

**Update to Appendix 2 of Volume 3 of the Draft County
Development Plan 2021-2027 –
Infrastructure Assessment and Land Use Evaluation:
Evaluation of additional Sites**

Overview of the structure and content of this addendum

The Infrastructure Assessment and Land Use Evaluation has been broadened to incorporate an additional 34 sites. These sites are located within the higher tier settlements of the County as follows:

Drogheda – an additional 11 sites were examined

Dundalk – an additional 19 sites were examined

Ardee – an additional 1 site was examined

Dunleer – an additional 2 sites were examined

This document should be read alongside Appendix 2 in Volume 3 of the Draft County Development Plan. The sequencing of the numbering of the sites continues on from the numbering of the final site examined in each settlement in Appendix 2.

The following section includes proposed additional text to be included in the Introductory section of Appendix 2. Any deletions of text are in ~~blue with a strikethrough~~ whilst any additional text is in red.

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.

¹ [National Policy Objective 72a of the NPF](#)

² [Appendix 3 of the NPF](#)

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 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.

1.1.1 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 waste water 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 in addition to 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 Waste Water 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 waste water treatment plants and associated collection and distribution network in Louth to facilitate future population and economic growth.

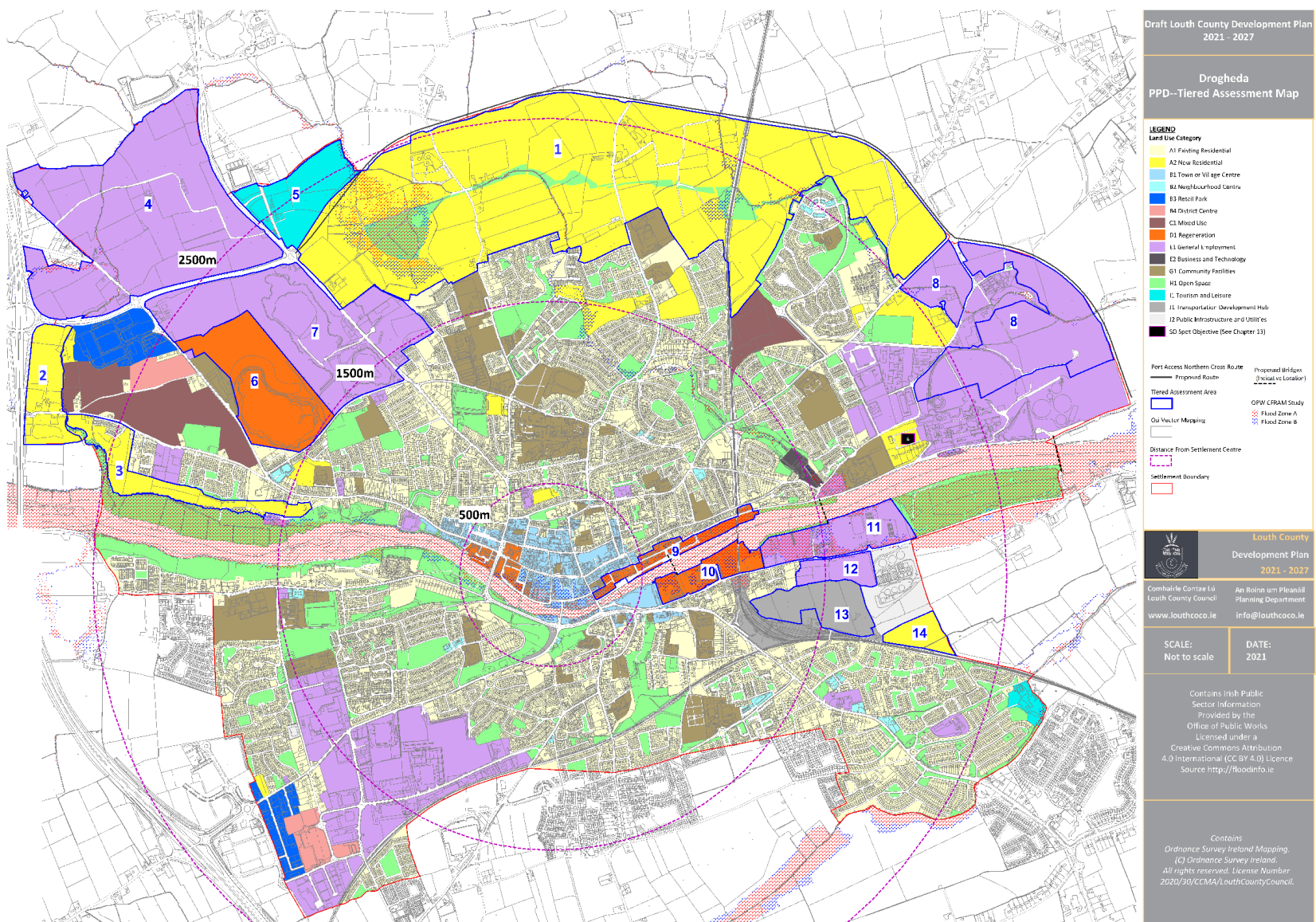
1.1.5 Tier 1 and Tier 2 lands

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 - Drogheda											
Tiered Assessment Analysis											
Land Use	EMP	TOU	EMP	EMP	EMP	REG	REG	EMP	EMP	TRANS	RES
Infrastructure Type	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	4	4	5	1	2	2	2	3	4
Contribute to consolidated/compact growth	5	5	4	4	4	1	1	2	2	2	3
Proximity to shops and services	N/A	N/A	4	N/A	N/A	1	1	N/A	N/A	2	2
Proximity to schools	N/A	N/A	4	N/A	N/A	2	2	N/A	N/A	2	2
Infill/Backland	5	5	3	4	5	1	1	3	3	2	2
Availability to public transport	1	1	1	1	3	1	1	3	3	1	1
Flooding	1	1	1	1	1	5	4	2	1	1	1
Total	17	17	21	14	18	12	11	12	11	13	15



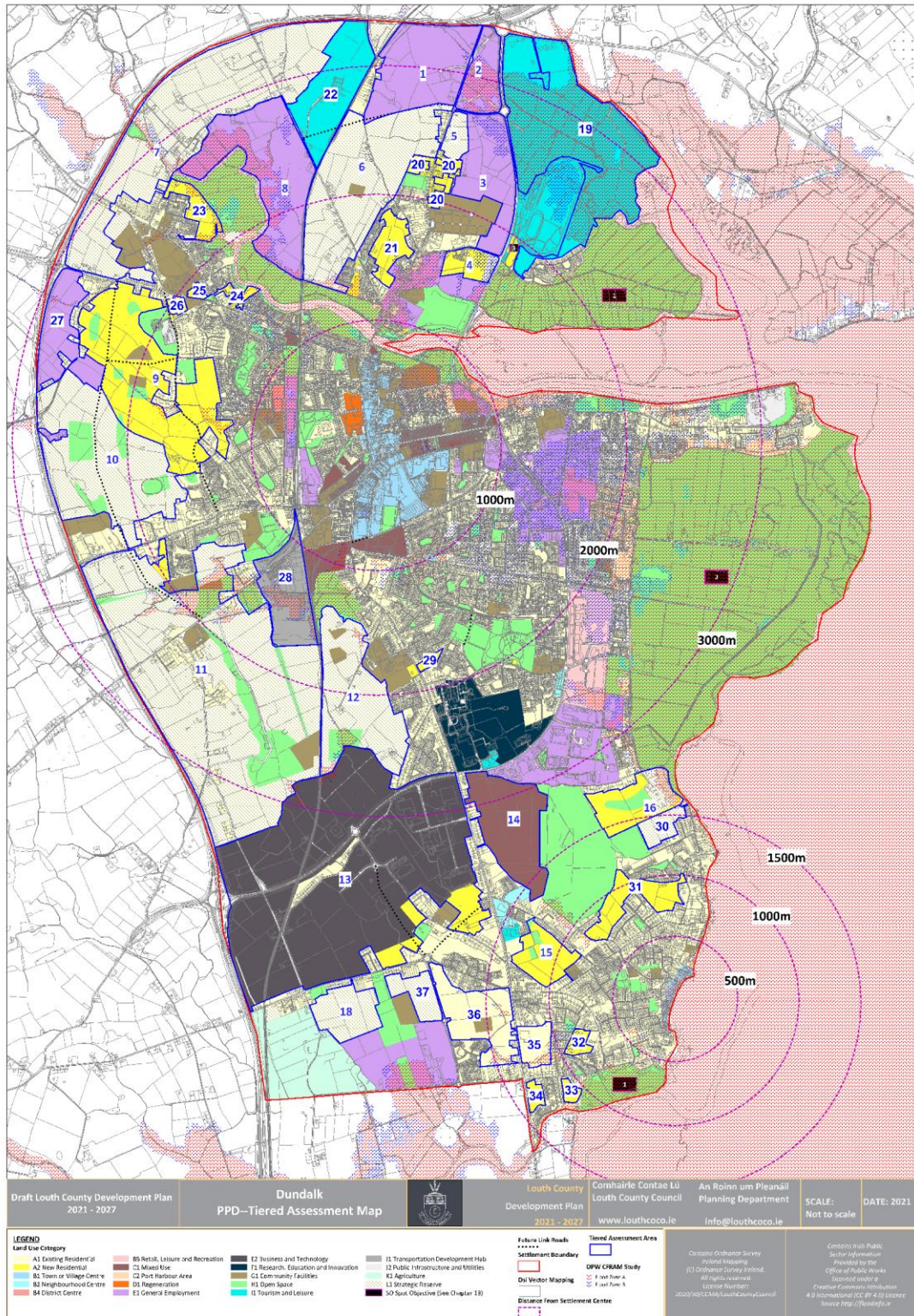
Settlement - Drogheda		
Site	Potential infrastructure investment required to facilitate the development of the lands	
	Roads	Water Services
4	New cycle lanes to tie into main town along the Old N1 and Old N51.	There is WWT Capacity in Drogheda. There is no sewer in the vicinity of the site.
	New section of Footpath to tie into existing footpaths.	The nearest Watermain is at the Junction at M1 Retail Park.
	Incorporate pedestrian and cycleway provision around the perimeter of their own site.	Network assessment required depending on scale of development.
	Incorporate pedestrian & Cyclist provision within the roundabouts on the existing roads.	
5	New cycle lanes to tie into main town along the Old N1.	There is no sewer in the vicinity of the site. The nearest sewer is 1100m from this site.
	New section of Footpath to tie into existing footpaths.	The nearest Watermain is adjacent to the site.
	Incorporate pedestrian and cycleway provision around the perimeter of their own site.	Network assessment required depending on scale of development
	Incorporate pedestrian & Cyclist provision within the roundabouts on the existing roads	
6	New footpaths within their out site perimeter, upgrade footpaths / cycleway on the R168.	There is a sewer at both the Northwest Corner and Southwest corner of the site.
	Junction upgrade at trinity St. & Cement Rd	Assessment required depending on scale of development. Watermain is adjacent to the site. Network assessment required depending on scale of development
7	New footpaths within their out site perimeter, upgrade footpaths / cycleway on the R168.	The nearest sewer is located at the southeast corner of the site.
	Junction upgrade at trinity St. & Cement Rd	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
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 south of site. Assessment required depending on scale of development. Watermain is located on Termonfeckin Rd to North of the site and on Baltray Road to the south. Supply and network subject to scale of development
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
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 & 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.

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 & Network assessment required depending on scale of development
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 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 & Network assessment required depending on scale of development.
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 & Supply assessment required depending on scale of development.
14	Construction of new access Road	Under construction

Settlement - Dundalk									
Tiered Assessment Analysis									
Land Use	TOU	RES	RES	TOU	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
Roads	 1	 1	 1	 1	 2	 2	 1	 1	 2
Footpath	 2	 1	 2	 2	 1	 1	 2	 2	 2
Public Lighting	 1	 1	 1	 2	 1	 1	 1	 2	 2
Water	 2	 2	 2	 2	 1	 1	 1	 1	 3
Wastewater	 2	 2	 2	 3	 1	 1	 1	 1	 3
Tier 1 or Tier 2	 2	 2	 2	 2	 1	 1	 2	 2	 2
Land Use Evaluation									
Proximity to Town Centre	5	5	4	5	5	4	4	4	5
Contribute to consolidated/compact growth	4	4	4	4	4	3	3	3	5
Proximity to shops and services	3	3	3	3	3	3	3	3	4
Proximity to schools	N/A	4	4	N/A	2	2	2	2	N/A
Infill/Backland	5	5	3	5	3	2	2	2	5
Availability to public transport	4	3	3	3	3	3	3	3	3
Flooding	5	1	3	1	3	3	1	1	2
Total	26	25	24	21	23	20	18	18	24

Tiered Assessment Analysis										
Land Use	TRANS	RES	SR	RES	RES	RES	RES	RES	RES	EMP
Infrastructure Type	Site 28	Site 29	Site 30	Site 31	Site 32	Site 33	Site 34	Site 35	Site 36	Site 37
Roads	1	1	1	1	1	1	1	1	1	1
Footpath	2	1	2	1	1	2	2	2	1	2
Public Lighting	1	1	2	1	1	1	1	1	1	1
Water	1	1	1	1	1	1	1	1	2	2
Wastewater	1	1	1	1	1	1	1	1	2	2
Tier 1 or Tier 2	1	1	2	1	1	1	1	1	2	2
Land Use Evaluation										
Proximity to Town Centre	4	4	3	2	2	3	3	3	4	5
Contribute to consolidated/compact growth	3	2	4	4	3	4	4	3	4	5
Proximity to shops and services	2	2	4	2	2	3	3	2	4	4
Proximity to schools	2	2	4	4	3	3	3	3	4	3
Infill/Backland	2	1	5	3	2	3	3	2	4	5
Availability to public transport	1	3	4	4	4	4	4	4	3	5
Flooding	5	1	3	1	3	1	1	3	2	4
Total	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
19	New Pedestrian and Cycleway crossings both at the roundabout and desire lines on the R132 depending on their develop	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 Ard Leathan to the south. Constraint in network capacity to north side of Dundalk. Network assessment and upgrade required to facilitate development
20	Pedestrian crossing	WW - 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 & network, ther is a constraint in network capacity to north side of Dundalk. Network assessment and upgrade required to facilitate development
21	Footpath for 430m Construction of Cycleway / walking Route from Coulter Place to R132 Lisdoo Junction upgrade	WW - 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 and upgrade required to facilitate development

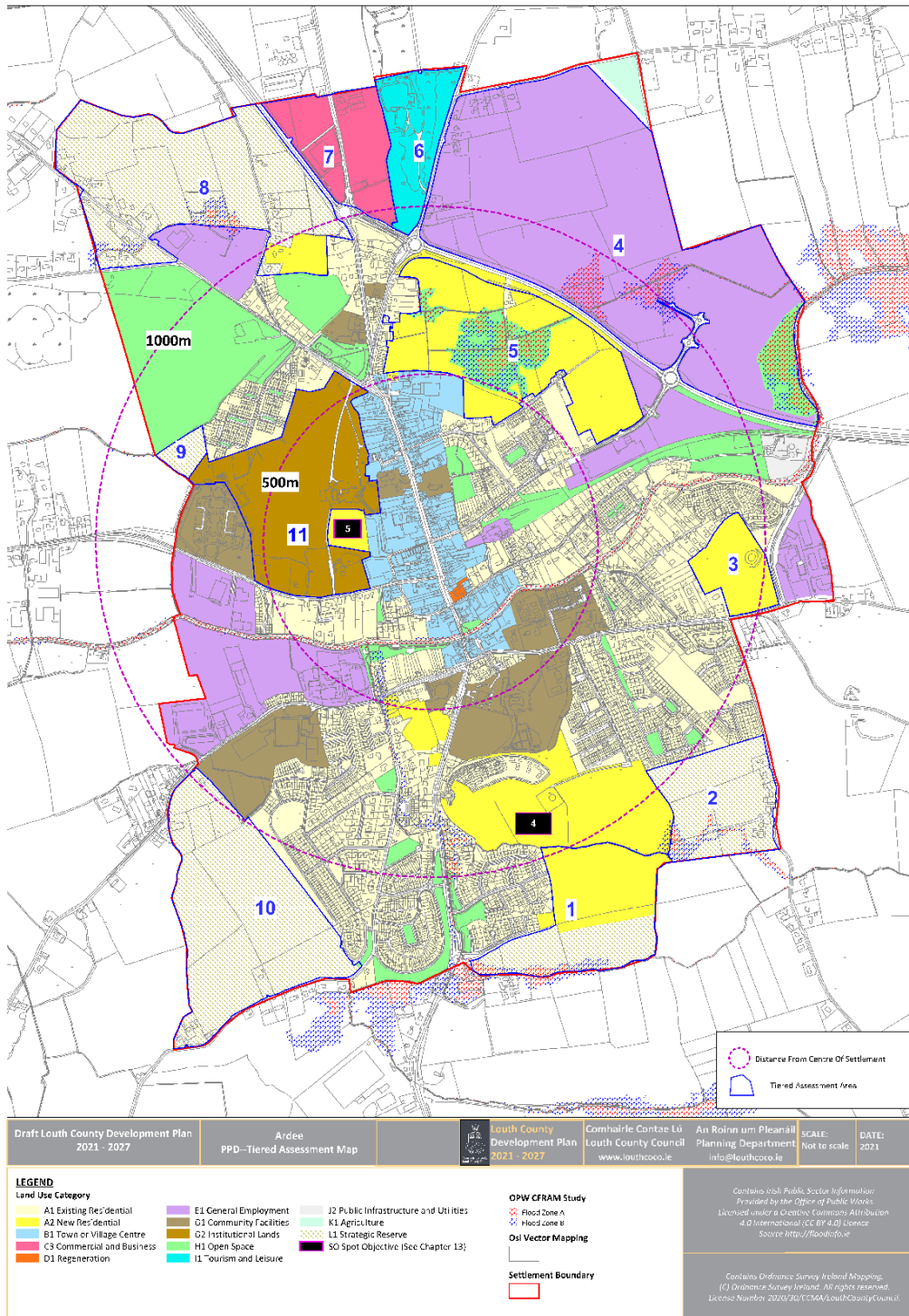
22	Upgrade to Lisdoo junction Link Road c.1.2km in length and Land cost Potential new M1 interchange Footpath + Cycleway to speed limit 660m Footpath for 840m Construction of Cycleway / walking Route from Coulter Place to R132 Traffic calming form speed limit back to town	WW - Nearest sewer is 850m from 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.
23	No transport infrastructure investment or upgrade identified	The existing 300mm Diameter Sewer adjacent to site and Toberona PS 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.
24	No transport infrastructure investment or upgrade identified	WW - The existing 150mm Diameter Sewer adjacent to site 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 – Subject to scale of development, the existing watermain may require upgrade
25	Footpath works	Services available subject to scale of development, may require upgrade

26	Upgrade section of Mount Ave 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
27	Mount ave. rd upgrade + lands Footpath & Cycleway along N53 and Land Light sequencing upgrade N53 Link Road c.900m in length within own site and Land cost Painted Cycleway and crossing	There is no Foul Sewer in this area. The nearest sewer is approximately 500 Metres away. IW 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
28	Pedestrian Crossing Upgrade Footways & Cycleway New link to Tesco	Services available subject to scale of development, may require upgrade (ditto DAP comments). New watermain Infrastructure laid in 2017 adjacent to the site.
29	No transport infrastructure investment or upgrade identified	Services available subject to scale of development, may require upgrade
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 PS required Subject to scale of development, Watermain could need upgrade
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 St & Cockel Hill PS required. Subject to scale of development, watermain could need upgrade

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 Cockle Hill PS required. Subject to scale of development, watermain could need upgrade
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 Cockle Hill PS required. Subject to scale of development, watermain could need upgrade
34	Contribute towards cycleway and footpath upgrades on the Cockle Hill Road New pedestrian crossing to the Clermont rd	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 PS required subject to scale of development. Water supply & Network assessment required depending on scale of development
35	Potential for pedestrian crossing across the Old N1. Xerox junction upgrade or contribute towards new section of road from Marlboro to the Southerlink rd. Could contribute towards extending the existing cycleway out to green gates from the Old Golf Links Road. Upgrades of footpaths on old N1	Services available, subject to scale of development. Assessment of Cockle Hill PS required. Subject to scale of development, watermain could need upgrade.
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 LNR Capital Project currently being progressed by Irish Water. Watermain upgrade proposed as part of LNR Capital Project. Network assessment required depending on scale of development

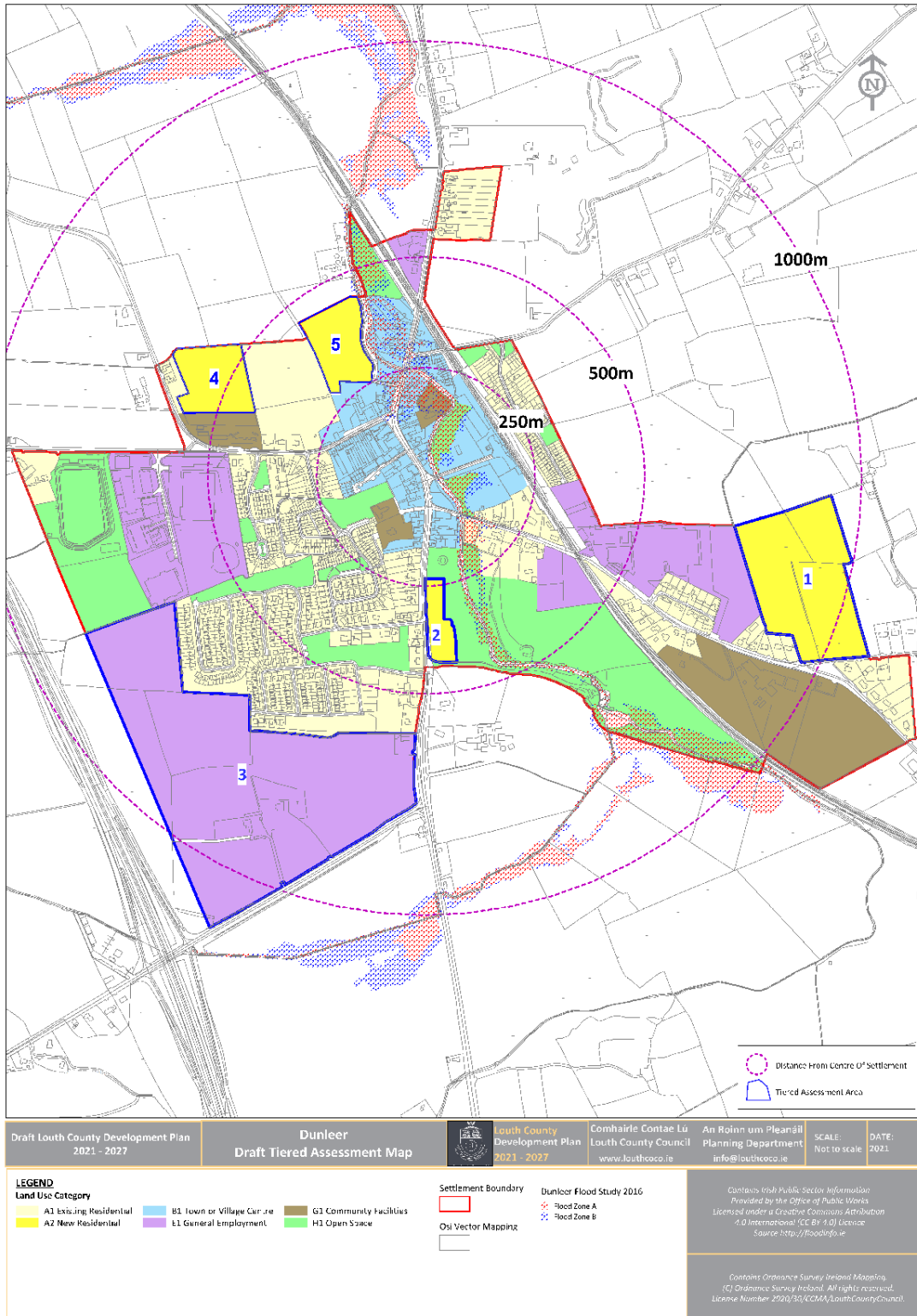
37	Potential footpaths and cycleway upgrades, construction of the remaining link to the Southern Link Road	Blackrock WWTW was upgraded in 2020 and has additional capacity to facilitate a portion of these lands in the short term. The full development of these lands is dependent on the completion of the LNRP Capital Project currently being progressed by Irish Water. Watermains upgrade proposed as part of LNRP Capital Project. Network assessment required depending on scale of development
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Settlement - Ardee	
Tiered Assessment Analysis	
Land Use	Inst
Infrastructure Type	Site 11
Roads	🟡
Footpath	🟡
Public Lighting	🟡
Water	🟡
Wastewater	🟡
Tier 1 or Tier 2	🟡
Land Use Evaluation	
Proximity to Town Centre	1
Contribute to consolidated/compact growth	2
Proximity to shops and services	1
Proximity to schools	2
Infill/Backland	3
Availability to public transport	2
Flooding	1
Total	12



Settlement - Ardee		
Site	Potential infrastructure investment required to facilitate the development of the lands	
	Roads	Water Services
11	Ash Walk roadway c250m (section 1, not to be built by the school project) Ash walk roadway section 2 section if not built by school c.150m Ash walk upgrade works (Contribution) say lands that may benefit from the Ash Walk Project HSE 1/2, project is approx 2.5m New footpath N52 New lighting on L1233 New cycleway fair green	Headroom available. However, as an Amber site (meets UWWT but not WWDL) development would have to demonstrate no adverse effects would result from its construction. Distance to nearest suitable sewer could be costly (gradient dependent). No IW WW network projects here, would have to be developer driven. Watermain near to the site.

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



Settlement - Dunleer		
Site	Potential infrastructure investment required to facilitate the development of the lands	
	Roads	Water Services
4	Contribute towards new cycling network into the town Contributions towards new Junction arrangement at the main street and Ardee rd. Similarly new junction arrangement for Ardee Rd and L2250	Headroom available. However, as an Amber site (meets UWWT but not 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 WTW 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 dia watermain on adjacent road west of site. May need to be upgraded depending on scale of development
5	Contribute towards new cycling network into the town Contributions towards new Junction arrangement at the main street and Ardee rd. Similarly new junction arrangement for Ardee Rd and L2250	Headroom available. However, as an Amber site (meets UWWT but not 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 WTW 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 dia watermain on adjacent road west of site. May need to be upgraded depending on scale of development