium, can look visually bland especially when used in large quantities on a single plane. This can

be improved with the introduction of effective modelling, detailing, and the use of appropriate features

- Existing stone fascias and pilasters provide excellent framings, within which a modern treatment can be inserted, the older traditional materials providing a good foil for modern display and lighting
- Painting over brickwork or stonework is not acceptable as this can lead to the long-term deterioration of the material
- In terms of the retail frontages within new larger-scale retail developments, the palette of materials permissible is wider, and may include, for example, back-lit signage, where there is no negative visual impact, particularly at locations where residential areas are located nearby
- The use of glass and creative lighting design can enliven these areas significantly. Where large-scale retail is proposed, a varied shop frontage should be created by varying the building line, and by introducing setbacks and porticos

Signage

Town centre retail area and St Nicholas Character Areas

The guidelines below apply not only to retail premises but also to commercial, medical and medical-related and other premises providing services within Dundalk. In all cases, existing signage, tiled shopfronts, wrought ironwork, stonework, plasterwork detailing and any original features shall be retained on retail and commercial premises.

- Signage forms an integral part of the overall design for the shopfront and should be restricted to the fascia level. Generally, only the name and street number of the shop should be included, preferably hand-painted, on the fascia panel.
- The size, shape and position of shopfront signage should reflect the scale and façade of the building on which they are situated
- Illumination by bracket or wash lighting is preferred to internally illuminated signage
- All lettering is to be legible and in character with the building
- Minimum lettering should be used
- Preferred signage locations are to position lettering
 - Directly to the glazing
 - To the bulkhead behind the glazing
 - To architectural feature like doors
 - Behind the glass
- Lettering or logos should not be affixed directly to the glazing of any shop or business windows, other than etched lettering. All sign displays inside the shop should be kept back a minimum distance of 500mm from the glazing. Lettering or logos should not obstruct the window display or exceed one quarter of the area of the window through which the advertisements are exhibited
- Lettering and use of the Irish Language in shop signage is encouraged and supported by the Council
- In general, corporate, mass-produced signage using bright colours with plastic shopfronts and plastic fascias will not be acceptable within the area covered by this Urban Framework Plan
- However, in some cases, this may be permitted within new retail developments in out-of-centre locations (outside the Town Centre and St Nicholas character areas)

Appendices

- Projecting signs shall not generally be permitted as a profusion of such signs in a confined area can lead to visual clutter in the streetscape. However, positive consideration may be given to the use of a projecting sign if a building is in multiple occupancy and the proposed sign would lead to a significant overall reduction in the number and scale of advertisement structures on or projecting from the face of the building.

In these circumstances, the following guidelines must be observed:

- Not more than one projecting sign should be displayed on a building;
- Signs should not be fixed directly to the face of a building but should be fixed by a bracket
- Projecting sign should be fixed at fascia height adjacent to the access to the upper floors
- Signs should depict a pictorial feature or symbol illustrating the trade or business being undertaken and should be as transparent as possible
- Signs should be individually designed to complement the scale, materials and design of the building
- Signs should not obscure important features of a building or adjacent buildings.

All Other Areas

In developing and re-developing retail areas outside the town centre, there is more scope to utilise imaginative signage proposals. In retail parks, shopping centres and local and district centres a palette of design types and materials should be selected for the treatment of all areas of the public realm, including signage and façade treatments, to create an attractive public realm.

Lighting

Town Centre retail area and St Nicholas Character Areas

- The illumination of the shopfront should be discreet either by concealed tubing where the fascia details permit or by rear illumination of the individual letters.
- The colour and intensity of illumination shall be complementary to the overall shopfront design and architectural context. Neon illumination around windows is unacceptable.
- Internally illuminated fascia panels or projecting box signs will not be permitted.
- Concealed strip or flood lighting of fascias or traditional hand painted hanging signs lit by spotlight may be an acceptable alternative.

All Other Areas

- In developing and re-developing retail areas outside the historic town core, there is more scope to utilise imaginative lighting solutions. In retail parks, shopping centres and local and district centres a palette of design types and materials should be selected for the treatment of all areas of the public realm to create an attractive public realm
- In particular, lighting that is an architectural feature in itself will be favourably considered, for example to illuminate parking areas and the public realm in general

Colours

All Areas

- The colours used in the shopfront should be complementary to those of the building and adjoining buildings
- Loud, garish colours which clash with the colours and tones of the building and adjoining buildings should be avoided. Painting over brickwork or stonework is also not acceptable
- Corporate design packages, including colour and material palates and signage, will generally not be acceptable unless fully compatible with and complementary to the character of the building and adjoining buildings. The context for the proposal is considered more important than uniformity between branches of one company.

Security Features

All Areas

- The installation of security shutters requires planning permission
- The use of such shutters is discouraged as these can visually detract from the ambience of a shopping street at night
- The location of rollers on the exterior of the shopfront will not be permitted. Alternatives to roller shutters such as demountable open grilles will be considered where security needs are involved
- Where security shutters are considered essential because of the nature of the business, they may be permitted provided they meet the following criteria:
 - They must be open grill type, not solid, or perforated.
 - They must be painted or coloured to match the shopfront scheme.
 - Where possible they must be housed behind the window display.
- A security hatch or slot of a sufficient scale to accept newspaper deliveries shall be incorporated into the design of new shopfronts, as appropriate. Such a feature shall be located at or immediately above the level of the stall riser and should not interfere with the general proportions and presentation of the front façade of the shopfront.

Relationship with Overhead Building

All Areas

- A shop front is an integral part of the building of which it forms part and therefore the shop front should relate to the architectural character of the upper floors in respect of proportion, scale and alignment
- Excessively deep fascias should be avoided most particularly where these obscure detailed elements such as console brackets and cornices. The fascia should not encroach on or above first floor level or extend uninterrupted across a number of buildings
- The design of a new shopfront should relate to the architectural characteristics of the building of which it forms part, relating sympathetically to the upper floors in structural concept, proportion, scale and vertical alignment

Appendices

- Existing features of the building such as string courses, arches, plaster detailing or existing fascias and pilasters provide an opportunity to pick up and identify elements to be reflected in the design of the shopfront.
- Texture and colour of materials are important considerations in integrating new shopfronts with older buildings.

Relationship with Adjoining Buildings

All Areas (as appropriate)

- Buildings and shop fronts relate to adjoining buildings and therefore the starting point for the design of a shop front must be its architectural context.
- Shop fronts should respect the scale and proportions of the streetscape and the established pattern of window and door openings.
- New shopfront design must respect the scale and proportions of the streetscape by maintaining the existing grain of development along the street and respecting the appropriate plot width.
- Large expanses of undivided glass should be avoided where possible. Long runs of horizontal façades should be broken up by elevational modelling and vertical division or features. It is important to relate to the fascia heights of adjacent shops.

Windows & Doors

All Areas

- In all instances, clear glazing should be used within the shopfront facade: no frosted/tinted/opaque or laminated glass should be used except in exceptional circumstances where the overall design concept would warrant the use of such materials
- Shopfront displays (including gable elevations and upper floor windows) must be provided as an integral part of the shopfront design and these displays should be managed and maintained
- The window display fixtures, fittings and illumination must be of high quality and complement the shopfront

Stall Risers

Predominantly retail town centre and St Nicholas Character Areas

- The stall riser forms the base of the shopfront between the display windows and the pavement, to reinforce the visual frame of the shopfront. Stall risers can vary in height depending on the style and provide security, reducing the likelihood of the shopfront being rammed by vehicles in order to gain access to the goods on display, offering protection from fouling by dogs and splashing from the feet of passers-by. This should be constructed of a durable material
- The use of the public footpath for security stanchions or roller shutter fittings/fixtures is not acceptable. Timbers should never run directly to the ground. If timber stall-risers or pilasters are preferred, a small, stone, recessed plinth should be provided between the timber and the ground

Canopies

Predominantly town centre and St Nicholas Character Areas

- In traditional shopfront design, blinds were regularly incorporated within the shopfront fascia and designed to retract into it when not required, a solution which is still considered best practice
- Canopies, if considered necessary by reason of key corner sites or landmark buildings, should be traditional in style, appropriately integrated into the overall shopfront, open ended and in a muted colour. Shop names or advertising on the blind are not permitted.
 - The curved or Dutch canopy is unsympathetic to the traditional streetscape as it obscures the original detail of the shopfront, neighbouring advertising, and deteriorates with age. However, there may be particular locations where these would be acceptable.
 - Glass canopies may be considered subject to agreement on design and maintenance.

External Seating

- External seating may be required for cafes, bars and restaurants.
- In such cases, care must be taken to ensure that these do not obstruct the pavement.
- Restrictions on hours of operation may be required in particularly busy areas. These shall be regulated through Section 254 licenses in accordance with provisions of the Planning & Development Act and will also be considered with due regard to safe access for the mobility impaired

Interior

- The design of the interior of retail units, including layout, furniture, display cabinets, materials and colour, should have regard to the visual impact on the exterior of the shopfront and the requirement to complement the design of the shopfront and building overhead.
- The rear of interior display stands and storage units should not be positioned up against or close to the window display.

In addition to the above General Design Principles, the following guidance applies specifically to the Town retail area and the St Nicholas Character Areas:

Removal

Where a shopfront is of minimal architectural merit, it may be desirable to remove it to increase development potential. Where this is permissible, any replacement development should echo any common themes, features or aspects of the remaining terrace. Many of the buildings and shopfronts in Clanbrassil St are traditional and therefore retention is highly desirable. However, there are some exceptions where the removal of inappropriate modern shopfronts is encouraged. Care must be taken in every instance in case removal of a modern shopfront reveals an earlier, high quality shopfront.

Repair

When shopfronts require repairs, it is imperative that original features are retained as far as possible, and that missing details are replaced in order to ensure the survival of the character. The local authority will endeavour to promote any future government grant schemes for the refurbishment of traditional shopfronts.

Materials

- Locally sourced lighting and signage is always preferred, and efforts should be made to use these in every circumstance.
- Materials should be compatible with the building and, in the case of repair, should replicate as closely as possible the original material. Several of the buildings in Clanbrassil St date from the eighteenth and nineteenth centuries, when the town was at its economic peak. As a result, several of these buildings are of high quality construction, using particularly special materials. In these circumstances, it is especially important to ensure that the materials used complement the original building and its neighbours.

New Design

A high standard of contemporary design is encouraged by the council, where appropriate, using the above guidelines. However, since many of the structures within the area are Protected Structures and often within an ACA, care should be taken to ensure that the entire structure and terrace are taken into consideration, and proportions, materials and overall design should respect the existing and surrounding structures.

Existing Shopfront Redevelopment

St. Nicholas's Character Area

The area centred on the two St. Nicholas's Churches was the centre of Medieval Dundalk. From here the town evolved and expanded with the construction of mainly three-and-two-storey terraced replacement with inappropriate, poor quality signage.

Examples throughout Ireland and the rest of Europe have shown that the presence of unsightly shopfronts and signage acts as a negative catalyst for the aesthetic, economic and social deterioration of an area.

Accommodating new uses for imposing structures such as this can enliven the streetscape. This type of regeneration can be achieved through managed conservation measures by drawing on the existing architectural detailing of a building and complimenting it with sensitive alteration or extension.

Long Walk Character Area

A relatively new area within the town, The Long Walk runs parallel to the old retail street of Clanbrassil Street. This retail area has potential to lend itself to the introduction of high-quality contemporary shopfronts. However, given that the rear of a

number of the buildings on Clanbrassil St are visible from the Long Walk, care must be taken to ensure that new development in this location does not effect the character of the Protected Structures in Clanbrassil St.

Consideration of Proposals Affecting Shopfronts in Bridge St/ Church St/Linenhall St Conversion

Often when buildings are no longer in use as shops, and they have living accommodation upstairs, it is possible to convert the shop for residential use. This can be achieved successfully by retaining the proportions and scaling of the existing building, while ensuring that residential requirements are met. This is particularly an issue in Bridge St., where many of the shop units are empty.

When converting commercial premises to residential accommodation there are two key rules:

- Use the windows above as the key, ensuring that the materials, proportions and scale are retained
- Match the materials as closely as possible between floors. The ground floor must integrate with the floors above, and this can be achieved easily with careful observation and consideration. Generally, if the shopfront surround is of particular architectural merit, or if the upper floors are on a different vertical plane to the lower floors, the surround should be retained.

Removal

Where a shopfront is of minimal architectural merit, it may be permissible and prudent to remove it. Where this is permissible, any replacement development should echo any common themes, features or aspects of structure and/or the remaining terrace.

Repair

When shop fronts require repairs, it is imperative that original features are retained as far as possible, and that missing details are replaced in order to ensure the survival of the character. Grant assistance may be available depending in circumstances, particularly in the case of Protected Structures.

Materials

Locally sourced lighting and signage are preferable. Materials chosen should integrate with the existing and surrounding buildings, so as to create and enhance the strong visual character which defines the area.

Consideration of Proposals Affecting Shop fronts in Long Walk

There is greater scope in this area for innovation in design and materials used in the Long Walk than in other parts of the town centre. Therefore, the council will encourage high quality, modern designs.

Removal

Where a shopfront is of minimal architectural merit, it may be desirable to remove it to allow for new development. Where this is permissible, any replacement development should take cognisance of the established proportions, building heights and lines, colour and materials.

Materials

Locally sourced lighting and signage are preferable and efforts should be made to source these where possible. Materials should integrate with the established styles in neighbouring buildings. However, exceptions may be made for certain landmark sites where high quality designs warrant the use of different materials.

Specific Urban Design Guidance for Character Areas within Dundalk Town

1. St Nicholas Character Area

Design Guidelines

- Preservation of existing perimeter block structure and fine grain built form
- Active street frontage
- Mixed use development (retail, commercial, residential and community uses)
- Quality public realm with a high standard of street furniture and public lighting and traffic calming on main streets
- New development which extends over more than one historic plot should reflect the historic plot pattern with variations in the facade composition
- The roofline should reflect the rhythm, harmony and scale of the entire street frontage with the roofline picking up the subdivisions of the facade.

Site Coverage: *maximum of 80%*
Plot Ratio: *maximum of 2.00*
Typical Height: *2.5 - 4 storeys*
(landmark and key sites will be considered on their merits)

2. Seatown

Design Guidelines

- Mixed use development
- Quality public realm with a high standard of street furniture and public lighting and creation of a public space

Site Coverage: *maximum of 60%*
Plot Ratio: *maximum of 2.50*
Typical Height: *2.5 - 4 storeys*
(landmark and key sites will be considered on their merits)

3. Town Core Area

Design Guidelines

- Mixed use development
- Quality public realm with a high standard of street furniture and public lighting and creation of a public space
- Maximise the use of courtyard and underground parking
- All new architecture apart from the landmarks indicated above should provide background fabric for the town
- Facades should have a vertical emphasis

Site Coverage: *maximum of 80%*

Plot Ratio: *maximum of 2.50*

Typical Height: *3 - 6 storeys*

(landmark and key sites will be considered on their merits)

4. The Marshes

Design Guidelines

- Mixed use development.
- Quality public realm with a high standard of street furniture and public lighting and creation of a public space
- Establishment of a permanent urban structure i.e. a network of streets and public spaces
- Footprint of buildings should be significantly smaller than that of the Marshes Shopping Centre

Site Coverage: *maximum of 60%*

Plot Ratio: *maximum of 2.00*

Minimum Height: *2.5 - 5 storeys*

(landmark and key sites will be considered on their merits)

5. The Station Area

Design Codes

- Use of perimeter block as basic urban form as indicated in the strategy diagram above.
- Mixed use development
- Quality public realm with a high standard of street furniture and public lighting and creation of a public space
- Passive supervision of Ice House Park by the redevelopment of the Eircom Site and the provision of a new avenue

Site Coverage: *maximum of 70%*

Plot Ratio: *maximum of 2.50*

Typical Height: *2.5 - 6 storeys*

(landmark and key sites will be considered on their merits)

6. Coes Road

Design Codes

- Mixed use development
- Quality public realm with a high standard of street furniture and public lighting and creation of a public space

Site Coverage: *maximum of 60%*

Plot Ratio: *maximum of 2.50*

Typical Height: *2.5 - 4 storeys*

(landmark and key sites will be considered on their merits)

7. The Laurels

Design Guidelines

- Quality public realm with a high standard of street furniture and public lighting and creation of a public space

Site Coverage: *maximum of 60%*

Plot Ratio: *maximum of 2.50*

Typical Height: *2.5 - 5 storeys*

(landmark and key sites will be considered on their merits)

Appendices

Appendix 3

Appendix 3 Signage Policy

Directional Signage

Signage forms an integral part of most shop fronts and commercial areas. However the proliferation of insensitive displays of advertisements can seriously detract from the visual quality of the area and have implications for public safety. The following guidelines will apply:

- Signage shall be kept to a minimum. All advertisement should be of a size, design, scale and degree of illumination which is compatible with the surrounding area.
- signage above fascia level, free standing signage and billboards will not normally be permitted.
- Only one projecting sign per unit will be permitted at fascia level.
- planning permission will not be granted if it would result in a proliferation of advertisements and signs or adversely affect the amenities of the area or if the advert would adversely affect the safety or free flow of traffic, including pedestrian traffic.
- finger posts or other similar small scale signs are permitted on public roads and footpaths; these shall be subject to licence under section 254 of the Planning and Development Act, 2000.

At specific entry, points into Dundalk there will be directional signs to guide travellers through the town using appropriate road numbers. Since the opening of the motorway there has been an amendment on the naming of three major roads as follows:

- Old N1 = R132
- Old N53= R934
- Ardee Road N52= R171

The main Roads within the town at present include for:

- R934: Casteltown Road
- R177: Armagh Road
- R132: Newry Road
- R178: Carrickmacross Road
- R171: Ardee Road
- R132: Dublin Road
- National Secondary
- N52: Inner Relief Road

For the purposes of directing visitors, business owners/ occupiers should use the closet appropriate main road number. Louth County Council, as part of the upgrade of signage within the town since the opening of the motorway, is in the process of erecting directional signage. Dundalk Town Council will endeavour to provide sufficient directional signage to main transport routes where there is a proven gap within the town.

Finger Post Signage

Dundalk Town Council shall promote signage to the main tourist destinations and attractions. Finger post signage may be located along the closest main road/ junctions to the facility as agreed under a Section 254 or a planning application whichever is applicable. The erected finger post sign shall be constructed using an agreed supplier. The use of finger post signage shall only be used for businesses and premises stated within this policy (unless otherwise stated) and shall not be used for product advertising. The use of fingerposts shall not be permitted where they could possibly endanger traffic safety or detract from areas of amenity.

Tourist facilities (Brown)

For the purposes of signage, a tourist facility may be classified within two categories, Tourist Attractions and Tourist Facilities and shall include the following:

Tourist Attractions

- Visitor and interpretative centres,
- Historic buildings
- Museums,
- Parks and gardens,
- Natural attractions such as nature reserves,
- Beaches and viewpoints,
- Areas of special geographical interest,
- Scenic routes,
- Outdoor pursuits centres,
- Golf courses(open to non- members)
- Principal GAA, soccer and rugby grounds,
- Marinas/ public slipways and boating facilities, and
- Areas providing fishing

Tourist Facilities

- Hotels
- Conference centres,
- Guesthouses,
- Bed and breakfast ¹
- Holiday parks
- Caravan and camping parks
- Youth hostels
- Picnic sites
- Motorway/ dual carriageway and service areas,
- Tourist information centres.

¹ B&Bs shall be Bord Fáilte approved, signage shall be located at the closest main junctions and shall be limited to two in total. Two or more facilities within the same vicinity shall use the same posts.

Retail (magenta)

A shopping centre is a building or a set of buildings that contain stores and have interconnecting walkways that make it easy for people to walk from store to store. For the purposes of inclusion of signage, a shopping centre shall have more than 20 units interconnected together.

Business/ Industry (green)

Directional signage for business parks may be permitted along main roads where there are a multiple of business operating within the same general area. For the purposes of signage a business park shall be defined as that with five or more business operating within the same general area and fingerpost signage shall be limited on main routes as stated within 5.2.

Area Information Signage/ Advertising

This signage may be in the form of Totem signage or other signages where there are a multiple of business advertising within the same general area. This signage shall be subject to a planning application and the onus shall be on the owners/ occupiers to erect same.

Dundalk Council will support a multiple advertising structure subject to the following:

- Shall not be situated on a national/ regional road
- Shall be positioned within the lands of the Business Park/ area.
- Does not confuse traffic or prevent the safe flow of traffic in the area.
- Proposes the use of high quality materials and finishes
- Contains the advertisement of 5 or more business

Appendix 4

Appendix 4 Internal Room Standards

The tables below which are abstracted from the DoEHLG guidelines, set out the required space provision and room size requirements for typical dwellings and apartments. All proposed residential developments should be designed to comply with the guidelines.

Quality Housing for Sustainable Communities, Best Practice, Guidelines for Delivering Homes, Sustaining Communities, DoEHLG, 2007

Space Provision and Room Sizes for Typical Dwellings

Dwelling Type	Target Gross Floor Area	Min. main living room	Aggregate living area	Aggregate bedroom area	Storage
	(m ²)	(m ²)	(m ²)	(m ²)	(m ²)
family dwellings 3 or more persons					
4 bed/ 7p house (3 storey)	120	15	40	43	6
4bed/7p house (2 storey)	110	15	40	43	6
4bed/7p house (1 storey)	100	15	40	43	6
4bed / 7p apartment	105	15	40	43	11
3bed/6p house (3 storey)	110	15	37	36	6
3bed.6p house (2 storey)	100	15	37	36	6
3bed/6p house (1 storey)	90	15	37	36	6
3bed/6p apartment	94	15	37	36	10
3bed/5p house (3 storey)	102	13	34	32	5
3bed/5p house (2 storey)	92	13	34	32	5
3bed/5p house (1 storey)	82	13	34	32	5
3bed/5p apartment	86	13	34	32	9
3bed/4p house (2 storey)	83	13	30	28	4
3bed/4p house (1 storey)	73	13	30	28	4
3bed/4p apartment	76	13	30	28	7
2bed/4p house (2 storey)	80	13	30	25	4
2bed/4p house (1 storey)	70	13	30	25	4

Appendices

2bed/4p apartment	73	13	30	25	7
2bed/3p house (2 storey)	70	13	28	20	3
2bed/3p house (1 storey)	60	13	28	20	3
2bed/3p apartment	63	13	28	20	5
1bed/2p house (1 storey)	44	11	23	11	2
1bed/2p apartment	45	11	23	11	3

Sustaining Urban Housing: Design standard for new apartments, 2007

Minimum floor areas & Standards for apartments

Minimum Overall Apartment Floor Areas	
One bedroom	45 sq m
Two bedrooms	73 sq m
Three bedrooms	90 sq m

Minimum Aggregate floor areas for living / dining/ kitchen rooms and Minimum Widths for the main living/dining rooms

Apartment Type	Width of living / dining room	Aggregate floor area of living/ dining / kitchen area*
One bedroom	3.3m	23 sq m
Two bedrooms	3.6m	30 sq m
Three bedrooms	3.8m	34 sq m

Note: an enclosed (separate) kitchen should have a minimum floor area of 6.5 sq.m. In most cases, the kitchen should have an external window.

Minimum Bedroom floor areas / widths

Type	Minimum width	Minimum floor area
Single bedroom	2.1 m	7.1 sq m
Double bedroom	2.8 m	11.4 sq m
Twin bedroom	2.8m	13 sq m

** Note: Minimum floor areas exclude built in-storage presses.*

Minimum Aggregate Bedroom floor areas

One bedroom	11.4 sq m
Two bedrooms	11.4 + 13 sq m = 24.4 sq m
Three bedrooms	11.4 + 13 + 7.1 sq m = 31.5 sq m

Appendices

Minimum Storage space requirements

One bedroom	3 sq m
Two bedrooms	6 sq m
Three bedrooms or more bedrooms	9 sq m

Minimum Floor Areas for main apartment balconies

One bedroom	5 sq m
Two bedrooms	7 sq m
Three bedrooms	9 sq m

Appendix 5

Appendix 5 Taking in Charge of Estates

Dundalk Town Council: Procedure for Taking in Charge Private Estates

Before a private estate can be considered to be taken in charge by Dundalk Town Council, all financial conditions set out in the planning permission shall be complied with, all conditions as set out in the grant of planning permission shall be complied with and all construction work must be completed.

Roads will have their wearing course applied and all foul and storm drains shall be properly constructed and free running. All landscaping will be completed to the agreed landscaping scheme.

When the developer is satisfied, following his condition survey of the estate, that the estate is completed to the required standard he may apply in writing to the Council to have the estate taken in charge.

The following documentation shall accompany this letter.

1. CCTV survey of all storm and foul sewers and a written report. (The Council will provide the facility to developers of reviewing the CCTV survey tapes prior to the laying of the wearing course to identify any potential problems with the sewers).
2. As constructed drawings to a scale of 1:500 of the works to be taken in charge, in hardcopy and in an agreed digital format.
3. The developer must provide test certificates for all, water mains, pressure tests, air tests on sewers, macadam materials tests and certificates for pumps.
4. Written confirmation from the ESB as to the compliance and adequacy of the public lighting system.
5. The site safety file which deals with roads, footpaths, open space, water mains, foul and surface water sewers.

Upon receipt of the above documents the Council will carry out a condition survey of the estate. If the estate is found to up to standard the taking in charge process can proceed to completion. There shall be a twelve-month maintenance period from the completion of the date of the infrastructure. If the estate is found to have outstanding repairs the Council will compile a snag list and set a time frame for these repairs to be completed.

Upon completion of the snag list a further inspection will be carried out by the Council and if this proves satisfactory the estate can then be recommended to be taken in charge. Should it be found that all the required repairs on the snag list have not been carried out a new time scale will be set for completion of repairs and a follow up inspection carried out to ensure completion.

The developer should start a taking in charge file as soon as the development commences on site and retain the relevant documents on this file for future use in the taking in charge process.

A developer shall apply to have his completed estate taken in charge within the period of one year from the sale of the last house on the estate.

Appendices

Should the developer fail to apply to have the estate taken in charge within twelve months of the sale of the last house in the estate the Council will organise a plebiscite among the registered voters living in the estate and in this way initiate the taking in charge process.

Should a developer fail to complete an estate to the Council's satisfaction within a reasonable period of time the council will draw down the bond and carry out the necessary works to complete the estate so that it can be taken in charge.

Appendices

Appendix 6

Appendix 6 Tree Survey of Dundalk

Survey of Trees in Dundalk and Environs 2004

Report and Database, Prepared by Tom Kilkenny, 26 May 2004

This report on the survey of the trees of Dundalk town and environs was prepared to identify those trees in the area which would be suitable subjects for Preservation Orders because of their outstanding appearance or rarity of occurrence in the district. Dundalk has many fine old trees, mainly survivors of the plantations in the estates on which the town is built.

The majority of these trees are now in the range of 100 to 160 years old and appear to be in a reasonably healthy condition. As such, they contribute greatly to the appearance of the town and add to the amenity and relaxed atmosphere that the town enjoys. The advancing years bring their own problems, with increase in size, competition from other plants, invasion by parasites, farming practices, competition for space for building, installation of services, road traffic and vandalism. Instances of all these problems have been recorded and will be dealt with under separate headings.

The Town Council, formerly the Urban District Council, has always had a programme of tree planting, which gained some momentum in the 1960s with the coming into being of the Parks Committee. Later, with the employment of qualified staff, programmers' of maintenance and replacement were implemented, the results of which are to be seen today.

In some of the earlier programmers', the fashion for Flowering Cherries was followed. These spectacular, (but short season flowering trees), rarely give satisfaction as street trees and are prone to many problems which increase their maintenance and can reduce their life expectancy. For these reasons, they have been excluded from later programmers'. Emphasis today is on planting more durable species, which will act as replacement for the older trees whose time must inevitably come.

The trees listed in the earlier survey carried out in 2000 have been reviewed for changes in their development or for replacement. The area surveyed has been increased, and covers from Red Cow on the Newry Road to Haggardstown and Blackrock. The new list is recorded here as an appendix to this report, and has also been converted to a database to provide a ready access to the information and a means of updating records of changes and new plantings.

Notes on the Report

Where trees are planted on streets a base point has been identified and the trees are numbered by reference to this point. This method has also been adopted in St. Helena Park, Fairgreen and Demesne. Where trees are planted in groups or stand in mixed plantations an effort has been made to give the number of a particular species in those groups.

In the case of outstanding trees an estimate of age is given. Where trees are in groups an average age is estimated. It should be noted that this estimate is no more than an approximation, calculated from measurement of the girth of the tree. To achieve a more accurate dating would require increment boring and cross-dating with known samples from the area showing the effects of environment change, the slowing of

growth as the tree moves into maturity and the almost negligible growth as the tree becomes older. Girth measurement alone does not account for this.

Trees are described as young, semi-mature, mature and senescent. Maturity is reached at different stages in different species. The ornamental trees could be mature at twenty years while oak, beech, sycamore, lime and chestnut would still be young or semi-mature at that stage. Mature trees in good growing conditions can continue in that state for many years before showing signs of senescence.

Senescence is normally recognised by a deterioration of the crown of the tree. It can be brought about by change of environment, invasion by disease or simply old age. All three conditions are noticeable in the trees in the area surveyed. Most of the groups of trees examined have now reached the stage of maximum canopy development, and are restricted by competition from their neighbours for light, root run and food source. As far as can be ascertained from visual inspection, they are in a condition that will allow them to continue in the "mature" category for many years.

In some areas surveyed, the main condition limiting the life of trees is invasion by fungi. The most common of these is Armillaria Root Disease, of which there are many strains, and which is also known as Honey Fungus, from the colour of the fruiting bodies, or Shoestring Fungus from the appearance of the rhizomorphs which spread up under the bark or through the soil. Spread of the disease is mainly by means of the shoestrings travelling underground from a diseased tree or dead stump to make contact with a new host. A useful indicator is the condition of the crown of the tree, although other factors may also contribute to failure of the crown. When the roots have been destroyed the tree is likely to fall victim to strong winds. As most of the trees seen to have been affected are close to roadsides or in areas frequented by the public, it would be important to carry out a root examination to assess their true condition. Where appropriate, tree surgery or other treatment or action has been recommended.

TP 1 **Demesne**

The trees in **Demesne** are generally mature and in good condition. They would appear to have improved since this area was protected and prevented from becoming a car park. The plantation consists mainly of Sycamore and Lime, with an outstanding Chestnut, (centre of Fig. 1).

New plantings of Acer, Sweet Chestnut, Copper Beech, Hornbeam and Lime have been made to provide replacements. This area in the centre of the town is a priceless asset to Dundalk. No other town on the east coast has such an amenity. This area must be protected.



The trees at **Market Square**, Arts Office, and Markethouse Square are semi-mature and in good condition. Some may need to be removed if the decision is taken to rebuild the Markethouse.

Four Limes and one Sycamore at **Courthouse Square** were planted in the early years of the last century. They are in good condition and lend grace to a bleak streetscape. They are worth preserving.

The group of trees at the Kelly monument and the Acer at the Library gate in **Roden Place** are worth preserving, as are also the Chestnuts in **Douglas Place**. The well-shaped Limes on the north side of **Jocelyn Street** and **Seatown Place** are worth consideration.

TP 2 Long Walk

Trees on the Long Walk are of the same age as those in Demesne but are under greater stress and showing loss of crown. Deterioration here is caused by roadwork's and the installation of services.

Replacements have already been planted. It would also be possible to gain some recovery by reducing the heads of these trees. They would not justify a Preservation Order and eventual replacement should be the aim.



TP 3 Icehouse Hill

Trees in the park at **Icehouse Hill** are mature and are in generally good condition. The main species are Beech, Lime and Oak, estimated to be between 130 and 170 years old. Most of the older trees show the effects of having been damaged by fires and animals, which occurred before the park was enclosed. There are some instances of invasion by fungus, particularly in Beech, with some deterioration of the crown. The stump of a semi-mature Ash (Fig. 4), invaded by fungus, should be removed to prevent further spread. There are also new plantings of semi-mature Ash and Lime. These trees have the protection of the Park but should be placed on the list of protected trees.

Pearse Park

The Cedar of Lebanon may be older than the 216 years calculated from the girth. A special calculation for this tree, taking account of the formative period, the mature stage and senescence when the girth is expanding but slowly, would suggest that it is nearer to 280 years old, which would place it in the period in which Lord Limerick laid out his Demesne.

New leaf growth was recorded on this tree in the survey carried out in 2000. So far this year, no new growth has been observed.

TP 4 Farndreg Estate

Nothing of special interest.

TP 5 Castle Park

Castle Park has an impressive stand of Beech at the entrance and further groups within the estate. All show loss of crown and many are in an advanced stage of invasion by *Armillaria*. They are not suitable for preservation.

TP 6 Castletown Cemetery

Four Sycamores, senescent, two of which show signs of invasion by Armillaria. Not suitable for preservation. An Irish Yew does not seem to be affected.



TP 7 St. Louis Convent

Cedar of Lebanon in similar condition to that in Pearse Park. Estimated to be in the region of 270 years old. Two Copper Beeches, which may be 200 years old, are being well maintained. These trees would be worth preserving.

TP 8 De La Salle

No special interest.

TP 9 The Paddock

One Sweet or Spanish Chestnut, mature, approaching senescence but in good condition. Worth preserving.

TP 10 Mount Avenue

No special interest.

TP 11 Carrick Road: Rucky Hill

Group of mature Ash, Sycamore, not of special interest

TP 12 Derryhale.

Trees senescent

TP 13 Mounthamilton House

Cedar and Chestnut in grounds are not likely to be disturbed.

TP 14 Lisnawully House

Roadside group consisting of mature Beech, Chestnut, Lime Oak, Sycamore, Pine, and one copper Beech. There are also young trees that will provide succession. A visually pleasing amenity, spreading over the roadway, which may be considered a drawback.

TP 15 Grammar School

School grounds contain mature Beech and Lime. Grounds of the old Louth Hospital contain four Acer, two of which are semi-mature having been planted when the building was refurbished. Preserve for impact on streetscape.

TP 16 Crescent Park

Three Cedars, mature, perhaps 120 years old, and other semi-mature plantings under the control of Town Council.

“Kearney’s Park” Three mature Sycamore on an island. Trees worth preserving, also historic connection.

TP 17 Brook Street

Row of Poplar some affected by canker. Of little value.

Ardee Terrace Sycamore and Ash, not of great interest.

TP 18 Entrance to McArdle's Brewery

Row of mature Lime in good condition. Cedar in grounds. Both are worth preserving.

Cambricville Group of mature to senescent trees mainly in good condition with good crowns. Very tall and extending over the roadway.

TP 19 Brookfield

Group of tall mature trees, Beech, Copper Beech, Sycamore and Lime, up to 140 years old, in good condition, extending over the roadway. These trees at a private entrance will probably be retained.

TP 20 St. Oliver Shrine

Group of Beech, Chestnut, Oak, mature, extending over the roadway. Good condition

TP 21 Hilltop

Group of tall mature trees with good crowns.

TP 22 Rath

Group similar to TP 18, 19, 20, 21, ranging up to 160 years old. Very tall, with good crowns, extending over the roadway.

TP 23 P.J. Carroll, Dublin Road

Willow hedgerow forming a windbreak is an original feature of the landscape and is worth retaining. Also three semi-mature Beeches planted in the grounds.

TP 24 The Laurels Trees on the pedestrian pass should be preserved as long as possible. So far there is little sign of crown failure although all are senescent.

Laurel Brook Gardens Trees in this area are affected by Armillaria and will not survive.

TP 25 New Forest

These trees were planted with Spruce to occupy a site that was difficult to drain. At this stage they should have reached their commercial harvest, but, not having been thinned as would be forest practice, they have not realised their potential. The area is not frequented by the general public. As an amenity it has little value.

TP 26 St. Helena Park

A complete survey of St. Helena Park has been reviewed. A Chestnut and a Lime (numbered 14 and 15 in the open plot) are excellent trees, and should be protected.

TP 27 Marist Ground

Seventy mature trees surrounding the recreation grounds. The group is worth protecting.

Seatown Grounds of Old Library. Lime and Sycamore worth protecting.

St. Leonard's, Tree of Heaven. This tree might be protected as a memorial to John Martin.

TP 28 Fairgreen

Mature and semi-mature trees developing well, should be protected.

Fairgreen Row A row of mature Lime trees worth protecting.

TP 29 Newry road: Red Cow

Mature Beech, Lime Sycamore some overhanging the road. Preserve if possible.

TP 30 Point Road

The Towers and adjacent properties. Group of mature Beech, Sycamore, Chestnut and Lime. A group of trees in a very exposed area should be protected.
Sycamore (No. 1 from East) is a good specimen and should be protected.

TP 31 Grey Acre

Small group of trees, becoming senescent, containing one Chestnut of value.

TP 32 Ladywell Shrine

Four Chestnut, senescent, affected by Armillaria

TP 33 Fairhill

Hedgerows of Ash, of little value.

TP 34 Avenue Road: ESB

Ninety semi-mature Alder making a significant contribution to the area should be protected.

TP 35 Bayview House, Dublin Road.

Senescent Sycamore, mature red Acer, Chestnut and some young Sycamore and Oak as replacements. The group has significant visual effect in this area.

Teagasc Weeping Ash, Weeping Beech, Copper Beech, Deodar, Manna Ash and Notofagus are unusual and should be protected.

TP 36 Lisnawully

Large mature specimens of Ash, Beech and Oak under good care.

TP37 Ladywell

Mature Sycamore and Lime in private gardens and hedgerow trees in new estate. Not outstanding but worth retaining.

TP 38 Hoey's Lane and District Park.

Nothing outstanding.

Appendices

TP 39 DKIT

Shares the Willow hedgerow with P. J. Carroll.

TP 40 Blackrock Road

Group consisting of mature Beech, Ash, Oak, and Pine as close planted shelter. Nothing outstanding but worth protecting in an exposed area.

TP 41 St. Malachy's School

not outstanding.

TP 42 Park View

Protect the excellent White Beam. There are some very poor Cherries in this area.

TP 43 Brickfields

(Newry Road) Row of nine mature Limes should be protected.

TP 44 Motte and Bailey, Doylesfort Road.

No great value.

TP 45 Seafield Road, East side.

Good plantation of Beech, Ash, and Sycamore, worth protecting.

TP 46 Fairymount

As TP 45.

TP 47 Seafield House

Group consisting of senescent trees and young interplants which should replace them. The group should be worth protecting.

TP 48 Cockle Hill Road

(Coast Road) Senescent trees on the bend of the road are being replaced.

TP 49 Church, Blackrock.

Group of Sycamore on the coast is mature, sparse because of exposure, but should be protected. Lime trees in church grounds are good and should be protected.

TP 50, TP 51 Sandymount, Rockmount Mature Sycamore, many senescent, in private gardens.

TP 52 Bunker Lodge

Group of Sycamore, Ash, mature with good crowns, worth protecting.

TP 53 The Crescent.

Macrocarpa, mature, fair condition. Better to plant a replacement at this stage. Good Sycamores in garden.

TP 54 Bothar Maol

Group of Sycamore, Ash, mature, fair condition. No great value.

TP 55 Church Road, Haggardstown

Semi-mature Beech at Parochial House.

Appendices

TP 56 Marl House, Church Road

Group consisting of Chestnut, Sycamore, Ash and Spanish Chestnut. Mature, vigorous and worth protecting.

TP 57 Haggardstown House

Two Copper Beech worth protecting.

TP 58 Castletown

Toberona corner Beech showing some loss of crown. Senescent.

Rugby Club Two Beech, mature, senescent, worth protecting.

TP 59 Castletown Mount

Good group of Beech and Sycamore with some Oak, all at advanced mature stage, and at least one sycamore showing signs of invasion by fungus. Worth preserving as a group.

TP 60 Riverside Crescent

Acers and White Beams are making good progress in this area, and are worth protecting.

TP 61 Muirhevna

Nothing outstanding.

TP 62 Green Church

Two Limes on the street and Limes in the churchyard are in good condition, should be protected

TP 63 Carroll Village

Oak in supermarket car park is senescent but shows a good crown this year. It is fenced off from the car park. As one of the oldest trees in town it is worth protecting.

TP 64 Dowdallshill

A single Sycamore on Dowdallshill and a row of Beech nearby are worth protection.

Appendices

APPENDIX 7

Appendix 7 Architectural Conservation Area

Development Management Guidelines for ACA's

The following guidelines relate to development within ACA's particular reference has been given to some areas within the town centre.

Plot Widths

The following guidelines will apply to plot widths:

- New developments, particularly on Bridge Street and Linenhall Street should have regard to the historically narrow plot sizes;
- New developments which extend over more than one historic plot, should address the design through variations in the façade composition that echo the historic plot pattern.
- Where plot amalgamation is considered necessary to accommodate new development the existing narrow land uses the narrow plot frontage should be reflected in the streetscape design.

Building Lines

The following principles in relation to building lines will apply:

- Generally, maintain existing and established building lines where they exist.
- Create new building lines where they do not already exist in the case of extensive grey field or brownfield sites.

Building lines may be relaxed in the following circumstances:

- For innovative design solutions where it can be demonstrated that the design will positively enhance the townscape.
- Where the provision of public or civic space are to be proposed.
- To accentuate an important building.

Building Heights

The following principles will generally apply:

- The general range of building heights and number of storeys which are evident in the street should be retained.
- Stepping up of corner buildings or buildings creating significant landmarks will be permitted.
- In general, the difference in a buildings height from traditional buildings should not exceed one and a half storeys.

Applications for or modifications for a variation in buildings does not in itself provide a justification for height increases. An alteration or extension to the existing roofline may still be unacceptable.

Appendices

Under the following circumstances in assessing applications for higher buildings:

- The degree to which its prominence is justified in the townscape – traditionally, only significant public buildings received such prominence;
- The extent to which the building detracts or enhances important landmarks and views;
- The extent to which the building detracts from or enhances the character of open space or public realm;
- The degree of intrusion or obtusion of skyline and the impact on the topography of the street;
- Issues of shadow, significant loss of light and micro-climatic impacts;
- The extent to which an imbalance in height is created between opposite sides of the street. This may not be relevant where there is future scope for the redevelopment of the opposite side too;
- The extent to which the alteration to the façade or roofline impacts adversely upon the architectural integrity of the building and the area.
- The quality of the existing or neighbouring buildings.

Skyline in ACA Area

The height and form of a building will have a direct influence on the skyline of the ACA. Features such as chimneys also added interest and variety to the skyline. Rooflines should normally respond to the articulation of the rest of the façade and it should therefore be possible to read the width of the plot division from the bottom to the top. Design of buildings within ACAs shall have regard to the following:

- In many modern architectural solutions, roof tops tend to be flat and extended over a considerable distance (i.e., a building with a long façade). It can result in monotonous rooftops which should therefore be relieved with variations in building height at appropriate locations such as the stepping up heights at the centre of a uniform composition or at the corners.
- The roofline should reflect the rhythm, harmony and scale of the entire street frontage, with the roofline picking up the subdivisions of the façade.
- Materials should be chosen for their compatibility with the existing roof tops of the town, i.e., red dyed tiles would be inappropriate in the town centre where dark grey slate predominates.
- Machine and mechanical plant rooms should be designed as an integral part of the building and should not cause disruption in the roofscape.

Roof Extensions

In general terms, the Council will not permit a roof extension if it is considered that would;

- Harm the architectural integrity, proportions or uniformity of a building or significant group of buildings.
- Harm a significant or sensitive view.
- Reduce the visual interest generated by a varied skyline, or where the building has features that were designed to be silhouetted against the sky.
- Result in the loss of historic roof forms.

Extensions and alterations may be considered acceptable where:

- The scale of the proposed extension is appropriate to the scale of the existing property or is not visible from a public place
- The proposed addition is of a high standard of contemporary or traditional design where appropriate;
- Steps have been taken to prevent the build-up of visual clutter apparent from the street at high level.
- Permission will not be granted for other roof-top structures where these intrude into significant or sensitive public views, harm the character of a building or an area, or adversely affect the amenity of adjoining properties.

Advertising structures

- Advertisement structures within an ACA should not interfere with any structures that contribute to the architectural amenity/character of the ACA.
- All advertising structures should relate to the authorised uses in the building and should assimilate with the overall design of the shopfront. Additional advertising fixtures above ground floor level or on gable ends should be avoided.
- The provision of temporary advertising structures on or projecting from any part of the façade, or hanging between buildings should not be erected without written approval of the planning authority.

Demolition or Alteration

The Council will not permit the demolition or alteration of buildings within designated ACAs unless it can be demonstrated that all of the below criteria is applicable:

- The building is in a very poor state of repair;
- All efforts have been made to sustain existing uses or find new ones, and these efforts have failed;
- Redevelopment of the site would greatly benefit the community and would outweigh the loss of the building/structure resulting from demolition;
- The building is unsafe and cannot be made safe.

Shopfronts and Shutters

- The integration of new into older fabric, and the contemporary styling of shop fronts will be considered by the planning authority, particularly where the design is of a high quality and achieves a balance of finish and textures establishing a sense of performance in contemporary design.
- Historic robust materials such as granite, limestone, brick, and timber, cast-iron, brass and copper can be integrated with lightweight contemporary materials such as stainless steel and glass. Glass, in particular, introduces reflective properties which aid in a sense of playfulness and liveliness across facades.
- Design needs to be imaginative within the constraints of the existing building, enhancing its character rather than conflicting with it. In most cases a modern proposal is preferred to inaccurate historical representations or pastiche.

Architectural Conservation Areas (ACA'S)

ACA 1 St Mary's Road

ACA 2 Roden Place

ACA 3 The Crescent

ACA 4 Clanbrassil St

ACA 5 Jocelyn Street / Seatown Place

ACA 6 Soldiers Point

ACA 7 Magnet Road & The Demesne

ACA 8 The Crescent Blackrock

ACA No 1 - St Mary's Road



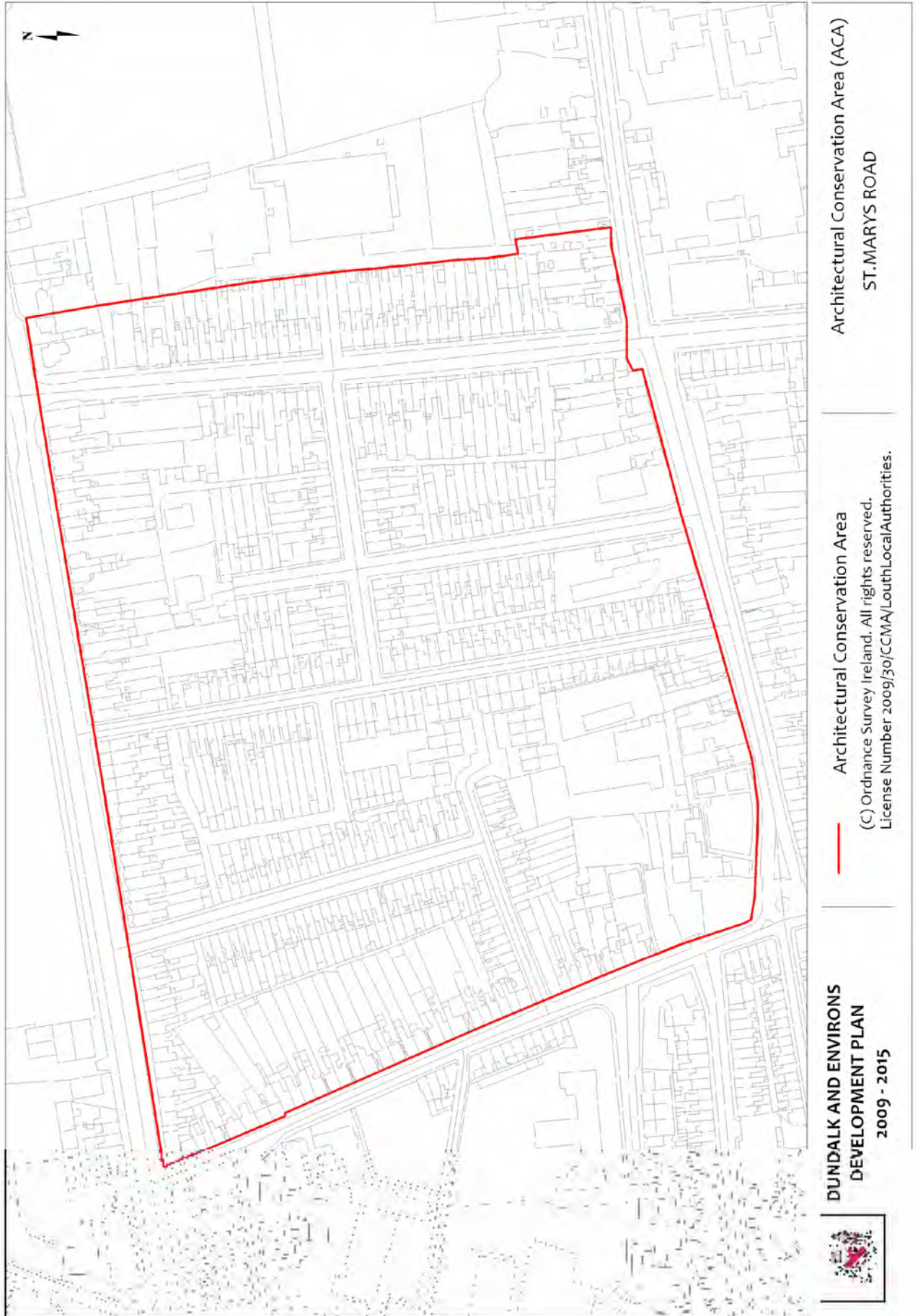
St Mary's Rd., Chapel St., Seatown, Castle Rd., Broughton St., New St., Mary St. North, St Bridget's Tce., St Patrick's Tce.

The area is a well laid out and ordered example of Victorian/ Edwardian urban housing, close to the main commercial centre of the town. It has a distinctive character of red brick terraces bounded by the wide and leafy St Mary's Road on the north and the commercial areas on the west and south.

Although many of the houses have replacement windows and doors, in general the area has retained its integrity and most original front railings survive.

It is the intention of the Council by the designation of this Architectural Conservation Area:

1. To protect and enhance the character of this urban housing area and the setting of the protected structures within the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within or adjacent to this area.
2. To encourage the preservation and re-instatement of traditional details and materials in the area. The replacement of existing timber sash windows with uPVC or aluminium will not be approved.
3. To protect and enhance the relationship between buildings and open space, and to retain and protect decorative elements and features in the area such as railings and boundary walls.



ACA No 2 – Roden Place



Crowe St. Roden Place, Francis St, Earl St.

The area comprises the municipal centre of the town and contains buildings of National importance – the Court House, and St Patrick’s Pro-Cathedral, and a high number of buildings of regional importance all of which are on the RPS.

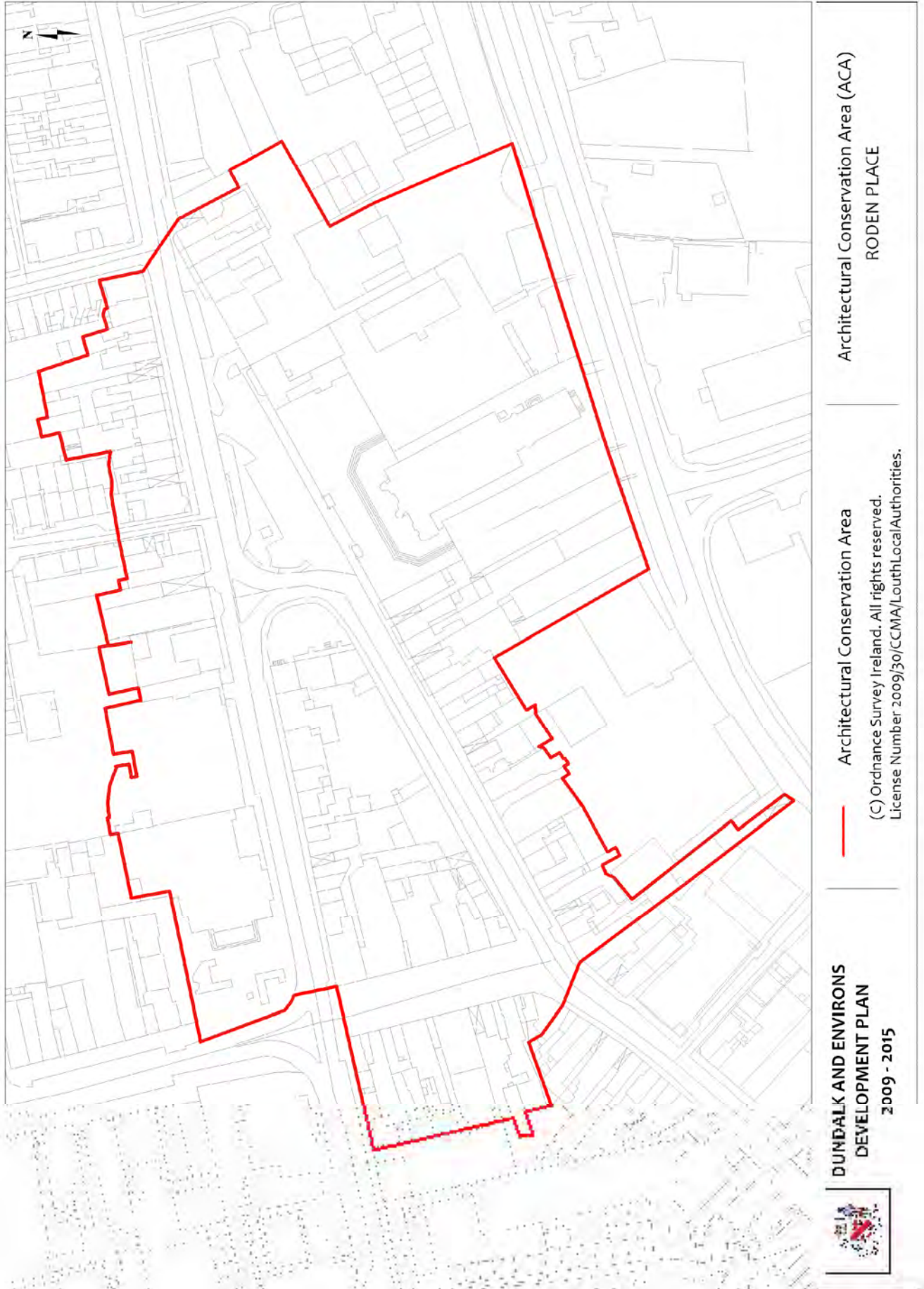
It is largely Georgian in character, with some flamboyant Victorian additions, in particular the Century Bar on the corner of Roden Place and Chapel Street.

Although none of the street features survive, many of the building features, joinery, ironwork balconies, are original.

The primary purpose in the designation of this ACA is to protect the integrity of the streetscape and the setting of the buildings of National importance.

It is the intention of the council in the designation of this ACA:

1. To protect and enhance the character of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within or adjacent to this area.
2. To encourage the preservation and re-instatement of traditional details and materials appropriate to the style and period of the individual buildings in the area. The replacement of existing timber sash windows with uPVC or aluminium will not be approved.
3. To retain and protect decorative elements and features in the area such as railings, stone steps, wrought iron balconies.



ACA 3 - The Crescent

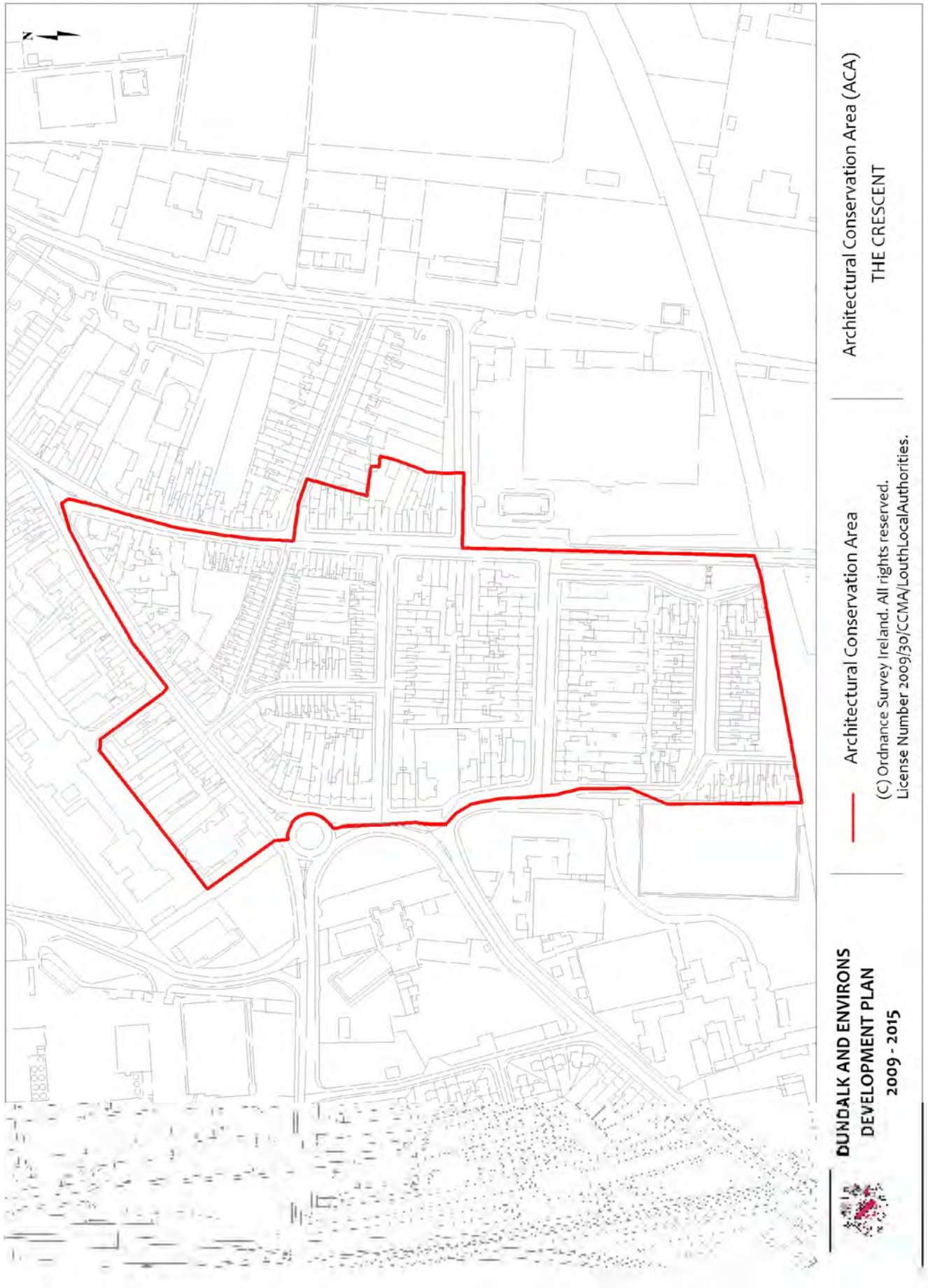


The Crescent, Anne St., Dublin Street, Mary St South, Vincent Ave, Stapleton Place, Wynne's Terrace, Parnell Park Ave.

The primary purpose in the designation of this ACA is to protect and enhance the character of the urban housing area.

It is the intention of the Council by the designation of this Architectural Conservation Area :

1. To protect and enhance the character of the area and the setting of the protected structures within the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within this area.
2. To encourage the preservation and re-instatement of traditional details and materials in the area. The replacement of existing timber sash windows with uPVC or aluminium will not be approved.
3. To encourage the preservation of traditional shopfronts and the replacement of shopfronts which are inappropriate to the style and period of the building as a whole.
4. To protect and enhance the relationship between buildings and open space, and to retain and protect decorative elements and features in the area such as railings and boundary walls.



ACA No 4 – Clanbrassil St



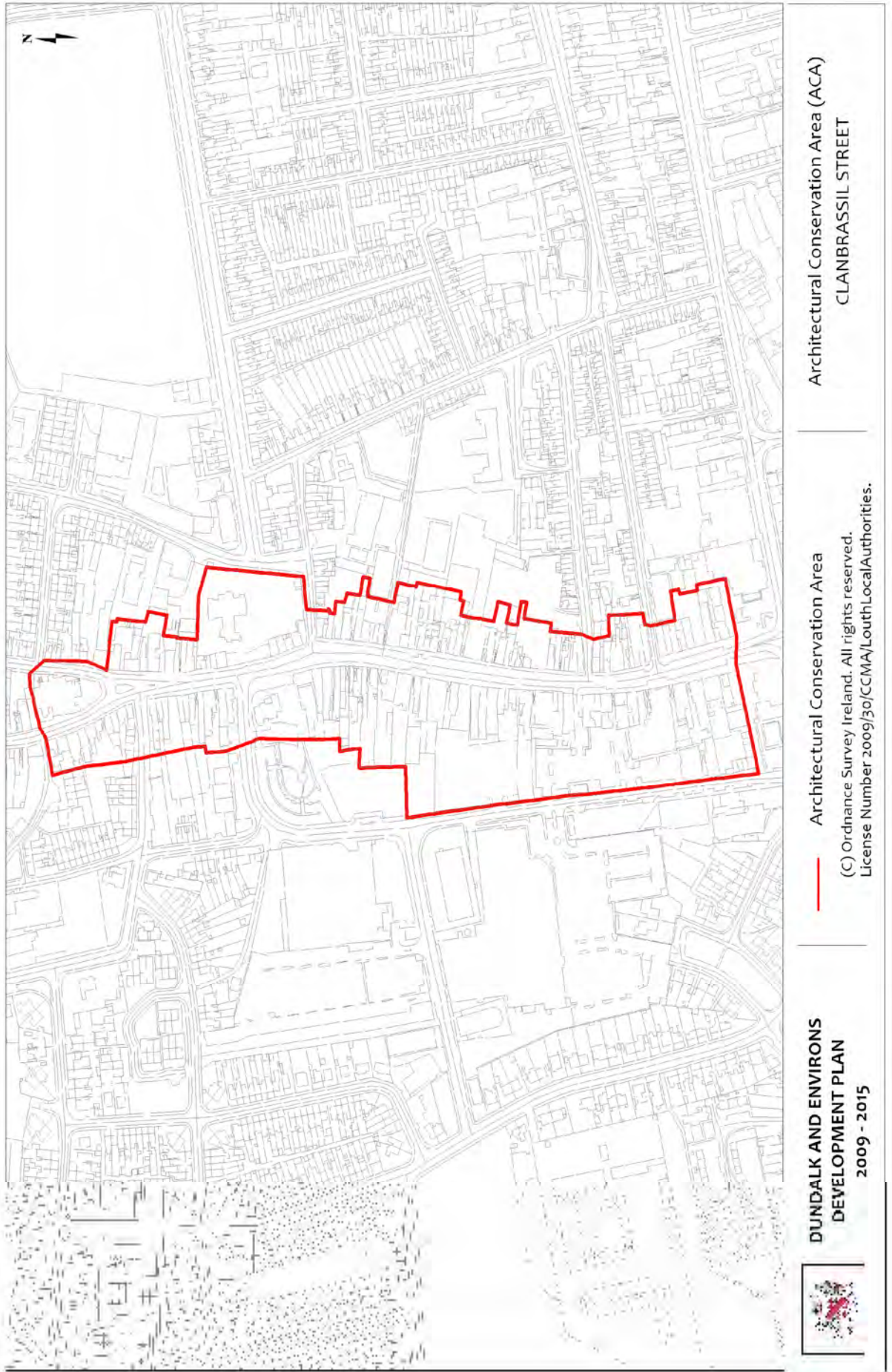
Clanbrassil St, Church St., Market Square.

The area comprises the principal commercial streets of the town and contains a large number of protected structures. It commences at Church Street at St Nicholas Catholic church, includes the mediaeval church of St Nicholas and continues into Clanbrassil St., a long wide street of bold and ornate facades, principally of a Victorian character. The south end of the street opens into Market Square, laid out by William Elgee in the 1740's, which faces the Court House.

The primary purpose in the designation of this ACA is to protect and enhance the character of the streetscape and the setting of the protected structures.

It is the intention of the council in the designation of this ACA:

1. To protect and enhance the character and appearance of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within or adjacent to this area.
2. To encourage the preservation of traditional shopfronts and the replacement of shopfronts which are inappropriate to the style and period of the building as a whole.
3. To encourage the preservation and re-instatement of traditional details and materials appropriate to the style and period of the individual buildings in the area.
4. To protect and enhance the relationship between buildings and open space in particular around Market Square.



ACA No 5 - Jocelyn Street / Seatown Place

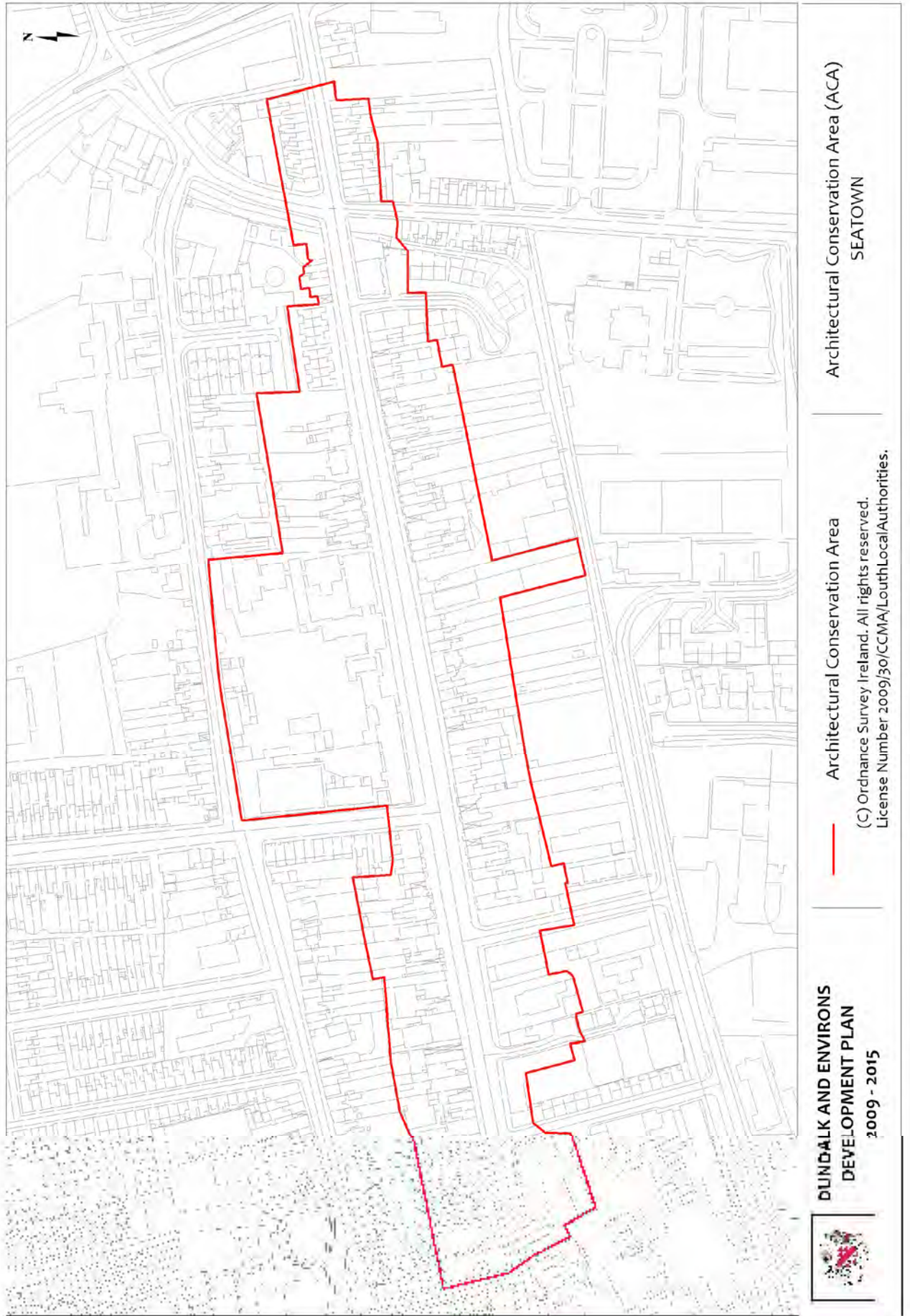


Jocelyn Street and Seatown Place are wide streets, laid out in the 1740's, with rows of C 18 and C 19, two and three-storey Georgian and Victorian Houses, some with basements, many of which are now used for commercial purposes. The street contains a significant number of buildings of regional importance and contained in the RPS, including a number of public buildings - the Methodist and Presbyterian Churches, the Convent of Mercy, the County Museum and Library.

The primary purpose in the designation of this ACA is to protect the integrity of the streetscape and the setting of the buildings of Regional importance.

It is the intention of the council in the designation of this ACA:

1. To protect and enhance the character of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within or adjacent to this area.
2. To encourage the preservation and re-instatement of traditional details and materials appropriate to the style and period of the individual buildings in the area.
3. To retain and protect decorative elements and features in the area such as railings, stone steps, wrought iron balconies.



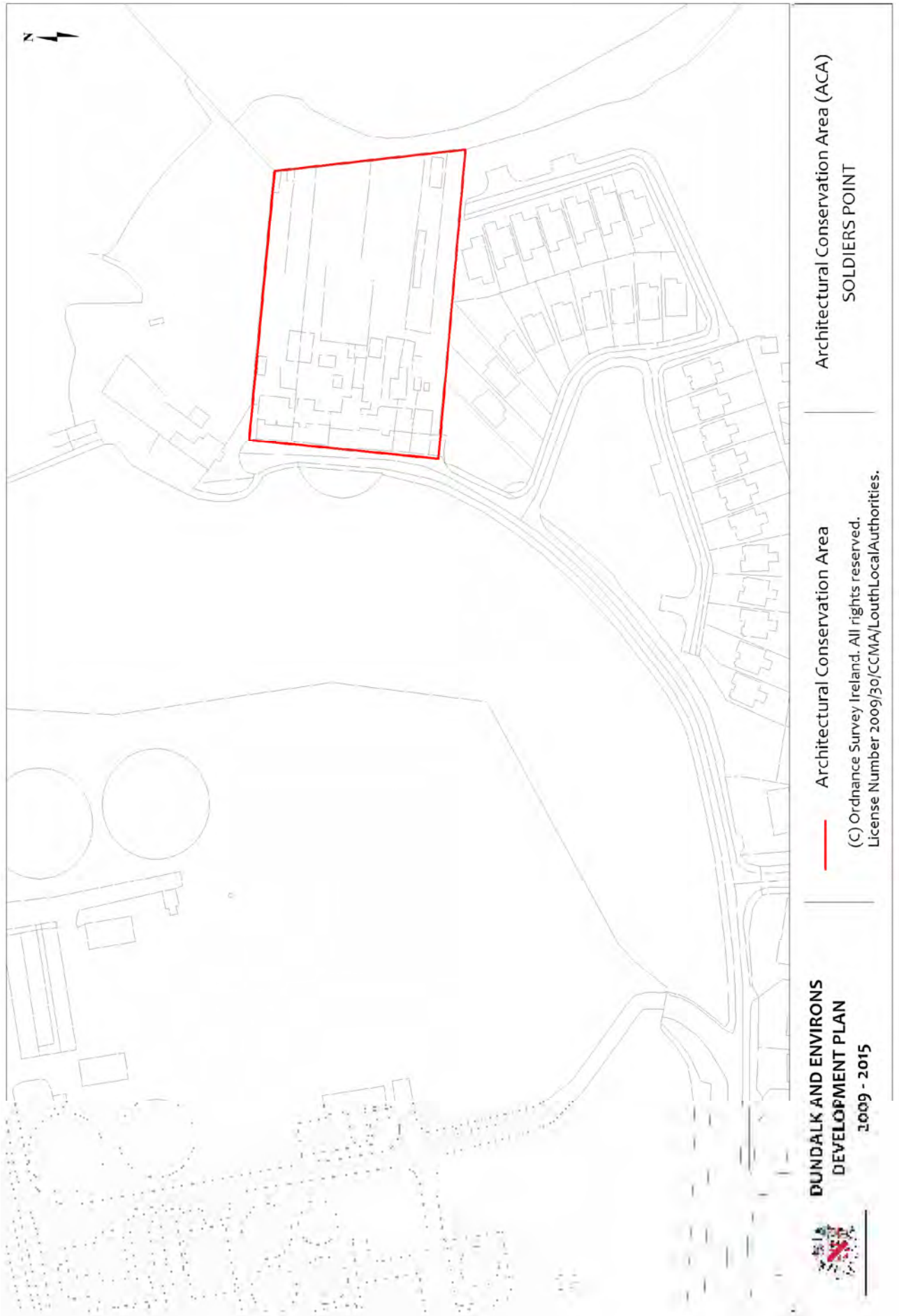
ACA 6 – Soldiers Point

The area comprises of a row of nine houses, which were originally built in 1805 for the revenue commissioners. They later became the coastguard cottages in 1822. All cottages are two-storey, three-bay terraced houses, with slated roofs, and rendered exteriors. An assortment of front porches and sunrooms has been added and the original joinery is mostly replaced by hardwood, aluminium and uPVC. Many of the original renders have been replaced by dry-dash.

The primary purpose in the designation of this ACA is to protect and enhance the character of the streetscape and the setting of the structures of local significance.

It is the intention of the council in the designation of this ACA:

1. To protect and enhance the character and appearance of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within this area.
2. To encourage the preservation and re-instatement of traditional details and materials appropriate to the style and period of the buildings.
3. To protect and enhance the relationship between buildings and open space.



ACA 7 – Magnet Road & The Demesne

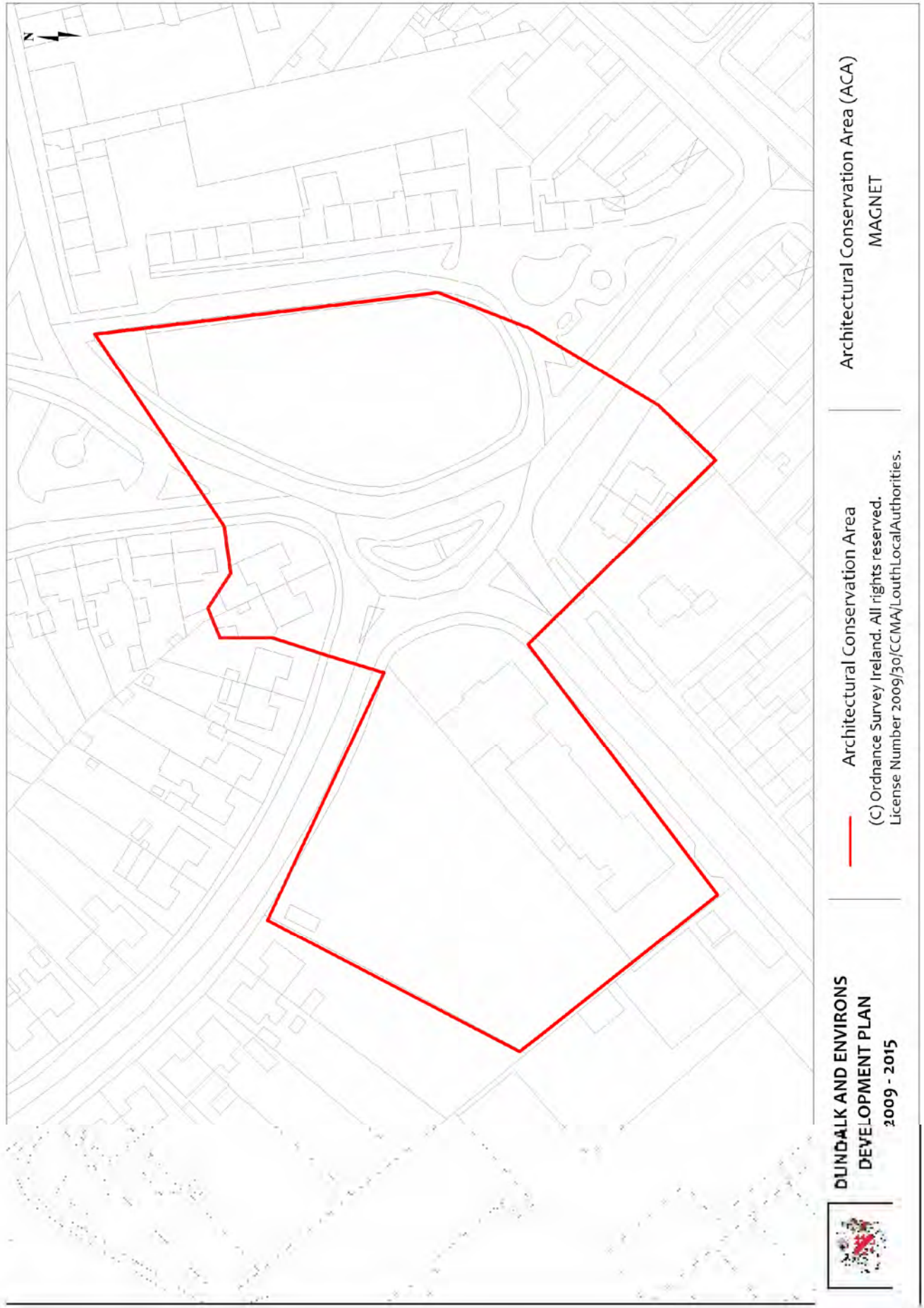


The area comprises of buildings and open space which surround the section of Magnet Road between its junctions with Park Street and The Long Walk; and includes the red brick semi-detached dwellings at Nos. 1 & 2 Park Villas, the large grassed and wooded open space opposite the Demesne shopping arcade with its Tree Preservation Order protected trees; the plastered semi-detached dwellings at Nos. 1 & 2 The Demesne and the former Revenue Commissioners Offices and Cinema building.

The former Revenue Commissioners Offices and Cinema building; which is listed of Local Importance; and the attractive grassed and planted open space opposite contribute to a uniquely contrasting urban setting. The primary purpose of this ACA is to protect the varied and attractive built and natural environment of this section of the Town Centre.

It is the intention of the Council in the designation of this ACA;

1. To protect and enhance the character and appearance of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within this area.
2. To protect and enhance the relationship building the buildings and open space within this urban Town Centre context.



ACA 8 – The Crescent Blackrock

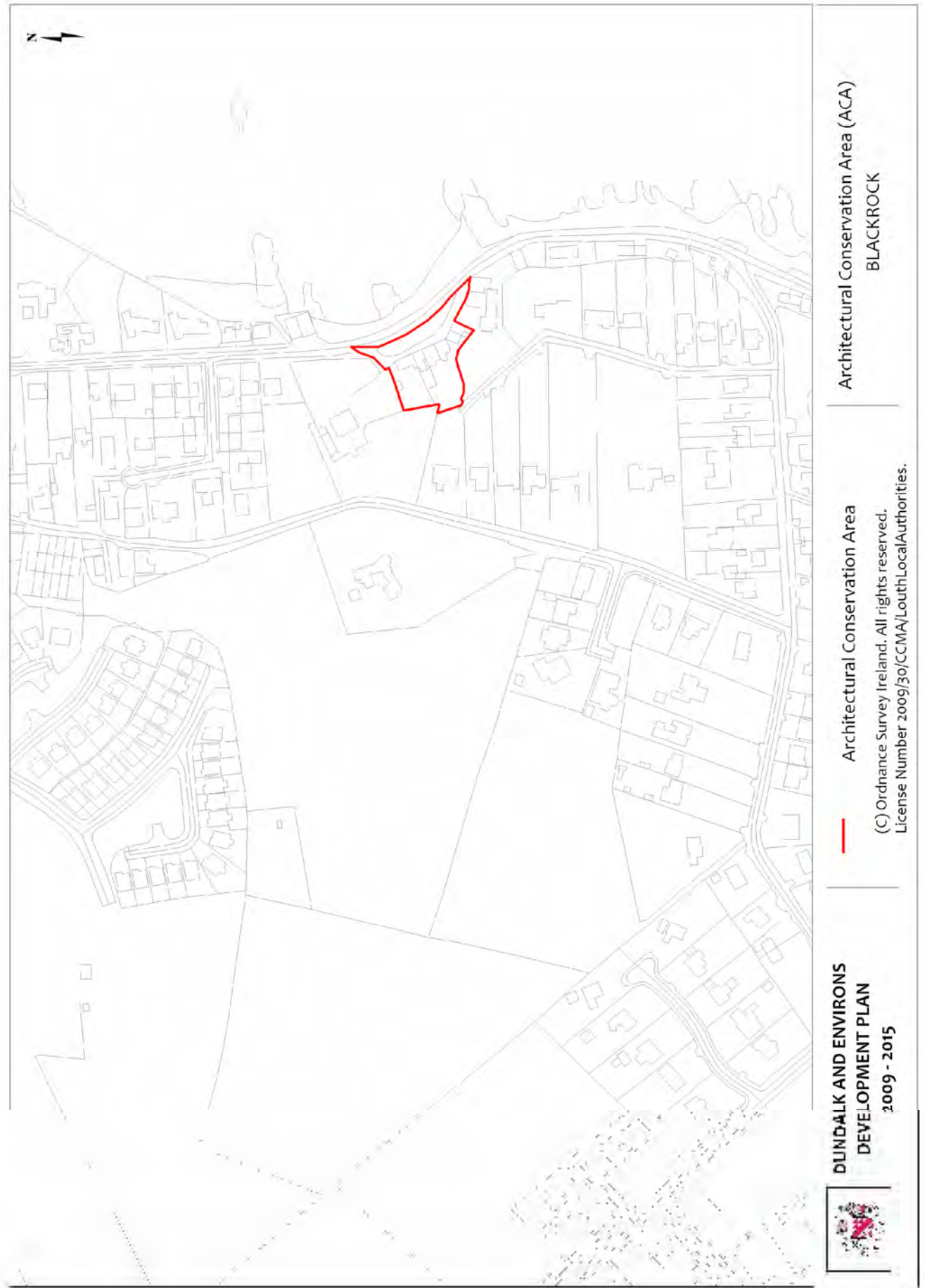


Blackrock is a coastal town in North Louth. The Crescent ACA is located on the northern approach to the village and faces north east across Dundalk Bay. It consists of a terrace of 6 houses, four of these being in a straight row, and the larger two on the southern end, are angled to enclose a space around a communal green to the front. The ACA includes the gardens and boundaries to the rear of the houses.

These houses are currently on the Louth Record of Protected Structures. It is considered that only the two larger houses are of regional importance, moreover the interiors of the four smaller houses are of no special interest and it is therefore recommended that these four be removed from the RPS and the area protected by means of an ACA.

Roofs are slated, wall finishes area painted plaster. Most of the original exterior joinery is gone, however the curved form of the terrace with its green area makes an attractive ensemble of dwellings and is positive addition to the streetscape and the architectural heritage of Blackrock.

1. To preserve the special character of the terrace and its setting.
2. To protect the setting of the terrace and the views towards the sea.
3. To require the preservation and re-instatement of traditional details and materials on existing buildings and in the streetscape, where improvements or maintenance works are being carried out.



Appendices

Appendix 8

Appendix 8 List of all bodies notified of the Review of Dundalk of Environs Development Plan 2009 – 2015

Statutory Bodies

- 1. Minister for the Environment, Heritage & Local Government**
Customs Hse, D1.
- 2. An Bord Pleanala**
64 Marlborough Street, Dublin 1.
- 3. Minister for Agriculture & Food, Agriculture House**
Kildare Street, Dublin 2.
- 4. Minister for Community, Rural & Gaeltacht Affairs**
43-49 Mespill Rd, Dublin 4
- 5. Minister for Defence**
Parkgate, Infirmary Rd, Dublin 7.
- 6. Minister for Education & Science**
Marlborough Street Dublin 1
- 7. Minister for Communications, Marine & Natural Resources**
29 Adelaide Rd, D2.
- 8. Department of Transport**
44 Kildare Street, Dublin 2.
- 9. Dublin Airport Authority**
Dublin Airport, County Dublin.
- 10. Failte Ireland**
Baggot Street Bridge, Dublin 2.
- 11. Central Fisheries Board**
Swords Business Campus, Swords, County Dublin.
- 12. An Comhairle Ealaion**
70 Merrion Square Dublin 2.
- 13. The Office of Public Works**
51 St. Stephen's Green, Dublin 2.
- 14. Forfas**
Wilton Park House, Wilton Place, Dublin 2.
- 15. The Heritage Council**
Rothe House, Parliament Street, Kilkenny.

Appendices

- 16. Health & Safety Authority**
The Metropolitan Building, James Joyce Street, D1.
- 17. National Roads Authority**
St. Martin's House, Waterloo Rd, Dublin 4.
- 18. Eastern Regional Fisheries Board**
15a Main Street, Blackrock, Co. Dublin.
- 19. An Taisce**
Tailor's Hall, Dublin 8.
- 20. Drogheda Borough Council**
Fair Street, Drogheda, County Louth.
- 21. County Development Board**
Knockbridge, Dundalk, County Louth.
- 22. The Border Regional Authority**
Corlurgan Business Park, Ballinagh Rd, Cavan.
- 23. Mid-East Regional Authority**
Station Rd, County Wicklow.
- 24. West Regional Authority**
Woodquay Court, Woodquay, Galway.
- 25. Midland Regional Authority**
Bridge Centre, Bridge Street, Tullamore.
- 26. Newry & Mourne District Council**
Monaghan Row, Newry, County Down

Service Providers

- 1. ESB**
Group Headquarters, Lower Fitzwilliam Street, Dublin 2.
- 2. Bord Gais**
Board Gais Networks, Block B2, Sandyford Business Park, Dublin 18.
- 3. Iarnód Eireann**
Iarnrod Eireann, Connolly Station, Amien Street, Dublin !.
- 4. Bus Eireann**
Main Building, Broadstone, Phibsboro, Dublin 7.
- 5. An Garda Siochana**
Dundalk District HQ, The Crescent, Dundalk.

Appendices

- 6. Health Service Executive**
Dublin Road, Dundalk.
- 7. Irish Defence Forces**
Aiken Barracks, Dundalk.
- 8. Louth County Enterprise Board**
Quayside Business Park, Mill Street, Dundalk.
- 9. Eircom**
114, St. Stephens Green West, Dublin 2.
- 10. Vodafone Head Office**
Mountain View, Central Park, Leopardstown, Dublin 18.
- 11. O2 Head Office**
28-29 Sir John Rogerson Quay, Dublin 2.
- 14. Meteor Head Office**
4030 Kingswood Avenue, Citywest Business Park, Dublin 24.
- 15. 3G Mobile (Head Office)**
c/o Sigma Wireless, McKee Avenue, Dublin 11.
- 16. Digiweb Ltd.**
IDA Industrial Park, Dundalk, County Louth County Council
- 17. Perlico**
National Headquarters, Carmanhall Road, Dublin 18.
- 18. UPC (Choras & NTL)**
UPC Communications Ireland Ltd, Building P2 Dublin 3
- 19. BT Communications Ireland Ltd**
Grand Canal Plaza, Dublin 4.
- 20. Drogheda Port Company**
Maritime House, The Mall, Drogheda, County Louth.
- 21. Dundalk Port Company**
Harbour Office, Dundalk, County Louth.
- 22. Greenore Port Company**
The Harbour, Greenore Port, Greenore.
- 23. Citizens Information Board**
7th Floor, Hume House, Ballsbridge, Dublin 4.
- 24. County Louth VEC**
Chapel Street, Dundalk, County Louth.

Appendices

- 25. Dundalk Institute of Technology**
Dublin Road, Dundalk, County Louth.
- 26. National Roads Authority (Head Office)**
St. Martin's House, Waterloo Rd, Dublin 4
- 27. National Development Plan**
St. Martin's House, Waterloo Road, Dublin 4.
- 28. Celtic Roads Group**
M1 Toll Plaza, Balgeen, Drogheda, County Meath
- 29. Irish Coast Guard IRCG**
Department of Transport, Leeson Lane, Dublin 2
- 30. Order of Malta**
Mill Street, Dundalk, County Louth.
- 31. Order of Malta**
Regional Services, Fair Street, Drogheda, County Louth.
- 32. Irish Red Cross**
Jocelyn Street, Dundalk, County Louth.
- 33. R.N.L.I.**
Clogherhead Lifeboat Station, Clogherhead, County Louth.
- 34. The Samaritans**
3, Leyland Place, Stockwell Street, Drogheda, County Louth.
- 35. St. Vincent De Paul**
Area Office, 2 Magdalene Street, Drogheda, County Louth.
- 36. St Educate Together**
Tullamore, Offaly
- 37. Dundalk Simon Community** PO Box 26, Barrack Street, Dundalk, County Louth.
- 38. Louth County Forum** 104 Ard Easmuinn, Dundalk, County Louth.
- 39. County Childcare Committee** Unit 14, Ardee Business Park , Ardee, County Louth.
- 40. Traveller Accommodation Group** Louth County Council, County Hall, Dundalk.
- 41. LMFM**
Rathmullen Rd, Drogheda, County Louth.

Appendices

- 42. Dundalk FM 100**
Dundalk Media Centre, Park Street, Dundalk, County Louth.
- 43. Oxigen Environmental Ltd**
Brookville Business Park, Ardee Road, Dundalk.
- 44. Panda Waste Disposal**
Rathdrinagh Beauparc, Navan, County Meath.
- 45. Ace Skips**
Lisieux, Cortial, Kilkierley, Dundalk, County Louth.
- 46. Allied Waste Disposal**
St. Oliver Plunkett Street, Oldcastle, Navan, County Meath.
- 47. Midland Waste Disposal Ltd**
Proudstown Road, Navan, County Meath.
- 48. Dundalk Recycling Centre**
Newry Rd, Dundalk, County Louth.
- 49. Matthews Coach Hire Ltd**
Callenberg, Inniskeen, Dundalk.
- 50. Anna Halpenny**
Violet Bus Services, Ashville, The Square, Blackrock.
- 51. Dundalk Chamber of Commerce**
Hagan House, Ramparts Road, Dundalk.
- 52. Drogheda Chamber of Commerce**
10, Dublin Rd, Drogheda,
- 53. Failte Ireland**
Environment Section, Baggot Street Bridge, Dublin 2.
- 54. Dundalk 2020**
Regional Development Centre, DKiT, Dublin Rd, Dundalk.
- 55. Construction Industry Federation**
Construction House, Canal Rd, Dublin 6.
- 56. The Irish Farmers Association**
Irish Farm Centre, Bluebell, Dublin 12.
- 57. Irish Congress of Trade Unions**
31/32 Parnell Square, Dublin 1.

Appendices

- 58. EirGrid PLC**
27, Lower Fitzwilliam Street, Dublin 2.
- 59. Enterprise Ireland**
Finnabair Industrial Park, Dundalk
- 60. Louth Leader**
Main Street, Ardee, County Louth
- 61. Louth County Enterprise Board**
Partnership Court, Ramparts, Dundalk.
- 62. FAS**
Training Centre, Dundalk, County Louth.