LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 2

Infrastructure Assessment and Land Use Evaluation (IALUE)

NOTE: A Settlement Capacity Audit for Dundalk was carried out as part of the preparation of the Dundalk Local Area Plan (See Appendix 1 of the Dundalk LAP). The Settlement Capacity Audit is an update of the IALUE for Dundalk as carried out for the County Development Plan 2021-2027 and has been included as an appendix in the IALUE.

1.0 Introduction

The National Planning Framework emphasises the requirement for better linkage between the zoning of land for development and the availability of or investment in infrastructure that is required to facilitate development. This is to be implemented through a tiered approach to land use zoning that will differentiate between zoned land that is serviced and zoned land that is serviceable within the life of the Plan.[1]

The objective of this approach is to avoid zoning lands that will be unable to be brought forward for development due to deficiencies in necessary infrastructure. Appendix 3 of the NPF sets out the Methodology for this two-tier approach to land zoning.[2]

Tier 1: **Serviced Zoned Land**	These are lands that can connect to existing services and are therefore 'ready to go'.
Tier 2: **Serviceable Zoned Land**	These are lands that are presently not sufficiently serviced to support new development but have the potential be fully serviced within the life of the Plan. The potential for delivery of the required services and/or upgrades to existing infrastructure is to be identified.

This report identifies the infrastructure requirements of potential development sites in each settlement in County Louth. At the time of writing no detailed national guidance had been published in relation to the Methodology for the Tiered Approach to Land Zoning. In the absence of this guidance a methodology has been developed by the Planning Department that is consistent with the provisions set out in Appendix 3 of the National Planning Framework.

1.1 Delivery of Infrastructure

The nature and complexity of infrastructure projects often means that there can be a lengthy lead in time between the identification of the need for a piece of infrastructure and its delivery. These projects are required to go through a number of phases prior to entering the construction phase. This includes preliminary designs and appraisals, feasibility studies, site evaluations, environmental reports, and detailed design. Securing funding and dealing with landowners and other key stakeholders are also critical elements of the process. This means that such projects often span more than the lifetime of a Development Plan, which is 6 years in duration. It is important to acknowledge that even though a project may not be delivered during the lifetime of a development plan, it may have met a milestone e.g. obtained planning permission or Compulsory Purchase Order confirmed. This has been a consideration in this Infrastructure Assessment.

[1] National Policy Objective 72a of the NPF
[2] Appendix 3 of the NPF

1.1.1 Funding

The delivery of infrastructure is dependent on funding. The sources of funding vary depending on the nature and scale of the particular project and can include:

i) Central Government – The National Development Plan sets out the list of key projects to be delivered nationally up to 2040. Capital investment funding by government departments and agencies include LIHAF, the Urban and Rural Regeneration Funds, Irish Water Capital Investment Plan, Smarter Travel funding by the NTA, and Transport Infrastructure Ireland funding.
ii) Louth County Council – Funding of projects included in the Development Contribution Scheme.
iii) Private – The developer of lands can privately finance the delivery of infrastructure.

1.1.2 Methodology

This assessment involved a review of undeveloped lands in each settlement in the County. The majority of these lands are zoned for residential or employment uses. An assessment of the lands identified as a 'Strategic Reserve' has also been carried out.

The focus of the assessment is on transportation and water and wastewater infrastructure. The Council will continue to engage and work closely with the Department of Education to provide education facilities and energy and telecommunications providers to enhance these services.

There were a series of internal consultations between the Planning Department and the Infrastructure and Water Services sections, in addition to an external consultation with Irish Water. These consultations provided an overview of future infrastructure requirements in each settlement as well as a more detailed analysis on a site by site basis where this was deemed necessary.

Each department was requested to provide details of the following:

i) Any infrastructure deficits that would impede the development of the lands;
ii) The current status of any plans/programmes in place to address these infrastructure deficits;
iii) The anticipated timeframe for the delivery of these projects.

A more detailed breakdown of this assessment at departmental level is as follows:

Sector	Infrastructure Type	Assessment Overview
Transportation	Roads	Can the lands be accessed directly from the public road?
		Are the lands dependent on the construction of any link roads?
	Footpath	Is there a public footpath to the lands?
	Public Lighting	Is there public lighting to the lands?
Water Services	Water	Is there a public water main in proximity to the lands?
		Is there available capacity in the water supply to accommodate the development of the lands?
		Is there capacity in the distribution network?
	Wastewater	Is there a public sewer in proximity to the lands?
		Is there capacity in the wastewater treatment plant the lands would discharge to?
		Is there capacity in the local foul sewer network to accommodate any additional loading?

1.1.3 Transport Infrastructure

The County Development Plan identifies the major transport infrastructure projects required to ensure that people and goods can continue to be efficiently transported around the County and the wider region. This includes the construction of new roads, the upgrade of existing roads, and the provision of public transport infrastructure.

In addition there are many local projects that will focus on delivering more sustainable travel patterns. This includes walking and cycling infrastructure and improvements to public transport infrastructure including bus stops/shelters, bus lanes etc.

1.1.4 Water and Wastewater Infrastructure

Irish Water is responsible for the delivery of water service infrastructure. In association with the Water Services section of the Council, Irish Water has identified the necessary investments in the water and wastewater treatment plants and associated collection and distribution network in Louth to facilitate future population and economic growth.

1.1.5 Tier 1 and Tier 2 Lands

In order for a parcel of land to be identified as 'Tier 1' there shall be no infrastructure impediments restricting the development of the lands i.e. all transportation and water services infrastructure needs to be in place. Sites which may require minor additional works or investment have also been identified as Tier 1 in certain circumstances. This is dependent on the nature and scale of the works required.

The identification of a site in Tier 2 highlights to landowners and potential investors that there are deficiencies in infrastructure that need to be addressed prior to the lands being developed. The nature of the deficiencies can vary between lands and settlements. When considering what sites fulfilled the criteria of Tier 2 it was important to acknowledge that there are lands that can be partially developed without requiring additional infrastructure investment. This is particularly relevant to the larger sites. The extent to which such lands can be developed will be dependent on the nature and scale of the development proposed. This can be co-ordinated and managed through the development management process.

A traffic light matrix has been developed that highlights any deficiencies in the lands analysed. A green colour indicates that services/infrastructure are available; an amber colour indicates that services are not available or further investment in infrastructure is required and this investment is likely to be provided during the lifetime of the Plan; and a red colour indicates services are unavailable and unlikely to be provided during the lifetime of the Plan. An example of this matrix is set out overleaf.

Settlement	
Tiered Assessment Analysis	
Land Use	RES
Infrastructure Type	Site 1
Roads	
Footpath	
Public Lighting	
Water	
Wastewater	
Tier 1 or Tier 2	

Legend	Tier
Services/Infrastructure available	
Further investment required	
Provision of infrastructure unlikely during the Plan period	

1.1.6 Infrastructure Requirements

To supplement the Tiered Assessment tables information has also been provided in relation to any potential additional works or investment required in order to release the lands for development in each settlement. It should be noted that the works included in these tables is not exhaustive and there may be additional works required when a more detailed analysis of the area and subject lands/site is carried out as part of a planning application. The level of works required will also be dependent on the nature and scale of the development on the subject lands/site. This will be assessed and reviewed in greater detail at the planning application stage of any development proposals on the subject lands/sites.

1.2 Alignment of Infrastructure Requirement with Land Use Evaluation

The NPF acknowledges that infrastructure availability is not the only criteria in determining the suitability of a site for development. Other factors include location, the scale of development envisaged, proximity to and availability of services and amenities, accessibility to transport, and environmental issues such as flooding.

Taking this into account it was decided to merge this infrastructure assessment with a land use evaluation as it will provide a more coherent overview of the suitability of lands for development in each settlement.

A matrix setting out the criteria that each site is to be assessed against was prepared. These criteria are as follows:

- Proximity to town centre;
- Contribution to the delivery of consolidated, compact growth;
- Proximity shops/services;
- Proximity to schools;
- If the location of the lands will facilitate the delivery of infill or backland development;
- Availability of public transport;
- If there are any issues with flooding.

The scoring for each of the criteria is as follows:

Criteria	Assessment	Scoring
Proximity to town centre	Based on walking distance and connectivity with town centre.	1 point allocated for each 500 metres from town centre
Contribution to the delivery of consolidated, compact growth	How the development of the lands would result in a more compact, sustainable settlement.	A score ranging between 1 and 5 is allocated to each category with 1 being the most optimal and 5 being the least optimal score **Legend:** 1 2 3 4 5
Proximity to schools and services	The distance of the lands to existing schools and services and the likely mode of transport used.	
Infill or Backland	If the location of the lands will facilitate the delivery of infill or backland development.	
Availability of public transport	The location of the lands along a public transport corridor or proximity to bus/rail stops.	
Flooding	If the lands are at risk of flooding.	

An example of the matrix is set out below. A lower score is represented by a green colour, a mid- range score by amber, and a high score with red. The sites with the lower score are considered to be more optimal locations for development.

Land Use Evaluation	RES
	Site 1
Proximity to Town Centre	**3**
Contribute to Consolidated/Compact growth	**4**
Proximity to Shops/services	**3**
Proximity to schools	**2**
Infill/Backland	**4**
Availability to public transport	**1**
Flooding	**1**
Total	**18**

2.0 Infrastructure Assessment and Land Use Evaluation by Settlement

The following sections sets out the details of the Infrastructure Assessment and Land Use Evaluation for each settlement. A map indicating the lands for which the assessment was carried out and tables indicating the level of services available, the tiered ranking of the lands, and the infrastructure required in order to release the lands for development is included.

The land uses in the Draft County Development Plan which were evaluated are as follows:

Land Use Zoning on Draft County Development Plan Maps	Abbreviation in the Tables
A1 – Existing Residential	RES
A2 – New Residential Phase 1	RES
B1 – Town or Village Centre	TC or VC
C1 – Mixed Use	MU
C3 – Commercial and Business	C&B
D1 – Regeneration	REG
E1 – General Employment	EMP
E2 – Business and Technology	BT
G2 – Institutional Lands	INST
I1 – Tourism and Leisure	TOU
J1 – Transportation and Development Hub	TRANS
L1 – Strategic Reserve	SR

2.1 Regional Growth Centres

Settlement - Drogheda														
Tiered Assessment Analysis														
Land Use	RES	RES	RES	EMP	TOU	REG	EMP	EMP	REG	REG	EMP	EMP	TRANS	RES
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Site 9	Site 10	Site 11	Site 12	Site 13	Site 14
Roads	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢
Footpath	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Public Lighting	🟡	🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟢	🟢
Water	🟢	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡
Wastewater	🟢	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🔴	🟡
Tier 1 or Tier 2	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Land Use Evaluation														
Proximity to Town Centre	5	5	5	5	5	4	4	5	1	2	2	2	3	4
Contribute to Consolidated/compact growth	4	5	3	5	5	4	4	4	1	1	2	2	2	3
Proximity to shops and services	5	1	3	N/A	N/A	4	N/A	N/A	1	1	N/A	N/A	2	2
Proximity to schools	1	4	3	N/A	N/A	4	N/A	N/A	2	2	N/A	N/A	2	2
Infill/Backland	5	5	1	5	5	3	4	5	1	1	3	3	2	2
Availability to public transport	1	3	1	1	1	1	1	3	1	1	3	3	1	1
Flooding	2	1	1	1	1	1	1	1	5	4	2	1	1	1
Total	23	24	17	17	17	21	14	18	12	11	12	11	13	15

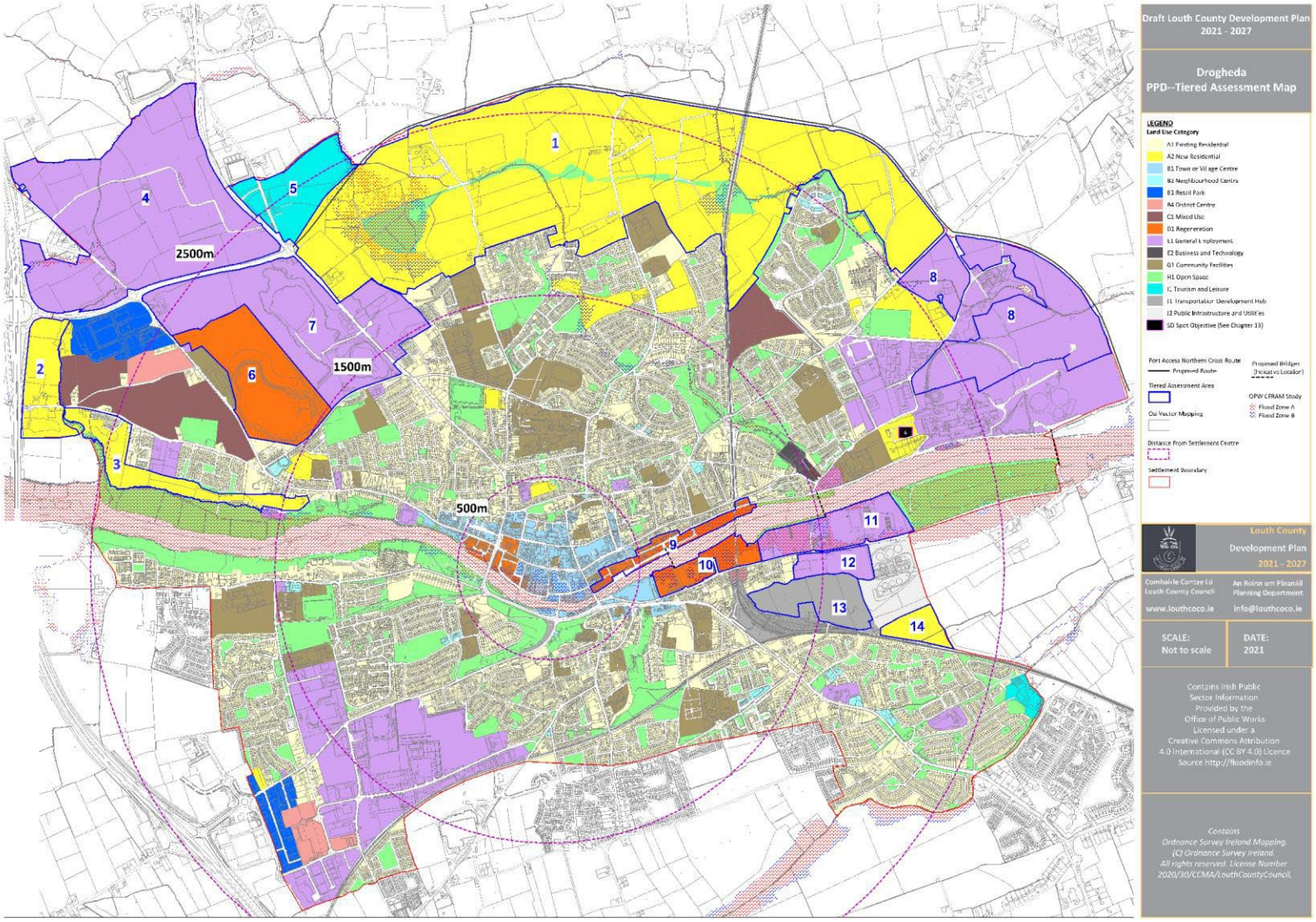
Settlement – Drogheda		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 1	Partial or full Port Access Northern Cross Route (PANCR)	Development of part of the lands could be accommodated. Water and Wastewater infrastructure under review by Irish Water (North Drogheda Wastewater Strategic Infrastructure Study). Flows from these lands cannot be accommodated in the existing wastewater network without detriment to overflows. Any substantial development will need infrastructure. (go from east to west).
Site 2	Realigned Leonards Cross junction On street cycleway c.1000m in length Traffic management Public Lighting extension	Possible, but private infrastructure could delay connections. Irish Water looking at solutions in this area through a Connection and Developer Services (CDS) application (Significant infrastructure - pumping station to be provided by developer). Pumping station and rising main along R168 to connect to existing sewer, (possibly extending the gravity sewer north to meet the rising main).
Site 3	Realigned Leonards Cross junction On street cycleway c.1000m in length Traffic management Public Lighting extension	Irish Water looking at solutions in this area through connection application. Pumping station required. Developer led.
Site 4	New cycle lanes to tie into main town along the R132 (Old N1) and Old N51. New section of Footpath to tie into existing footpaths. Incorporate pedestrian and cycleway provision around the perimeter of their own site. Incorporate pedestrian & Cyclist provision within the roundabouts on the existing roads.	There is WWT Capacity in Drogheda. There is no sewer in the vicinity of the site. The nearest Watermain is at the Junction at M1 Retail Park. Network assessment required depending on scale of development.
Site 5	New cycle lanes to tie into main town along the R132 (old N1). New section of footpath to tie into existing footpaths. Incorporate pedestrian and cycleway provision around the perimeter of their own site.	There is no sewer in the vicinity of the site. The nearest sewer is 1100m from this site. The nearest watermain is adjacent to the site. Network assessment required depending on scale of development.

Settlement – Drogheda		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
	Incorporate pedestrian & cyclist provision within the roundabouts on the existing roads	
Site 6	New footpaths along the perimeter (within site boundary), upgrade footpaths / cycleway on the R168. Junction upgrade at Trinity Street and Cement Road	There is a sewer at both the northwest corner and southwest corner of the site. Assessment required depending on scale of development. Watermain is adjacent to the site. Network assessment required depending on scale of development
Site 7	New footpaths along the perimeter (within site boundary), upgrade footpaths / cycleway on the R168. Junction upgrade at Trinity Street and Cement Road	The nearest sewer is located at the southeast corner of the site. Assessment required depending on scale of development. Watermain is adjacent to the site. Supply subject to scale of development. Network assessment required depending on scale of development
Site 8	Footpath upgrades PANCR to be constructed Provision to be made for potential River crossing as per Dev Plan	The nearest sewer is located at entrance to Premier Periclase at the south of site. Assessment required depending on scale of development. Watermain is located on Termonfeckin Road to North of the site and on Baltray Road to the south. Supply and network subject to scale of development
Site 9	May require the PANCR to fully see its potential Developments to be flood resilient Must take account of the CFRAM works Mixture of footpath and cycleway upgrades and new works Potential for further link across the River Boyne, either cycle/ pedestrian or vehicular	The foul sewer network is adjacent to the site. Assessment required depending on scale of development. Watermain is located adjacent to the site. Water supply subject to scale of development. Network assessment required depending on scale of development. It should be noted that these lands may require traversing lands belonging to Drogheda Port in order to facilitate connection

Settlement – Drogheda		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 10	May require the PANCR to fully see its potential Developments to be flood resilient Must take account of the CFRAM works Mixture of footpath and cycleway upgrades and new works Potential for further link across the River Boyne, either cycle/ pedestrian or vehicular Potential junction at Mary Street junction	The foul sewer network is adjacent to this site. Assessment required depending on scale of development. Watermain is located along the southern boundary of this site. Supply and network assessment required – subject to scale of development.
Site 11	May require the PANCR to fully see its potential including river crossing Developments to be flood resilient Must take account of the CFRAM works Mixture of footpath & cycleway upgrades and new works Potential for further link across the River Boyne, either cycle/ pedestrian or vehicular Potential junction at Mary Street junction	The foul sewer is adjacent to this site. Assessment required depending on scale of development. Watermain is located adjacent to the site. Supply and network assessment required depending on scale of development.
Site 12	May require the PANCR to fully see its potential including river crossing Developments to be flood resilient Must take account of the CFRAM works Mixture of footpath & cycleway upgrades and new works Potential for further link across the	The foul sewer is adjacent to this site. Assessment required depending on scale of development. Watermain is located adjacent to the site. Supply and network assessment required depending on scale of development.

Settlement – Drogheda		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
	River Boyne either cycle/ pedestrian or vehicular Potential junction at Mary Street junction	
Site 13	Must take account of the CFRAM works Mixture of Footpath & Cycleway upgrades and new works Potential for further link across the River Boyne, either cycle/ pedestrian or vehicular	The nearest sewer is on the Marsh Road in excess of 150m north of the site. Assessment required depending on scale of development. The nearest watermain is on the Marsh Road in excess of 150m north of the site. Network and supply assessment required depending on scale of development.
Site 14	Construction of new access road	Under construction

Map 1 – Drogheda Tiered Assessment Map



Settlement - Dundalk																		
Tiered Assessment Analysis																		
Land Use	EMP	EMP	EMP	RES	SR	SR	SR	EMP	RES	SR	SR	SR	BT+RES	MU	RES	RES/SR	SR	SR
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Site 9	Site 10	Site 11	Site 12	Site 13	Site 14	Site 15	Site 16	Site 17	Site 18
Roads	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Footpath	🟢	🟢	🟢	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟡	🟢	🟢	🟢
Public Lighting	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟢	🟢	🟢	🟡	🟢	🟢	🟢
Water	🟡	🟡	🔴	🟡	🟡	🟢	🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟡	🟡
Wastewater	🟡	🟡	🔴	🟡	🟡	🟢	🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟡	🟡	🟡	🟡
Tier 1 or Tier 2	🟡	🟡	🔴	🟡	🟡	🟡	🔴	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Land Use Evaluation																		
Proximity to Town Centre	5	5	5	5	5	5	5	5	4	5	5	5	5	5	3	4	5	5
Contribute to Consolidated/compact growth	4	4	4	4	4	4	5	4	2	5	5	3	4	4	4	4	5	5
Proximity to shops and services	3	3	3	3	3	3	5	3	3	4	5	4	3	2	2	4	4	4
Proximity to schools	N/A	N/A	N/A	4	4	4	5	N/A	2	4	4	4	N/A	N/A	4	4	3	3
Infill/Backland	5	5	5	5	5	5	5	4	3	5	5	5	5	4	4	5	5	5
Availability to public transport	3	3	3	3	4	4	5	3	3	2	1	3	3	4	4	4	5	5
Flooding	1	4	4	4	1	1	1	4	1	1	1	1	1	1	3	3	1	1
Total	21	24	24	28	26	26	31	23	18	26	26	25	21	20	24	28	28	28

Settlement - Dundalk																			
Tiered Assessment Analysis																			
Land Use	TOU	RES	RES	TOU	RES	RES	RES	RES	EMP	TRANS	RES	SR	RES	RES	RES	RES	RES	RES	EMP
Infrastructure Type	Site 19	Site 20	Site 21	Site 22	Site 23	Site 24	Site 25	Site 26	Site 27	Site 28	Site 29	Site 30	Site 31	Site 32	Site 33	Site 34	Site 35	Site 36	Site 37
Roads																			
Footpath																			
Public Lighting																			
Water																			
Wastewater																			
Tier 1 or Tier 2																			
Land Use Evaluation																			
Proximity to Town Centre	5	5	4	5	5	4	4	4	5	4	4	3	2	2	3	3	3	4	5
Contribute to consolidated/compact growth	4	4	4	4	4	3	3	3	5	3	2	4	4	3	4	4	3	4	5
Proximity to shops and services	3	3	3	3	3	3	3	3	4	2	2	4	2	2	3	3	2	4	4
Proximity to schools	N/A	4	4	N/A	2	2	2	2	N/A	2	2	4	4	3	3	3	3	4	3
Infill/Backland	5	5	3	5	3	2	2	2	5	2	1	5	3	2	3	3	2	4	5
Availability to public transport	4	3	3	3	3	3	3	3	3	1	3	4	4	4	4	4	4	3	5
Flooding	5	1	3	1	3	3	1	1	2	5	1	3	1	3	1	1	3	2	4
Total	26	25	24	21	23	20	18	18	24	19	15	27	20	19	21	21	20	25	31

Settlement - Dundalk		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 1	Possible extension of public lighting. Possible construction of roundabout.	Developer led solution under review. Dundalk Drainage Area Plan solutions (Marlish Red Cow developments - strategic pumping station required)
Site 2	Possible extension of public lighting. Possible construction of roundabout at Red Cow. Possible pedestrian crossing depending on the type of development.	Developer led solution under review and Dundalk Drainage Area Plan solutions.
Site 3	Potential construction of roundabout. Potential pedestrian crossing.	Issues with both water and wastewater.
Site 4	Upgrade/amendments to the geometry of the junctions may be required. Off road cycle lane required from the Táin Bridge to the lands and the Newry Road to the lands	Dundalk Drainage Area Plan (DAP) is being progressed – this will assess all sewerage networks and identify/determine necessary improvements required to facilitate development. New sewerage infrastructure including a pumping station is required. Constraints in the water supply network. Network assessment and possible upgrade required.
Site 5	Possible construction of roundabout at Red Cow. Possible pedestrian crossing. Potential footpath along east side of R215 c.200m in length.	Developer led solution under review and Dundalk Drainage Area Plan. Depends on size of development (limits at Newry Road Pumping Station)
Site 6	Upgrade to Lisdoo junction and lights. Construction of section of the R177 (Armagh Road) to R215 (Old Newry Road) Link road c.970m in length to be constructed. Public lighting on Doylesfort Road within 50km/h zone 400m in length Cycle and pedestrian crossing to Coulter Place Construction of cycleway / walking	Water Supply may be constrained. Works by developer needed. Wastewater capacity depends on the size of the development - limits at Newry Road Pumping Station to the east of the site.

Settlement - Dundalk		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
	route from Coulter Place to R215 Traffic calming along the R177 from speed limit back to town	
Site 7	Upgrade to Lisdoo junction Construction of the R177 (Armagh Road) to R215 (Old Newry Road) Link Road c.1.5km in length Potential new M1 interchange on the Armagh Road New footpath and cycleway to speed limit (660m). Additional footpath for 840m Construction of cycleway / walking route from Coulter Place to R215 Traffic calming along the R177 from speed limit back into town	Water and wastewater issues which could be addressed but at considerable cost and timescale.
Site 8	Upgrade to Lisdoo junction Construction of the R177 (Armagh Road) to R215 (Old Newry Road) Link road c.1.5km in length required Potential new M1 interchange on the Armagh Road New footpath and cycleway to speed limit c.660m in length Additional footpath for 840m Construction of cycleway / walking route from Coulter Place to R215 Traffic calming along the R177 from speed limit back into town	Issues with both water and wastewater, may be outside timescale of CDP. Nearest sewer c.300m.
Site 9	Construction of the Mount Avenue Road upgrade. Footpath and cycleway along the R934 (old N53)	Can service part of the site, future upgrades would be needed. Boyle O'Reilly Wastewater Pumping Station may require upgrade depending on scale of development. Drainage Area Plan to address.

Settlement - Dundalk		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
	Light sequencing upgrade along the R934 (old N53) Construction of section of the R934 (Castleblaney Road) to the R178 (Carrickmacross Road) Link Road c.900m in length McEntee/ R178 junction upgrade On-street cycleway and pedestrian/cyclist crossing on the R178.	
Site 10	Footpath and cycleway along R178. Construction of section of the R934 (Castleblaney Road) to the R178 (Carrickmacross Road) Link Road c.1.6km in length. McEntee / R178 junction upgrade Traffic calming over 800m along the R178	Can service part of the site, future upgrades would be needed. Boyle O'Reilly wastewater pumping station may require upgrade depending on scale of development. Drainage Area Plan to address. Dependent on size of development.
Site 11	Footpath and cycleway along R178 Construction of the R178 (Carrickmacross Road to the R171) (Old Ardee Road) link road c.0.8km in length. McEntee / R178 junction upgrade Traffic calming over 800m along the R178 Traffic calming along the R171 Ardee Road Upgrade Ardee Road / Haggardstown Road junction On street cycleway along the Ardee Road	Can service part of the site, future upgrades would be needed. Drainage Area Plan to address. Dependent on size of development
Site 12	On street cycleway markings revision to Mullaharlin / R215 junction	Can service part of the site, future upgrades would be needed. Drainage Area Plan to address. Dependent on size of development.

Settlement - Dundalk		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 13	Link Road from Marlbog to IDA Business Park Upgrade of cycleway to Xerox site and Xerox junctions (segregated) Potential upgrade to Haggardstown Road and Southern Link Road junction Potential future upgrade to IDA roundabout on Southern Link Road Xerox junction upgrade	Can service part of the site, future upgrades would be needed. Drainage Area Plan to address. Dependent on size of development. IDA have provided some infrastructure. Coes Road Pumping Station requires upgrade to accommodate full development.
Site 14	Xerox junction upgrade Entrance on R215 Entrance	Local Network Reinforcement Project (LNRP) under review. Drainage Area Plan to address.
Site 15	Depending on the scale of development the junction with the Rock Road will need to be reviewed. Footpath and public lighting. Possible pedestrian crossing	Local Network Reinforcement Project (LNRP) under review. Subject to upgrades there will be increased capacity.
Site 16	Xerox junction upgrade Footpath with cycleway On road cycleway markings into Blackrock village Traffic Calming on the R172	Drainage Area Plan solutions, limited capacity. Significant distance to sewer. Part of lands may be able to connect to Blackrock.
Site 17	Xerox junction upgrade Section of road from Marlbog to IDA Road Or section of road from Old Golf Links Road to Marlbog road to be completed Upgrade of cycleway to Xerox site and Xerox Junctions (segregated)	Limited capacity. Pumping station upgrades will be required downstream. The Dundalk Drainage Area Plan will identify solutions.
Site 18	Xerox junction upgrade Section of road from Marlbog to IDA	Limited capacity. Pumping station upgrades will be required downstream. The Dundalk Drainage Area Plan will identify

Settlement - Dundalk		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
	Road Or section of road from Old Golf Links Road to Marlbog road to be completed Upgrade of cycleway to Xerox site and Xerox junctions (segregated)	solutions.
Site 19	New pedestrian and cycleway crossings both at the roundabout and desire lines on the R132 depending on their development	New sewerage infrastructure including consideration of a pumping station is required. IW are currently progressing the Dundalk Drainage Area Plan (DAP) to assess all sewerage networks and determine the necessary improvements to facilitate development. Water - considerable distance to the nearest watermain at Ballymascanlon Roundabout to the north and Ath Leathan to the south. Constraint in network capacity to north side of Dundalk. Network assessment and upgrade required to facilitate development
Site 20	Pedestrian crossing	Wastewater - The existing Newry Road foul pump station requires replacement and upgrade. This is currently being progressed with a private developer. IW are currently progressing the Dundalk Drainage Area Plan (DAP) to assess all sewerage networks and determine the necessary improvements to facilitate development. While there is water supply and network, there is a constraint in network capacity to north side of Dundalk. Network assessment and upgrade required to facilitate development
Site 21	Footpath for 430m Construction of cycleway / walking route from Coulter Place to R132 Lisdoo junction upgrade	Wastewater - some areas of site close to foul sewer but scale of development may require sewer upgrade. IW are currently progressing the Dundalk Drainage Area Plan (DAP) to assess all sewerage networks and determine the necessary improvements to facilitate development. Water - constraint in network capacity to north side of Dundalk. Network assessment

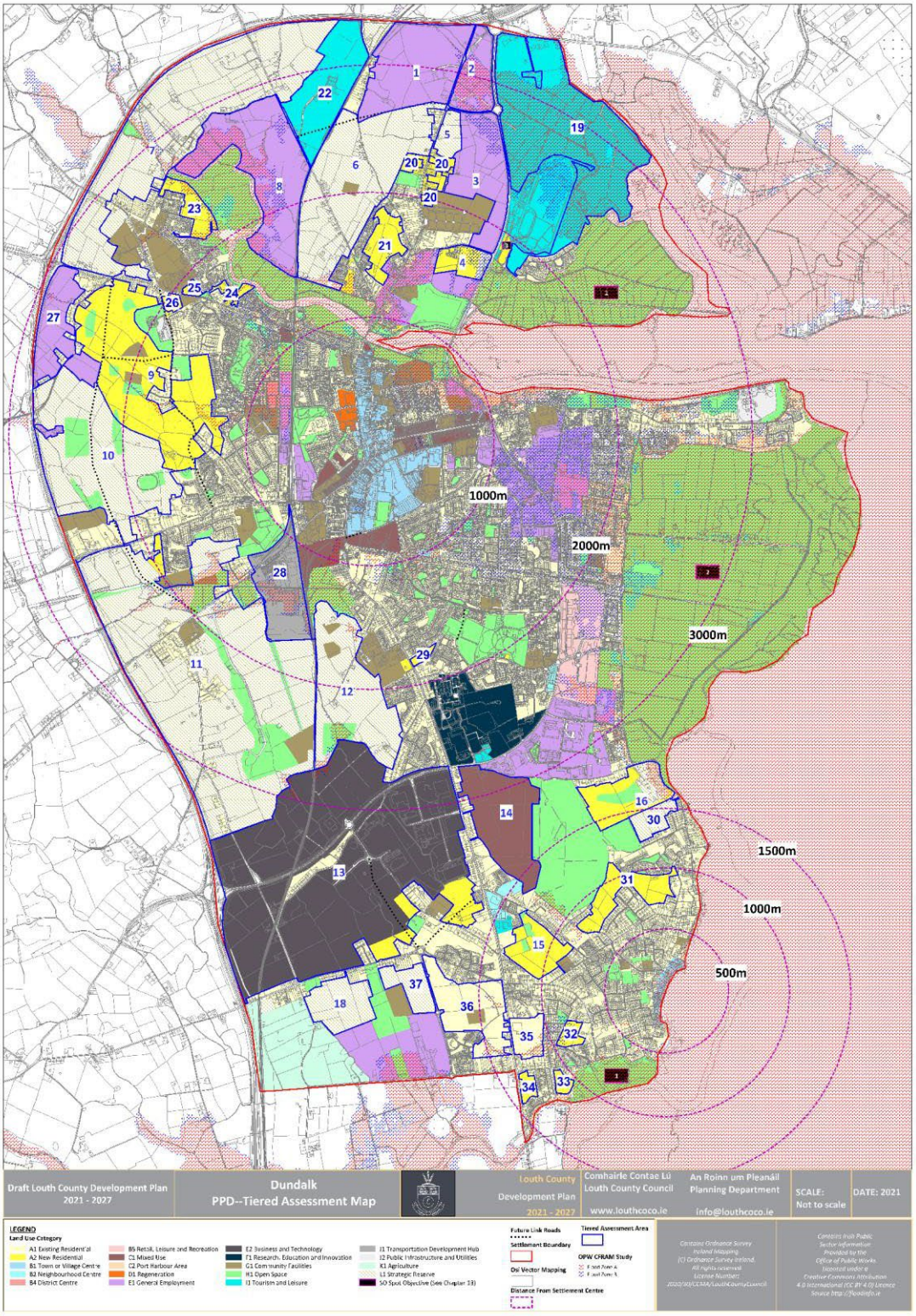
Settlement - Dundalk		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
		and upgrade required to facilitate development
Site 22	Upgrade to Lisdoo junction Link road c.1.2km in length and land cost Potential new M1 interchange Footpath + Cycleway to speed limit (660m) Footpath for 840m Construction of cycleway / walking route from Coulter Place to R132 Traffic calming from speed limit back to town	Wastewater- nearest sewer is 850m from the site. IW are currently progressing the Dundalk Drainage Area Plan (DAP) to assess all sewerage networks and determine the necessary improvements to facilitate development. Water - constraint in network capacity to north side of Dundalk. Network assessment and upgrade required to facilitate development.
Site 23	No transport infrastructure investment or upgrade identified	The existing 300mm diameter sewer adjacent to site and Toberona Pumping Station may require assessment and upgrade subject to scale of development. IW are currently progressing the Dundalk Drainage Area Plan (DAP) to assess all sewerage networks and determine the necessary improvements to facilitate development. Water - There is sufficient supply subject to scale of development, the existing watermain may require upgrade.
Site 24	No transport infrastructure investment or upgrade identified	Wastewater - the existing 150mm diameter sewer adjacent to site may require assessment and upgrade subject to scale of development. Irish Water are currently progressing the Dundalk Drainage Area Plan (DAP) to assess all sewerage networks and determine the necessary improvements to facilitate development. Water – Subject to scale of development, the existing watermain may require upgrade.
Site 25	Footpath works	Services available subject to scale of development, may require upgrade.

Settlement - Dundalk		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 26	Upgrade section of Mount Avenue to increase road widths and cycleway / footpath and lights Upgrade Junction Pedestrian Crossing Upgrade footpath	Services available subject to scale of development, may require upgrade.
Site 27	Mount Avenue road upgrade and lands Footpath and cycleway along N53 and land Light sequencing upgrade N53 Link road c.900m in length to tie in with 'Future Link Road' as detailed on the zoning map and land cost Painted cycleway and crossing	There is no foul sewer in this area. The nearest sewer is approximately 500 metres away. Irish Water are currently progressing the Dundalk Drainage Area Plan (DAP) to assess all sewerage networks and determine the necessary improvements to facilitate development. Watermain available but it is of small diameter and may require upgrade. Subject to scale of development
Site 28	Pedestrian Crossing Upgrade footways and cycleway New link to Tesco	Services available subject to scale of development, may require upgrade (see DAP comments above). New watermain Infrastructure laid in 2017 adjacent to the site.
Site 29	No transport infrastructure investment or upgrade identified	Services available subject to scale of development, may require upgrade
Site 30	Upgrades to existing footpaths/new cycleway (painted) and public lighting	Services available, subject to scale of development. Blackrock WWTW was upgraded in 2020 and has additional capacity Assessment of The Square Pumping Station required subject to scale of development. Watermain could need upgrade.
Site 31	Depending on site access, Rock Road upgrades, Old Golf Links Road upgrades, Birches Lane upgrades, contributions towards cycleway networks	Services available, subject to scale of development. Blackrock WWTW was upgraded in 2020 and has additional capacity. Assessment of Main Street and Cockel Hill Pumping Station required. Subject to scale of development, watermain could need upgrade.

Settlement - Dundalk		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 32	Depending on the flood mapping & roll out of CFRAMS project	Services available, subject to scale of development. Blackrock WWTW was upgraded in 2020 and has additional capacity as per above. Assessment of Cockel Hill Pumping Station required. Subject to scale of development, watermain could need upgrade.
Site 33	Contribute towards cycleway and footpath upgrades on the Cockle Hill Road	Services available, subject to scale of development. Blackrock WWTW was upgraded in 2020 and has additional capacity as per above. Assessment of Cockel Hill Pumping Station required. Subject to scale of development, watermain could need upgrade.
Site 34	Contribute towards cycleway and footpath upgrades on the Cockle Hill Road New pedestrian crossing to the Clermont Road	Yes but may require traversing third party lands and a pumping station depending on ground levels. Blackrock WWTW was upgraded in 2020 and has additional capacity as per above. Assessment of Cockle Hill Pumping Station required subject to scale of development. Water supply and Network assessment required depending on scale of development.
Site 35	Potential for pedestrian crossing across the R132 (old N1/Xerox junction) upgrade or contribute towards new section of road from Marlbog to the Southern Link Road. Could contribute towards extending the existing cycleway out to Green Gates from the Old Golf Links Road. Upgrades of footpaths on R132 (old N1)	Services available, subject to scale of development. Assessment of Cockel Hill Pumping Station required. Subject to scale of development, watermain could need upgrade.
Site 36	No transport infrastructure investment or upgrade identified	Blackrock WWTW was upgraded in 2020 and has additional capacity to facilitate a portion of these lands in the short term. The full development of these lands is dependent on the completion of the Local Network Reinforcement Project (LNRP) capital project currently being progressed by Irish Water. Watermain upgrade proposed as part of LNRP Capital Project. Network assessment required depending on scale of development

Settlement - Dundalk		
Site	**Potential Infrastructure investment required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 37	Potential footpaths and cycleway upgrades, construction of the remaining link to the Southern Link Road	Blackrock WWTW was upgraded in 2020 and has additional capacity to facilitate a portion of these lands in the short term. The full development of these lands is dependent on the completion of the LNRP Capital Project currently being progressed by Irish Water. Watermain upgrade proposed as part of LNRP Capital Project. Network assessment required depending on scale of development

Map 2 – Dundalk Tiered Assessment Map



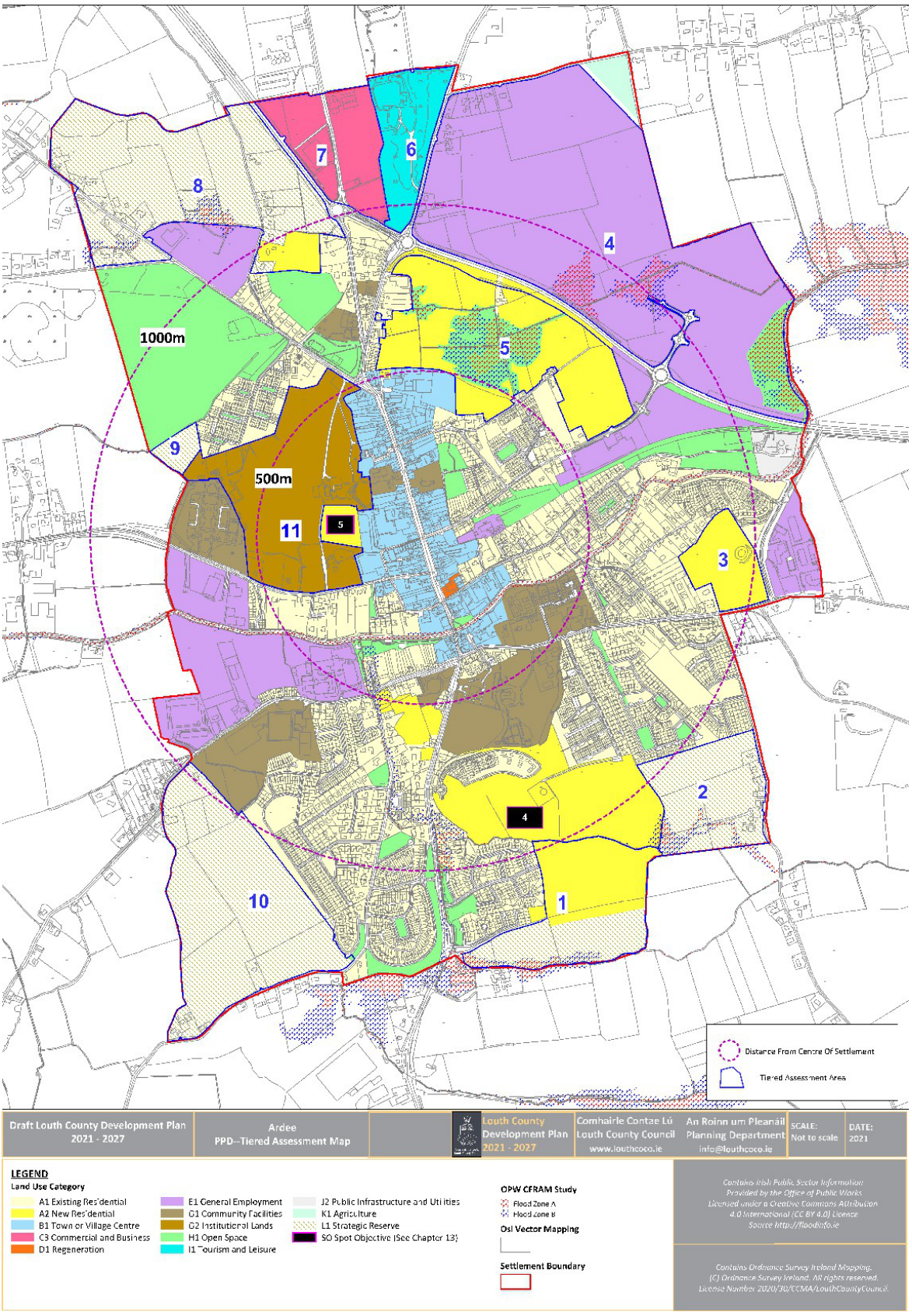
2.2 Self-Sustaining Growth Towns

Settlement - Ardee											
Tiered Assessment Analysis											
Land Use	RES/SR	SR	RES	EMP	RES	TOU	C&B	SR/RES	SR	SR	Inst
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Site 9	Site 10	Site 11
Roads											
Footpath											
Public Lighting											
Water											
Wastewater											
Tier 1 or Tier 2											
Land Use Evaluation											
Proximity to Town Centre	3	3	2	3	2	3	3	3	2	3	1
Contribute to Consolidated/Compact growth	4	4	3	5	2	5	5	5	3	5	2
Proximity to Shops/services	3	4	3	N/A	1	3	3	3	3	5	1
Proximity to schools	2	3	2	N/A	2	N/A	N/A	4	3	3	2
Infill/Backland	4	4	4	5	4	5	5	5	2	5	3
Availability to public transport	1	4	3	1	1	1	1	3	3	3	2
Flooding	1	1	1	3	4	1	1	2	1	1	1
Total	18	23	18	17	16	18	18	25	17	25	12

Settlement – Ardee		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 1	Depending on the scale of development, new road linking the N2 to the Jumping Church Road	C.200m to adjacent housing estate. Capacity would need to be checked. C.500m to N2 from centre of site.
Site 2	Depending on the scale of development, new road linking the N2 to the Jumping Church Road	Wayleaves and pumping station may be required. Maybe issues with water capacity.
Site 3	None identified	Size of adjacent combined sewer will need assessment (150mm diameter). May need localised upgrades. Water Supply needs assessment.
Site 4	Potential cycleway and footpath along the N33- c.830m in length	Serviceable depending on size of development, water supply in particular. Wastewater ok.
Site 5	None identified	Serviceable depending on size of development, water supply in particular. Wastewater ok
Site 6	Extension and upgrade to public lighting Pedestrian crossing point	Serviceable depending on size of development, water supply in particular. Wastewater ok
Site 7	Pedestrian crossing	Serviceable depending on size of development, water supply in particular. Wastewater ok
Site 8	New Footpath Possible realignment safety works at Fair Green junction	C.400m from centre of site to nearest sewer, capacity check needed. Water supply could be an issue.
Site 9	The access to the lands would have to be Identified.	Issues such as wayleaves foe water and wastewater pipelines. Water Supply issue. (Possibly connect to Council Housing Estate adjacent to it).
Site 10	New footpath Depending on the scale of development upgrade works at Sliabh Breagh junction with the N2. Depending on the scale of development upgrade works at John Street junction with the N2.	Not serviced and no project. Would have to be developer driven. Distance to nearest sewer could be expensive. Water Supply issue.
11	Ash Walk roadway c.250m (section 1, note to be built by the school project) Ash walk roadway section 2 section if not built by school c.150m Contribution to Ash Walk upgrade works	Headroom available. However, as an amber site (meets Urban WastewaterTreatment (UWWT) but not the Wastewater Discharge Licence (WWDL)) development would have to demonstrate no adverse effects would result from its construction. Distance to nearest suitable sewer could be costly

Settlement – Ardee		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
	(lands that may benefit from the Ash Walk Project HSE 1/2 project cost c.€2.5 million) New footpath N52 New lighting on L1233 New cycleway at Fair Green	(gradient dependent). No IW Wastewater network projects here, would have to be developer driven. Watermain near to the site.

Map 3 – Ardee Tiered Assessment Map

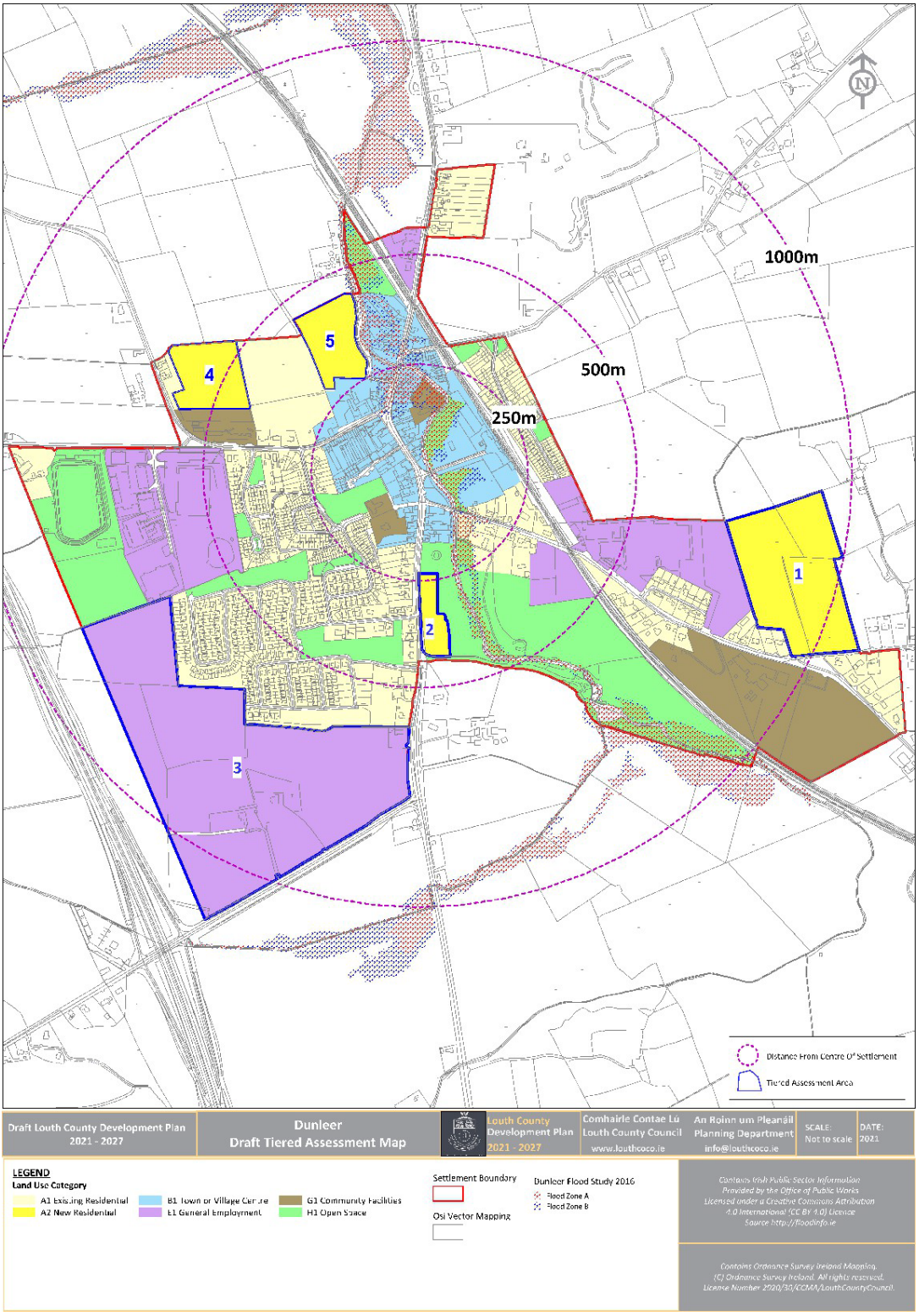


Settlement - Dunleer					
Tiered Assessment Analysis					
Land Use	RES	RES	EMP	RES	RES
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5
Roads					
Footpath					
Public Lighting					
Water					
Wastewater					
Tier 1 or Tier 2					
Land Use Evaluation					
Proximity to Town Centre	2	1	2	2	1
Contribute to Consolidated/compact growth	4	2	4	3	2
Proximity to Shops and services	4	1	N/A	2	1
Proximity to schools	2	2	N/A	1	1
Infill/Backland	5	1	5	4	2
Availability to public transport	4	1	1	3	2
Flooding	1	1	1	1	1
Total	16	7	13	16	10

Settlement – Dunleer		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	Possible upgrade of existing roundabout	Water Supply the main issue. Connection to a 225mm sewer. Local sewer network capacity check required.
Site 2	Pedestrian crossing	Water Supply the main issue. Connection to a 225mm sewer. Local sewer network capacity check required.
Site 3	Possible footpath upgrade along the R132 of c.183m and public lighting Review and upgrade works at junction between R169/R132 will be required	Water Supply the main issue. Adjacent estate required to be taken in charge. Extension of sewer required to connect to a 225mm sewer. Local sewer network capacity check also required.
Site 4	Contribute towards new cycling network into the town Contributions towards new junction	Headroom available. However, as an Amber site (meets Urban Wastewater Treatment (UWWT) but not Wastewater Discharge Licence (WWDL)) development would have to demonstrate no

Settlement – Dunleer		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
	arrangement at the main street and Ardee Road. Similarly new junction arrangement for Ardee Road and L2250	adverse effects would result from its construction. Distance to nearest suitable sewer is @200m or slightly shorter if wayleave attained through adjacent lands. Water supply can be an issue in Dunleer. Dunleer is served by Greenmount Water Treatment Works which is proposed for an upgrade by IW. In addition, Dunleer is served by a pressure system which has limited capacity. There is a 75mm diameter watermain on adjacent road west of site. May need to be upgraded depending on scale of development.
Site 5	Contribute towards new cycling network into the town Contributions towards new junction arrangement at the main street and Ardee Road. Similarly new junction arrangement for Ardee Road and L2250	Headroom available. However, as an amber site (meets Urban Wastewater Treatment (UWWT) but not Wastewater Discharge Licence (WWDL)) development would have to demonstrate no adverse effects would result from its construction. Distance to nearest suitable sewer is @200m or slightly shorter if attain wayleave through adjacent lands. Water Supply can be an issue in Dunleer. Dunleer is served by Greenmount Water Treatment Works which is proposed for an upgrade by Irish Water. In addition, Dunleer is served by a pressure system which has limited capacity. There is a 75mm diameter watermain on adjacent road west of site. May need to be upgraded depending on scale of development.

Map 4 - Dunleer Tiered Assessment Map



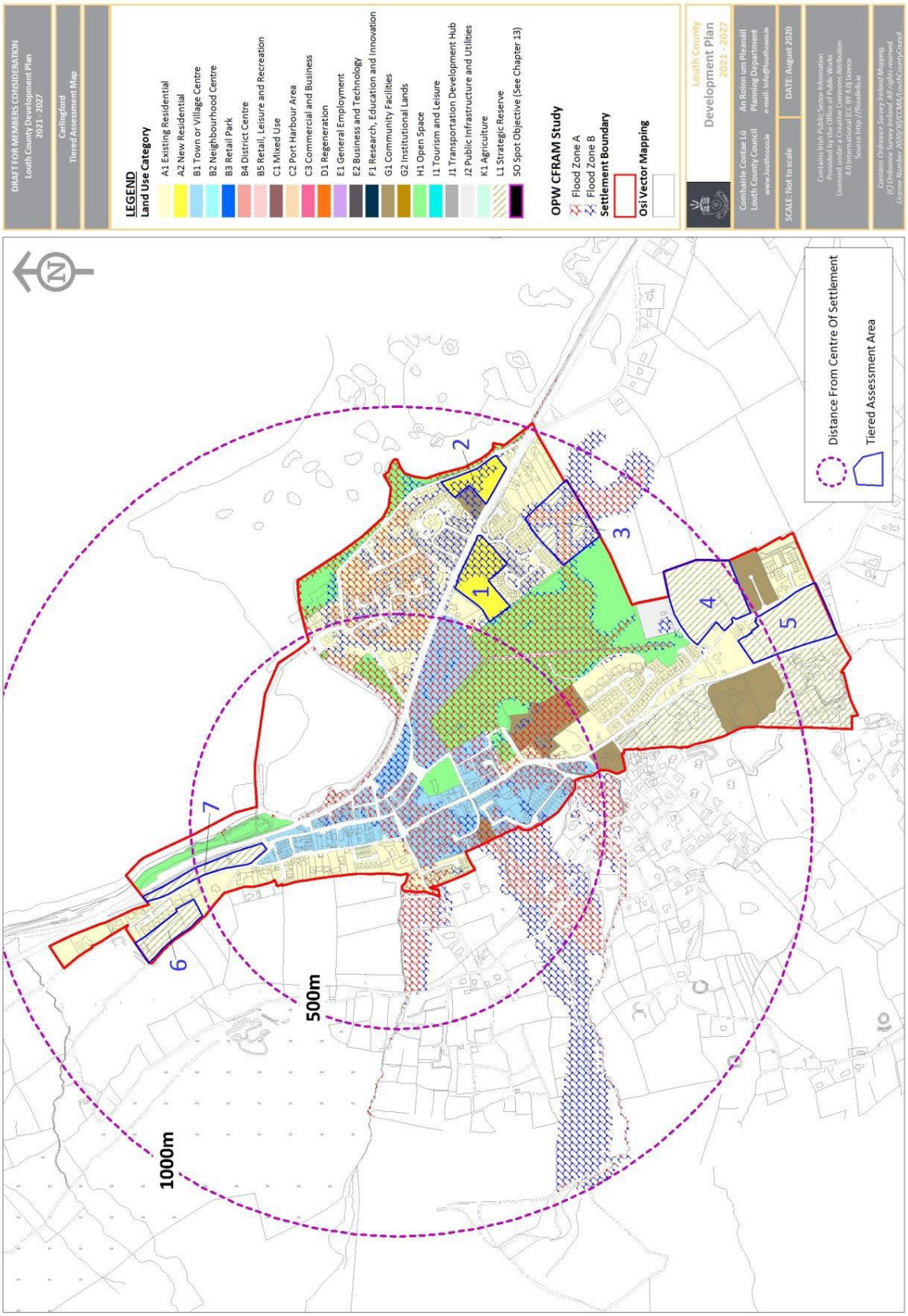
2.3 Self-Sustaining Towns

Settlement - Carlingford							
Tiered Assessment Analysis							
Land Use	RES	RES	SR	SR	SR	SR	SR
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7
Roads							
Footpath							
Public Lighting							
Water							
Wastewater							
Tier 1 or Tier 2							
Land Use Evaluation							
Proximity to Town Centre	2	2	2	2	3	3	3
Contribute to consolidated/compact growth	2	3	4	5	5	3	3
Proximity to shops and services	2	3	4	5	5	2	2
Proximity to schools	3	3	4	2	2	4	4
Infill/Backland	1	1	3	4	5	2	5
Availability to public transport	3	3	3	4	4	3	2
Flooding	3	4	5	1	1	1	1
Total	16	19	25	23	25	18	20

Settlement – Carlingford		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 1	None identified	None identified
Site 2	Extension of public lighting columns for c.150m Additional 50m of new footpath and public lighting Pedestrian road crossing New cycle lanes	None identified
Site 3	New access road to the site to be constructed (potentially the Road should link the R175 to the Grove Road L7062) Extension of public lighting over c.130m New section of footpath Road crossing /traffic calming New cycle lane(s)	Maybe a wayleave issue.
Site 4	Road widening on the L7062 Grove Road New footpath and public lighting over 95m Additional public lighting for c.132m Traffic calming on entry to speed limit (Potentially road should link the R175 to the Grove Road, L7062)	A buffer of c.100m may be required between this site and the Treatment Plant.
Site 5	Footpath and Public lighting over c.170m on the L7062 Footpath and public lighting over c.180m on the R173 Road widening and upgrade on the L7062 Additional public lighting over c.132m on the L7062 Traffic calming on speed limit entry on both the L7062 and R173	Pumping station may be required (developer driven).

Settlement – Carlingford		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 6	Complete public lighting from existing to private estate Traffic calming at Junction (create a perpendicular junction, ramps and signage)	Maybe a wayleave issue.
Site 7	Road widening and upgrade. Traffic calming on speed limit entry	None identified

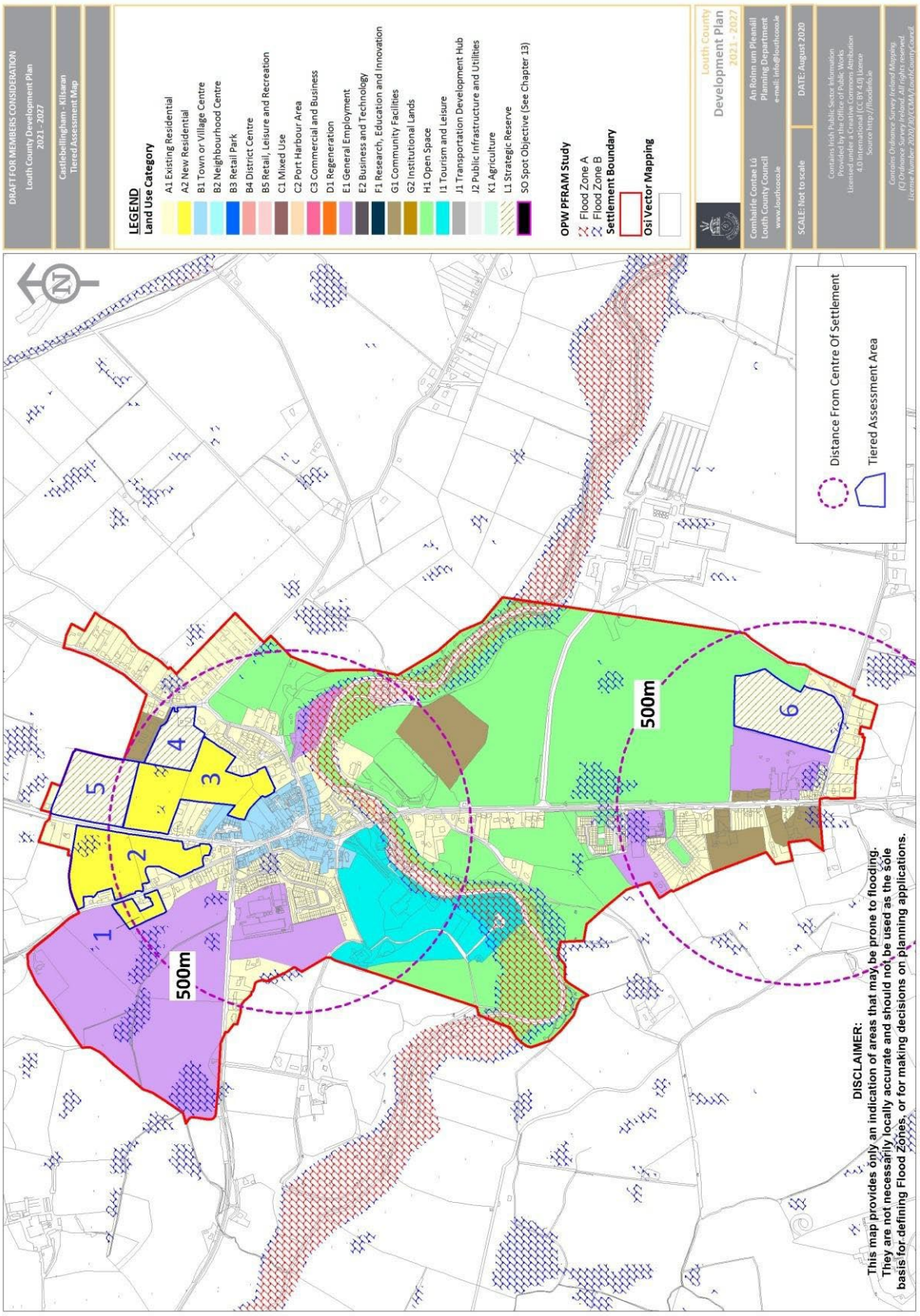
Map 5 - Carlingford Tiered Assessment Map



Settlement - Castlebellingham/Kilsaran						
Tiered Assessment Analysis						
Land Use	RES	RES	RES	SR	SR	SR
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6
Roads	🟡	🟡	🟢	🟡	🟡	🟡
Footpath	🟡	🟡	🟢	🟡	🟡	🟡
Public Lighting	🟡	🟡	🟢	🟡	🟡	🟡
Water	🟢	🟢	🟡	🟡	🟡	🟡
Wastewater	🟢	🟢	🟡	🟡	🟡	🟡
Tier 1 or Tier 2	🟡	🟡	🟡	🟡	🟡	🟡
Land Use Evaluation						
Proximity to Town Centre	2	2	1	1	2	1
Contribute to consolidated/compact growth	2	2	2	4	4	5
Proximity to Shops and services	2	2	2	3	3	5
Proximity to schools	5	5	4	4	5	2
Infill/Backland	4	5	1	4	5	5
Availability to public transport	2	1	2	3	2	3
Flooding	1	1	1	1	1	1
Total	18	18	13	20	22	22

Settlement - Castlebellingham/Kilsaran		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 1	Depends on the extent of the development, i.e. single or multi-unit development. Public lighting for c.235m. Potential footpath upgrade of existing footpath. Junction upgrade at R166, additional signage and traffic calming, pedestrian crossing.	c.100m to sewer
Site 2	It depends on the extent of the development and the access location L7187 - upgrade footpath and public lighting over c.94m Junction upgrade at R166, additional signage and traffic calming, pedestrian crossing Pedestrian crossing at site to opposite of carriageway R132 - footpath and public lighting and traffic calming	c.100m to sewer
Site 3	Access should be from within the village core and not at the existing speed limit Footpath and public lighting for c.120m Traffic calming scheme	Possible wayleave required and water and wastewater upgrades. Water supply limited.
Site 4	Footpath and public lighting. Coopers Place L6188/R166 junction upgrade and land acquisition.	Possible wayleave required and water and wastewater upgrades. Water supply limited.
Site 5	Footpath and public lighting along the R132.	Possible wayleave required and water and wastewater upgrades. Water supply limited.
Site 6	Footpath and public lighting for c.50m. Additional works at the junction with the R132.	Possible wayleave required and water and wastewater upgrades. Water supply limited.

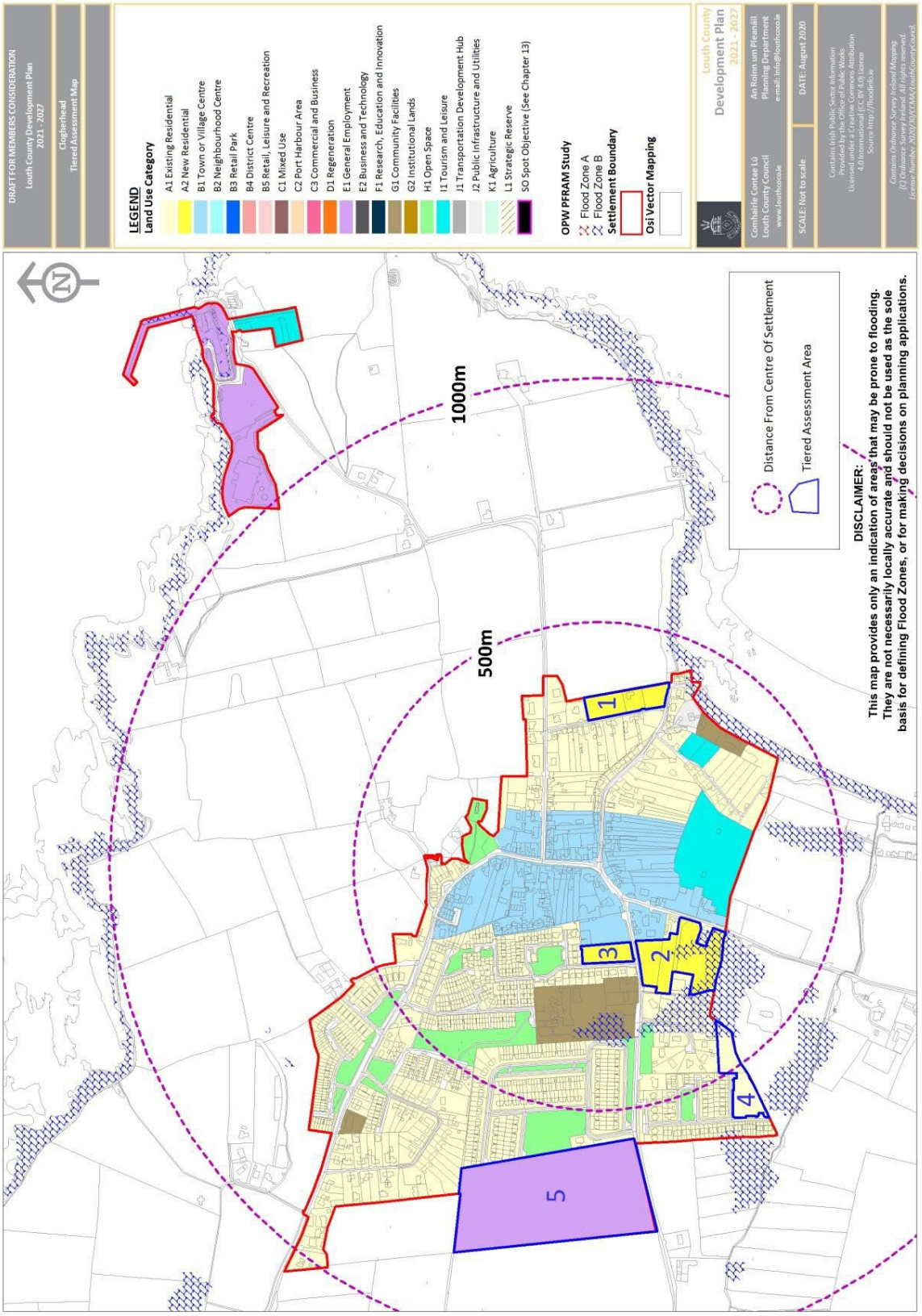
Map 6 - Castlebellingham/Kilsaran Tiered Assessment Map



Settlement - Clogherhead					
Tiered Assessment Analysis					
Land Use	RES	RES	RES	RES	EMP
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5
Roads					
Footpath					
Public Lighting					
Water					
Wastewater					
Tier 1 or Tier 2					
Land Use Evaluation					
Proximity to Town Centre	1	1	1	2	2
Contribute to Consolidated/compact growth	3	1	1	4	4
Proximity to shops and services	3	2	2	3	4
Proximity to schools	3	1	1	2	N/A
Infill/Backland	1	1	1	1	5
Availability to public transport	2	2	2	3	3
Flooding	1	4	1	1	1
Total	14	12	9	16	19

Settlement – Clogherhead		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	Footpath works and public lighting	None identified
Site 2	Additional footpath and public lighting along the R166. Pedestrian crossing	None identified
Site 3	Footpath on the R166 and public lighting. Pedestrian Crossing Upgrade Lighting on L-6283	None identified
Site 4	None identified	May need watermain upgrade
Site 5	None identified	Water and wastewater upgrades may be needed

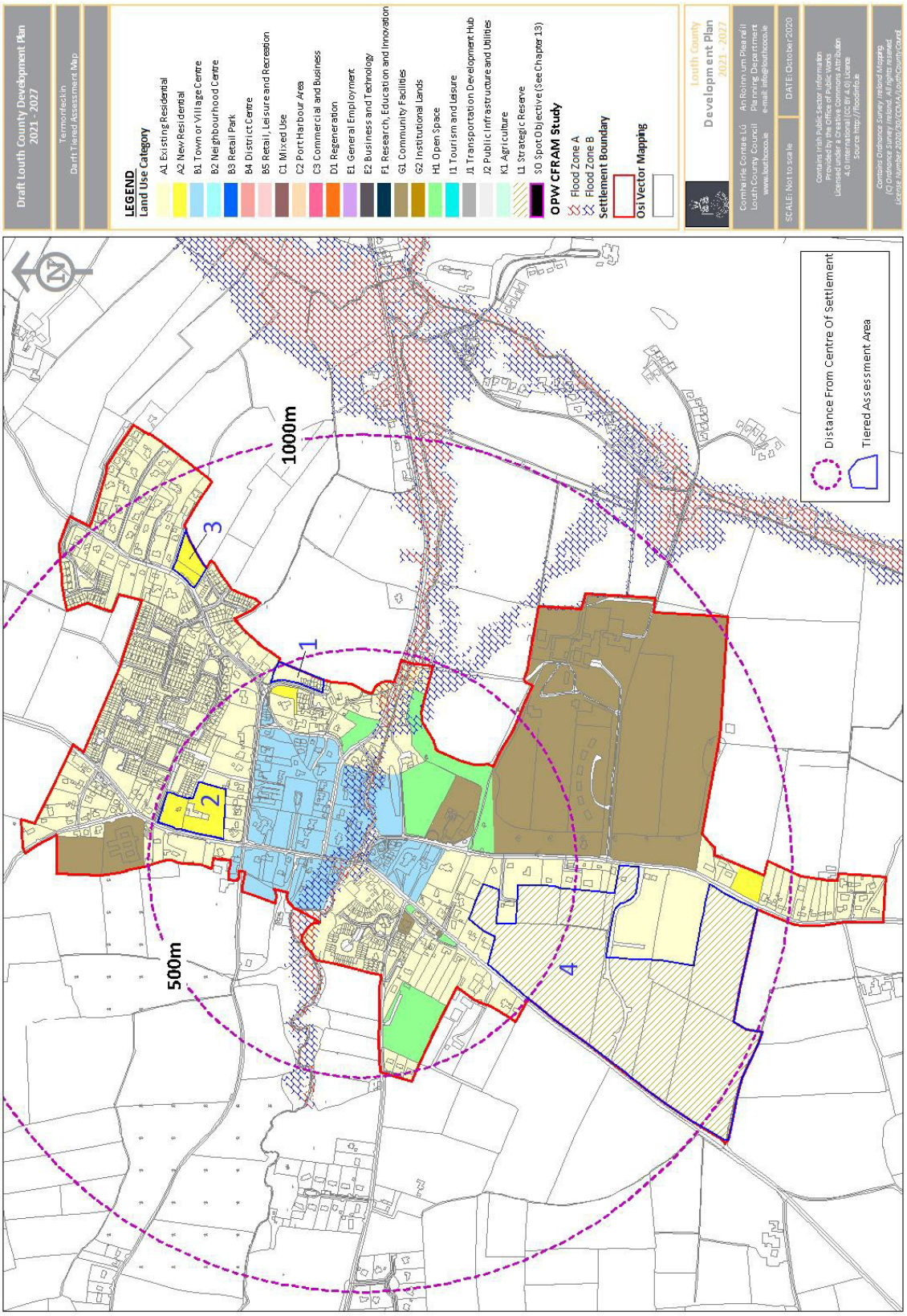
Map 7 - Clogherhead Tiered Assessment Map



Settlement - Termonfeckin				
Tiered Assessment Analysis				
Land Use	RES	RES	RES	SR
Infrastructure Type	Site 1	Site 2	Site 3	Site 4
Roads				
Footpath				
Public Lighting				
Water				
Wastewater				
Tier 1 or Tier 2				
Land Use Evaluation				
Proximity to Town Centre	1	1	2	2
Contribute to consolidated/compact growth	1	1	2	5
Proximity to Shops and Services	1	1	2	4
Proximity to schools	3	3	3	2
Infill/Backland	1	1	1	5
Availability to public transport	2	1	3	3
Flooding	1	1	1	1
Total	10	9	14	22

Settlement – Termonfeckin		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	None identified	None identified
Site 2	Potential additional public lighting of 195m over the length of the site	None identified
Site 3	None identified	None identified
Site 4	Footpath and public lighting over c.431m	None identified

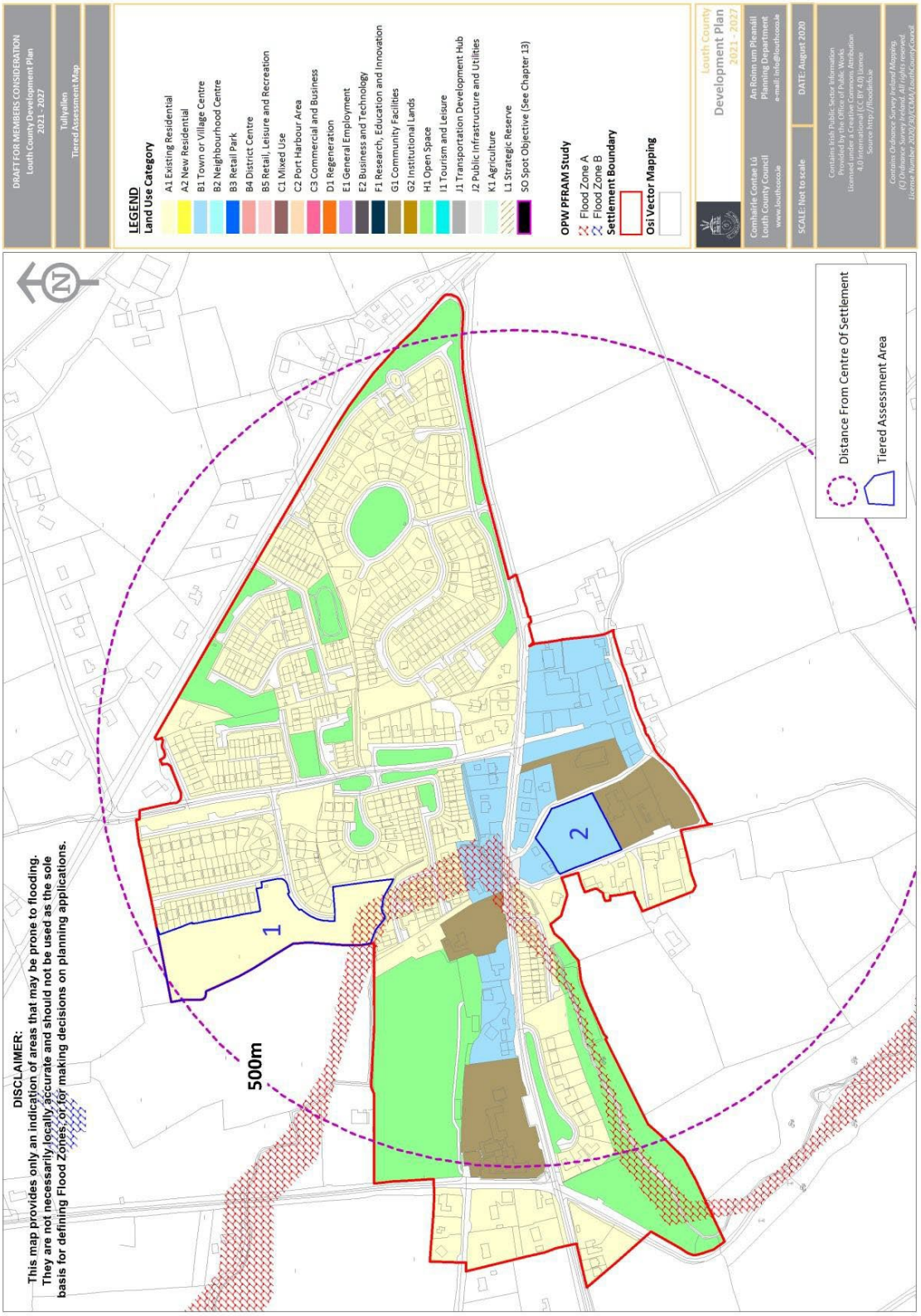
Map 8 -Termonfeckin Tiered Assessment Map



Settlement - Tullyallen		
Tiered Assessment Analysis		
Land Use	RES	TC
Infrastructure Type	Site 1	Site 2
Roads		
Footpath		
Public Lighting		
Water		
Wastewater		
Tier 1 or Tier 2		
Land Use Evaluation		
Proximity to Town Centre	1	1
Contribute to consolidated/compact growth	3	1
Proximity to Shops and Services	3	1
Proximity to schools	3	1
Infill/Backland	2	1
Availability to public transport	3	1
Flooding	4	1
Total	19	7

Settlement - Tullyallen		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	None identified	Distance to the network could be cost prohibitive. Also may be wayleave issues
Site 2	Upgrade of access road and footpaths to the site	100m to watermain or possibility to join group water scheme.

Map 9 –Tullyallen Tiered Assessment Map

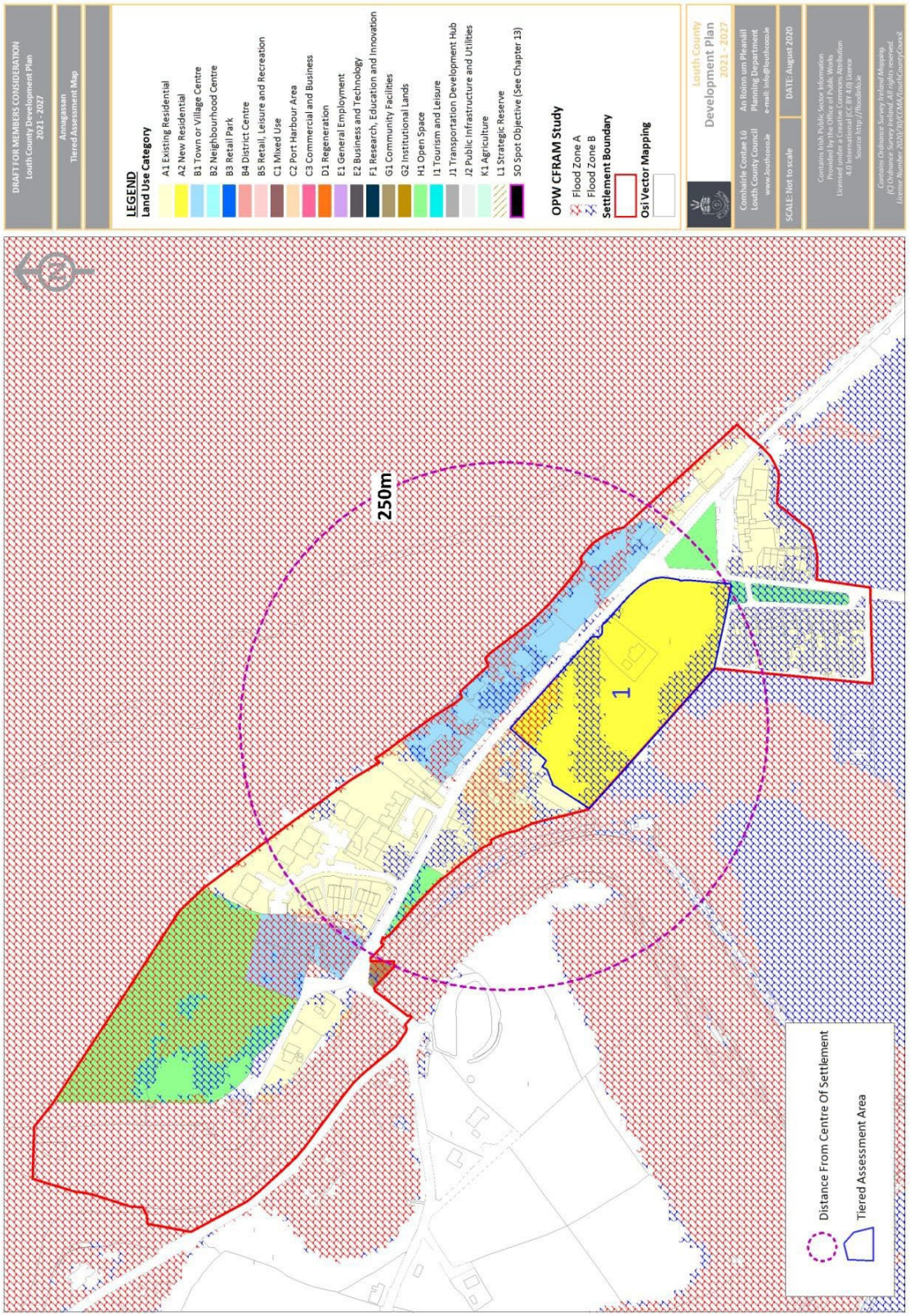


2.4 Small Towns and Villages

Settlement - Annagassan	
Tiered Assessment Analysis	
Land Use	RES
Infrastructure Type	Site 1
Roads	
Footpath	
Public Lighting	
Water	
Wastewater	
Tier 1 or Tier 2	
Land Use Evaluation	
Proximity to Town Centre	1
Contribute to consolidated/compact growth	1
Proximity to shops and services	1
Proximity to schools	5
Infill/Backland	2
Availability to public transport	1
Flooding	4

Settlement - Annagassan		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	Footways Incorporating public lighting and drainage c.270m in length On road cycleway c.190m in length	Serviceable depending on size of development, water supply in particular. c.50PE wastewater available.

Map 10 - Annagassan Tiered Assessment Map

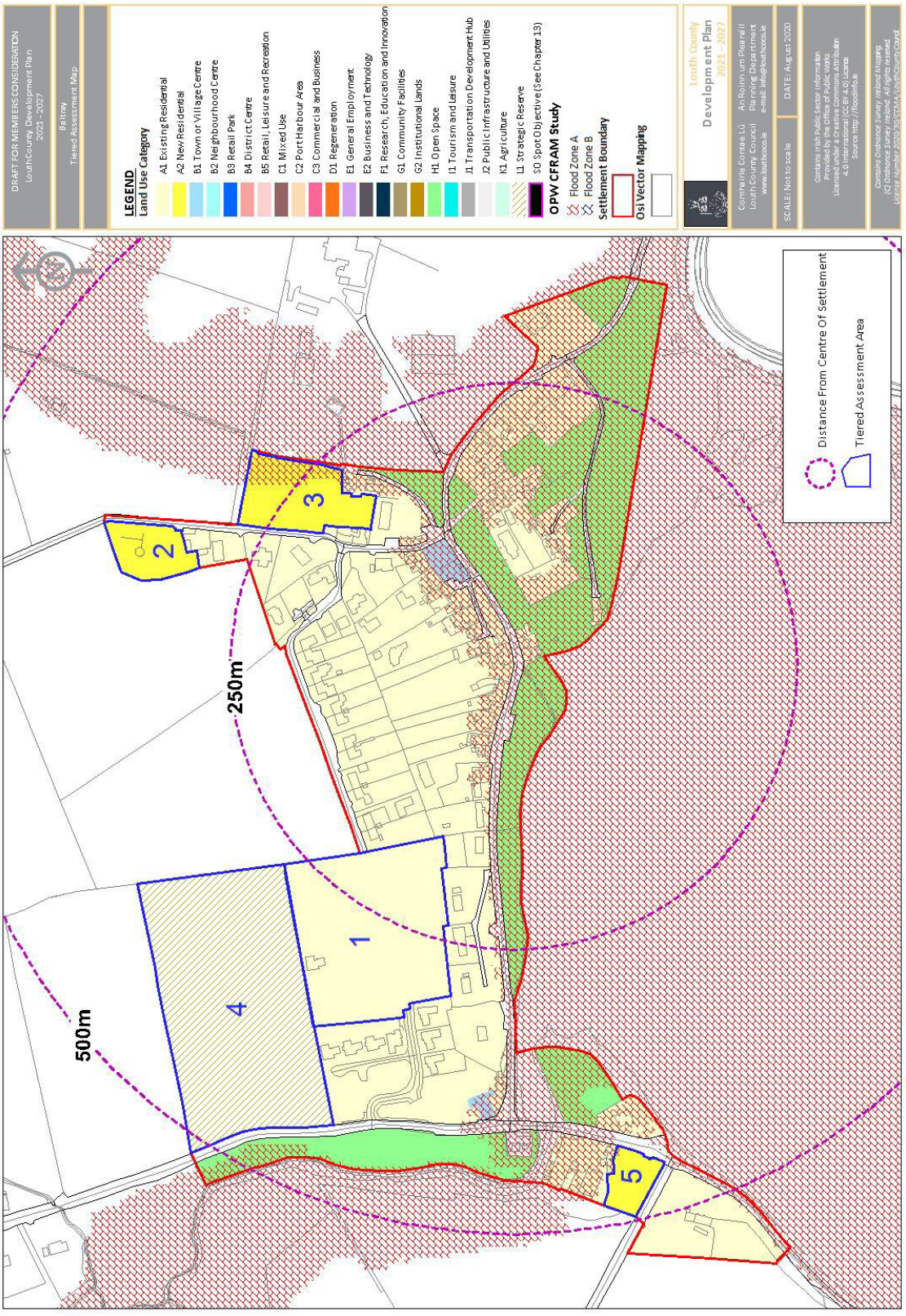


Settlement - Baltray					
Tiered Assessment Analysis					
Land Use	RES	RES	RES	SR	RES
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5
Roads					
Footpath					
Public Lighting					
Water					
Wastewater					
Tier 1 or Tier 2					
Land Use Evaluation					
Proximity to Town Centre	1	1	1	1	2
Contribute to consolidated/compact growth	2	3	2	5	4
Proximity to shops and services	5	5	5	5	5
Proximity to schools	5	5	5	5	5
Infill/Backland	2	5	3	5	4
Availability to public transport	1	1	3	1	1
Flooding	1	1	3	1	1
Total	17	21	22	23	22

Settlement - Baltray		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	Traffic calming on entry to access of the main road entrance	Serviceable depending on size of development. May be a Taking In Charge/Wayleave issue.
Site 2	New road construction and footpath and associated infrastructure c.240m in length	c.150m to nearest sewer, would have to be developer driven.
Site 3	New road construction and footpath and associated infrastructure c.240m in length	None identified
Site 4	Extension of footpath and public lighting Traffic calming on entry to access entrance	None identified
Site 5	Traffic calming at the access to the site Construct footpath to tie into existing footpath at Village Green, c.140m in length	None identified

Settlement - Baltray		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
	Potential footbridge at river crossing Extension of footpath and public lighting Traffic calming on entry to access entrance	

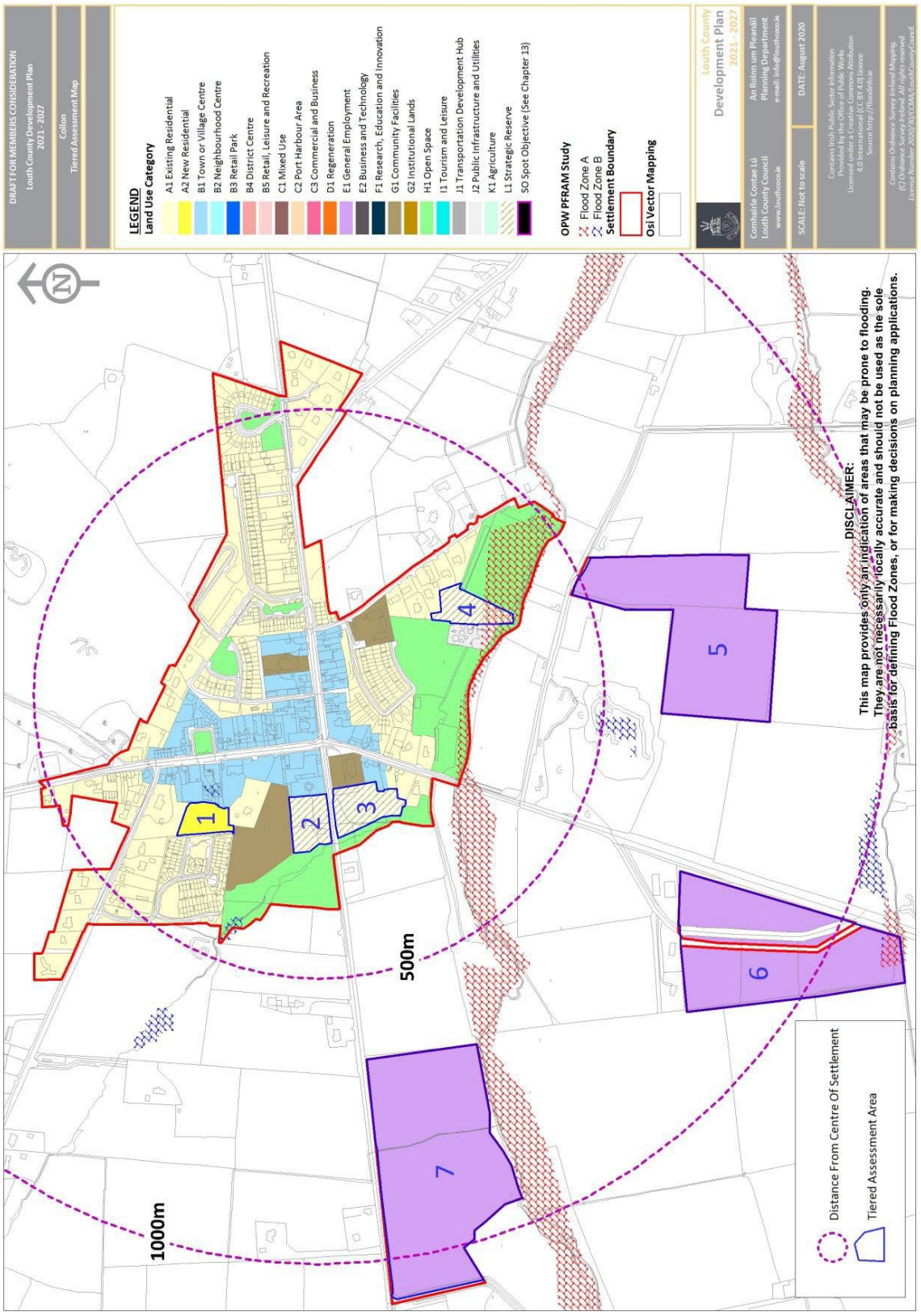
Map 11 - Baltray Tiered Assessment Map



Settlement - Collon							
Tiered Assessment Analysis							
Land Use	RES	SR	SR	SR	EMP	EMP	EMP
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7
Roads							
Footpath							
Public Lighting							
Water							
Wastewater							
Tier 1 or Tier 2							
Land Use Evaluation							
Proximity to Town Centre	1	1	1	1	2	2	2
Contribute to Consolidated/compact growth	1	3	3	4	5	5	5
Proximity to shops and services	1	1	1	2	5	5	5
Proximity to schools	3	3	3	1	N/A	N/A	N/A
Infill/Backland	1	3	3	1	5	5	5
Availability to public transport	3	1	1	3	3	4	3
Flooding	1	1	1	1	1	3	1
Total	11	13	13	13	21	24	21

Settlement - Collon		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	None identified	Site cut off, wayleave issues.
Site 2	Potential upgrade of lights over c.118m	May need a pumping station
Site 3	Potential upgrade of lights over c.118m Pedestrian crossing	May need a pumping station
Site 4	Pedestrian crossing Public lighting and footpath	Watermain and wayleave issues
Site 5	Road upgrade and widening Footpath and public lighting N2 Junction upgrade	Distance to main network and river crossing, could be cost prohibitive. No project, would have to be developer driven.
Site 6	None identified	No wastewater network, would have to be developer driven.
Site 7	Public lighting, footpath and pedestrian crossing	No wastewater network, 600m to network, would have to be developer driven

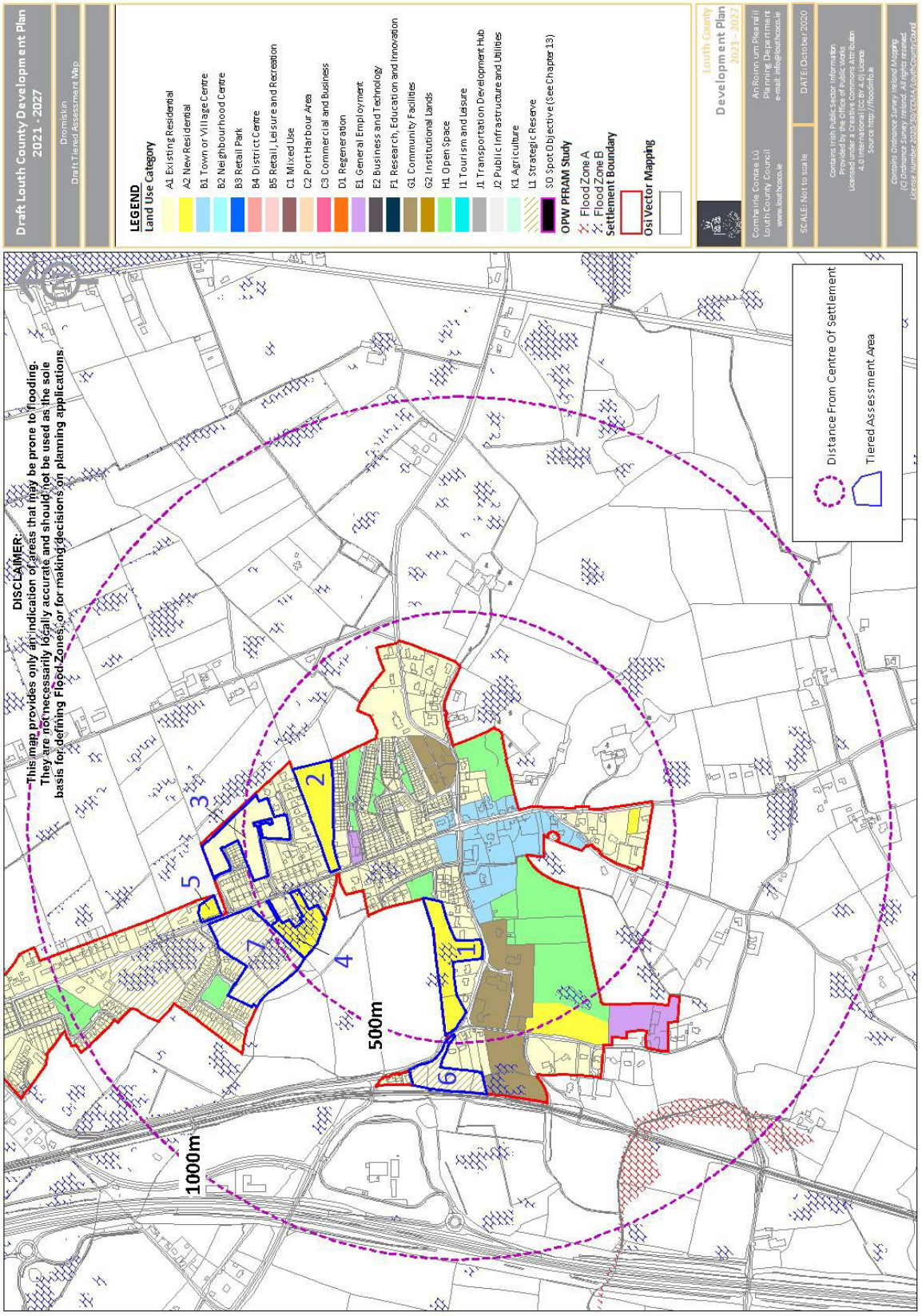
Map 12 - Collon Tiered Assessment Map



Settlement - Dromiskin						
Tiered Assessment Analysis						
Land Use	RES	RES	RES	RES	SR	SR
Infrastructure Type	Site 1	Site 3	Site 4	Site 5	Site 6	Site 7
Roads						
Footpath						
Public Lighting						
Water						
Wastewater						
Tier 1 or Tier 2						
Land Use Evaluation						
Proximity to Town Centre	1	1	1	1	2	2
Contribute to consolidated/compact growth	1	2	3	3	3	4
Proximity to shops and services	1	2	3	2	3	4
Proximity to schools	1	3	3	3	3	1
Infill/Backland	5	1	1	1	1	5
Availability to public transport	4	1	1	5	1	1
Flooding	4	1	1	5	1	1
Total	17	11	13	20	14	18

Settlement - Dromiskin		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 1	Traffic calming ramps Potential footpath	Watermain size to be checked
Site 2	Traffic calming Pedestrian crossing Upgrade of surface water system for c.800m Potential 45m footpath on east side of the road	None identified
Site 3	Traffic calming ramps Pedestrian crossing Upgrade of surface water system over c.800m Potential 300m footpath on east side, note not full construction	None identified
Site 4	Traffic calming ramps Pedestrian crossing Upgrade of surface water system over c.800m	None identified
Site 5	Traffic calming ramps Pedestrian crossing Upgrade of surface water system over c.800m	None identified
Site 6	Footpath and public lighting Pedestrian crossing Potential junction upgrade	Watermain size to be checked
Site 7	Traffic calming ramps Upgrade of surface water system over c.800m	None identified

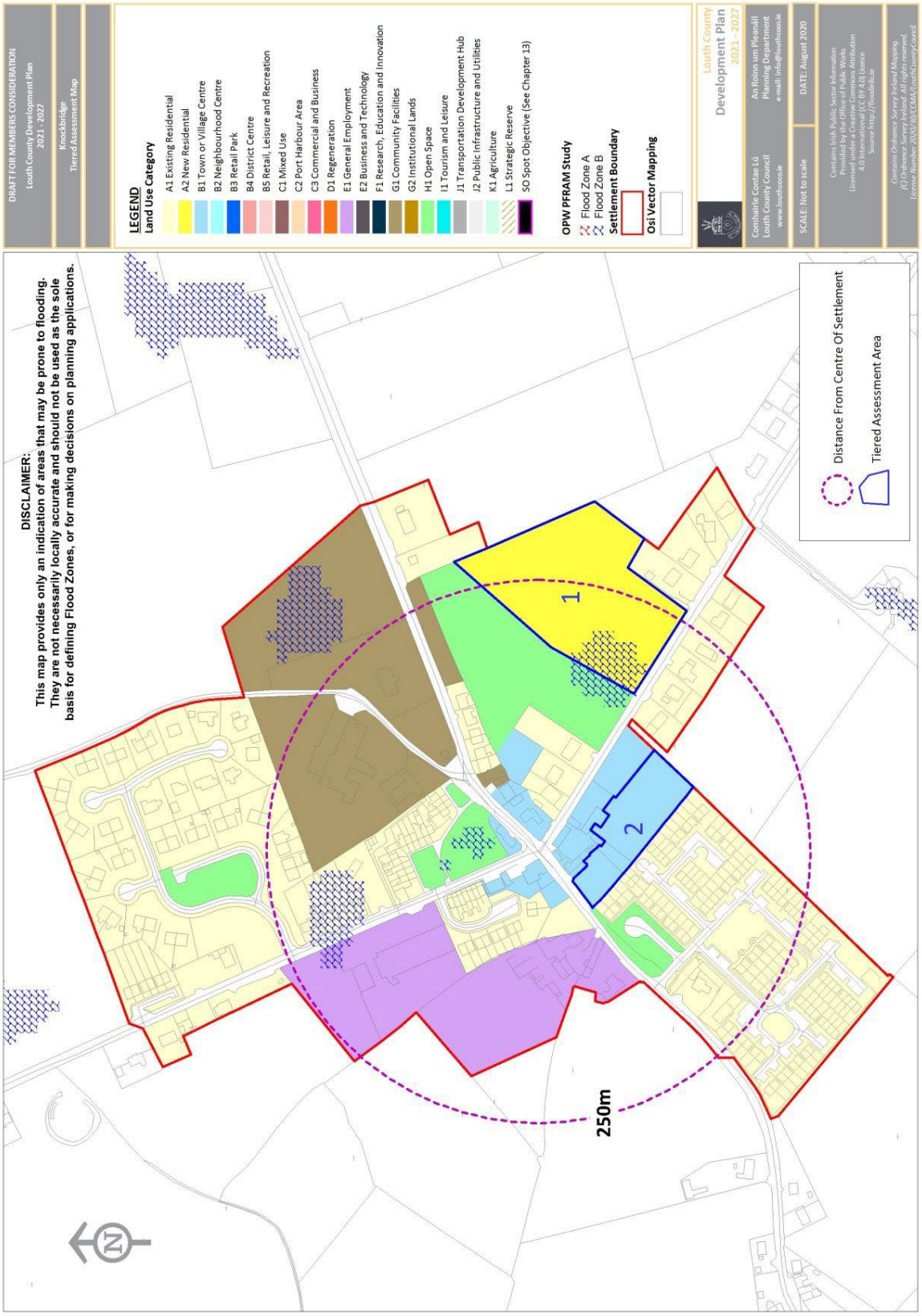
Map 13 - Dromiskin Tiered Assessment Map



Settlement - Knockbridge		
Tiered Assessment Analysis		
Land Use	RES	TC
Infrastructure Type	Site 1	Site 2
Roads		
Footpath		
Public Lighting		
Water		
Wastewater		
Tier 1 or Tier 2		
Land Use Evaluation		
Proximity to Town Centre	1	1
Contribute to consolidated/compact growth	1	1
Proximity to shops and services	1	1
Proximity to schools	2	2
Infill/Backland	1	3
Availability to public transport	1	1
Flooding	3	1
Total	10	10

Settlement - Knockbridge		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	Pedestrian crossings Traffic calming	Distance to sewer c.200m. Elevated site, will probably need a pumping station
Site 2	None identified	None identified

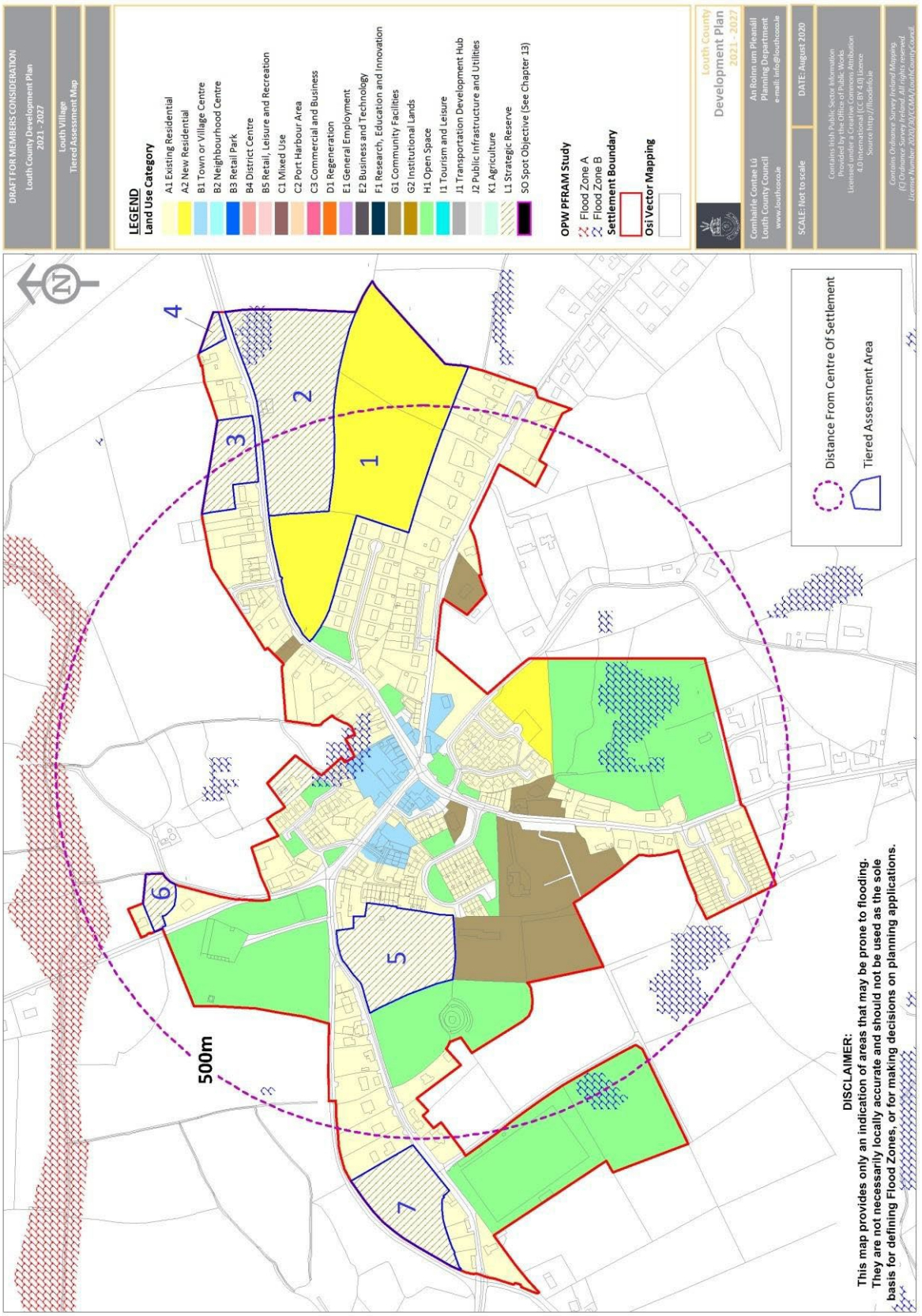
Map 14 - Knockbridge Tiered Assessment Map



Settlement - Louth Village							
Tiered Assessment Analysis							
Land Use	RES	SR	SR	SR	SR	SR	SR
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7
Roads	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Footpath	🟢	🟢	🟢	🟡	🟢	🟡	🟡
Public Lighting	🟢	🟢	🟢	🟡	🟢	🟢	🟡
Water	🟢	🟡	🟡	🟡	🟢	🟢	🟡
Wastewater	🟢	🟡	🟡	🟡	🟢	🟢	🟡
Tier 1 or Tier 2	🟡	🟡	🟡	🟡	🟢	🟢	🟡
Land Use Evaluation							
Proximity to Town Centre	1	1	2	2	2	1	2
Contribute to consolidated/compact growth	3	4	4	5	3	4	5
Proximity to shops and services	3	3	4	5	2	4	5
Proximity to schools	3	3	4	5	2	4	5
Infill/Backland	3	5	3	5	3	5	5
Availability to public transport	2	2	3	3	2	2	3
Flooding	1	2	1	1	1	1	1
Total	16	20	21	26	15	21	26

Settlement – Louth Village		
Site	**Potential Infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 1	Pedestrian crossing Traffic calming gateway Surface water within the village	Detailed assessment of wastewater needed to see if it can serve whole of site. Water pressure could be an issue.
Site 2	Pedestrian crossing Traffic calming gateway Surface water within the village	180m of sewer needed and water pressure assessment.
Site 3	Change to speed limit by-laws to allow development Traffic calming gateway Surface water within the village	180m of sewer needed and water pressure assessment.
Site 4	Traffic calming gateway	400m of sewer needed and water pressure assessment. Cost could be an issue.
Site 5	Increase L5154 road width for over 100m New junction layout	None identified
Site 6	Change speed limit to allow development Extend footpath	None identified
Site 7	Increase L5154 road width over 300m New junction layout	300m of sewer needed.

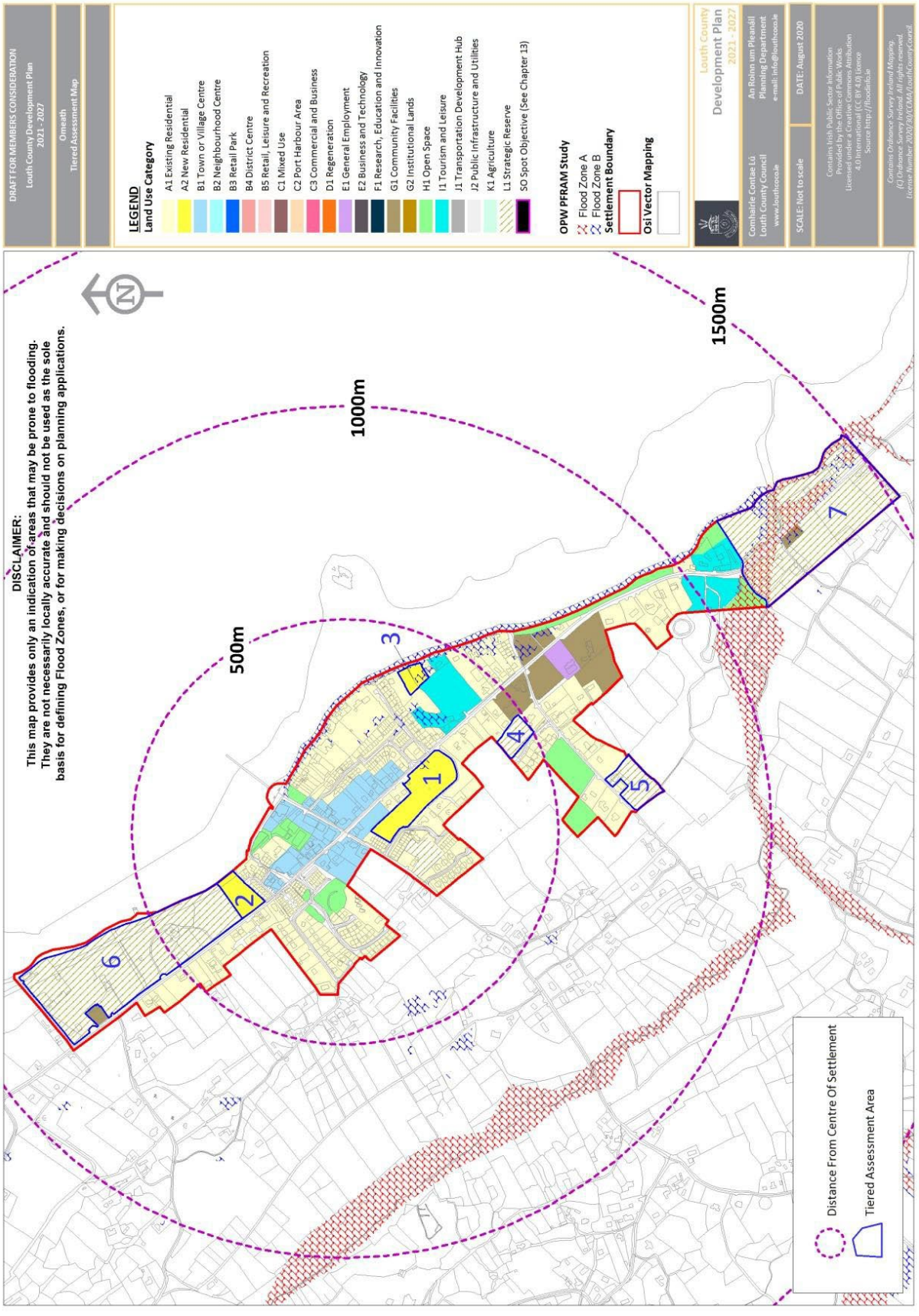
Map 15 -Louth Village Tiered Assessment Map



Settlement - Omeath							
Tiered Assessment Analysis							
Land Use	RES	RES	RES	SR	SR	SR	SR
Infrastructure Type	Site 1	Site 2	site 3	Site 4	Site 5	Site 6	Site 7
Roads							
Footpath							
Public Lighting							
Water							
Wastewater							
Tier 1 or Tier 2							
Land Use Evaluation							
Proximity to Town Centre	1	1	1	1	2	2	3
Contribute to consolidated/compact growth	1	1	2	3	5	5	5
Proximity to shops and services	1	1	2	4	4	4	5
Proximity to schools	2	4	3	2	3	5	3
Infill/Backland	1	2	2	2	5	5	5
Availability to public transport	1	2	2	1	2	2	3
Flooding	1	1	2	1	1	1	4
Total	8	12	14	14	22	24	28

Settlement - Omeath		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 1	Pedestrian crossing	Limited water supply, dependent on the size of development
Site 2	Close off existing and open alternative entrance in Shore Court to vehicular traffic Make good existing stone retaining wall	Right beside Treatment Works not enough buffer room
Site 3	Site is for new Irish Water Pumping Station	Site is for new Irish Water Pumping Station
Site 4	Potential footpath along Chapel Road for c.135m Pedestrian crossing at Chapel Road and R173 junction	Limited capacity in water supply. May be a requirement for a pumping station – developer led
Site 5	Footpath and public lighting	Limited capacity in water supply; dependent on size of development
Site 6	Traffic calming and gateway	Limited capacity in water supply. Maybe a requirement for a pumping station – developer led
Site 7	New Footpath public lighting over c.591m. Retaining wall at Grave Yard Potential works to raise road for flooding for a distance of c.251 metres	Long site, cost of infrastructure may be prohibitive. Pumping Station would be required and water supply limited.

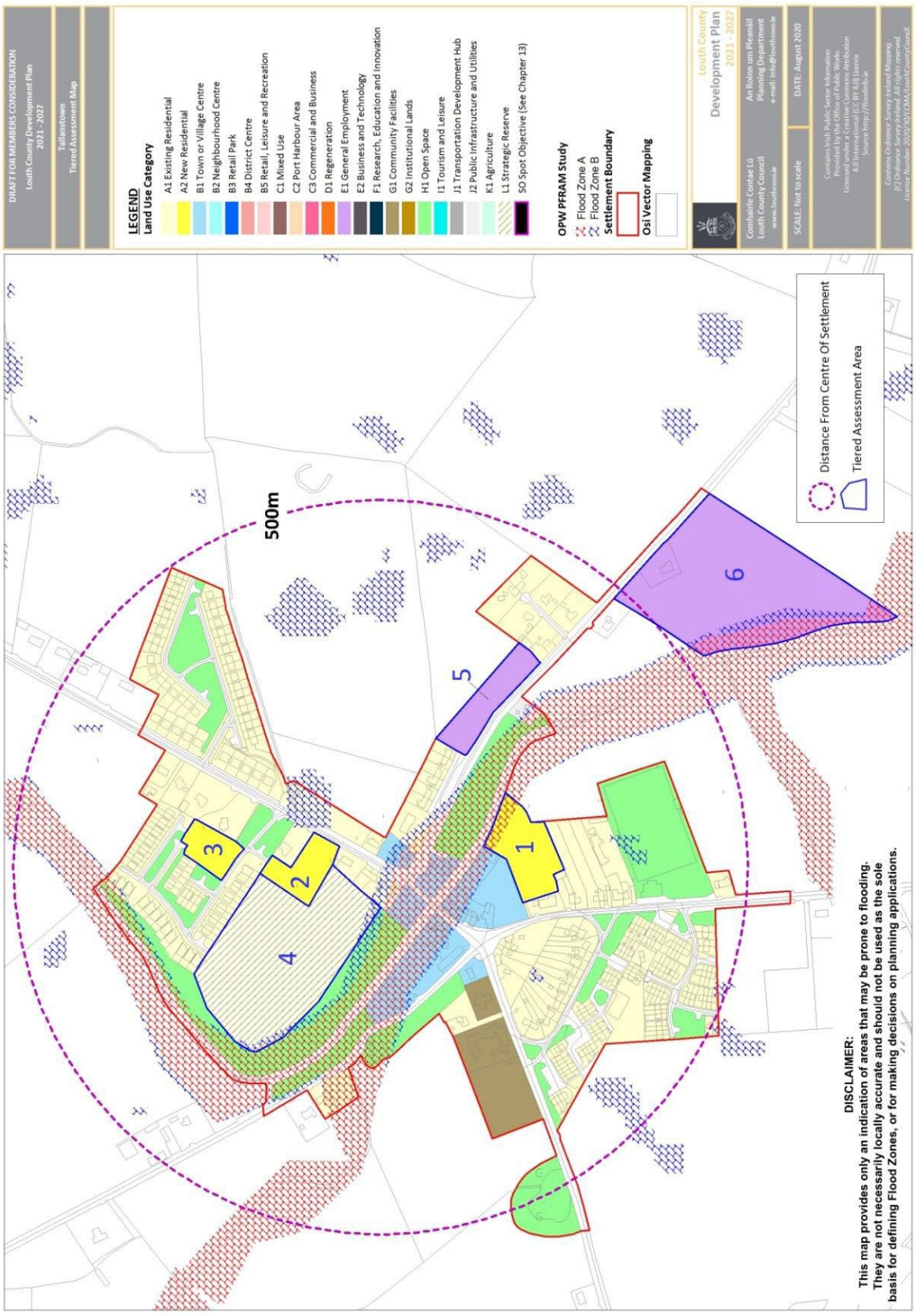
Map 16 - Omeath Tiered Assessment Map



Settlement - Tallanstown						
Tiered Assessment Analysis						
Land Use	RES	RES	RES	SR	EMP	EMP
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6
Roads						
Footpath						
Public Lighting						
Water						
Wastewater						
Tier 1 or Tier 2						
Land Use Evaluation						
Proximity to Town Centre	1	1	1	1	1	2
Contribute to Consolidated/compact growth	1	1	1	2	3	5
Proximity to shops and services	1	2	2	2	2	4
Proximity to schools	1	2	2	2	N/A	N/A
Infill/Backland	1	1	1	3	5	5
Availability to public transport	1	1	2	2	2	3
Flooding	4	1	1	1	1	4
Total	8	7	7	10	14	23

Settlement – Tallanstown		
Site	**Potential infrastructure required to facilitate the development of the lands**	
	Roads	**Water Services**
Site 1	None identified	It may be possible but check on site elevation needed. Pumping station may be required.
Site 2	Section of footpath to Glyde View c.67m in length	None identified
Site 3	None identified	None identified
Site 4	Section of footpath to Glyde View c.67m in length	Limited water supply – dependent on size of development. May be a requirement for a wayleave.
Site 5	Speed limit change to facilitate development Traffic calming / gateway Footpath and public lighting over c.103m Additional public lighting over c.70m	None identified
Site 6	Speed limit change Traffic calming / gateway Footpath and public lighting over c.388m Additional public lighting over c.70m	The availability of a water supply is dependent on the size of the development. Upgrade may be required. Sewer c.300m in length will add to cost.

Map 17 - Tallanstown Tiered Assessment Map



APPENDIX 1

Settlement Capacity Audit - Dundalk

NOTE: This Settlement Capacity Audit was carried out as part of the Dundalk Local Area Plan 2025-2031 and was incorporated into the IALUE as part of Variation 3 to the County Development Plan 2021-2027.

1. Introduction

The National Planning Framework advocates greater co-ordination between land use zoning and the availability of infrastructure. This is to be delivered by carrying out an analysis of lands available for development and distinguishing between lands that are 'serviced' and 'serviceable', with the lands ranked 'Tier 1' and 'Tier 2' accordingly.

Tier 1: Serviced Zoned Land	These are lands that can connect to existing services and are therefore 'ready to go'.
Tier 2: Serviceable Zoned Land	These are lands that are presently not sufficiently serviced to support new development but have the potential to be fully serviced within the life of the Plan. The potential for delivery of the required services and/or upgrades to existing infrastructure is to be identified.

2. Methodology

The methodology for preparing a 'Settlement Capacity Audit' is set out in the Development Plan Guidelines (2022), which has been informed by Appendix 3 of the National Planning Framework 'A Methodology for a Tiered Approach to Land Zoning'.

An analysis of all undeveloped lands within the development boundary of Dundalk was undertaken with regard to infrastructure availability/investment requirements to serve each site. This includes lands zoned for residential, employment, mixed use, and tourism uses. An analysis of lands identified as 'Strategic Reserve' was also carried out.

To ensure there is co-ordination between the zoning of land for development and the availability of infrastructure to facilitate development the National Planning Framework requires a tiered approach to be taken to land use zoning to distinguish between lands that are 'serviced' (Tier 1) and 'serviceable' (Tier 2). The Development Plan Guidelines (2022) provides further details on the methodology for carrying out these 'Settlement Capacity Audits'.

The maps accompanying the analysis will detail the following:

- Infill and brownfield lands (as located within the existing built-up area);
- Greenfield Lands;
- Lands with an extant permission;

The infrastructure analysis will focus on transportation and water services infrastructure. Information was gathered by a series of internal consultations between the Forward Planning Team and the Transportation and Water Services section of the Council and external engagement with Uisce Éireann.

The following information was provided as part of these consultations:

i) Any infrastructure deficits that would impede the development of the identified sites;
ii) The current status of any plans/projects to address any infrastructure deficits identified;
iii) The anticipated timeframe for the delivery of these plans/projects.

A more detailed breakdown of this assessment at departmental level is as follows:

Sector	Infrastructure Type	Assessment Overview
Transportation	**Roads**	Can the lands be accessed directly from the public road?
		Are the lands dependent on the construction of any link roads?
	Footpath	Is there a public footpath to the lands?
	Public Lighting	Is there public lighting to the lands?
Water Services	**Water**	Is there a public water main in proximity to the lands?
		Is there available capacity in the water supply to accommodate the development of the lands?
		Is there capacity in the distribution network?
	Wastewater	Is there a public sewer in proximity to the lands?
		Is there capacity in the wastewater treatment plant the lands would discharge to?
		Is there capacity in the local foul sewer network to accommodate any additional loading?

3. Categorising Lands as Tier 1 or Tier 2

Tier 1 lands are serviced lands that have access to the necessary transport and water services infrastructure. Generally, all lands within or contiguous to the built-up footprint of Dundalk would be considered Tier 1 lands.

Tier 2 lands are those lands that require investment in infrastructure to facilitate the development of the lands. A number of the land parcels reviewed as part of this Settlement Capacity Audit consist of large parcels of land. It should be noted that in certain instances part of these lands could be developed without requiring additional infrastructure investment. This would be dependent on the nature and scale of the development proposed.

A traffic light matrix has been used to infrastructure deficiencies as follows:

- Green – Infrastructure/services available.
- Amber – Further investment infrastructure/services required. It is likely that this investment can/will be provided during the life of the Plan.
- Red – Infrastructure/services/ unavailable and unlikely to be provided during the life of the Plan.

Settlement - Dundalk	
Tiered Zoning Anaylsis	
Land Use	RES
Infrastructure Type	Site 9
Roads	
Footpath	
Public Lighting	
Water	
Wastewater	
Tier 1 or Tier 2	

Legend	Tier
Services/Infrastructure available	
Further investment required	
Provision of infrastructure unlikely during the Plan period	

4. Overview of Infrastructure Requirements

Water Services: The Council liaised with Uisce Éireann with regard to the capacity of the water services infrastructure in Dundalk and ongoing or planned projects required to improve services and facilitate future growth.

Wastewater: There are 2no. wastewater treatment plants in Dundalk; Dundalk WWTP at Soldiers Point, which has a loading capacity of c.61,000 P.E. and Blackrock WWTP, which has a capacity of c. 9,500 P.E. At the time of writing the Dundalk-Blackrock Strategic Drainage Study was ongoing. When completed, this Study will identify the preferred options for investing and upgrading wastewater infrastructure in the town that will enable the projected population and economic growth and investment to take place. Whilst there are currently constraints and/or limited capacity in parts of the wastewater network it is anticipated that these will be addressed by ongoing network reinforcement projects and the progression of recommended projects to be delivered in the Dundalk-Blackrock Strategic Drainage Study.

Water Supply: Water supply in Dundalk is sourced from the Cavanhill Water Treatment Plant and the Greenmount Water Treatment Plant. There is sufficient capacity in these plants to meet the projected water supply needs for the town during the life of the Plan. There are a number of projects ongoing that will improve the water supply and distribution network in Dundalk that will facilitate the projected population and economic growth.

Active Travel and Transport Related Infrastructure: In order to manage and facilitate the sustainable growth of Dundalk there will be a requirement for continuous investment in active travel and transport infrastructure. The National Transport Authority has allocated funding for walking and cycling infrastructure in the town. These projects are currently at the initial design stage however it is anticipated that they will progress during the life of the Plan. The Dundalk Link Roads have been identified as critical pieces of enabling infrastructure that will improve connectivity, reduce congestion, and release strategically located lands for development. The Mount Avenue Link Road is currently under construction and has been funded by the Council and at a national level through the Urban Regeneration and Development Fund. The Council will continue to engage with landowners to progress the delivery of the remaining Link Roads.

In addition to the major infrastructure projects there will also be a requirement for localised investments in footpaths cycle paths, junctions, and public lighting to facilitate new developments. Such investment requirements will be identified as part of the Development Management process.

Aligning Infrastructure Requirements with Land Use Evaluation: The NPF acknowledges that infrastructure availability is not the only criteria in determining the suitability of a site for development. Other factors include location, the scale of development envisaged, proximity to and availability of services and amenities, accessibility to transport, and environmental issues such as flooding.

Taking this into account it was decided to merge this infrastructure assessment with a land use evaluation as it will provide a more coherent overview of the suitability of lands for development in each settlement.

A matrix setting out the criteria that each site is to be assessed against was prepared. These criteria are as follows:

- Proximity to town centre;
- Contribution to the delivery of consolidated, compact growth;
- Proximity shops/services;
- Proximity to schools;
- If the location of the lands will facilitate the delivery of infill or backland development;
- Availability of public transport;
- If there are any issues with flooding.

The scoring for each of the criteria is as follows:

Criteria	Assessment	Scoring
Proximity to town centre	Based on walking distance and connectivity with town centre.	1 point allocated for each 500 metres from town centre
Contribution to the delivery of consolidated, compact growth	How the development of the lands would result in a more compact, sustainable settlement.	A score ranging between 1 and 5 is allocated to each category with 1 being the most optimal and 5 being the least optimal score. **Legend:** **1** **2** **3** **4** **5**
Proximity to schools and services	The distance of the lands to existing schools and services and the likely mode of transport used.	
Infill or Backland	If the location of the lands will facilitate the delivery of infill or backland development.	
Availability of public transport	The location of the lands along a public transport corridor or proximity to bus/rail stops.	
Flooding	If the lands are at risk of flooding.	

An example of the matrix is set out below. A lower score is represented by a green colour, a mid-range score by amber, and a high score with red. The sites with the lower score are considered to be more optimal locations for development.

Land Use Evaluation	RES
	Site 1
Proximity to Town Centre	3
Contribute to Consolidated/Compact growth	4
Proximity to Shops/services	3
Proximity to schools	2
Infill/Backland	4
Availability to public transport	1
Flooding	1
Total	18

5. Land Uses Evaluated

The Settlement Capacity Audit has been broken down into the following land use categories:

Land Use Category	Number of Sites Evaluated
Residential	17
Employment	9
Strategic Reserve	17

The tables and maps on the following pages detail the Settlement Capacity Audit and Land Use Evaluation for the lands reviewed as part of this evaluation.

Table 1: Settlement Capacity Audit and Land Use Evaluation for Residential Lands

Settlement - Dundalk																		
Tiered Assessment - Residential																		
Site Number	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	R18
Infrastructure Type																		
Roads																		
Footpath																		
Public Lighting																		
Water																		
Wastewater																		
Tier 1 or Tier 2																		
Land Use Evaluation																		
Proximity to Town Centre	4	3	5	4	4	3	4	2	2	3	3	4	5	5	3	2	3	3
Contribute to Consolidated/compact growth	4	2	4	3	3	2	3	3	3	3	3	4	4	4	3	3	4	4
Proximity to shops and services	3	2	3	3	3	3	4	3	3	3	2	4	4	4	2	3	3	3
Proximity to schools	4	3	4	2	2	2	4	3	3	2	3	4	3	4	3	2	3	3
Infill/Backland	4	1	4	3	3	2	3	3	3	3	3	4	4	4	3	3	3	3
Availability to public transport	4	3	3	3	3	3	4	4	4	3	3	4	4	4	3	4	4	4
Flooding	1	1	3	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1
Total	24	15	26	19	19	16	23	19	19	18	18	26	25	26	18	18	21	21

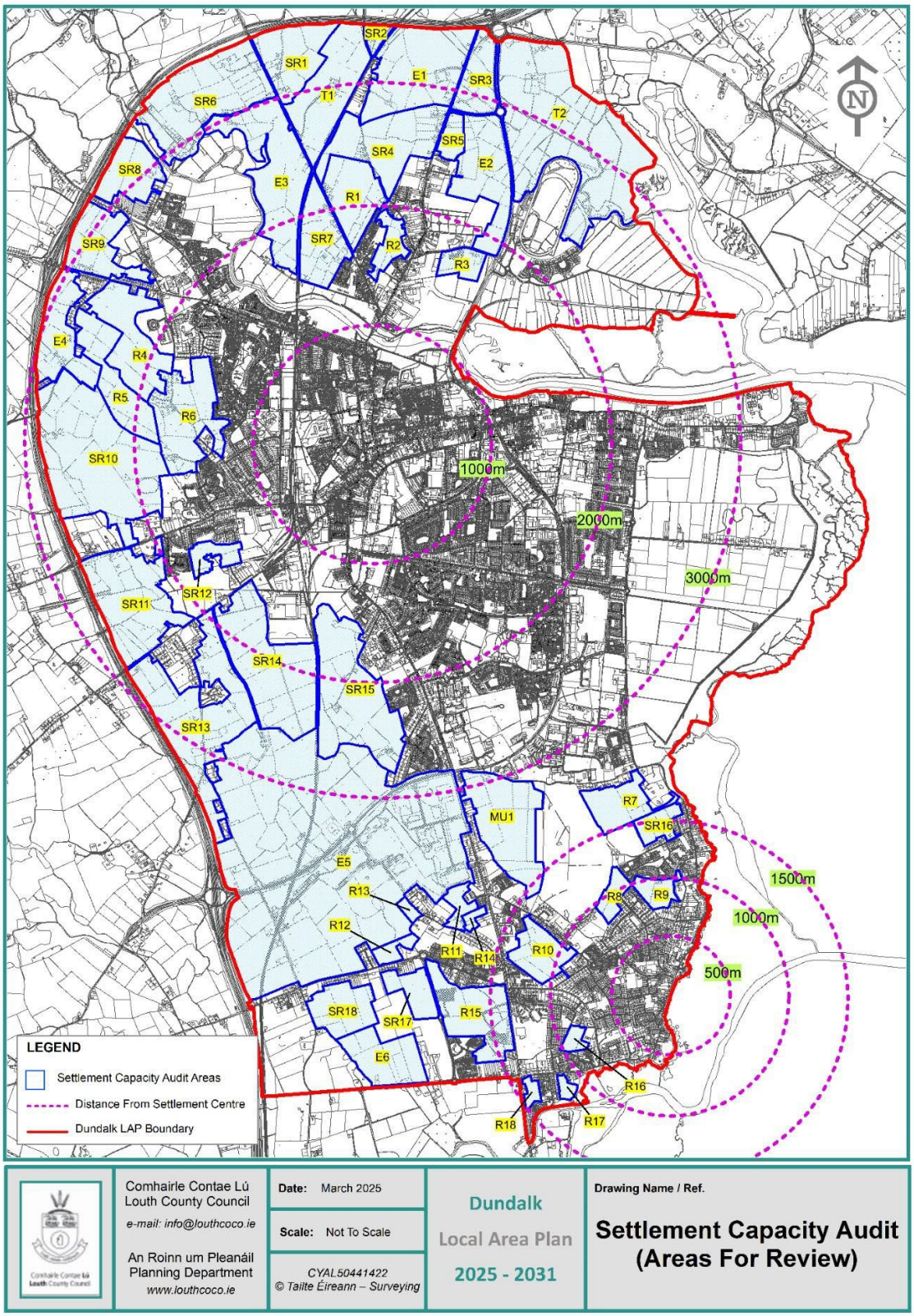
Table 2: Settlement Capacity Audit and Land Use Evaluation for Employment Lands

Settlement - Dundalk									
Tiered Assessment - Employment									
Land Use	E1	E2	E3	E4	E5	E6	MU1	T1	T2
Infrastructure Type									
Roads									
Footpath									
Public Lighting									
Water									
Wastewater									
Tier 1 or Tier 2									
Land Use Evaluation									
Proximity to Town Centre	5	5	5	5	5	5	5	5	5
Contribute to Consolidated/compact growth	4	4	4	5	4	4	4	4	4
Proximity to shops and services	3	3	3	4	3	3	2	3	3
Infill/Backland	5	5	4	5	5	5	4	5	5
Availability to public transport	3	4	3	3	4	4	4	3	4
Flooding	1	3	3	2	1	3	1	1	5
Total	21	24	22	24	22	24	20	21	26

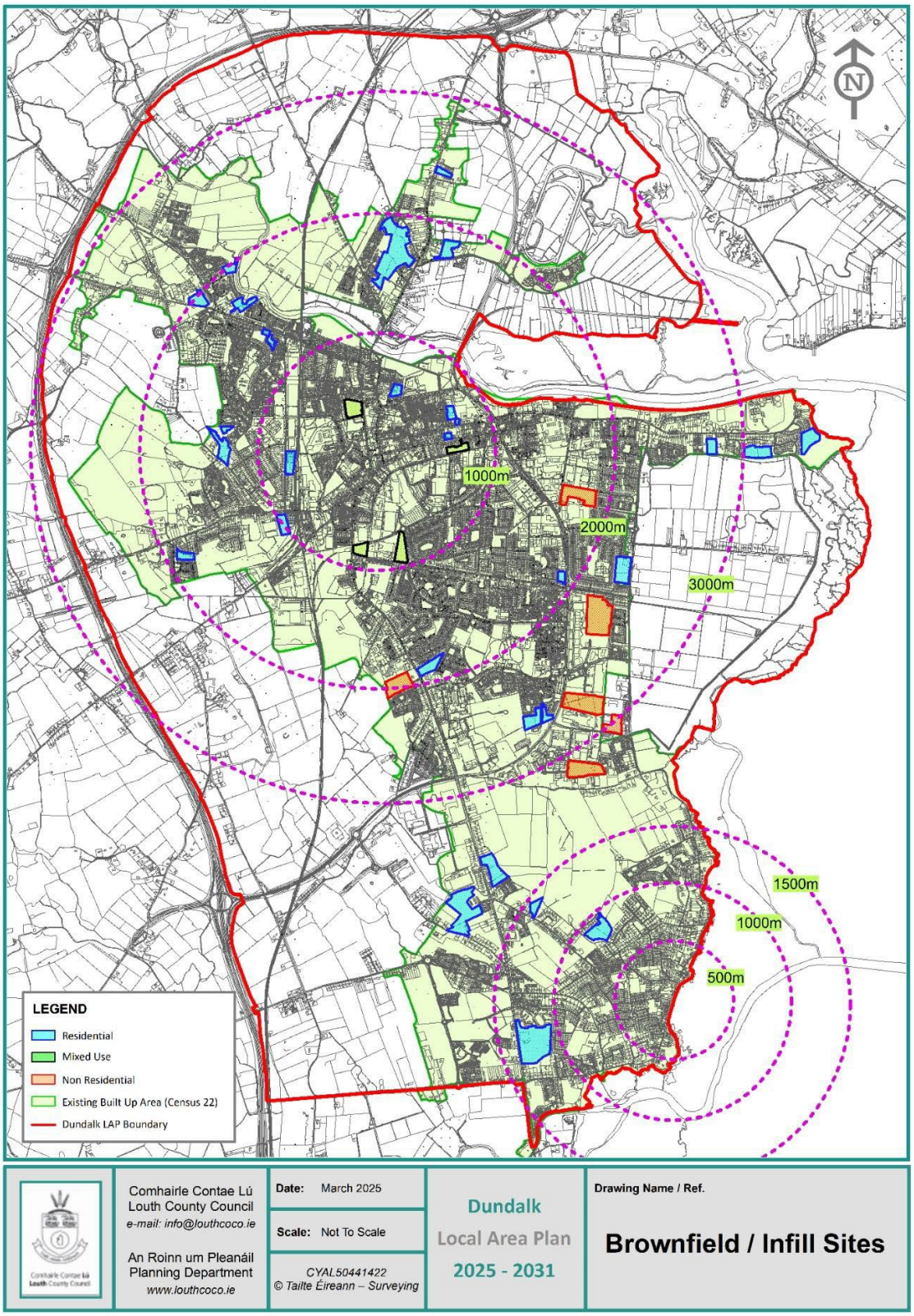
Table 3: Settlement Capacity Audit and Land Use Evaluation for Strategic Reserve Lands

Settlement - Dundalk																		
Tiered Assessment - Employment																		
Land Use	SR1	SR2	SR3	SR4	SR5	SR6	SR7	SR8	SR9	SR10	SR11	SR12	SR13	SR14	SR 15	SR16	SR17	SR18
Infrastructure Type																		
Roads																		
Footpath																		
Public Lighting																		
Water																		
Wastewater																		
Tier 1 or Tier 2																		
Land Use Evaluation																		
Proximity to Town Centre	5	5	5	5	5	5	4	5	5	5	5	3	5	4	3	4	5	5
Contribute to Consolidated/compact growth	5	5	5	5	5	5	4	5	5	5	5	2	5	3	3	3	5	5
Proximity to shops and services	5	5	5	5	5	5	3	5	5	5	5	3	5	4	4	4	4	4
Proximity to schools	5	5	5	5	5	5	4	5	5	5	5	2	5	3	3	4	2	2
Infill/Backland	5	5	5	5	5	5	4	5	5	5	5	2	5	3	3	3	5	5
Availability to public transport	5	5	5	5	5	5	4	5	5	5	5	3	5	3	3	4	5	5
Flooding	1	1	4	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Total	31	31	34	31	31	31	24	31	31	31	32	16	31	21	20	23	27	27

Map 1 –Settlement Capacity Audit (Areas for Review)



Map 2 – Infill and Brownfield Sites in Built Up Area of Dundalk



Comhairle Contae Lú
Louth County Council
e-mail: info@louthcoco.ie

An Roinn um Pleanáil
Planning Department
www.louthcoco.ie

Date: March 2025

Scale: Not To Scale

CYAL50441422
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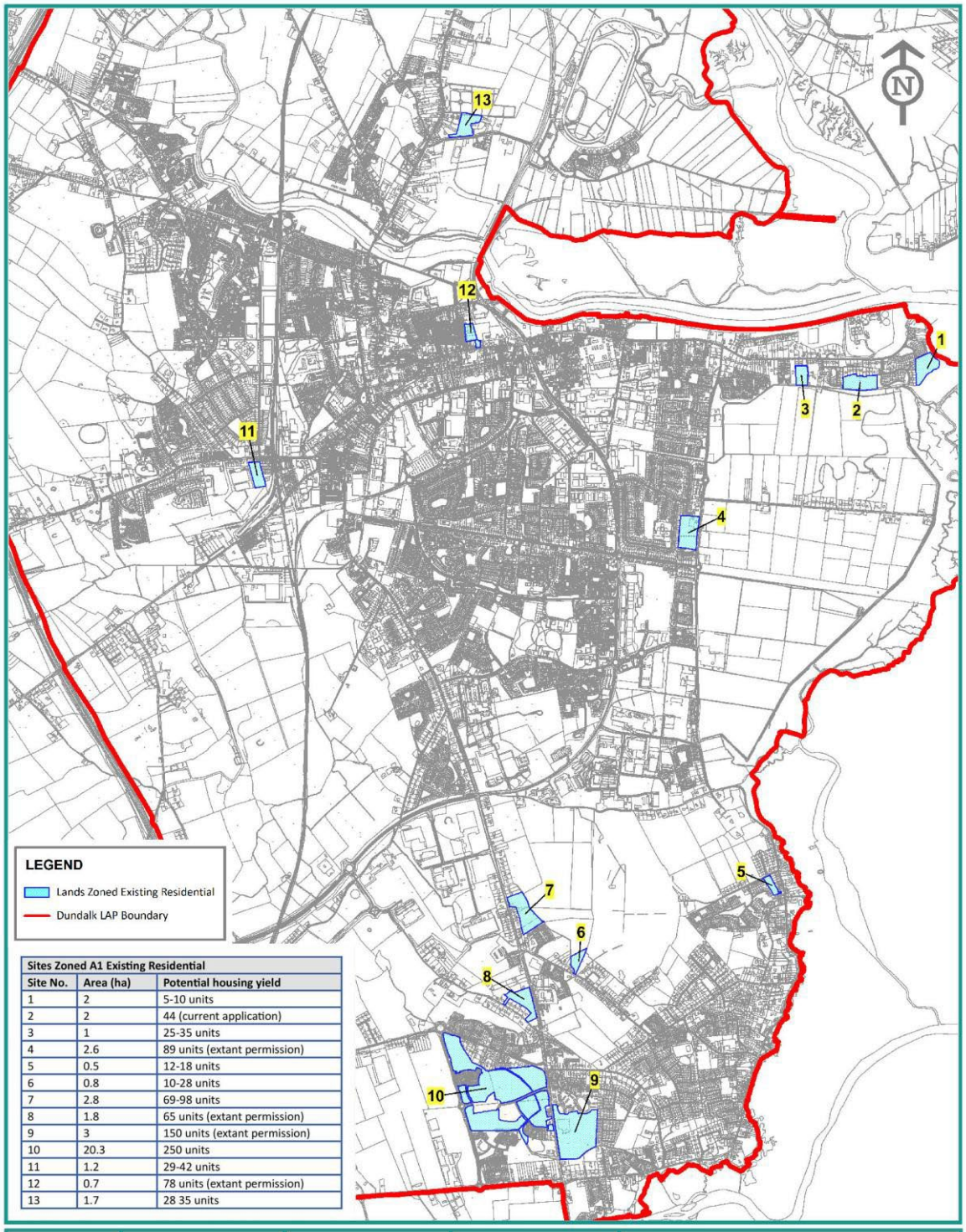
Dundalk
Local Area Plan
2025 - 2031

Drawing Name / Ref.

Brownfield / Infill Sites

Map 3 – Estimated Capacity of Lands Zoned Existing Residential with a Potential to Deliver Housing



Sites Zoned A1 Existing Residential		
Site No.	Area (ha)	Potential housing yield
1	2	5-10 units
2	2	44 (current application)
3	1	25-35 units
4	2.6	89 units (extant permission)
5	0.5	12-18 units
6	0.8	10-28 units
7	2.8	69-98 units
8	1.8	65 units (extant permission)
9	3	150 units (extant permission)
10	20.3	250 units
11	1.2	29-42 units
12	0.7	78 units (extant permission)
13	1.7	28 35 units

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Date: March 2025

Scale: Not To Scale

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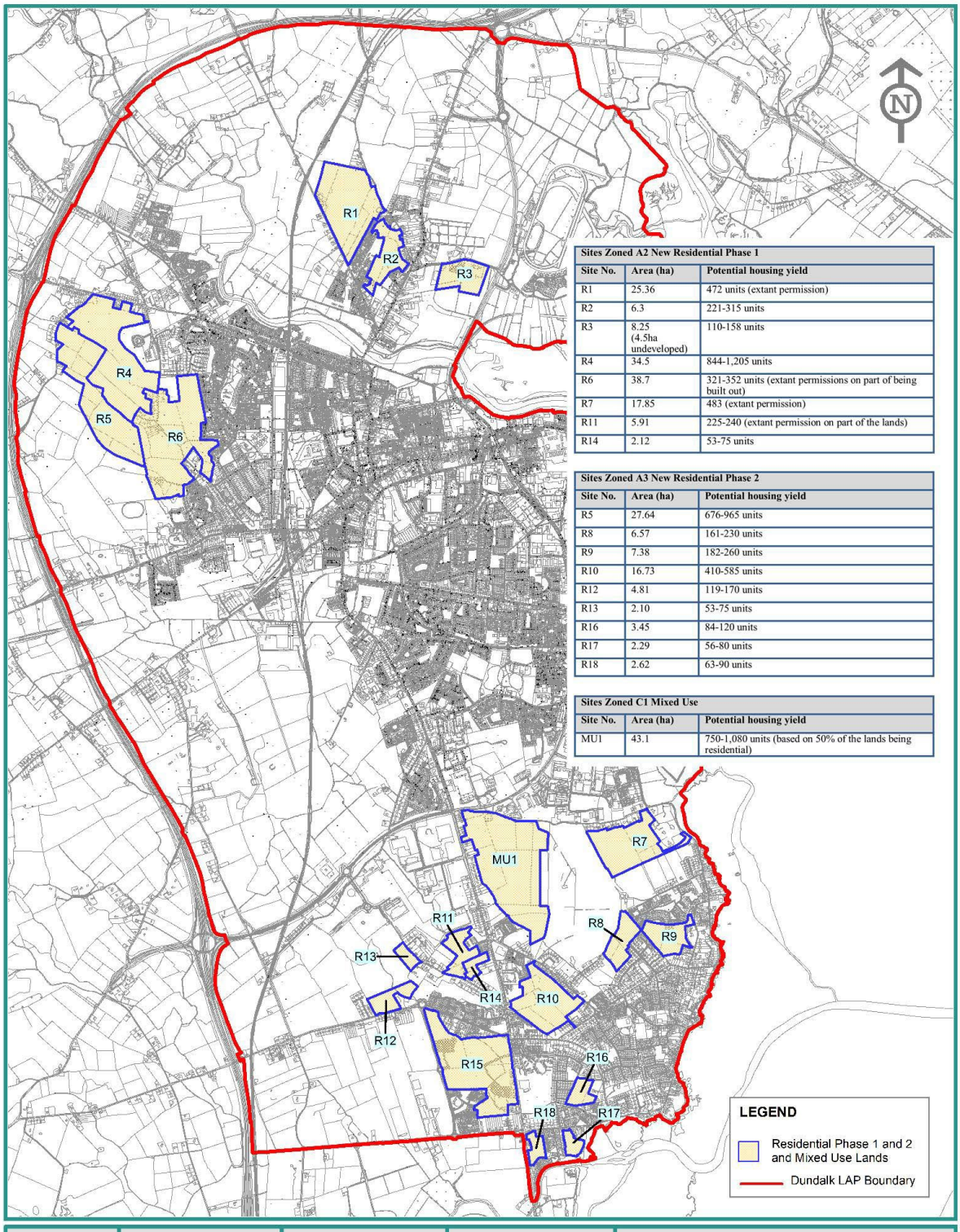
Dundalk
Local Area Plan
2025 - 2031

Drawing Name / Ref.
Estimated capacity of lands zoned Existing Residential with a potential capacity to deliver housing

Map 4: Potential Capacity of Phase 1, Phase 2, and Mixed Use Zoned Lands for Housing



Sites Zoned A2 New Residential Phase 1		
Site No.	**Area (ha)**	**Potential housing yield**
R1	25.36	472 units (extant permission)
R2	6.3	221-315 units
R3	8.25 (4.5ha undeveloped)	110-158 units
R4	34.5	844-1,205 units
R6	38.7	321-352 units (extant permissions on part of being built out)
R7	17.85	483 (extant permission)
R11	5.91	225-240 (extant permission on part of the lands)
R14	2.12	53-75 units

Sites Zoned A3 New Residential Phase 2		
Site No.	**Area (ha)**	**Potential housing yield**
R5	27.64	676-965 units
R8	6.57	161-230 units
R9	7.38	182-260 units
R10	16.73	410-585 units
R12	4.81	119-170 units
R13	2.10	53-75 units
R16	3.45	84-120 units
R17	2.29	56-80 units
R18	2.62	63-90 units

Sites Zoned C1 Mixed Use		
Site No.	**Area (ha)**	**Potential housing yield**
MU1	43.1	750-1,080 units (based on 50% of the lands being residential)

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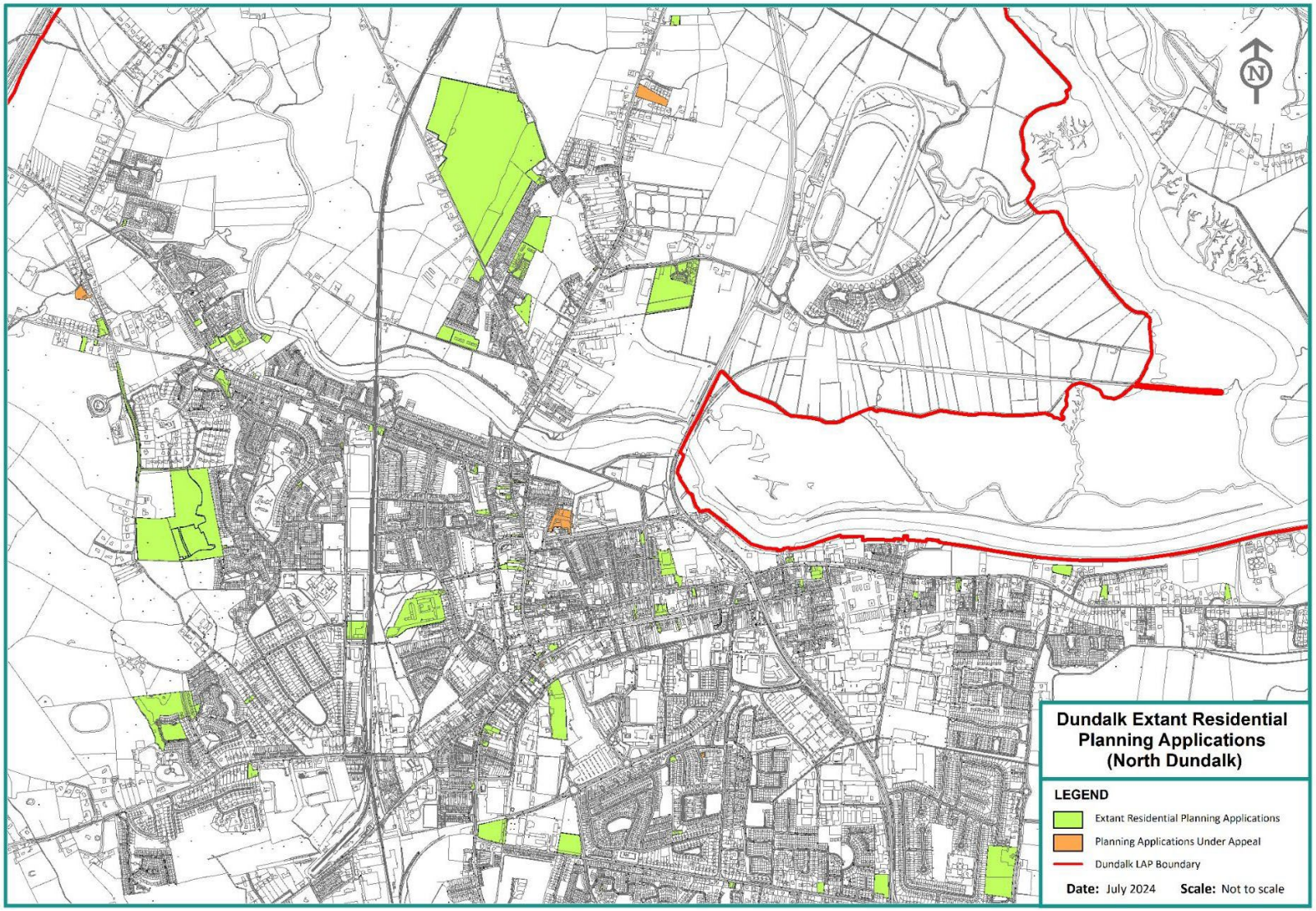
Dundalk
Local Area Plan
2025 - 2031

Drawing Name / Ref.

Potential capacity of Phase 1, Phase 2, and Mixed Use zoned lands for housing

Map 5 – Extant Permissions North Dundalk



Map 6 – Extant Permissions South Dundalk