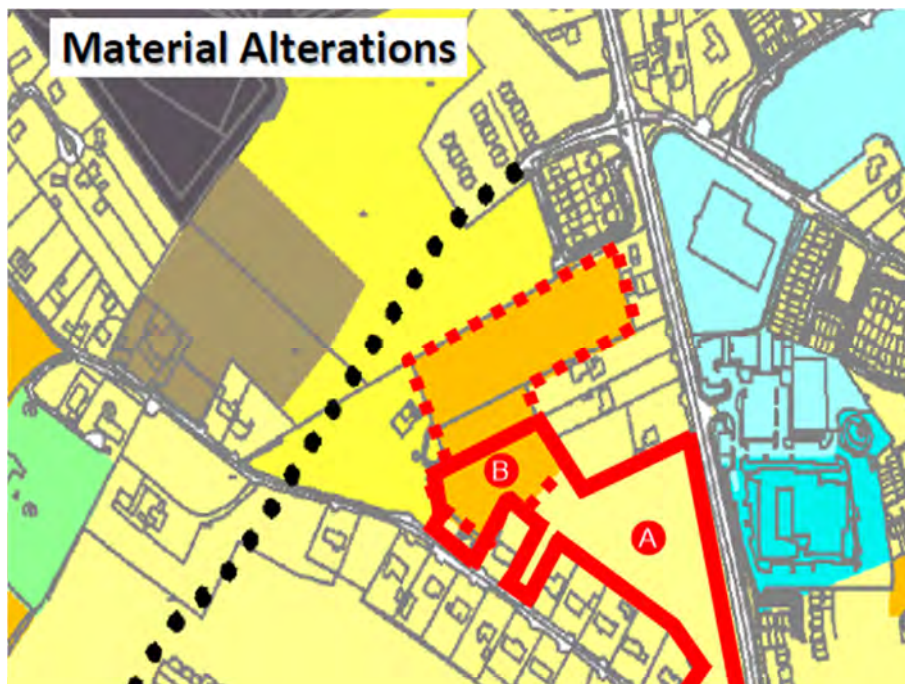


1.0 INTRODUCTION

Urban Life Developments has a contract to purchase the land edged with a solid red line on the map below. The proposed material alteration DLK25 affects the lands in two ways. Firstly, it is proposed that the order of priority of the residential zoning identified as Area A on the map is changed from A1 – Existing Residential to A2 – New Residential – Phase 1. Secondly, the order of priority of the residential zoning for Area B is proposed to be changed from A2 New Residential – Phase 1 to A3 New Residential – Phase 2. The overall site extends to c2.76ha. Area A extends to 2.14ha and Area B extend to 0.62ha.



This submission does not object to the part of the material alteration that proposes Area A of the site to be placed in residential zoning order of priority A2 from A1.

The submission seeks that the proposed material alteration for Area B to place this part of the site in order of priority residential zoning A2 to A3 is not adopted and that this part of the site remains A2 as per the Draft Plan.

JUSTIFICATION

It is noted that the change will not add more residentially zoned land to the overall amount of residentially zoned land and as such the proposal sought in this submission is in keeping with Section 12(10(c)) of the Planning and Development Act 2000 as amended as given the modification proposes a change to the order of priority of a residential zoning the change sought in this submission would be minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site or result in an increase in the area of land zoned for any purpose. The principle of the residential zoning having been established through the various Strategic Environmental Assessment (SEA) of the Plan-making process.

Submission for Urban Life Developments – Lands West of the Fairways Hotel, Dundalk.

The amendment sought relates to a small are of land extending to c0.61ha which if developed at 30dph would result in 49 dwellings and this would not have any material impact on overall order of priority A2 lands or housing numbers over the period of the proposed new Development Plan. Furthermore, the site is in the same legal control and as such it is in the interests of the proper planning and sustainable development of the area that the overall landholding is developed by way of a single planning application. This would allow for better quality design and layout.

In addition to the above, the site is directly opposite the designated neighbourhood centre at the Fairways Hotel and pedestrian and cycle access to the neighbourhood centre is available at the signal controlled junction at the Old Golf Links Road.

The site is also close to the 'Xerox' Technology Park which is one kilometre north of the site with footpaths and public lighting over its full length and with on-street cycle tracks over the majority of the Dublin Road from the site to the Dublin Road entrance to the Technology Park. The development of the subject lands would facilitate much needed residential dwellings in proximity to the Technology Park and the emerging Pharma / biologics technology hub that is developing towards here.

The lands are not environmentally constrained and are not affected by any views or prospects, protected structures or other such designations within the Draft Development Plan.

The lands are well within the established built-up area of the town of Dundalk are essentially enveloped by existing residential development. They have very well defined physical boundaries and would in reality represent a sensible, self-contained and limited development rounding off.

The lands can be serviced and safe access can be provided. This has been confirmed by an engineering assessment by Waterman Moylan Consulting Engineers. The Engineer Report is attached to this letter.

The lands are in the sole legal control of Urban Life an experienced housebuilder with a track record of delivery of developments particularly in the County of Louth. Urban Life is keen to move these lands forward for development at the earliest opportunity.

Yours sincerely,



Stephen Ward



Summary Advisory Note on Water/Drainage Services and Road Access

Dublin Road, Haggardstown, Dundalk, Co. Louth

July 2021

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Client Name: Urban Life
Document Reference: 21-071r.001
Project Number: 21-071

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
1	12 July 2021	Stephen Dent-Neville	Joe Gibbons	

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

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1. Introduction

1.1 Background of Report

This report has been prepared by Waterman Moylan to provide a brief overview of the site location and existing infrastructure, specifically the foul water drainage, surface water drainage, water supply and road network, in the vicinity of a site south of Dundalk, Co. Louth.

1.2 Site Location and Description

The site is located in Haggardstown at the intersection of Chapel Road and Dublin Road, opposite the Fairways Hotel, Co. Louth. It is bounded by Dublin Road to the east, by residential and agricultural lands to the north and by residential properties fronting onto Chapel Road to the south-west, with three sections of the site fronting directly onto Chapel Road. There is a car-park at the south of the site, serving the adjacent commercial premises.

This site slopes generally from west to east, towards the Dublin Road. The site location is shown in the Figure below:



Figure 1 | Site Location (Source: Google Maps)

2. Road Network

2.1 Existing Road Network

Dublin Road (R132), which forms the eastern boundary of the site, is a regional road running between Dublin and Dundalk, passing through Drogheda, Balbriggan and Swords south of the site and continuing through Dundalk to the north. Adjacent to the site, the road has a single carriageway in each direction, with a right-turning lane provided for south-bound traffic turning onto Chapel Road and a right-turning lane provided for north-bound traffic turning into the Fairways site. The speed limit along this portion of the road is 80km/hr. The road has footpaths on either side, separated from the carriageway by a narrow verge.

Chapel Road is a local road, connecting between the Dublin Road (R132) and the N52 National Road approximately 1km west of the Dublin Road/N52 Road junction. There are sporadic sections of footpath adjacent to residential properties along this road, but these are not continuous and footpaths are not provided on Chapel Road at the Dublin Road junction. Chapel Road has a posted speed limit of 50km/hr.



Figure 2 | View of Chapel Road from Dublin Road Facing North-West (Source: Google Maps)

2.2 Site Access Options

To develop the subject site, road access is possible from Chapel Road, adjacent to the existing residential units.

Alternatively, access may be possible from the R132 Dublin Road; however, given the 80km/hr speed limit and given that there is a right-turning lane adjacent to the site, this may not be feasible. Access from the R132 Dublin Road would be subject to a detailed review of right turn lanes and sightlines.

3. Foul Water Network

3.1 Existing Foul Water Network

Irish Water records for the surrounding area have been consulted as part of this assessment, and are extracted below:

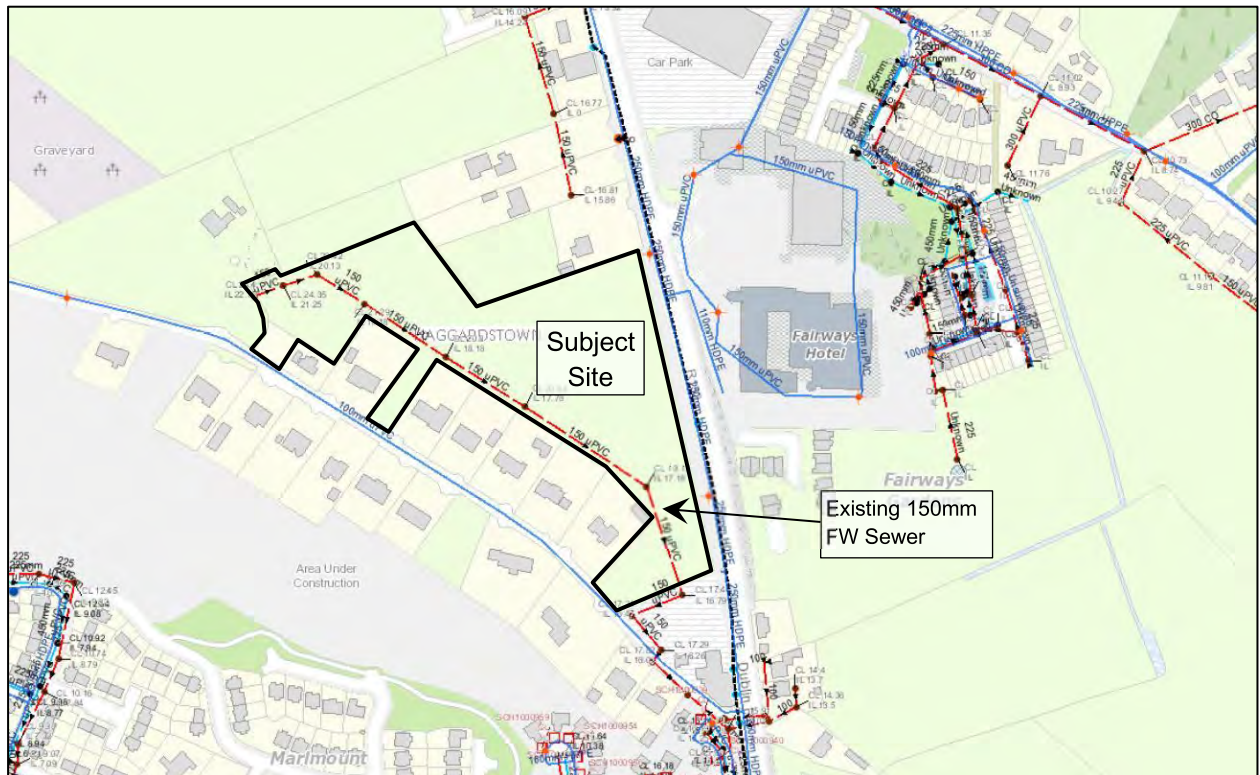


Figure 3 | Extract of Irish Water's Wastewater Drainage Records

There is an existing 150mm diameter sewer on the site, crossing in a south-easterly direction parallel to Chapel Road, discharging to the existing sewer in Chapel Road and continuing southwards along Dublin Road. The diameter increases to 225mm at Dublin Road.

3.2 Foul Water from Site

To develop the subject site, the existing 150mm diameter sewer may need to be upgraded to 225mm.

Irish Water will ultimately decide on the feasibility of the existing wastewater infrastructure to cater for the proposed development. In this regard, a pre-connection enquiry has been submitted to Irish Water.

4. Surface Water Network

4.1 Existing Surface Water Network

The subject site is a greenfield site, sloping generally from west to east, towards the Dublin Road. There are no known watercourses on the site.

4.2 Flood Risk

Tidal flooding occurs when normally dry, low-lying land is flooded by seawater. The extent of tidal flooding is a function of the elevation inland flood waters penetrate, which is controlled by the topography of the coastal land exposed to flooding.

The North-Western Catchment Flood Risk Assessment and Management (CFRAM) maps, available on the OPW's National Flood Information Portal, have been consulted as part of this assessment. These maps include tidal flood mapping, which outlines existing and potential flood hazard and risk areas which are being incorporated into a Flood Risk Management Plan. The relevant map is extracted below:

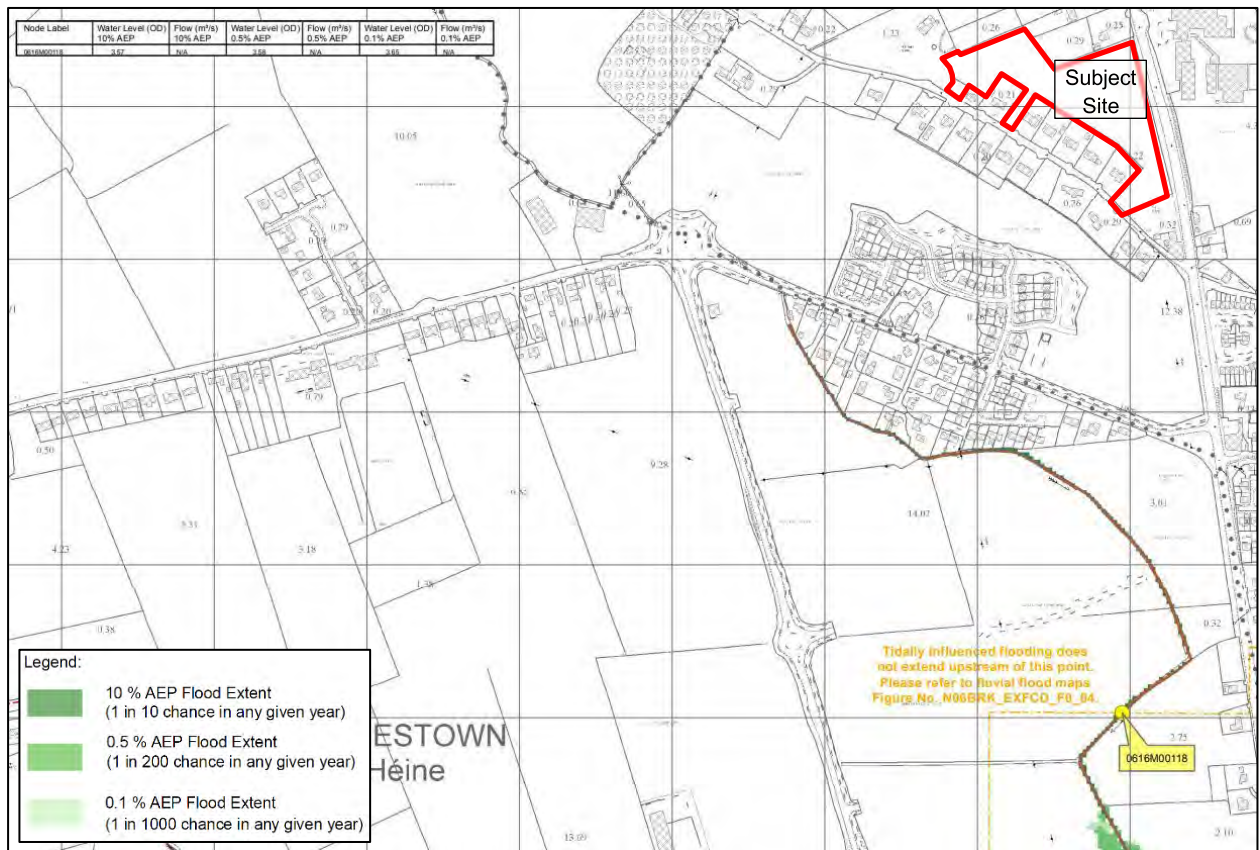


Figure 4 | Extract from the FEM FRAMS Tidal Flood Extents Map

High probability flood events, as shown in the above map, are defined as having approximately a 1-in-10 chance of occurring or being exceeded in any given year (10% Annual Exceedance Probability), medium probability flood events are defined as having an AEP of 0.5% (1-in-200 year storm), while low probability events are defined having an AEP of 0.1% (1-in-1,000 year storm).

The map indicates that the subject development is not at risk of flooding for the 1-in-1,000 year event.

Fluvial flooding occurs when a river / water course's flow exceeds its capacity, typically following excessive rainfall, though it can also result from other causes such as heavy snow melt and ice jams. The North-Western CFRAM maps also include fluvial flood mapping, outlining existing and potential flood hazard and risk areas, which are being incorporated into a Flood Risk Management Plan. The relevant map is extracted below:

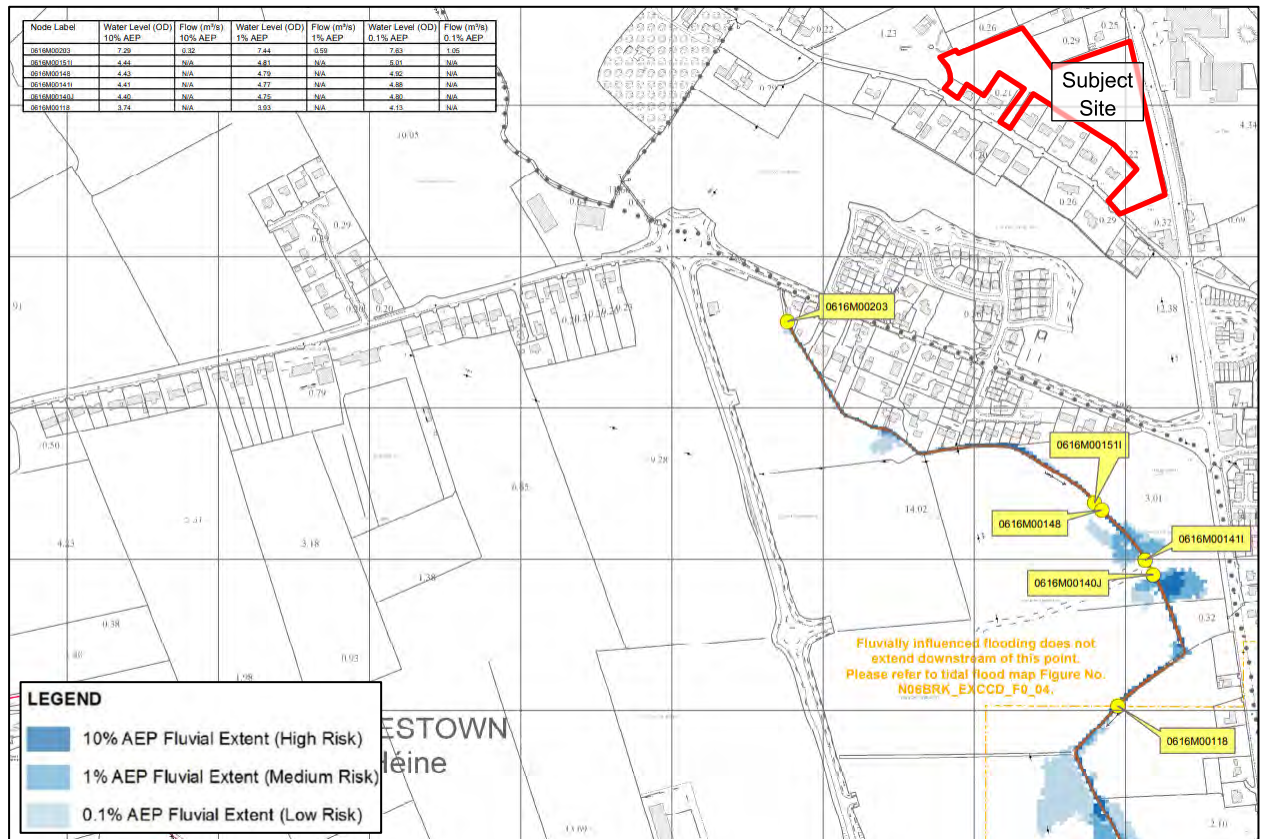


Figure 5 | Extract from the FEM FRAMS Fluvial Flood Extents Map

High probability flood events, as shown in the above map, are defined as having approximately a 1-in-10 chance of occurring or being exceeded in any given year (10% Annual Exceedance Probability), medium probability flood events are defined as having an AEP of 1% (1-in-100 year storm), while low probability events are defined having an AEP of 0.1% (1-in-1,000 year storm).

The map indicates that the subject development is not at risk of flooding for the 1-in-1,000 year event.

5. Water Supply Network

5.1 Existing Water Supply Network

Irish Water records for the surrounding area have been consulted as part of this assessment, and are extracted below:

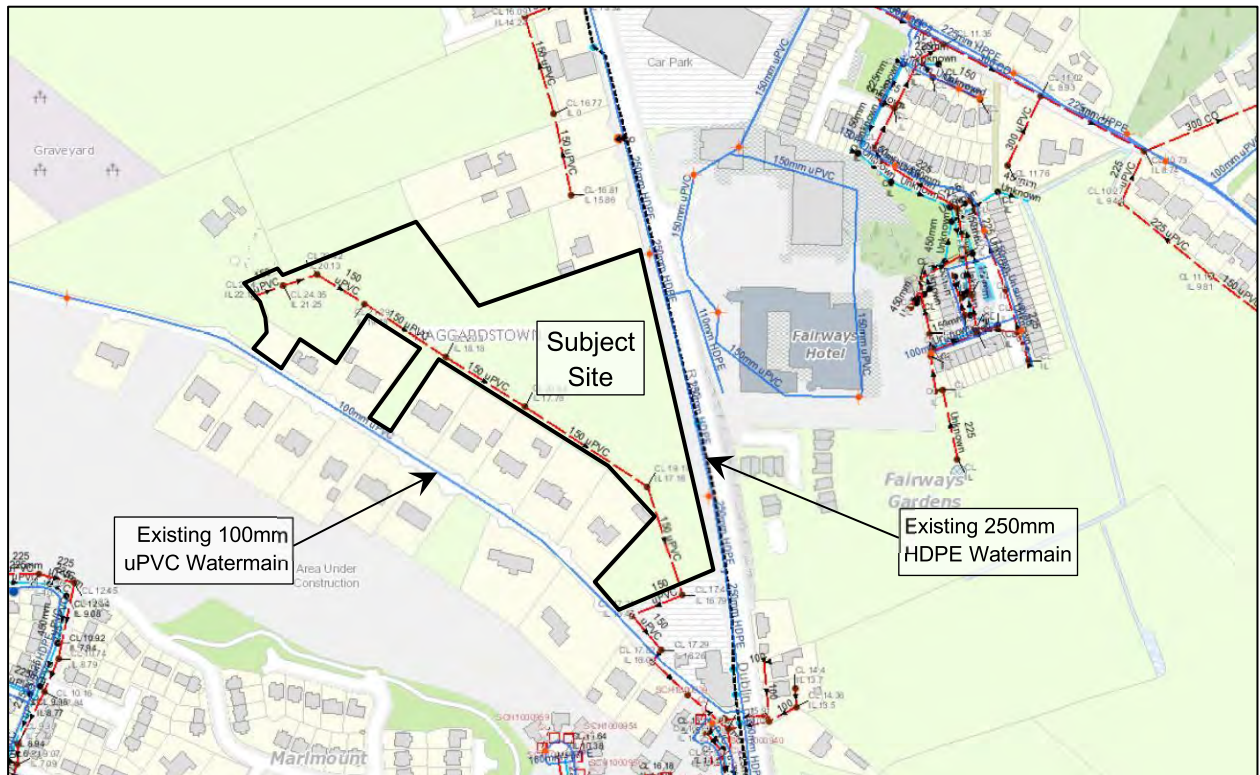


Figure 6 | Extract of Irish Water's Water Supply Records

There are two watermains in close proximity to the site: a 250mm diameter HDPE watermain in Dublin Road and a 100mm uPVC watermain in Chapel Road.

5.2 Water Supply to Site

Water supply could be provided to the site by connections to one or both of the existing watermains.

Irish Water will ultimately decide on the feasibility of the existing water supply infrastructure to cater for the proposed development. In this regard, a pre-connection enquiry has been submitted to Irish Water.

6. Conclusions

The subject site is well served by existing road infrastructure, with feasible options for vehicular, cyclist and pedestrian access to the site.

The subject site is located in close proximity to water supply mains and to wastewater sewers that can facilitate development of the site.

The site outside the 1-in-1,000 year flood zones for both tidal and fluvial flooding.

UK and Ireland Office Locations

