

## Generic Plan Concepts

### Masterplanning

**The Dundalk Southwest Local Area Plan provides a detailed overall framework for the development of the subject lands. The DSWLAP does not attempt to provide precise spatial plans for the subject lands. These fall within the realm of Masterplanning. The precise nature of Masterplanning is detailed below. Development proposals for any portion of the DSWLAP will be expected to accord with the following Masterplanning principles**

- A comprehensive survey setting out topographical information, identifying trees, hedgerows, and other natural and manmade features to be retained.
- A plan displaying infrastructure provision outlining road layouts including details of public transport routes and links and, where appropriate, utilising the concept of ‘Home Zones’ to enable the differing types of traffic to be divided to ensure better environments for the new neighbourhoods.
- Masterplans should encourage design flexibility so that buildings are designed or adapted in ways which allow for as many uses and as much flexibility of use as practicable.
- A variety of approaches regarding the density, massing and height of development on and the provision of open space and landscaping in accordance with the Dundalk and Environs Development Plan 2003 – 2009.
- Indicative landscaping plans for parkland areas including details for children’s play facilities or additional community facilities in appropriate locations as well as links to other residential areas and services in the locale.
- Particular attention paid to boundary treatments and the need to separate differing uses and maintain views. Where possible boundary treatments should provide a softer edge between the built up areas and the countryside beyond particularly to the western extremes of the plan area.
- The detailing of new civic and commercial facilities to be provided at the three locations within the plan area namely Mounthamilton, Priorland and Fairhill. Uses within the Civic and Commercial Centres should include a diversity of local retail/ services and facilities - including health care and childcare provisions as well as community centres, commensurate with the likely demand from the overall anticipated population. In line with guidance, a childcare facility with 20 spaces will be required to be provided for every 75 new residential units.

- There will be a requirement to set aside areas of land to meet future educational needs. The areas of land to be set aside for educational purposes should be clearly indicated within individual plans. In all cases they should be centrally located, adjacent to recreational areas and close to the other community facilities with good pedestrian and public transport links.
- Each new neighbourhood should provide effective public and sustainable transport links including provision for cycling and walking.
- Masterplans should identify areas where there is the potential to provide local employment opportunities..
- Masterplans should encourage design which promotes energy and water efficiency, the use of reused and local material and protect flora, fauna and natural habitats.

### Plan Objectives

The Dundalk South West Local Area Plan will not only help to shape the environment in the immediate future but also in the longer term, determining the environmental quality and dynamic of these areas throughout the twenty first century. The DSWLAP aims to ensure that what is designed and built today will be cherished by both present and future generations. This necessitates the adoption of a holistic approach which incorporates the following:

### Quality Urban Design

Creation of high quality new urban places with a strong sense of identity which has both modern and traditional concepts and forms.



### Residential Choice

The creation of a mix of house types, sizes and tenures capable of addressing the varied requirements of a multi-layered society.



## Transport Choice

Provision of realistic alternatives to private car use in meeting the needs of the community through the promotion of quality public transport, cycling and walking – principally utilizing measures such as high density residential corridors and spatially clustered uses.



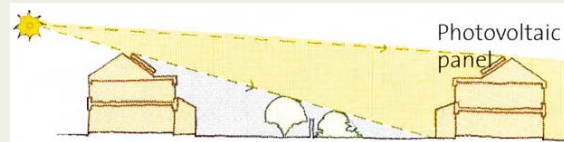
*Dundalk Bus Station.*



*Purpose Built Cycle Infrastructure.*

## Energy Efficiency

Minimising energy usage through innovation in building orientation, layout, design, and materials.



*Harnessing Solar Energy.*

## Ecology, Landscape and Biodiversity

Preserving local ecosystems and unique landscapes through the incorporation within new built developments of wildlife habitats and established natural features. It is the intention of the DSWLAP that natural features in particular should be respected and remain integral to new development schemes.



*Retained Tree in New Development.*

## Phased Delivery

Ensuring that development does not occur in the absence of all necessary infrastructure, amenities and services.

## Sustainable Communities

The plan aims to promote more sustainable patterns of living, working and travelling, more effective integration between land-use planning and transport, the creation of attractive places in which people are happy to live, work and take their leisure and the creation of attractive residential environments with a genuine sense of place. These principles are a prerequisite to achieving sustainability.

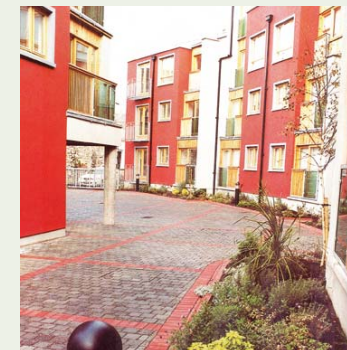
## Plan Philosophy

The context for the guidance given in this local area plan has been framed with reference to best practice national and international initiatives and is aimed at achieving attractive and sustainable places through better design and layout together with ensuring long term urban sustainability through the provision of a variety of essential services relevant to the everyday needs of residents. In this respect, it is not intended that the DSWLAP area will operate as an independent entity from Dundalk. The area, whilst developing its own identity, will be interdependent with the existing urban area and will utilize the latter's high level functions. (particularly retail functions) In turn, it is envisaged that the DSWLAP area will provide a number of additional services and facilities to the existing urban area. This may include enhanced public open space in the DSWLAP parkland areas.

The local area plan therefore encourages a greater emphasis on place, community and context in the design of new residential developments and promotes greater responsiveness to site and setting in the layout of new development to achieve a better balance between all relevant factors. A key underlying principle in the plan is the reduction of car use through the provision of local neighbourhood facilities and public transport within walking distance of housing. This will require good design that balances all the factors influencing quality and sustainability and which responds to a local context by making the best of a site and its surroundings.

To achieve the quality of design expected, developers will need to employ experienced and creative design teams which may include architects, landscape architects, highway engineers and transportation engineers. Larger developments may require specialist advice from, planners or urban designers. Conservation specialists will be needed where protected flora and fauna, archaeological sites and monuments, protected structures or conservation areas are involved, and arboriculturists where existing trees and major shrubs need to be retained and maintenance plans for planted areas have to be prepared.

Developers should also consult a range of bodies with statutory and other duties, including: public utilities and telecommunications operators, bus operators, education authorities, and the emergency services.



*New Urban Quarter.*