

Comhairle Contae Lú
Louth County Council

Louth County Development Plan 2021-2027

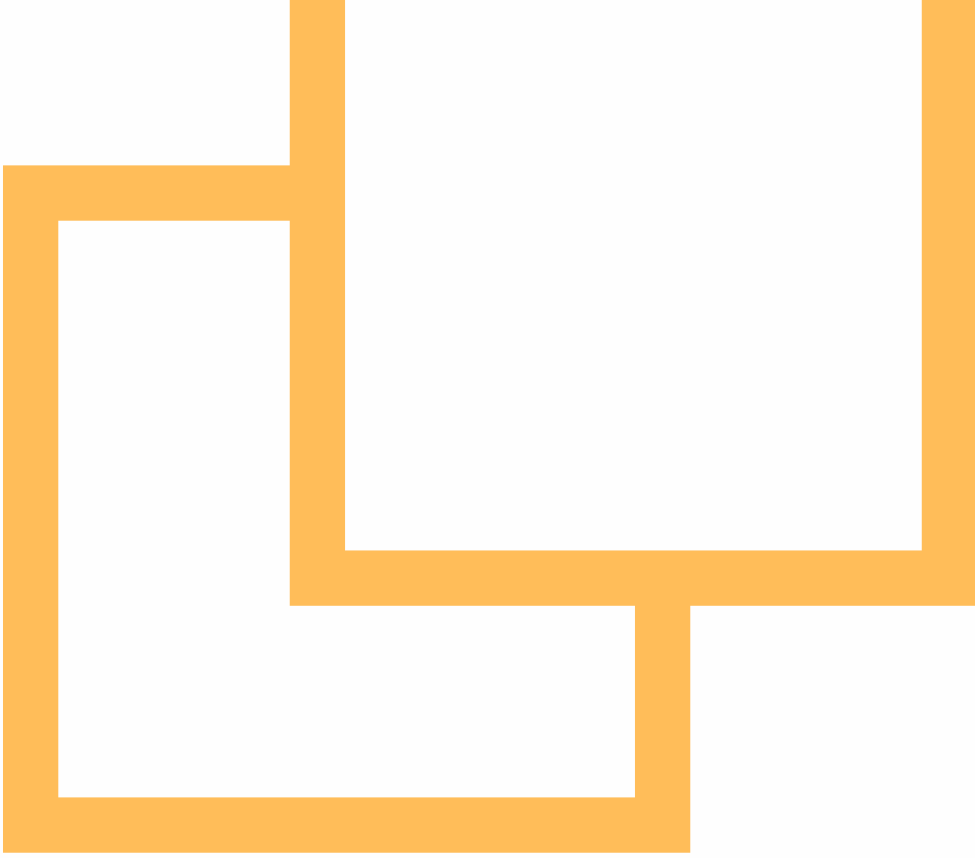


Volume 3 Appendices

This consolidated version includes amendments associated with Variation No. 1 and No.3

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LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 1

Development Plan Mandatory Requirements

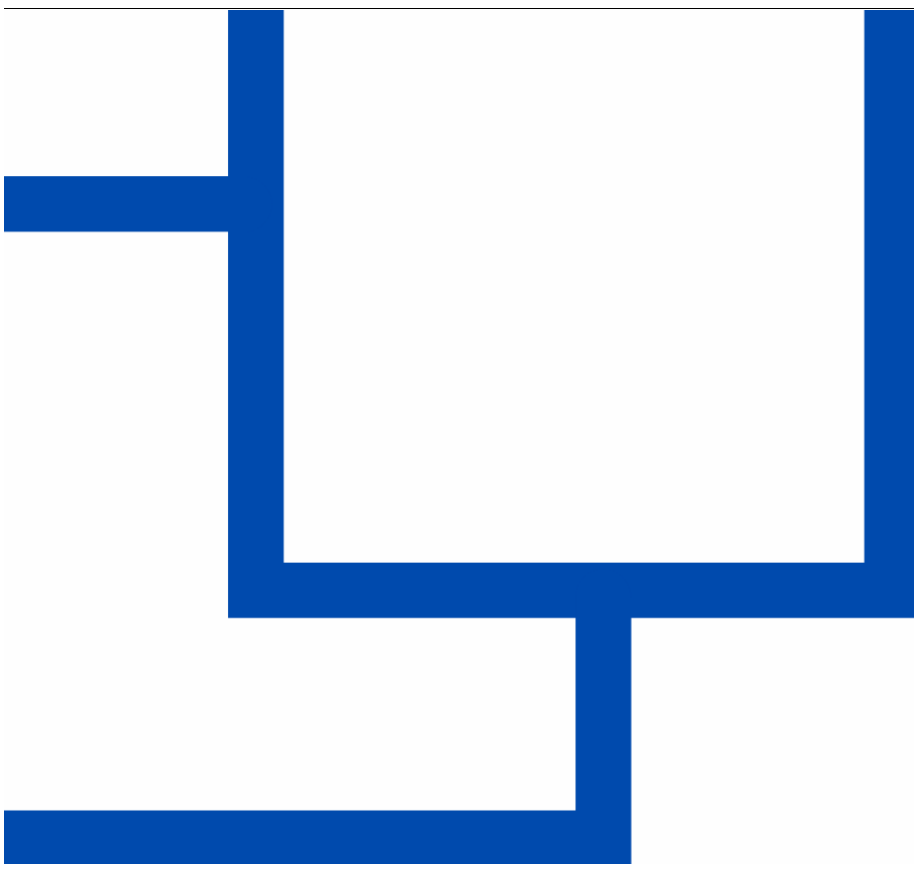
Section 10 (2) of the Planning and Development Act, 2000 (as amended) includes a number of objectives which are to be included within a development plan. The list below is a summary of the required items contained in the legislation:

- a) The zoning of land.
- b) The provision of infrastructure, including:
 - (i) transport, energy, communication facilities;
 - (ii) water supplies and wastewater services;
 - (iii) waste recovery and disposal facilities;
 - (iv) any ancillary facilities/ services.
- c) The conservation and protection of the environment, in particular, archaeological and natural heritage and the conservation/ protection of European sites.
 - (ca) The management of features of the landscape pursuant to Article 10 of the Habitats Directive;
 - (cb) The promotion of compliance with environmental standards and objectives established
 - (i) for surface water;
 - (ii) for groundwater.
- d) The integration of the planning and sustainable development of the area with the social, community and cultural requirements of the area and its population;
- e) The preservation of the character of the landscape including the preservation of views and prospects and the amenities of places and features of natural beauty or interest;
- f) The protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest;
- g) The preservation of the character of architectural conservation areas (ACAs);
- h) The development and renewal of areas in need of regeneration to prevent:
 - (i) adverse effects on existing amenities as a result of ruinous or neglected conditions of any land;
 - (ii) urban blight and decay;
 - (iii) anti-social behaviour; or
 - (iv) shortage of habitable houses or land suitable for residential use or mixture of residential and other uses.

Appendix 1
Development Management Mandatory Requirements

- i) The provision of accommodation for travellers and use of areas for that purpose;
- j) The preservation, improvement and extension of amenities and recreational amenities;
- k) The control of establishments under the EU Major Accidents Directive:
 - (i) Siting of new establishments;
 - (ii) Modification of existing establishments;
 - (iii) Development in the vicinity of such establishments for reducing risk, or limiting consequences of a major accident.
- l) The provision of services for the community including, schools, crèches and other education and childcare facilities;
- m) The protection of the linguistic and cultural heritage of any Gaeltacht within the area;
- n) The promotion of sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to:
 - (i) reduce energy demand;
 - (ii) reduce greenhouse gas emissions; and
 - (iii) address adaptation to climate change;having regard to location, layout and design of new development.
- o) The preservation of public rights of way which shall be identified on at least one map and listed within the Plan;
- p) To provide a framework for the identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention 2000.

Please Note: the above list provides summary information only and does not purport to be a legal interpretation. For full details, please refer to Section 10 and the first schedule of the Planning and Development Act, 2000 (as amended).



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?
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.

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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: <table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td style="background-color: #4CAF50; width: 20px; height: 15px;"></td><td style="padding: 2px;">1</td></tr> <tr><td style="background-color: #8BC34A; width: 20px; height: 15px;"></td><td style="padding: 2px;">2</td></tr> <tr><td style="background-color: #FFC107; width: 20px; height: 15px;"></td><td style="padding: 2px;">3</td></tr> <tr><td style="background-color: #FF9800; width: 20px; height: 15px;"></td><td style="padding: 2px;">4</td></tr> <tr><td style="background-color: #F44336; width: 20px; height: 15px;"></td><td style="padding: 2px;">5</td></tr> </table>		1		2		3		4		5
	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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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.

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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	<p>New footpaths along the perimeter (within site boundary), upgrade footpaths / cycleway on the R168.</p> <p>Junction upgrade at Trinity Street and Cement Road</p>	<p>There is a sewer at both the northwest corner and southwest corner of the site.</p> <p>Assessment required depending on scale of development.</p> <p>Watermain is adjacent to the site.</p> <p>Network assessment required depending on scale of development</p>
Site 7	<p>New footpaths along the perimeter (within site boundary), upgrade footpaths / cycleway on the R168.</p> <p>Junction upgrade at Trinity Street and Cement Road</p>	<p>The nearest sewer is located at the southeast corner of the site.</p> <p>Assessment required depending on scale of development.</p> <p>Watermain is adjacent to the site. Supply subject to scale of development.</p> <p>Network assessment required depending on scale of development</p>
Site 8	<p>Footpath upgrades</p> <p>PANCR to be constructed</p> <p>Provision to be made for potential River crossing as per Dev Plan</p>	<p>The nearest sewer is located at entrance to Premier Periclase at the south of site.</p> <p>Assessment required depending on scale of development.</p> <p>Watermain is located on Termonfeckin Road to North of the site and on Baltray Road to the south.</p> <p>Supply and network subject to scale of development</p>
Site 9	<p>May require the PANCR to fully see its potential</p> <p>Developments to be flood resilient</p> <p>Must take account of the CFRAM works</p> <p>Mixture of footpath and cycleway upgrades and new works</p> <p>Potential for further link across the River Boyne, either cycle/ pedestrian or vehicular</p>	<p>The foul sewer network is adjacent to the site.</p> <p>Assessment required depending on scale of development.</p> <p>Watermain is located adjacent to the site.</p> <p>Water supply subject to scale of development.</p> <p>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</p>

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

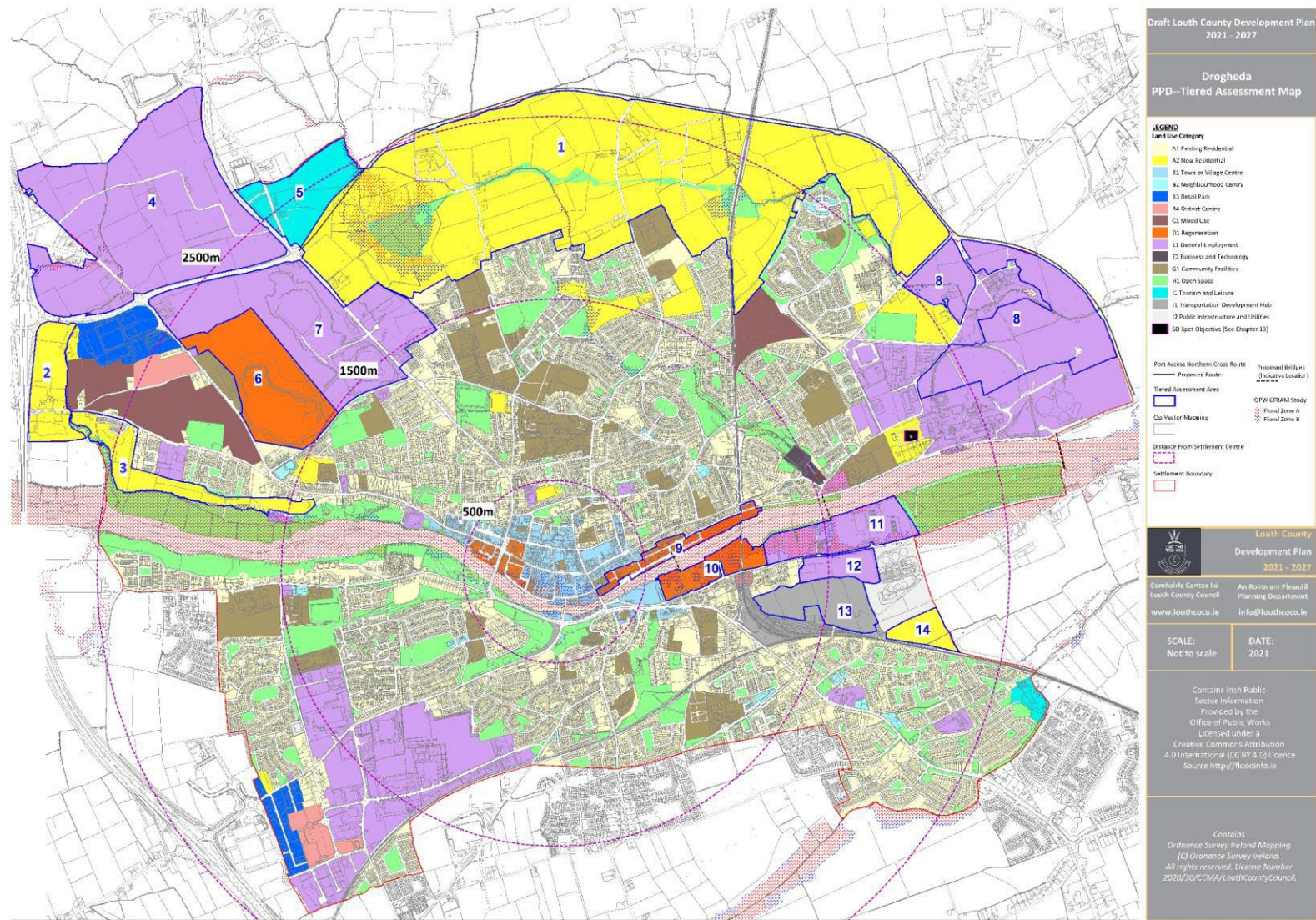
Settlement – Drogheda		
Site	Potential Infrastructure investment required to facilitate the development of the lands	
	Roads	Water Services
Site 10	<p>May require the PANCR to fully see its potential</p> <p>Developments to be flood resilient</p> <p>Must take account of the CFRAM works</p> <p>Mixture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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Map 1 – Drogheda Tiered Assessment Map



Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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	

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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 Lisdoon 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.

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Settlement - Dundalk		
Site	Potential Infrastructure investment required to facilitate the development of the lands	
	Roads	Water Services
	<p>route from Coulter Place to R215</p> <p>Traffic calming along the R177 from speed limit back to town</p>	
Site 7	<p>Upgrade to Lisdoon junction</p> <p>Construction of the R177 (Armagh Road) to R215 (Old Newry Road) Link Road c.1.5km in length</p> <p>Potential new M1 interchange on the Armagh Road</p> <p>New footpath and cycleway to speed limit (660m).</p> <p>Additional footpath for 840m</p> <p>Construction of cycleway / walking route from Coulter Place to R215</p> <p>Traffic calming along the R177 from speed limit back into town</p>	<p>Water and wastewater issues which could be addressed but at considerable cost and timescale.</p>
Site 8	<p>Upgrade to Lisdoon junction</p> <p>Construction of the R177 (Armagh Road) to R215 (Old Newry Road) Link road c.1.5km in length required</p> <p>Potential new M1 interchange on the Armagh Road</p> <p>New footpath and cycleway to speed limit c.660m in length</p> <p>Additional footpath for 840m</p> <p>Construction of cycleway / walking route from Coulter Place to R215</p> <p>Traffic calming along the R177 from speed limit back into town</p>	<p>Issues with both water and wastewater, may be outside timescale of CDP. Nearest sewer c.300m.</p>
Site 9	<p>Construction of the Mount Avenue Road upgrade.</p> <p>Footpath and cycleway along the R934 (old N53)</p>	<p>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.</p>

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Settlement - Dundalk		
Site	Potential Infrastructure investment required to facilitate the development of the lands	
	Roads	Water Services
	<p>Road</p> <p>Or section of road from Old Golf Links Road to Marlbog road to be completed</p> <p>Upgrade of cycleway to Xerox site and Xerox junctions (segregated)</p>	<p>solutions.</p>
Site 19	<p>New pedestrian and cycleway crossings both at the roundabout and desire lines on the R132 depending on their development</p>	<p>New sewerage infrastructure including consideration of a pumping station is required.</p> <p>IW are currently progressing the Dundalk Drainage Area Plan (DAP) to assess all sewerage networks and determine the necessary improvements to facilitate development.</p> <p>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</p>
Site 20	<p>Pedestrian crossing</p>	<p>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.</p> <p>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</p>
Site 21	<p>Footpath for 430m</p> <p>Construction of cycleway / walking route from Coulter Place to R132</p> <p>Lisdoo junction upgrade</p>	<p>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.</p> <p>Water - constraint in network capacity to north side of Dundalk. Network assessment</p>

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Settlement - Dundalk		
Site	Potential Infrastructure investment required to facilitate the development of the lands	
	Roads	Water Services
Site 26	<p>Upgrade section of Mount Avenue to increase road widths and cycleway / footpath and lights Upgrade Junction</p> <p>Pedestrian Crossing</p> <p>Upgrade footpath</p>	<p>Services available subject to scale of development, may require upgrade.</p>
Site 27	<p>Mount Avenue road upgrade and lands</p> <p>Footpath and cycleway along N53 and land</p> <p>Light sequencing upgrade N53</p> <p>Link road c.900m in length to tie in with 'Future Link Road' as detailed on the zoning map and land cost</p> <p>Painted cycleway and crossing</p>	<p>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.</p> <p>Watermain available but it is of small diameter and may require upgrade. Subject to scale of development</p>
Site 28	<p>Pedestrian Crossing</p> <p>Upgrade footways and cycleway</p> <p>New link to Tesco</p>	<p>Services available subject to scale of development, may require upgrade (see DAP comments above).</p> <p>New watermain Infrastructure laid in 2017 adjacent to the site.</p>
Site 29	<p>No transport infrastructure investment or upgrade identified</p>	<p>Services available subject to scale of development, may require upgrade</p>
Site 30	<p>Upgrades to existing footpaths/new cycleway (painted) and public lighting</p>	<p>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.</p> <p>Watermain could need upgrade.</p>
Site 31	<p>Depending on site access, Rock Road upgrades, Old Golf Links Road upgrades, Birches Lane upgrades, contributions towards cycleway networks</p>	<p>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.</p> <p>Subject to scale of development, watermain could need upgrade.</p>

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

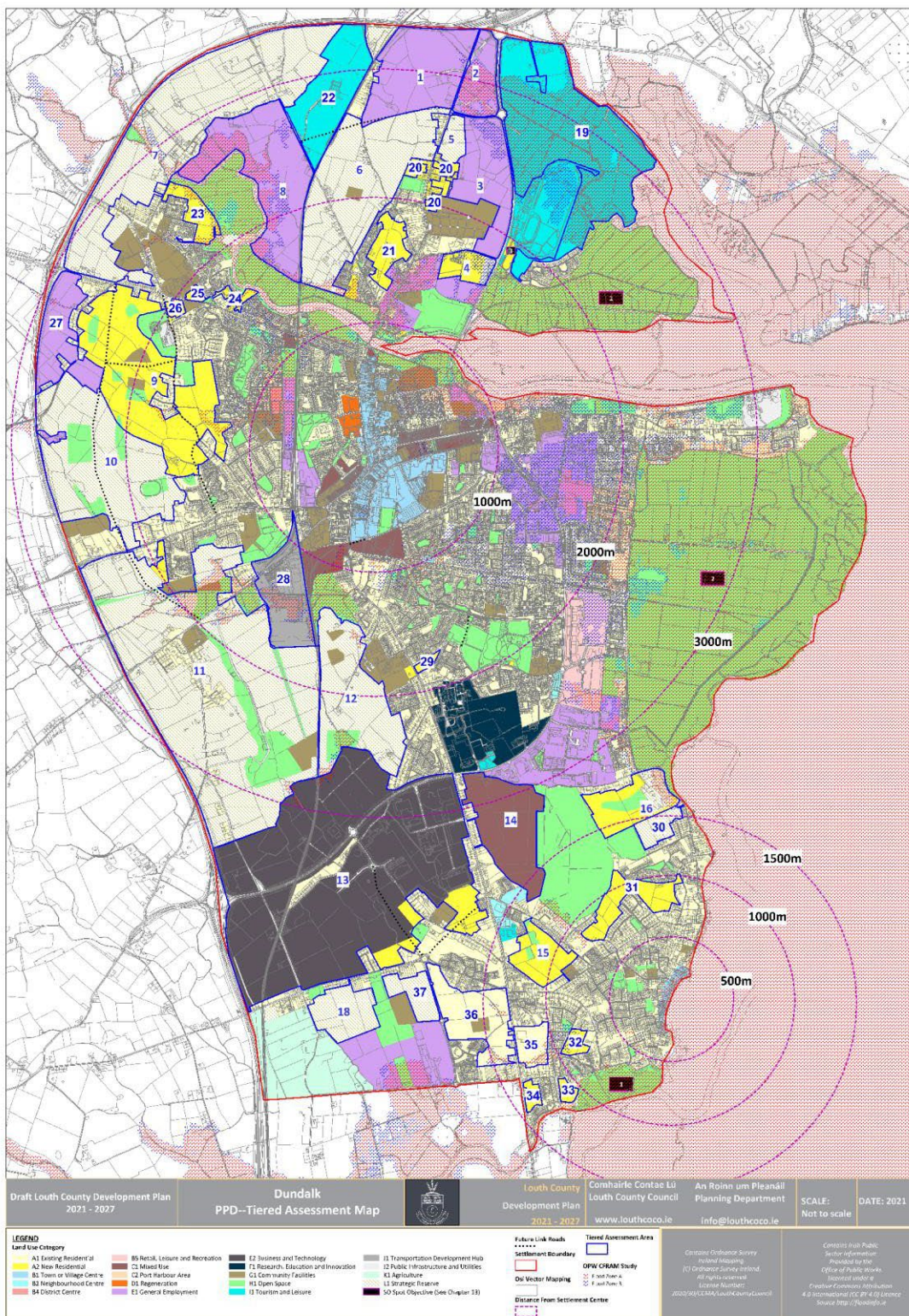
Settlement - Dundalk		
Site	Potential Infrastructure investment required to facilitate the development of the lands	
	Roads	Water Services
Site 32	Depending on the flood mapping & roll out of CFRAMS project	Services available, subject to scale of development. Blackrock WWTW was upgraded in 2020 and has 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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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	<p>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.</p> <p>Watermain upgrade proposed as part of LNRP Capital Project. Network assessment required depending on scale of development</p>

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Map 2 – Dundalk Tiered Assessment Map



2.2 Self-Sustaining Growth Towns

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

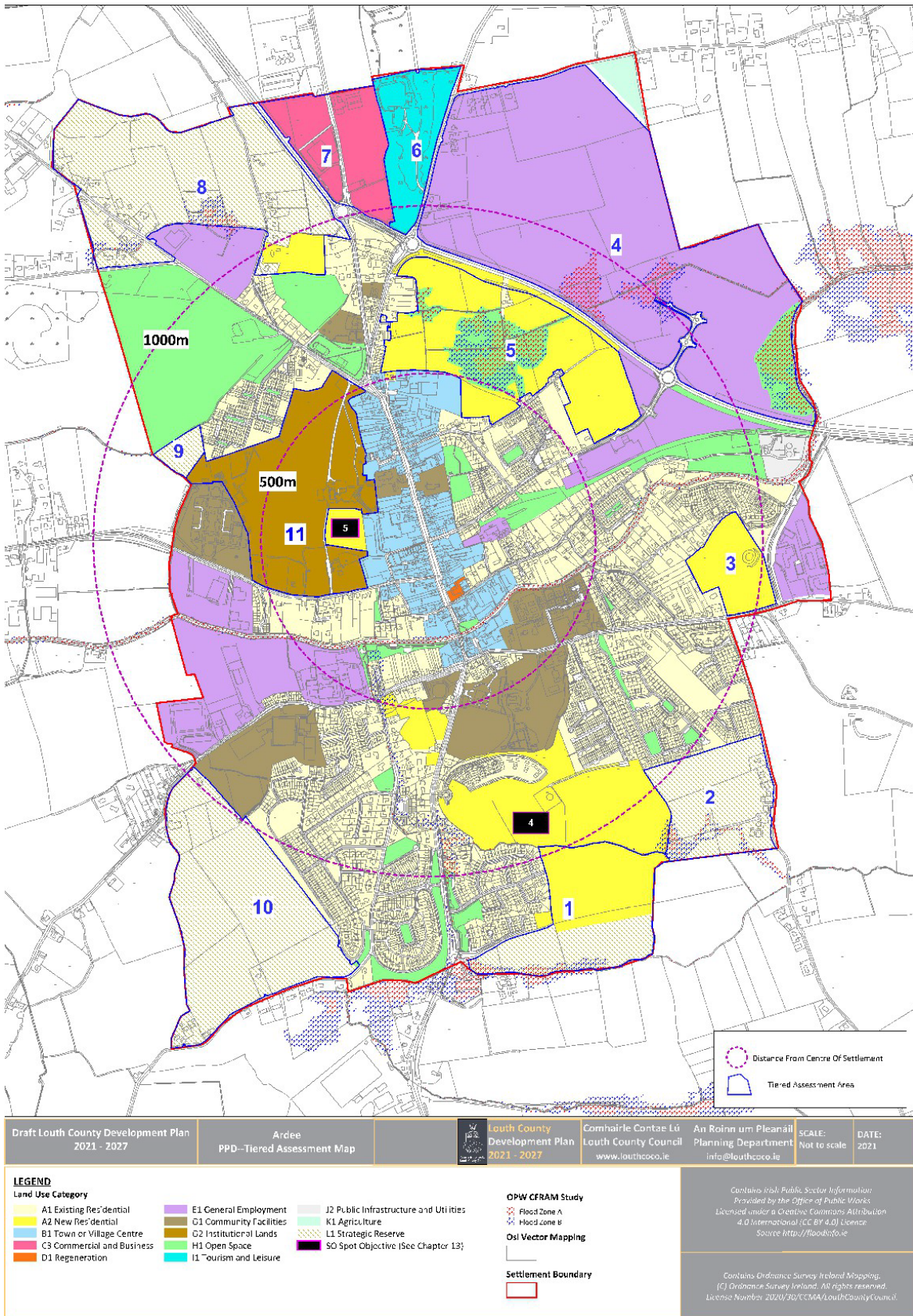
Settlement – Ardee		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	Depending on the scale of development, new road linking the N2 to the Jumping Church Road	C.200m to adjacent housing estate. Capacity would need to be checked. C.500m to 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 for 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 Wastewater Treatment (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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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.

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Map 3 – Ardee Tiered Assessment Map



Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

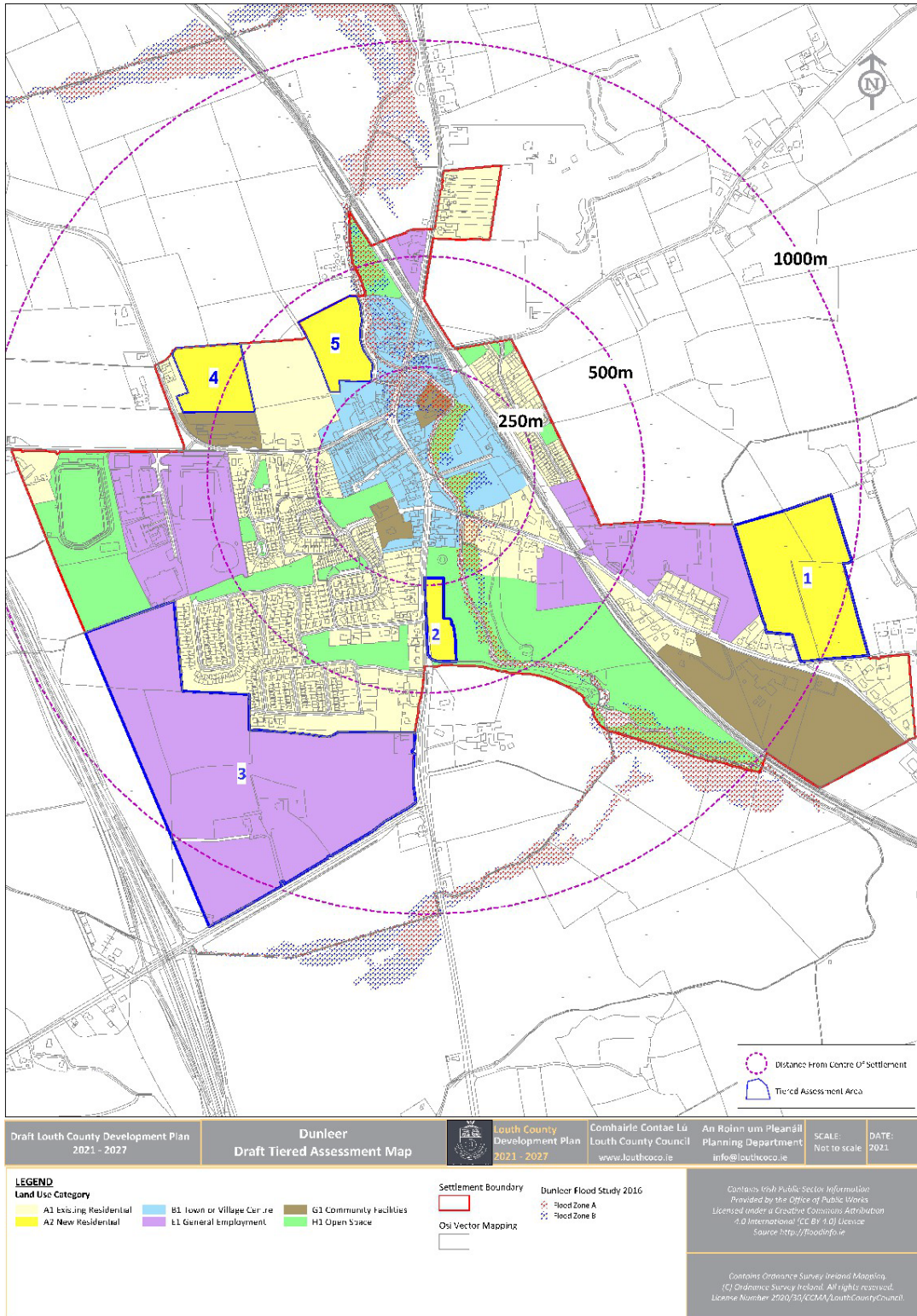
Settlement – Dunleer		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
Site 1	Possible upgrade of existing roundabout	Water Supply the main issue. Connection to a 225mm sewer. Local sewer network capacity check required.
Site 2	Pedestrian crossing	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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Settlement – Dunleer		
Site	Potential infrastructure required to facilitate the development of the lands	
	Roads	Water Services
	<p>arrangement at the main street and Ardee Road.</p> <p>Similarly new junction arrangement for Ardee Road and L2250</p>	<p>adverse effects would result from its construction. Distance to nearest suitable sewer is @200m or slightly shorter if wayleave attained through adjacent lands.</p> <p>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.</p>
Site 5	<p>Contribute towards new cycling network into the town</p> <p>Contributions towards new junction arrangement at the main street and Ardee Road.</p> <p>Similarly new junction arrangement for Ardee Road and L2250</p>	<p>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.</p> <p>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.</p>

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Map 4 - Dunleer Tiered Assessment Map



2.3 Self-Sustaining Towns

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

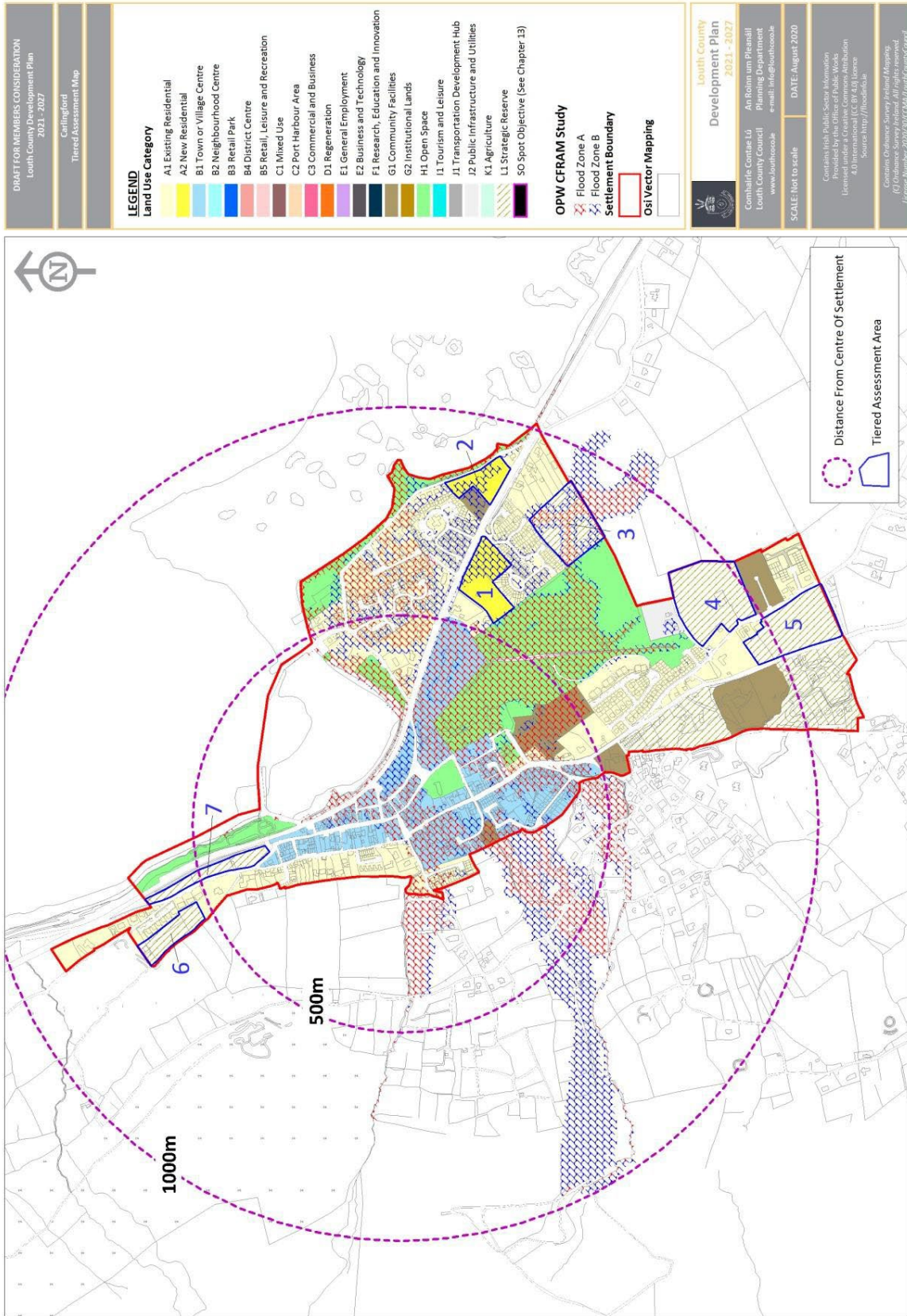
Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Map 5 - Carlingford Tiered Assessment Map



Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

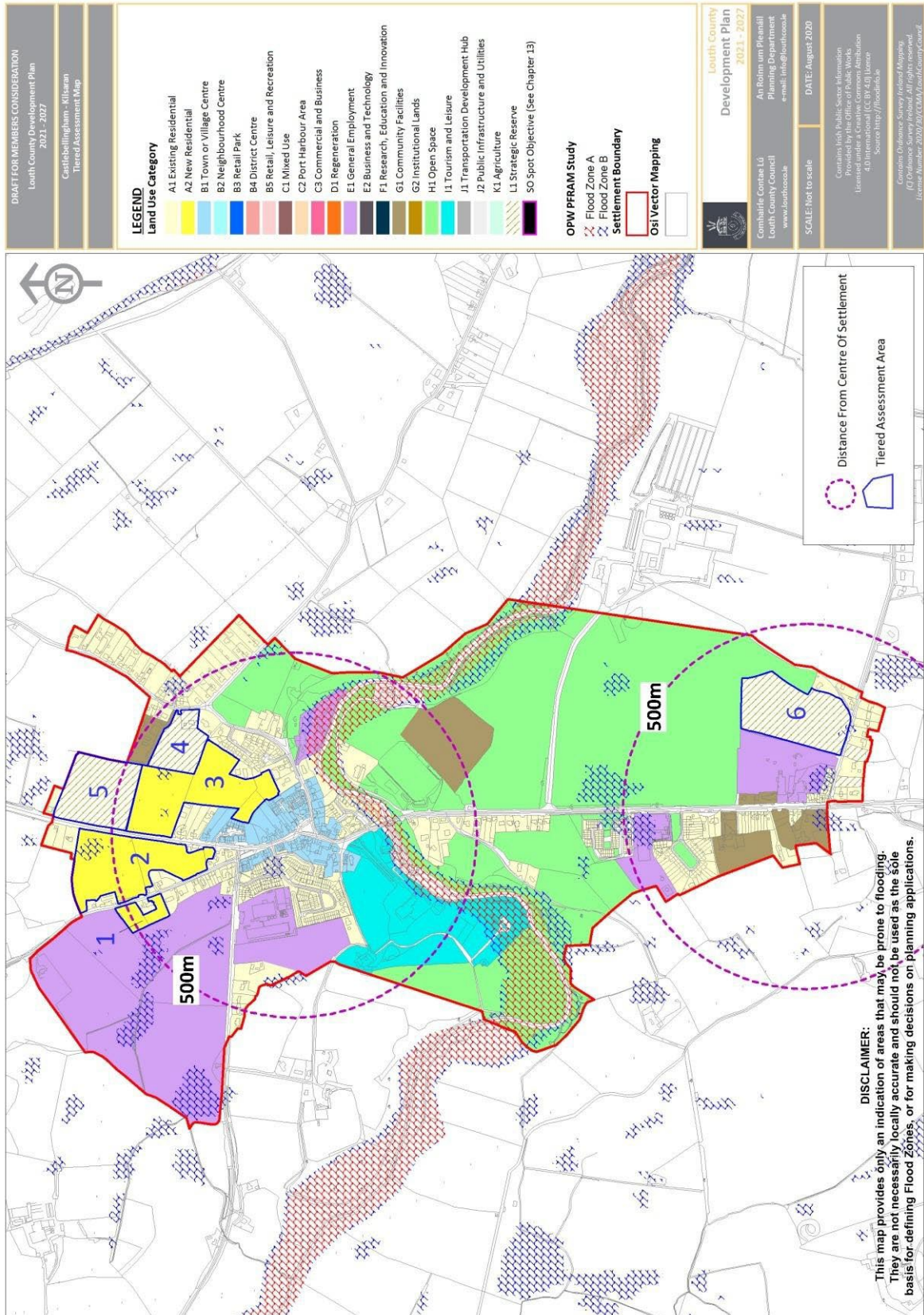
Settlement - Castlebellingham/Kilsaran						
Tiered Assessment Analysis						
Land Use	RES	RES	RES	SR	SR	SR
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6
Roads	●	●	●	●	●	●
Footpath	●	●	●	●	●	●
Public Lighting	●	●	●	●	●	●
Water	●	●	●	●	●	●
Wastewater	●	●	●	●	●	●
Tier 1 or Tier 2	●	●	●	●	●	●
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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Map 6 - Castlebellingham/Kilsaran Tiered Assessment Map

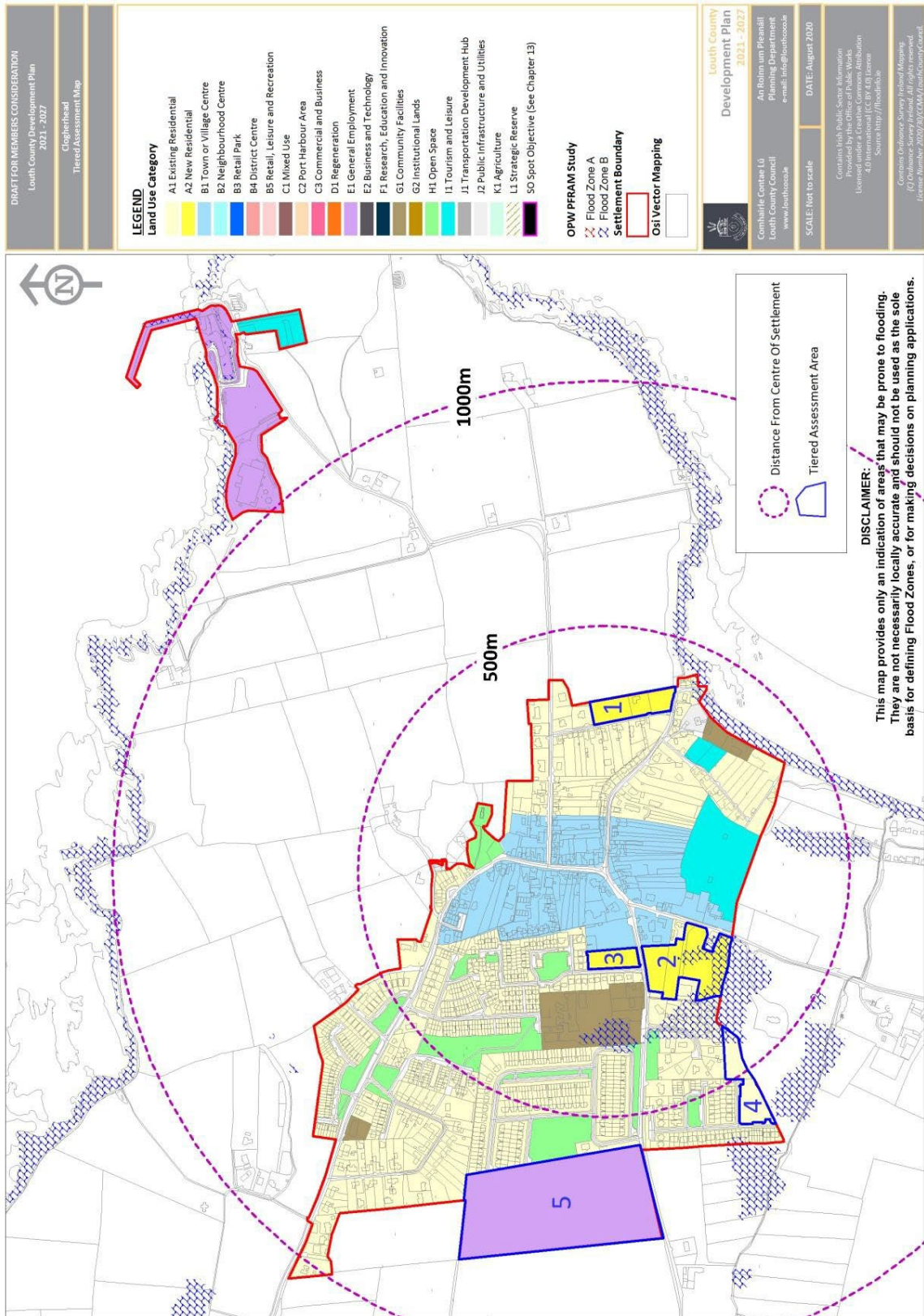


Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

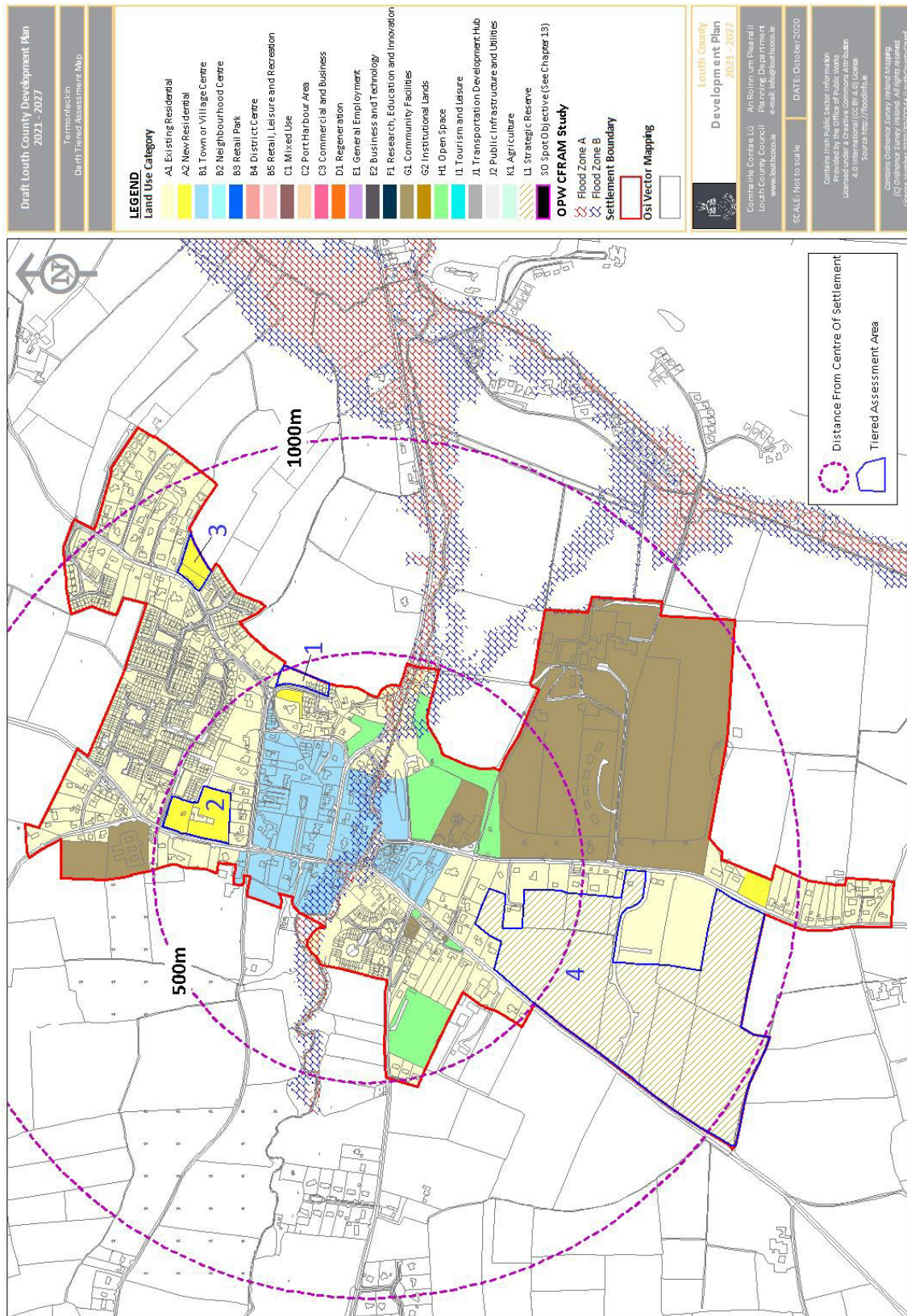


Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

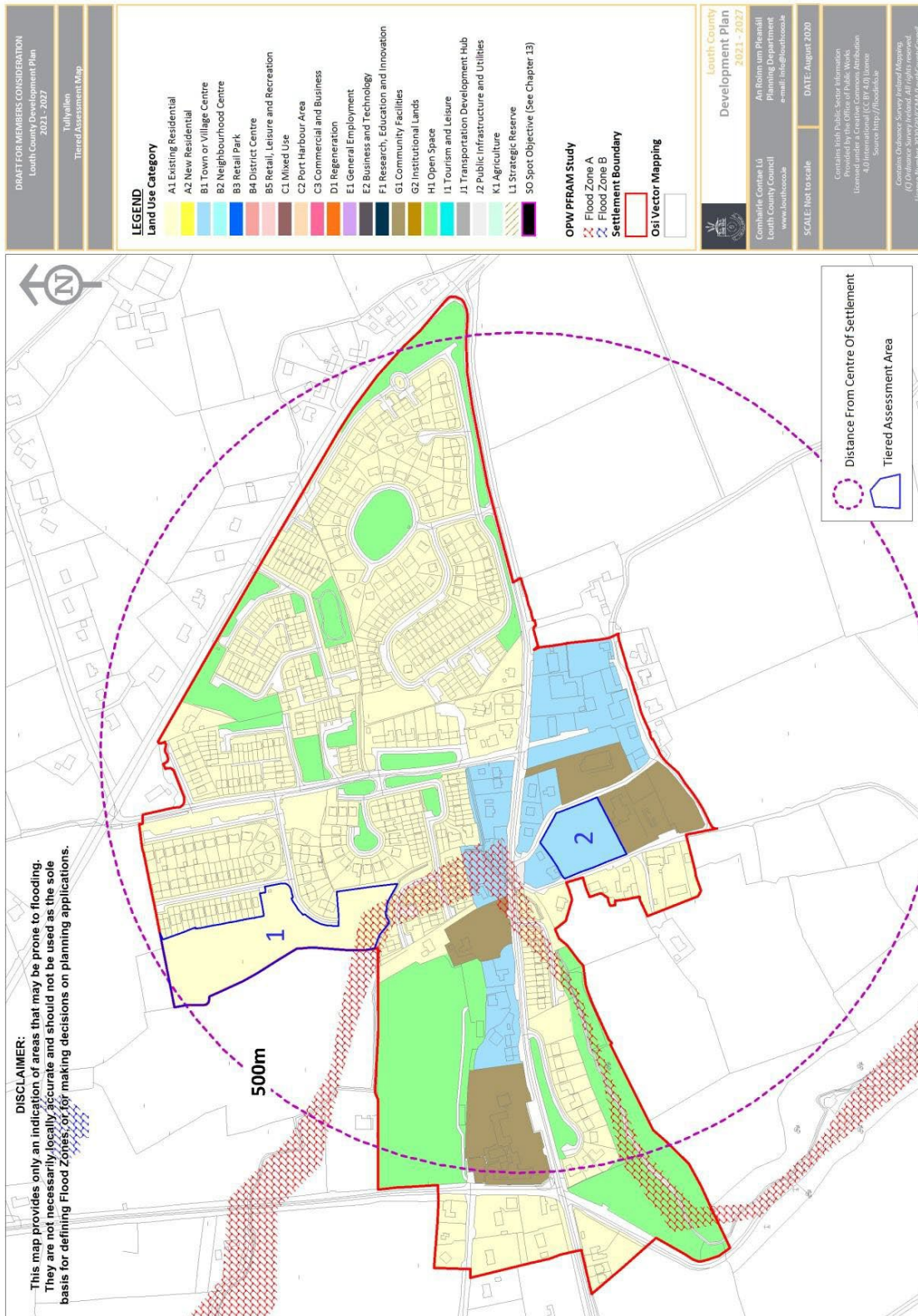


Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

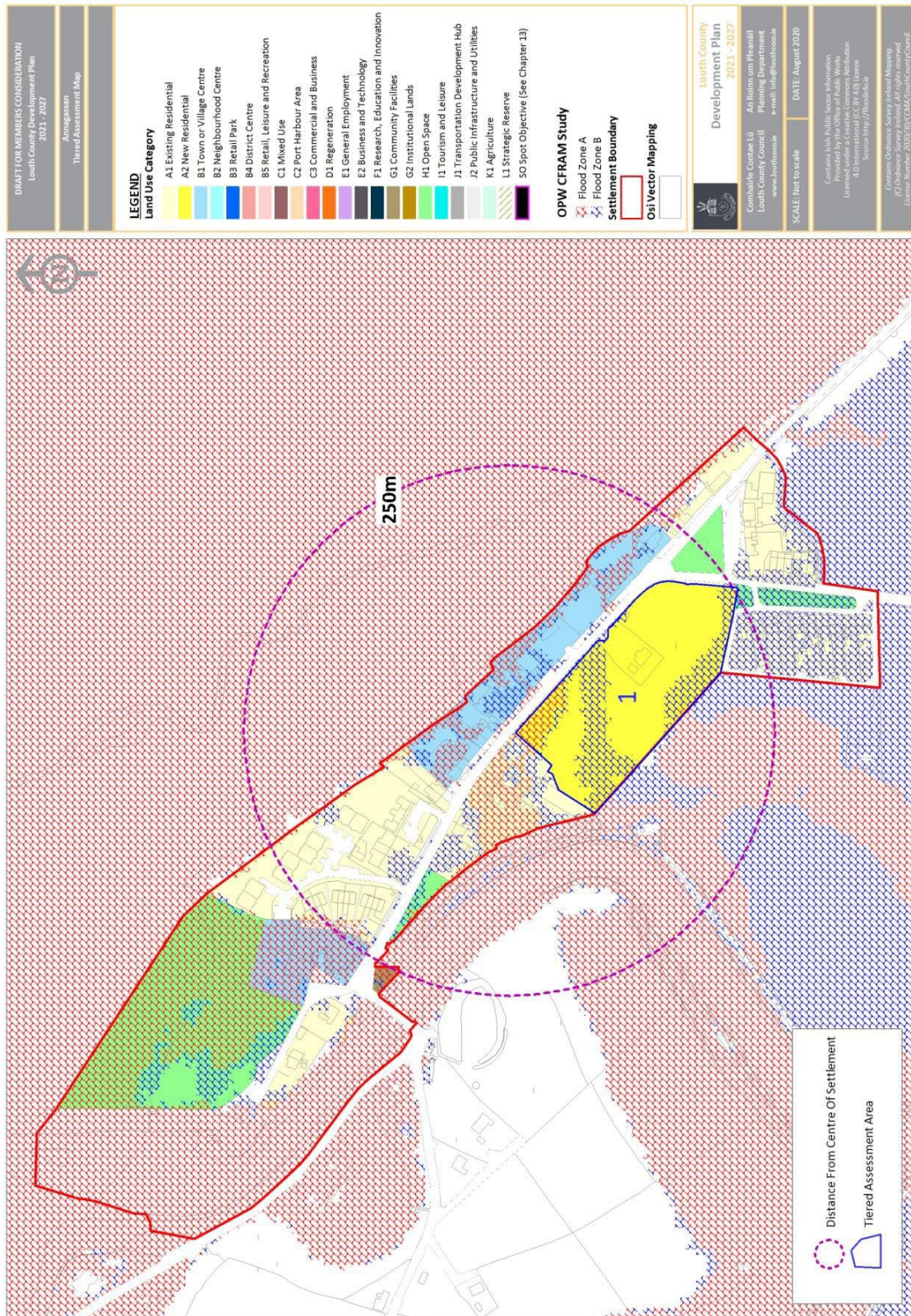
Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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.

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

Map 10 - Annagassan Tiered Assessment Map



Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

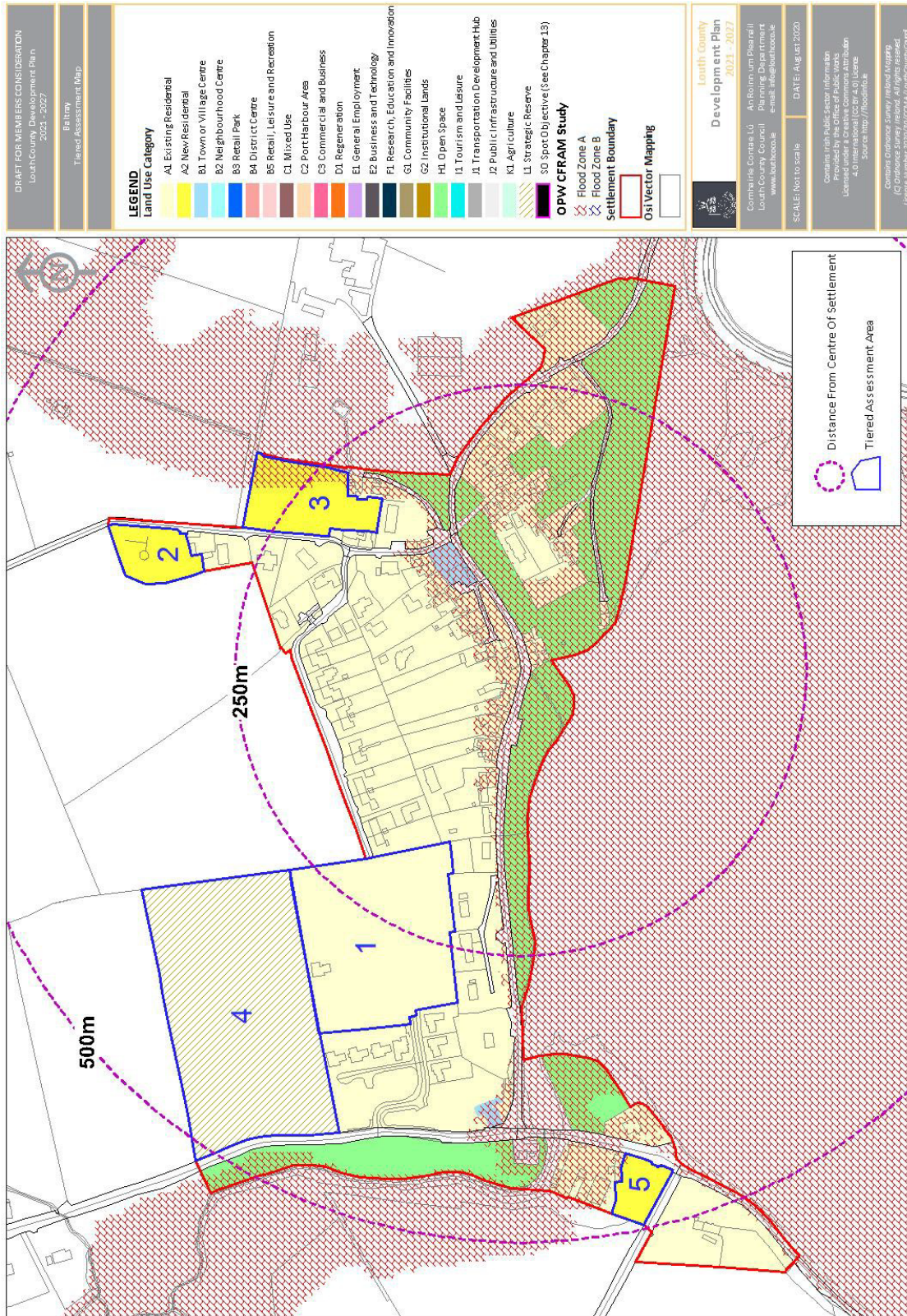
Settlement - Baltray					
Tiered Assessment Analysis					
Land Use	RES	RES	RES	SR	RES
Infrastructure Type	Site 1	Site 2	Site 3	Site 4	Site 5
Roads					
Footpath					
Public Lighting					
Water					
Wastewater					
Tier 1 or Tier 2					
Land Use Evaluation					
Proximity to Town Centre	1	1	1	1	2
Contribute 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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

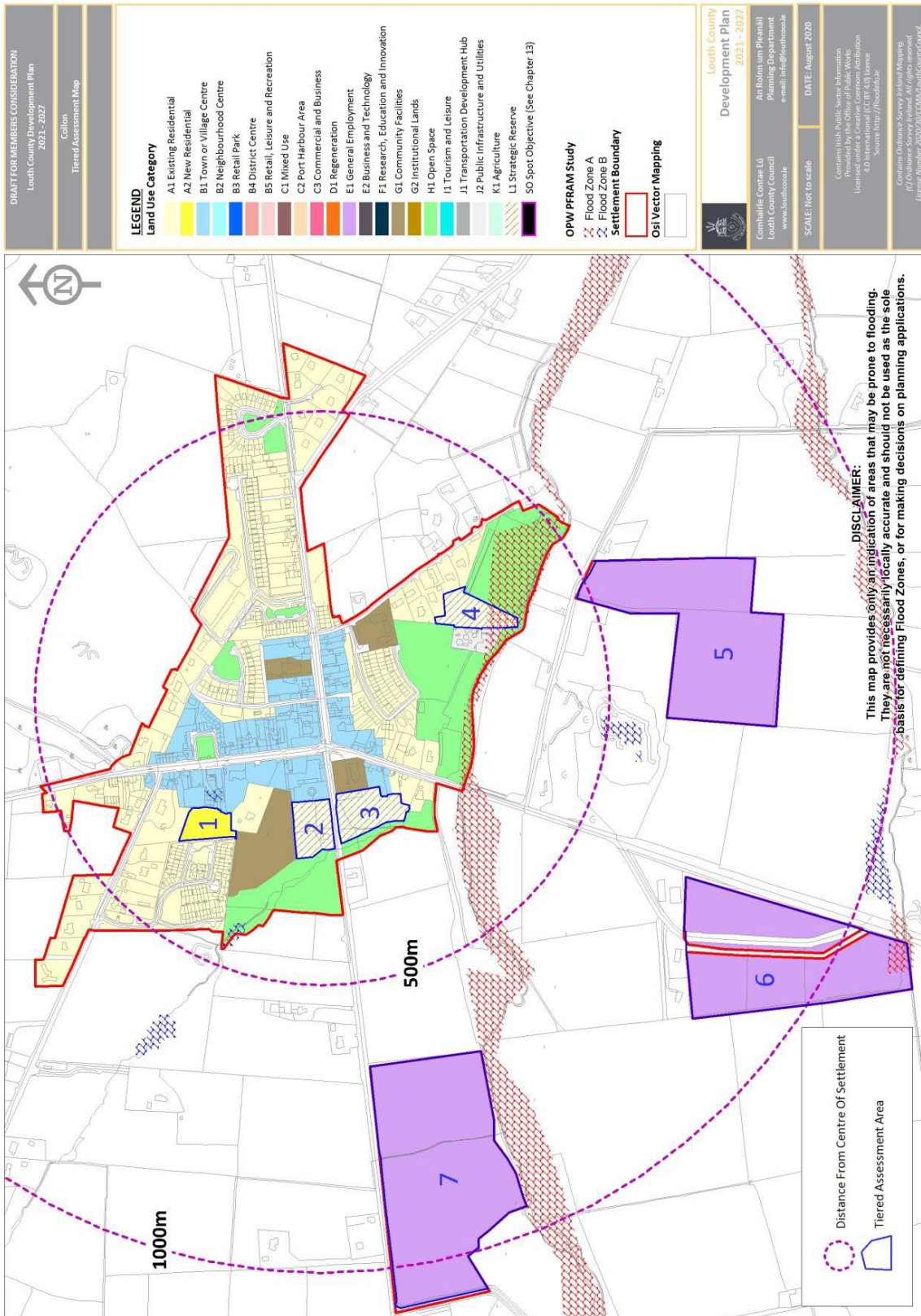


Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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



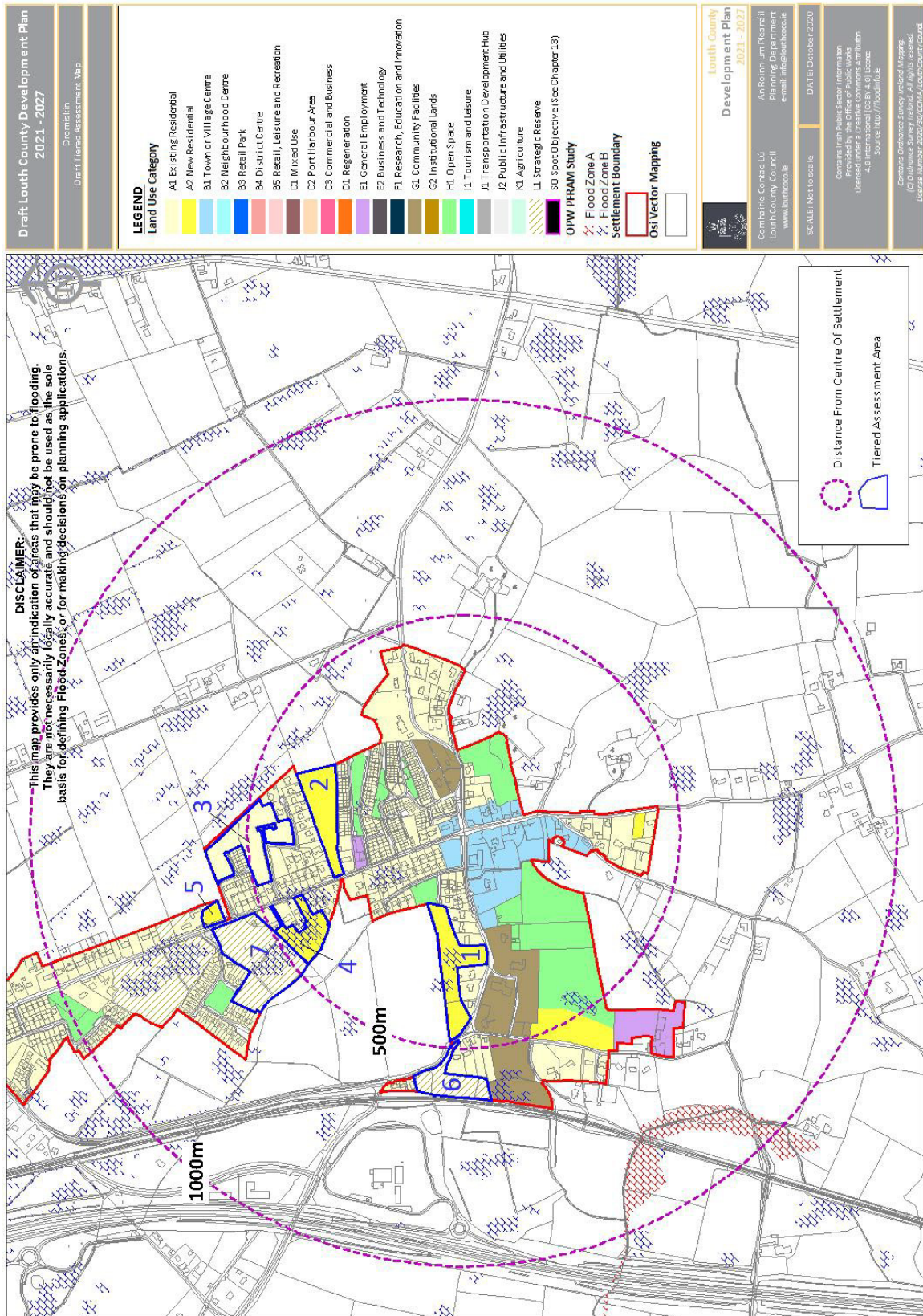
Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

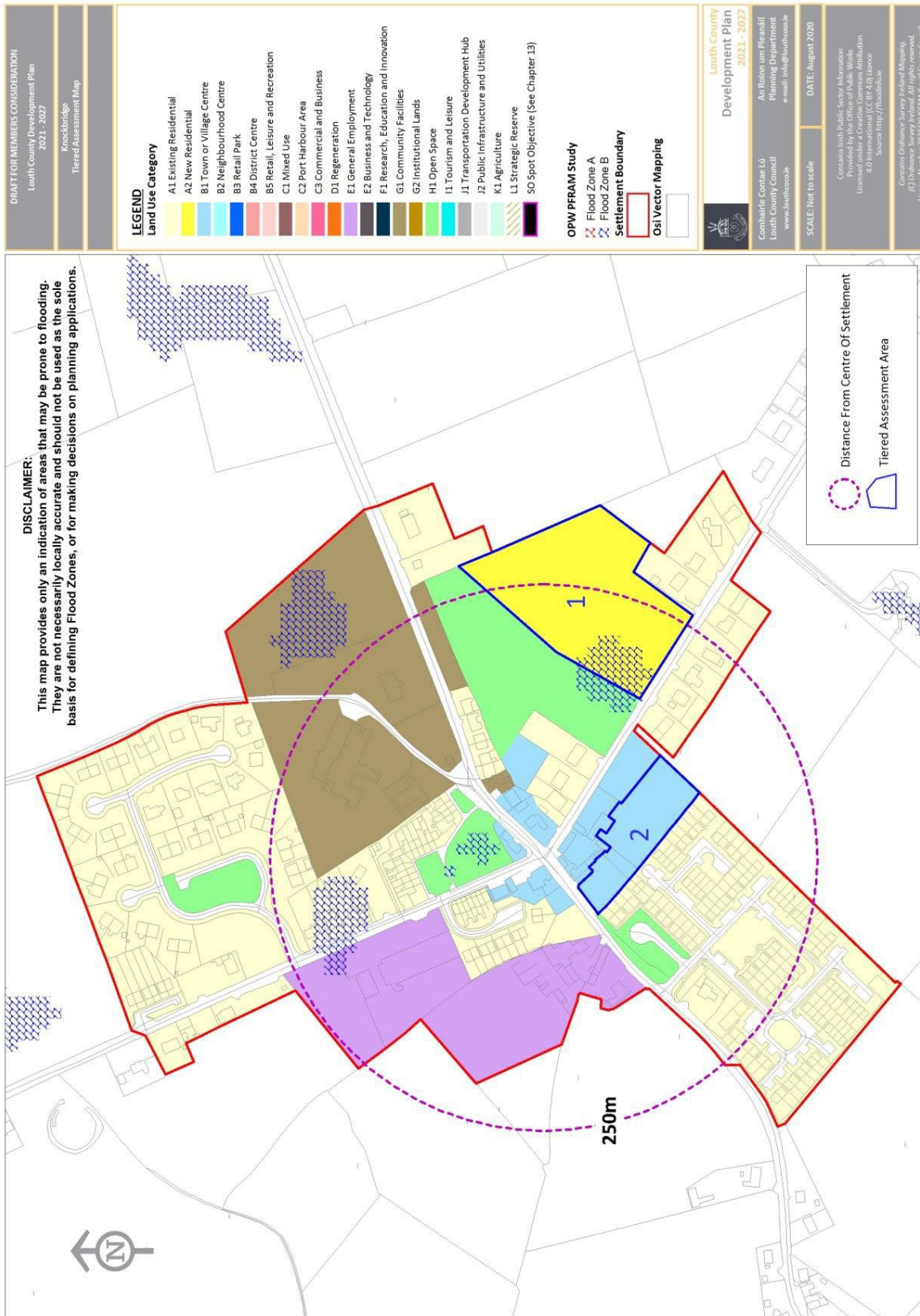


Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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	Distance to sewer c.200m. Elevated site, will probably need a pumping station
	Traffic calming	
Site 2	None identified	None identified

Map 14 - Knockbridge Tiered Assessment Map



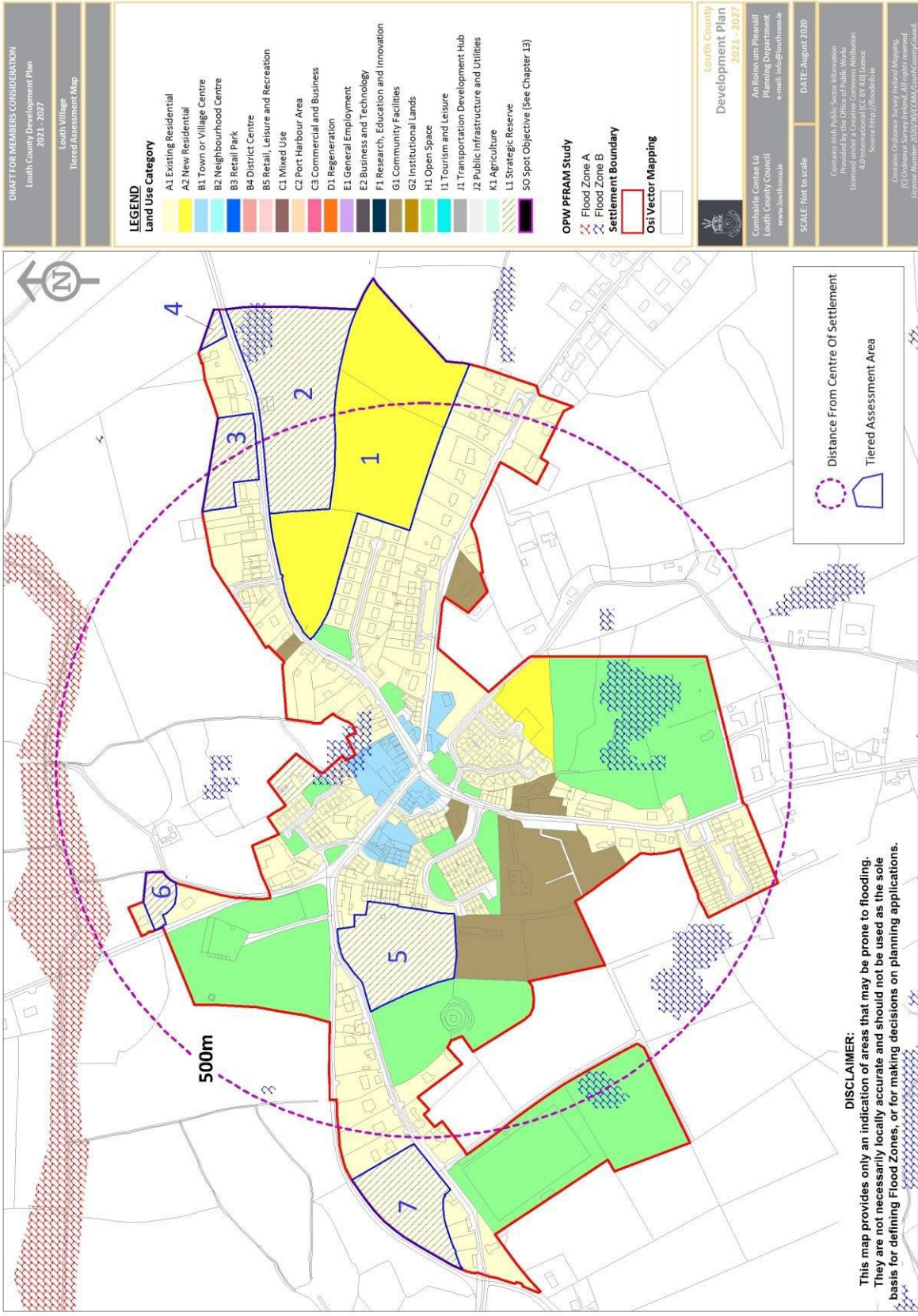
Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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



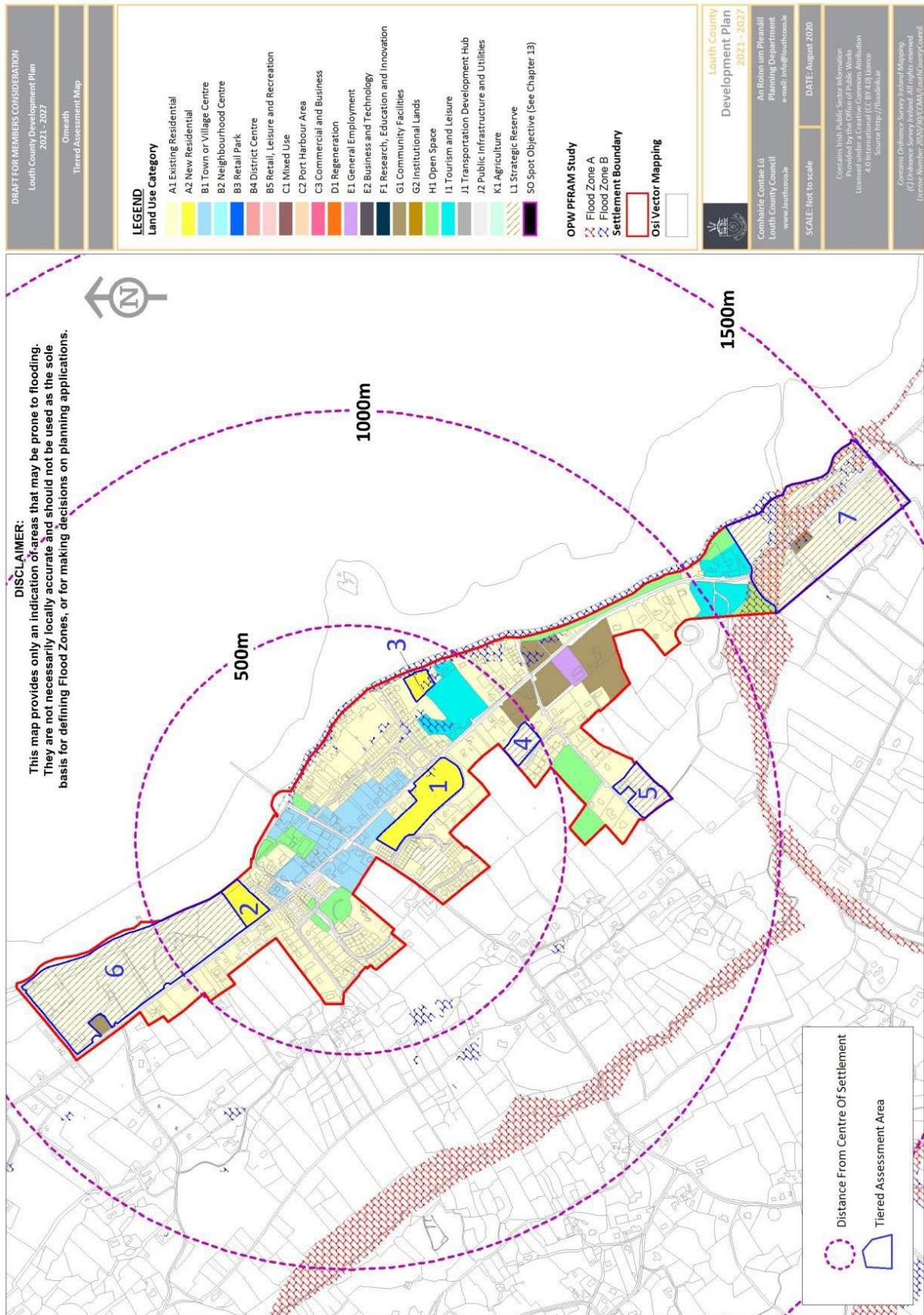
Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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 - Omeeah Tiered Assessment Map



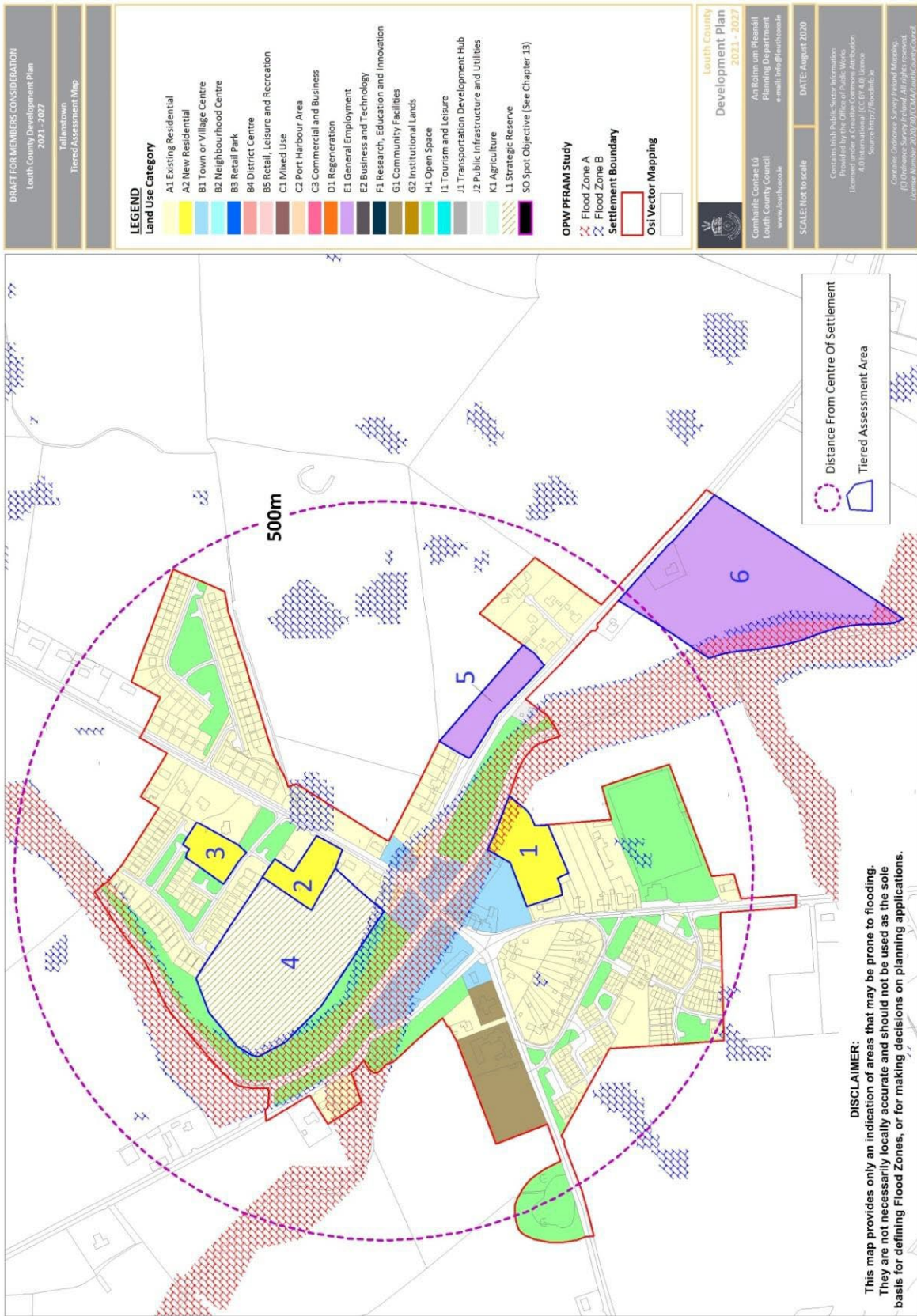
Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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

Appendix 2
Infrastructure Assessment Land Use Evaluation (IALUE)

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 Analysis	
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: <table border="1" style="display: inline-table; vertical-align: middle;"> <tr> <td style="width: 20px; height: 20px; background-color: #2e8b57;"></td> <td style="text-align: center;">1</td> </tr> <tr> <td style="width: 20px; height: 20px; background-color: #8c9e40;"></td> <td style="text-align: center;">2</td> </tr> <tr> <td style="width: 20px; height: 20px; background-color: #f4a460;"></td> <td style="text-align: center;">3</td> </tr> <tr> <td style="width: 20px; height: 20px; background-color: #e67e22;"></td> <td style="text-align: center;">4</td> </tr> <tr> <td style="width: 20px; height: 20px; background-color: #c0392b;"></td> <td style="text-align: center;">5</td> </tr> </table>		1		2		3		4		5
	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

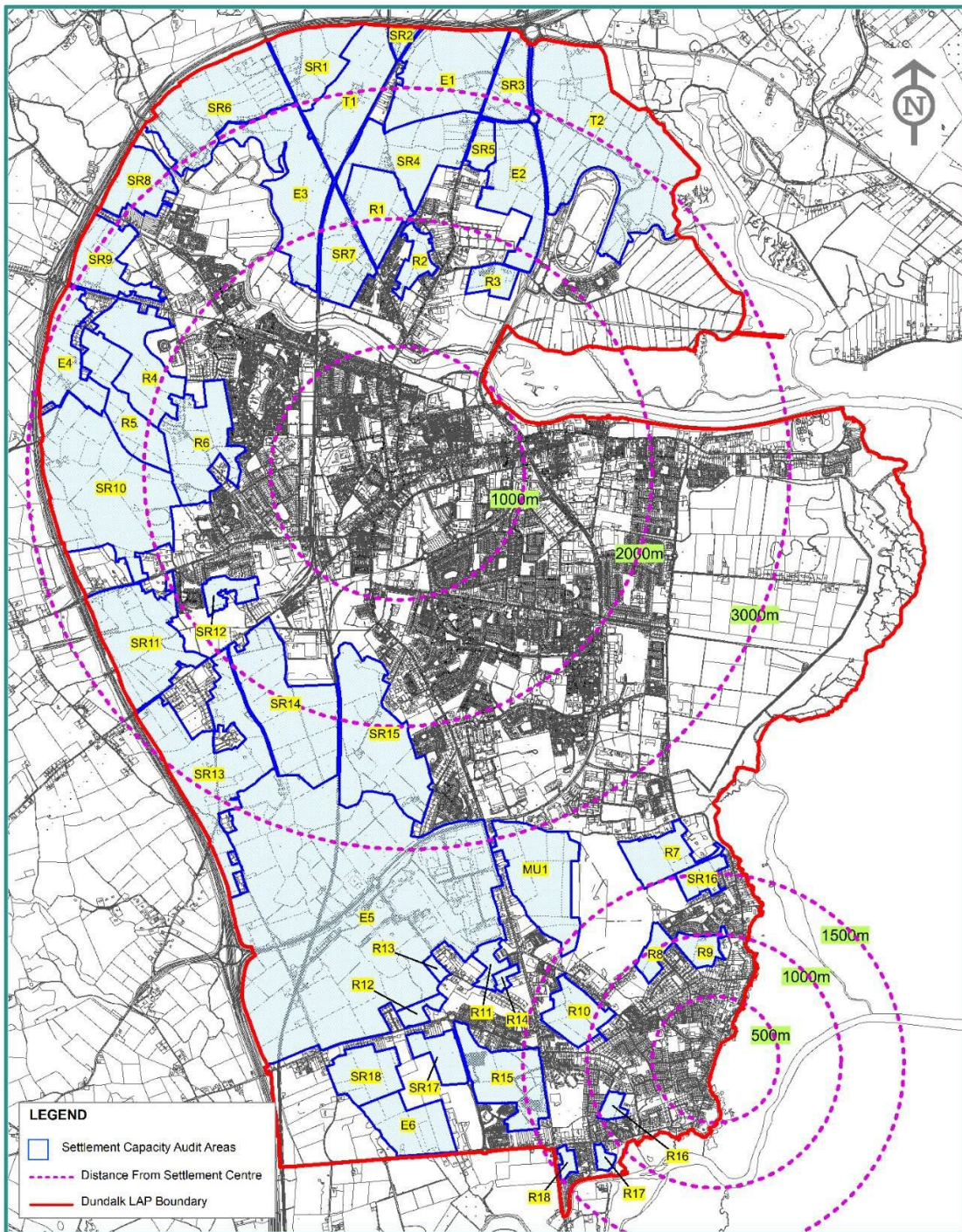
Table 2: Settlement Capacity Audit and Land Use Evaluation for Employment Lands


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

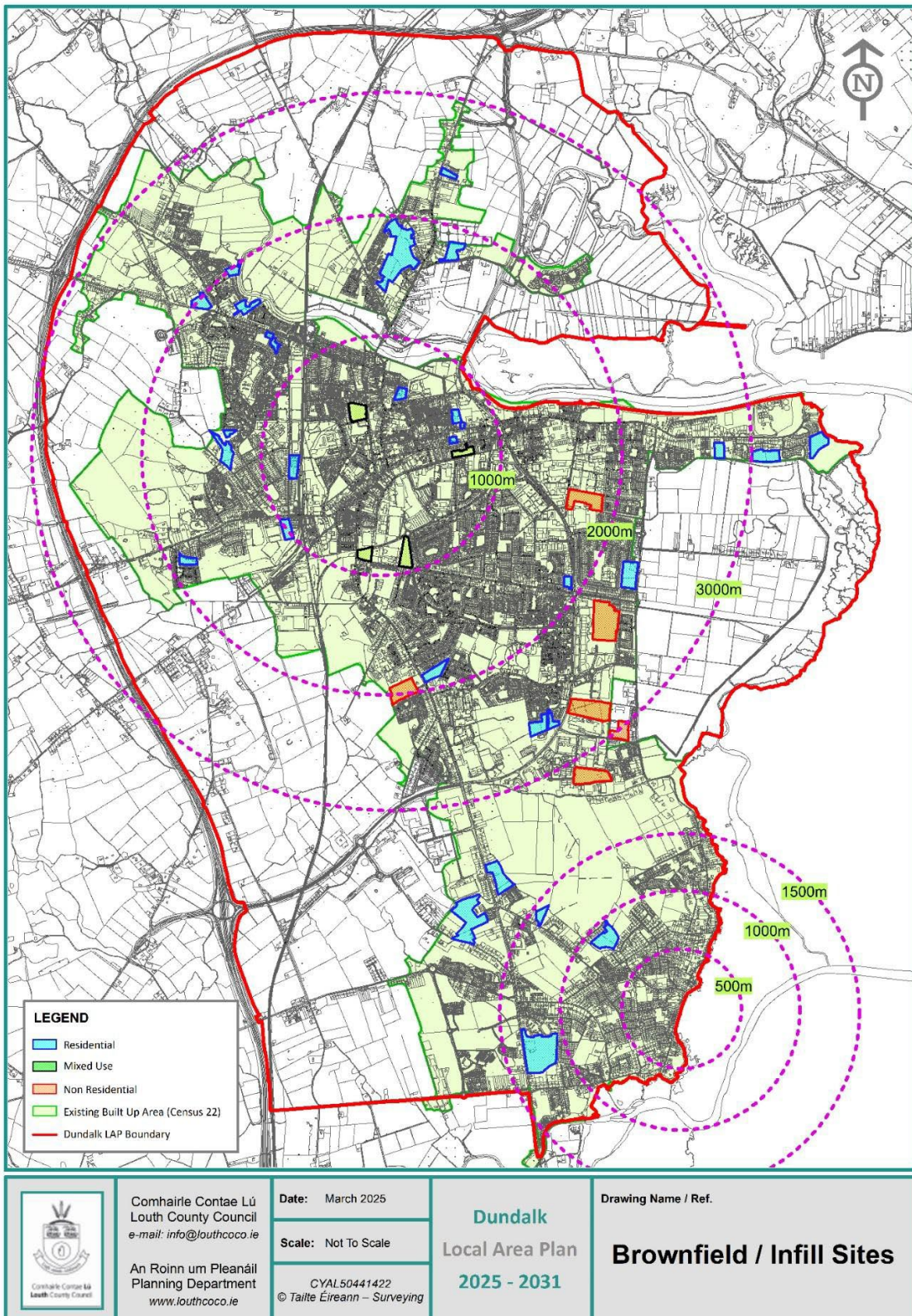
Settlement - Dundalk																		
Tiered Assessment - Employment																		
Land Use	SR1	SR2	SR3	SR4	SR5	SR6	SR7	SR8	SR9	SR10	SR11	SR12	SR13	SR14	SR 15	SR16	SR17	SR18
Infrastructure Type																		
Roads	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Footpath	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
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	1	2	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)

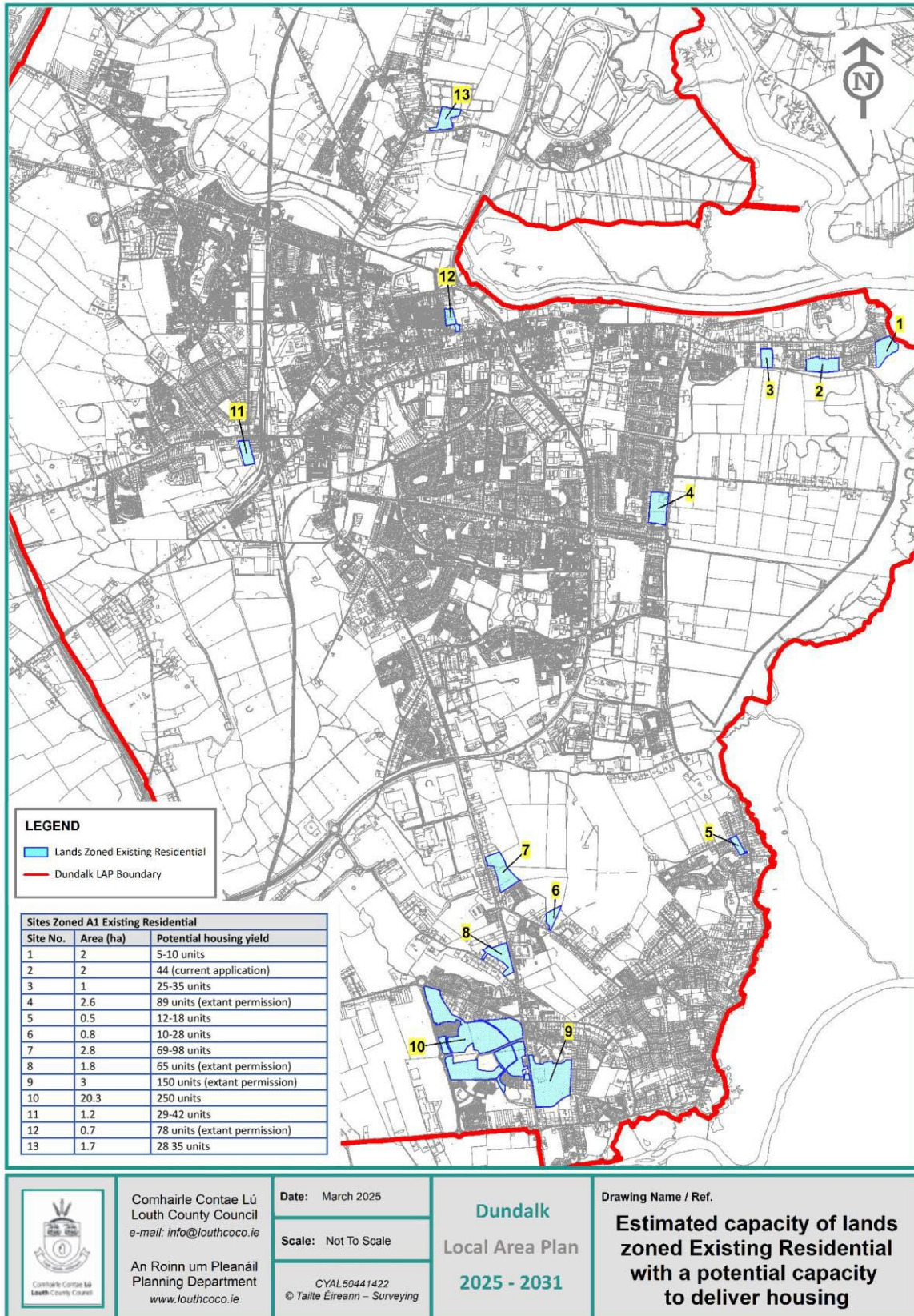


 <p>Comhairle Contae Lú Louth County Council e-mail: info@louthcoco.ie</p> <p>An Roinn um Pleanáil Planning Department www.louthcoco.ie</p>	<p>Date: March 2025</p>	<p>Dundalk Local Area Plan 2025 - 2031</p>	<p>Drawing Name / Ref. Settlement Capacity Audit (Areas For Review)</p>
	<p>Scale: Not To Scale</p> <p>CYAL50441422 © Tailte Eireann – Surveying</p>		

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



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



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Date: March 2025

Scale: Not To Scale

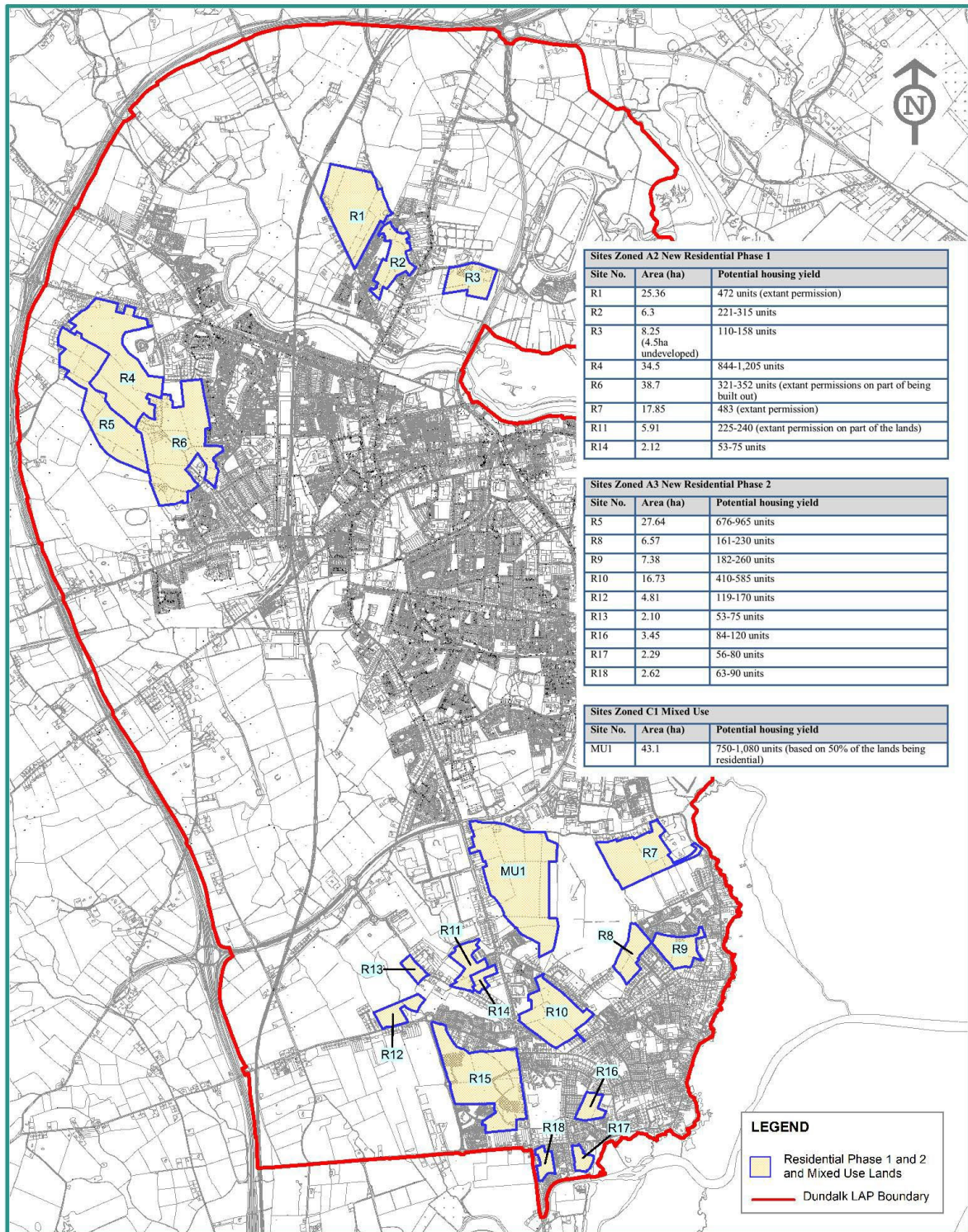
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Dundalk
Local Area Plan
2025 - 2031

Drawing Name / Ref.

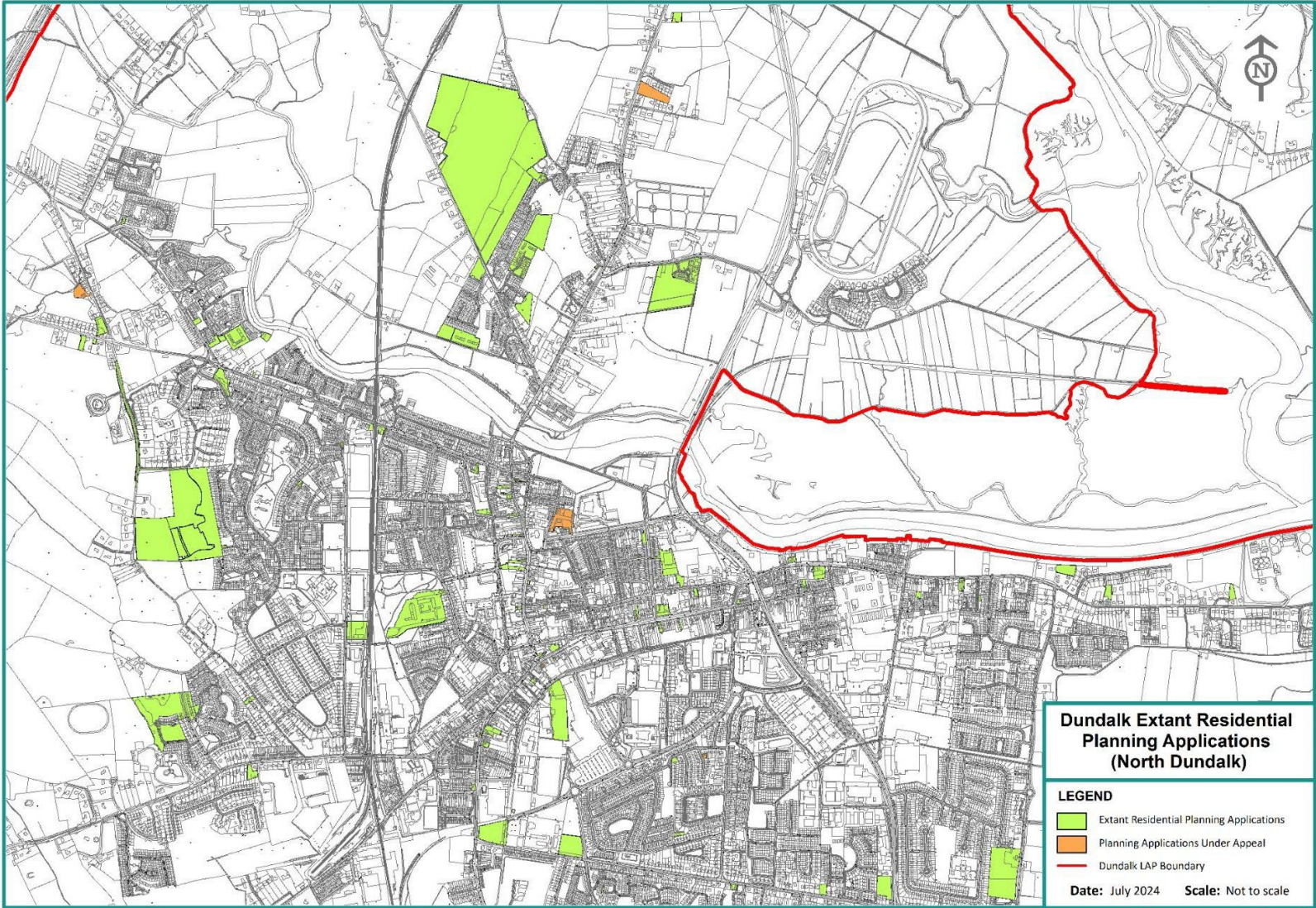
Estimated capacity of lands zoned Existing Residential with a potential capacity to deliver housing

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

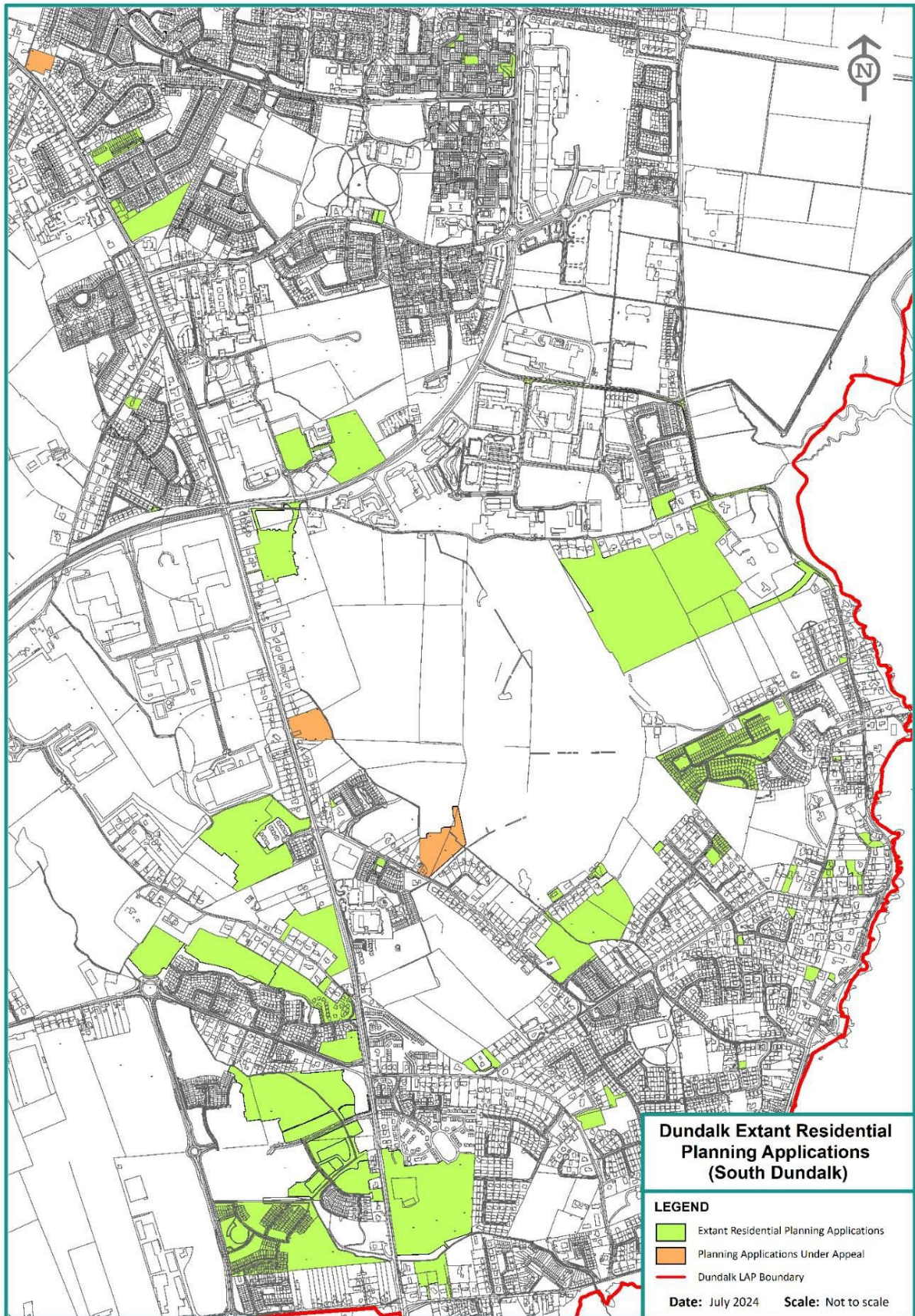


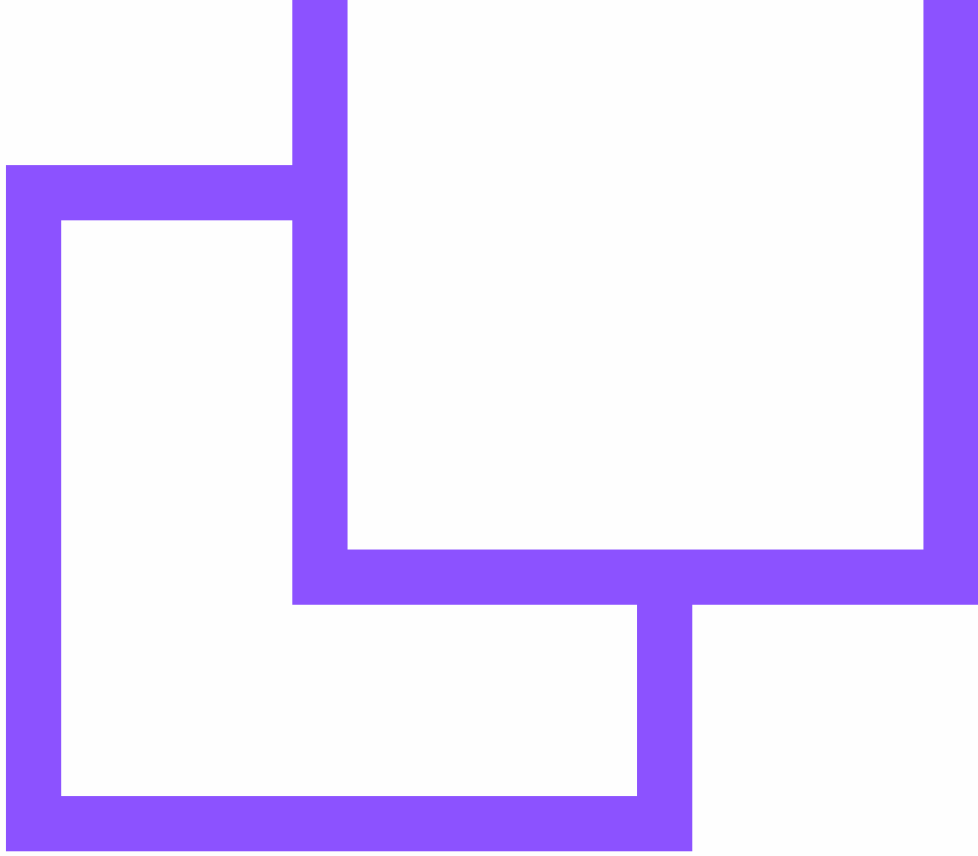
 <p>Comhairle Contae Lú Louth County Council e-mail: info@louthcoco.ie</p> <p>An Roinn um Pleanáil Planning Department www.louthcoco.ie</p>	<p>Date: March 2025</p>	<p>Dundalk Local Area Plan 2025 - 2031</p>	<p>Drawing Name / Ref. Potential capacity of Phase 1, Phase 2, and Mixed Use zoned lands for housing</p>
	<p>Scale: Not To Scale</p>		
	<p>CYAL50441422 © Tailte Éireann - Surveying</p>		

Map 5 – Extant Permissions North Dundalk



Map 6 – Extant Permissions South Dundalk





LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 3

Louth Housing Strategy - Consolidated

Louth Housing Strategy **2021 - 2027**

Prepared by:



On behalf of:



Comhairle Contae Lú
Louth County Council



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1.0 Introduction

1.1 Overview

This Housing Strategy was prepared by KPMG Future Analytics¹ on the behalf of Louth County Council to meet the statutory requirements set out under Section 94 of Planning and Development Act, 2000 (as amended). Under Part V of the Act, each planning authority must prepare a Housing Strategy which will cover the period of its Development Plan. In this instance, the Louth County Development Plan spans 2021-2027. Each strategy must have regard to the proper planning and sustainable development of the area and must address the overall supply of housing within the administrative boundary of the Local Authority. The Housing Strategy also addresses relevant provisions contained within the Housing (Miscellaneous Provision) Act, 2009 and the Urban Regeneration and Housing Act 2015.

The purpose of the Housing Strategy is to ensure that the proper planning and sustainable development of the county provides for the housing of the existing and future population of the area in the manner set out in the Strategy. The Plan and the Housing Strategy will embrace the Vision set out in The Social Housing Strategy 2020 that *“every household in Ireland will have access to secure, good quality housing suited to their needs at an affordable price in a sustainable community”*.

The key objectives of the Housing Strategy are:

- To identify the existing need and likely future demand for housing in the area of the County Louth Development Plan.
- To ensure Louth County Council provides for the development of sufficient housing to meet projected future demand over the lifetime of the County Development Plan.
- To ensure that sufficient zoned lands are provided to meet the needs of different households of all types and tenures.

The Housing Strategy is a critical component of the County Development Plan and plays a key role in translating national housing policies and housing supply responses to the local level. The Housing Strategy informs the policies and objectives of the Development Plan and provides details in relation to housing provision and its location and requirements for different house types, sizes and tenures and the requirements for residential zoned land. Since the previous Housing Strategy was prepared there have been significant changes in planning legislation and policy. In particular, this Housing Strategy must be consistent with the National Planning Framework (NPF) and the Eastern and Midland Regional Spatial and Economic Strategy (RSES).

In line with this, the NPF requires each Local Authority to develop a Housing Need Demand Assessment (HNDA) which must underpin and support the preparation of housing strategies and all related housing policy outputs. The HNDA for County Louth, as elaborated in Section 1.2 and 1.3, provides a robust evidence base to inform decision-making around the current and future housing supply and investment in housing related infrastructure and services, the location and requirements for different house types, sizes and tenures and the requirements for residential zoned land.

At the time of writing the Department of Housing, Local Government and Heritage (DHLGH) is yet to formally publish guidance outlining the expected requirements of the HNDA.

¹ The strategy was originally prepared in August 2020. A revision to account for and incorporate the Housing Supply Targets under Section 28 was made in March 2022. All other variables and assumptions remain as-is.

KPMG Future Analytics have developed a robust methodology to inform decision-making around the current and future housing supply and investment in housing related infrastructure and services in County Louth in accordance with the NPF and all other relevant statutory requirements, including the DHLGH's "Housing Supply Target Methodology for Development Planning: Guidelines for Planning Authorities".

1.2 Housing Strategy / HNDA – Guiding Principles

An evidence-based and future-proofed methodological approach has been adopted to ensure that the County Louth Housing Strategy meets the housing needs of the county and its residents while remaining consistent with local, regional and national guidelines. The Strategy is underpinned by a HNDA which provides a robust baseline to inform and guide policies and objectives under the Louth County Development Plan 2021-2027.

Declines in the construction sector and wider economic activity in the previous decade, coupled with Ireland's emerging economic recovery have led to ongoing challenges around fluctuations in the supply, demand and price of housing. It has also led to opportunities, with a greater mix of house types and tenures diversifying Ireland's housing market. Aside from the traditional home-ownership model, rental accommodation will play a greater role in the provision of housing nationally and indeed across Louth. Moreover, increasing levels of activity in the construction sector will provide new homes to meet current and projected demand and contribute to County Louth's social housing stock by way of Part V obligations. The HNDA incorporates a range of socio-economic and demographic data to analyse current levels of demand and supply within Louth housing sector, and project for future need over the lifetime of the Development Plan and beyond to 2031. It incorporates demand across different tenures, including owner-occupied, the rental sector and social housing and provides estimates of future housing needs based on employment growth, income levels and affordability in the housing market.

1.3 Housing Need Demand Assessment (HNDA)

Under Section 94 (1) (a) of the Planning and Development Act 2000 (as amended), each planning authority "shall include in any development plan a strategy for the purpose of ensuring that proper planning and sustainable development of the area of the development plan provides for the housing of the existing and future population of the area in the manner set out in the strategy".

This must account for:

- the existing need and the likely **future need for housing**;
- the need to ensure that housing is available for persons who have **different levels of income**;
- the need to ensure that a **mixture of house types and sizes** is developed to reasonably match the requirements of the different categories of households, as may be determined by the planning authority, and including the special requirements of older persons and persons with disabilities, and;
- the need to **counteract undue segregation** in housing between persons of different social backgrounds.

In order to ensure that the plan-making system is supported by a robust methodology to inform policies and funding initiatives around housing and associated land requirements, the NPF has introduced a new requirement for each Local Authority to develop a Housing Need Demand Assessment (HNDA).

The HNDA will support the preparation of housing strategies and all related housing policy outputs, e.g. city and county development plans, local area plans, traveller accommodation plans etc.

The NPF indicates that the purpose of the HNDA tool is to:

- Assist local authorities to develop long-term strategic views of housing need across all tenures.
- Provide a robust evidence base to support decisions about new housing supply, wider investment and housing related services that inform an overall national housing profile.
- Inform policies about the proportion of social and affordable housing required, including the need for different types and sizes of provision.
- Provide evidence to inform policies related to the provision of specialist housing and housing related services.

The NPF notes that HNDAs are designed to give broad, long run estimates of what future housing need might be, rather than precision estimates. The Framework must be logical, sequential and allow for updating, monitoring and evaluation. The HNDA undertaken as part of this Development Plan spans two key stages – current and future outlook; and assesses three core areas: Population, Housing and Economy. These are set out in figure 1.1 below. The sequential steps involved in the development and application of this HNDA model is then presented in Section 1.4

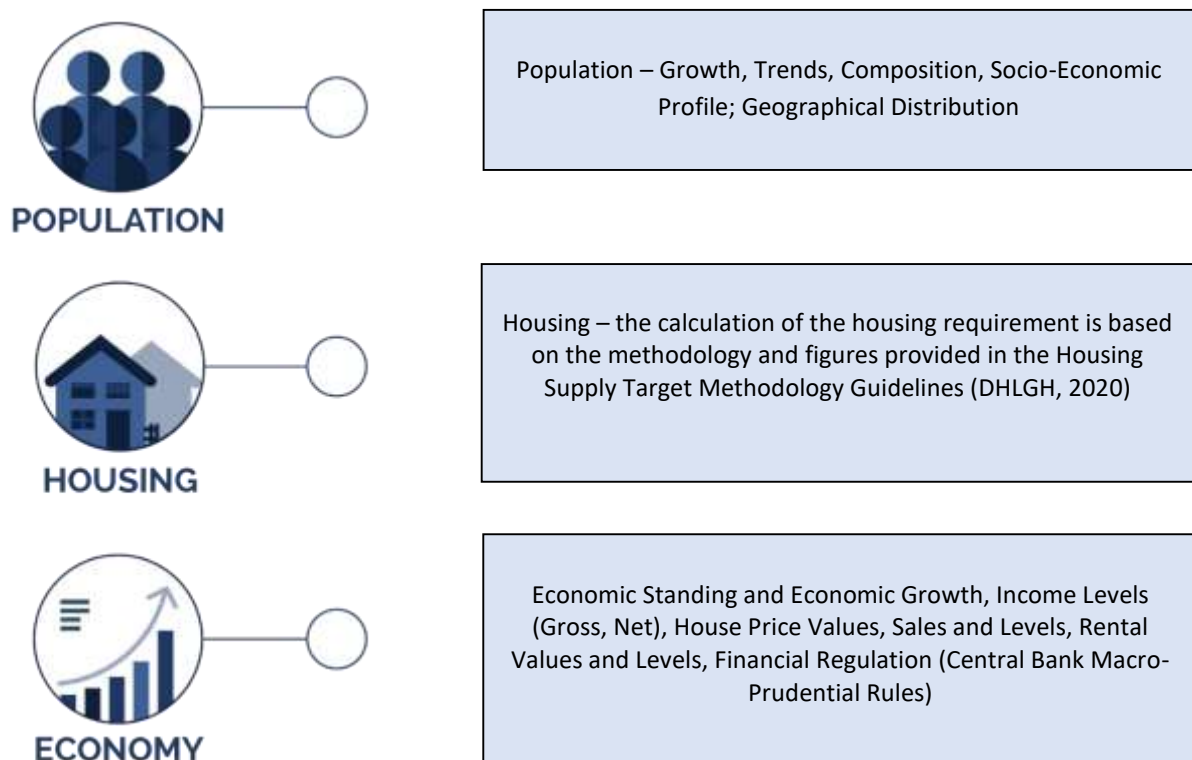


Figure 1.1: HNDA Assessment Areas. Source: KPMG Future Analytics

The process will enhance how acute and unmet demand for housing is identified before it arises. It provides a robust assessment of regional and localised influences, such as population and migration, in quantifying needs and demands.

The key evidence inputs which drive the model are:

1. **Demographic trends, affordability trends and wider economic trends.** The use of **economic forecasting or econometric** work underpins this section. Data requirements include **household composition, housing supply targets, house prices, rents, and loan to value (LTV) mortgage rates, economic activity and employment rates** etc.
2. Housing Stock Profile Pressures (and existing need) and management issues. This involves undertaking a detailed profile of local **housing stock and stock pressures**, including **local authority housing**, to identify the main pressures relating to supply and demand, ineffective stock and overall condition as well as priorities for future stock management. Information is required on **dwelling size, dwelling type, dwelling condition and stock pressures (occupancy/under occupancy stock turnover** etc.).
3. Estimating Future Housing Need and Demand. This is broken down into: **owner occupation, private sector, below market rent and social rent.**

1.4 Methodology

This Section sets out the sequential steps involved in the development and application of this HNDA model. There are a number of components of the model, as shown in Figure 1.2, and which are broadly outlined hereafter.



Figure 1.2: Overview of the HNDA Model

The first component of the model explores projected population scenarios for the county over the plan period. A number of population scenarios for County Louth have been investigated to 2031. In accounting for the NPF population growth targets, an interpolation of the required level of change per annum was developed for County Louth from baseline year 2016 to NPF target years 2026 and 2031 as described in detail in Section 4.2.1.

The second component in conjunction to population projections is the determination of Housing Supply Targets as required by the Section 28 Guidelines. This is established through the calculation of the Housing Supply Target for the plan period for County Louth in accordance with the ‘Housing Supply Target Methodology for Development Planning’ DHLGH guidelines (December 2020), as described in Sections 1.5 and 2.1. This provides plan period targets and annualised figures for housing demand that have been analysed in the HNDA.

The third component relates to an assessment of housing and rental affordability. This assessment supports the identification of social (and affordable) housing needs for Louth County during the plan period. Following this, analysis has been undertaken in relation to specific requirements of the housing demand as set out in the Section 28 Guidelines in relation to the existing market forces, composition, tenure, dwelling type as well as single rural dwellings and specialist provision (refer to Section 4.4.3).

Finally, an overview of how Louth County Council meets housing requirements across the county is set out together with a summary of the key Strategy outputs. An overview of the process for the HNDA modelling is provided in Table 1.1.

Table 1.1: Approach to the HNDA Modelling and Affordability Assessment

Step	Method
<p>Step 1 Determination of Annual Population Projections</p>	<p>Determination of annual population over the County Development Plan period.</p>
<p>Step 2 Determination of Pre-Plan Total Households</p>	<p>Determination of pre-plan total households based on latest CSO data and estimation of pre-plan housing completions.</p>
<p>Step 3 Determination of Additional Households</p>	<p>Determination of additional households over the plan period based on agreed Housing Supply Targets.</p>
<p>Step 4 Calculation of Estimated Distribution of Household Disposable Incomes</p>	<p>Calculation of estimated distribution of annual and weekly household disposable income per decile of the established (by the CSO) of the 10 deciles in the baseline year.</p> <p>The national annual disposable incomes per decile are adjusted to city/county level based on application of an “inflater” or “deflator” rate.</p>
<p>Step 5 Calculation of Average Annual Household Disposable Income Distribution</p>	<p>Calculation of estimated distribution of annual household disposable income per household decile throughout the Development Plan period.</p> <p>This calculation considers a forecast GDP growth rate to reflect anticipated change incomes over the Development Plan period. It should be noted, that this approach is also taken in relation to average annual gross income for the purpose of understanding mortgage capacity and qualification.</p>
<p>Step 6 Calculation of Average Monthly Household Disposable Income Distribution</p>	<p>Calculation of estimated distribution of monthly household disposable incomes for each of the 10 household deciles throughout the Development Plan period.</p> <p>This is an exercise to ensure that incomes are scaled to provide the monthly (rather than annual) estimates of disposable income per household in each decile.</p>
<p>Step 7 Determination of Distribution of Total Anticipated Households</p>	<p>This is the calculation of estimated distribution of household units for each of the 10 household deciles throughout the Development Plan period.</p> <p>The number and distribution of total households per decile throughout the Development Plan period reflects projected number of private households per year during the Development Plan period as well as the distribution of housing units in the State from the Household Budget Survey.</p>
<p>Step 8 Determination of Distribution of Additional Anticipated Households</p>	<p>Calculation of estimated distribution of additional anticipated household units for each of the 10 household deciles throughout the Development Plan period.</p> <p>Similarly, to the step above, this specifically reflects the number of additional anticipated households per decile per year throughout the Development Plan period.</p>

<p>Step 9 Calculation of Projected House Price Bands</p>	<p>Calculation of projected house price bands based on the percentage split of the established (by the DHPLG) 8 price bands.</p> <p>Historic transactional housing market data is considered to understand changes in average house price and future adjustments. This facilitates an estimation of each of the projected house price bands and proportional market split based on the split of the 8 price bands and a projected annual price increase or decrease.</p>
<p>Step 10 Calculation of Mortgage Capacity of Households</p>	<p>Determination as to whether households in each decile can qualify for a mortgage that enables them to purchase a house in the lowest price band under the current macro-prudential rules, as set out by the Central Bank of Ireland.</p> <p>This is based on understanding the threshold in the lowest price band per year during the Development Plan period and application of the “<i>Annuity Formula</i>”. The “<i>Annuity Formula</i>” is based on the determination of an “<i>Affordability Threshold</i>”, a “<i>Loan to Value Ratio</i>”, an “<i>Annual Percentage Rate (APR) - Interest Rate</i>”, the determination of a “<i>Monthly Percentage Rate (MPR) - Interest Rate</i>”, and the determination of a “<i>Loan Term (Years/Months)</i>”.</p> <p>If a household in any decile does not have sufficient income to meet the macro-prudential rules (i.e. 3.5 times their gross income is less than 90% of the value of purchase a house in the lowest projected price band), they do not qualify for a mortgage and progress to private rental (See Step 11). Those households that can qualify for a mortgage progress to the needs assessment for ownership (See Step 10).</p>
<p>Step 11 Calculation of Projected Needs for Ownership</p>	<p>Calculation of the approximate affordable house price for each of the ten deciles per year during the Development Plan period based on the application of the ‘<i>annuity formula</i>’. Once established, a calculation of the households surplus and/or deficit per price band is undertaken with respect to the number of households that can qualify for a mortgage:</p> <ol style="list-style-type: none"> a) Based on the application of the “<i>Annuity Formula</i>” calculate the housing affordability (i.e. Approximate Affordable House Price) for each of the 10 household deciles. b) Based on the determination of additional households required, the projected house price bands and the housing affordability, calculate the number of households not meeting the “<i>Affordability Criteria</i>”. This facilitates a calculation of the surplus/deficit of household at the lowest price band with respect to the number of households that can qualify for a mortgage.
<p>Step 12 Calculation of Projected Needs for Private Rental</p>	<p>Calculation of the households that will not meet the affordability criteria to privately rent a home during the Development Plan period with respect to the number of households that cannot qualify for a mortgage.</p> <p>Historic rental market data is analysed to enable an estimate of projected rental price by unit type during the plan period. Based on this and the household income, a calculation of the households not meeting the affordability criteria to privately rent a home has been undertaken with respect to the number of households that cannot qualify for a mortgage and those households that cannot afford to purchase a home.</p>

<p>Step 13 Summary of Projected Social Housing Need</p>	<p>Calculation of the households who can be classified as having an affordability problem during the Development Plan period so as to adequately inform the necessary provision units within the City/County.</p> <p>This is a summary of the anticipated housing need for the City/County Council as set out in the preceding steps and reflects assessments for both mortgage qualification and private rental affordability.</p> <p>Specifically, the number of additional households anticipated over the Development Plan period, the number of those households that do not qualify for a mortgage and number of those households that do not qualify for a mortgage and cannot afford private rental is provided based on the outcomes of the preceding steps.</p>
<p>Step 14 Historic Data Analysis and Approximate Projection of Tenure, Size Cohort, and Dwelling Type.</p>	<p>Calculation of historic intercensal change for private household tenure, cohort sizes and dwelling type to determine annualised change. This informs the basis of an annual rate of change for which additional anticipated households can be roughly forecasted for household tenure, cohort sizes and dwelling type.</p>
<p>Step 15 Analysis of Single Rural Dwellings</p>	<p>Analysis of CSO Granted Permissions data to determine distribution of rural one-off dwellings.</p>

The following overall structure of this Housing Strategy is summarised in Table 1.2.

Table 1.2: Structure of the Louth Housing Strategy 2021-2027

Section 2	Strategic, Legislative and Policy Landscape
Section 3	Current Housing Context: Review and Analysis of Existing Supply and Needs
Section 4	Housing Needs in Louth: Projected Housing Need and Supply
Section 5	Meeting Housing Requirements in Louth
Section 6	Policy Objectives to Deliver Housing Strategy
Section 7	Conclusion

1.5 Housing Supply Target Methodology for Development Planning

The NPF is based on demographic and econometric projections undertaken by the Economic and Social Research Institute (ESRI) in 2017. Following publication of the NPF in 2018, the NPF 'Roadmap' circular was issued to all planning authorities, setting out projected county population ranges for 2026 and 2031. As part of the development plan process, planning authorities must demonstrate the manner in which their core strategy and other elements of the plan are consistent with the established NPF Roadmap population projections for their local authority area.

In order to strengthen the relationship between national and regional population projections and their integration into the development planning process at local authority level, the Department commissioned the ESRI to further develop work previously undertaken for the NPF. The findings of the ESRI work were published as a research paper on Structural Housing Demand at County Level in December 2020. Following publication of this, the 'Housing Supply Target Methodology for Development Planning: Guidelines for Planning Authorities issued under Section 28 of the Planning and Development Act, 2000 (as amended)' was published.

This ESRI research applies the projection model to four different development scenarios:

- Baseline – projecting a 'business as usual' scenario which is based on current trends and medium-term projections for the Irish economy;
- NPF 50:50 City – consistent with the NPF strategy;
- High Migration – incorporating assumptions around high international migration flows into Ireland based on higher economic growth than the baseline; and
- Low Migration – incorporating assumptions around lower international migration flows into Ireland based on lower economic growth than the baseline.

The ESRI research model is intended to enable structural household demand levels for each local authority area to be set out under the four different scenarios for each year to 2040. The Section 28 Guidelines state that "The NPF 50:50 City scenario is broadly consistent with the National Planning Framework strategy and consequently, the 2018 NPF 'Roadmap' document". As such, the Section 28 Guidelines further indicate that this is the recommended housing demand scenario to be used by planning authorities in their planning functions in order to plan for the provision of housing to meet projected levels of demand in their administrative area, in accordance with the NPF strategy.

Thus, planning authorities must now demonstrate the manner in which their core strategy and other elements of the plan are consistent with the established NPF Roadmap population projections for their local authority area and accordingly, with the related NPF 50:50 City housing demand projection scenario identified by the ESRI. Deviation from this scenario, the Guidelines state, must be evidence-based and consistent with these guidelines.

The Guidelines set a methodology for the application of population and housing projections into Local Authority plan processes. The calculation of the housing supply targets for County Louth is detailed in Section 4.

2.0 Strategic, Legislative and Policy Landscape

This section identifies and reviews the key legislative and policy instruments relevant to the delivery of Louth's Housing Strategy 2021-2027.

2.1 National Legislation and Policy

Planning and Development Act 2000

Under Part V of the Planning and Development Act 2000 (as amended) Local Authorities are required to ensure that Development Plans are consistent with high-level strategic policies and national population projections. As such Development Plans are to incorporate a Core Strategy that demonstrates consistency with relevant national and regional objectives as set out in the National Planning Framework and Regional Spatial and Economic Strategies. Local Authorities are also required to prepare and incorporate a Housing Strategy into their Development Plan, the purpose of which is to ensure that the housing needs of the existing and future population of the development plan area are met. The Act states that:

"...each housing strategy should have regard to the proper planning and sustainable development of an area and should be concerned with the overall supply of housing within the planning authority."

Housing Strategies must be consistent with high level strategic plans such as the National Planning Framework and Rebuilding Ireland: Action Plan for Housing and Homelessness. Planning Authorities are also required to demonstrate how the Housing Strategy aligns with the population projections contained in the Core Strategy and the Regional Spatial and Economic Strategy for the Region.

The Planning and Development (Housing) and Residential Tenancies Act 2016

The Planning and Development (Housing) and Residential Tenancies Act 2016 provides a legislative basis for measures introduced under the Rebuilding Ireland: Action Plan for Housing and Homelessness to expedite the construction of large-scale residential developments. These "strategic housing developments" avail of a fast-track application process, whereby applications for planning permission are submitted apply directly to An Bord Pleanála. This measure was introduced under the Rebuilding Ireland Action Plan for Housing and Homelessness in order to streamline the planning process and accelerate the delivery of new housing and student accommodation units.

Part 2(3) of the Act defines the following types of developments as qualifying as strategic housing developments:

- a) the development of 100 or more houses on land zoned for residential use or for a mixture of residential and other uses,
- b) the development of student accommodation units which, when combined, contain 200 or more bed spaces, on land the zoning of which facilitates the provision of student accommodation or a mixture of student accommodation and other uses thereon,
- c) development consisting of shared accommodation units that when combined contain 200 or more bed spaces on land the zoning of which facilitates the provision of shared accommodation or a mixture of shared accommodation and other uses,
- d) development that contain a mixture of houses, student accommodation or shared living units,
- e) the alteration of an existing planning permission granted under section 34 (other than under subsection (3A) where the proposed alteration relates to development specified in paragraph (a), (b), or (c).

Under this streamlined application process, applicants engage with the relevant Local Authority and the Board in a Pre-Application Consultation to discuss a proposed development, determine its legitimacy and highlight any potential issues that may arise. Then upon submission of an application for planning permission, the Board is to provide a decision within sixteen weeks of application. To maintain this deadline there is no provision for the applicant to provide further information in support of their application once submitted, and no provision for an appeals process by which the applicant or any third party can dispute the Boards decision. As such decisions to grant or refuse permission for strategic housing developments can only be disputed by way of a Judicial Review.

Urban Regeneration and Housing Act 2015

The statutory context for the provision of social and affordable housing has changed under the Urban Regeneration and Housing Act 2015 which amended the Planning and Development Act 2000. The amendments include that there will be a requirement for up to 10% social housing in developments in excess of 9 units.

The Affordable Housing Act which was introduced in 2021 has altered and introduced further provisions with regards to the requirements for social and affordable housing.

Affordable Housing Act 2021

The Affordable Housing Act provides a legislative and policy framework for new schemes aimed at making housing for purchase and rent more affordable for eligible households.

These include:

- An Affordable Purchase Shared Equity Scheme
- A new form of cost rental tenure

In addition, Part V of the Planning and Development Act has been amended by the Affordable Housing Act 2021. These changes were introduced in September 2021 and include transition arrangements until the 31st July 2026. The changes to Part V primarily apply to land purchased on or after 1st August 2021. Any new permissions on that land will have a 20% Part V requirement in developments in excess of 4 units where:

- At least half of the land or equivalent net monetary value obtained under Part V must be used for social housing support;
- The remainder can be used for affordable purchase housing, cost rental housing or both.

A 10% Part V requirement will apply where land already has planning permission or was purchased between 1st September 2015 and 31st July 2021 and planning permission is granted before 31st July 2026.

After 31st July 2026 all planning permissions granted for housing developments will have a 20% Part V requirement, regardless of when the land was purchased.

Project Ireland 2040 – National Planning Framework

The National Planning Framework (NPF) is a high-level strategy that will shape growth and development in Ireland up to 2040. The NPF draws upon lessons learned from the National Spatial Strategy 2002-2022 and provides a framework for the sustainable development of Ireland's existing settlements. As a framework document it sets in train a process by which more detailed planning documents must follow, including the relevant RSES and County Development Plan. The Strategy contains a range of National Policy Objectives (NPO's) providing a wider context for targeting future growth across the country, and which support the delivery of residential development at a suitable location and scale to achieve an overall target of 550,000 additional households nationwide by 2040. The achievement of National Policy Objectives at a County level will be underpinned by the development of a Housing Need Demand Assessment (HNDA) by each Local Authority. This requirement is enshrined in National Policy Objective 37 (NPF; p97), as follows;

National Policy Objective 37: *A 'Housing Need Demand Assessment' (HNDA) is to be undertaken for each Local Authority Area in order to correlate and accurately align future housing requirements. The HNDA is:*

- *to be undertaken by Local Authorities with coordination assistance to be provided by the Regional Assemblies, and also at a Metropolitan scale, particularly where inter-county and inter-regional settlement interactions are to be planned for and managed;*
- *to primarily inform housing policies, housing strategies and associated land use zoning policies as well as assisting in determining where new policy areas or investment programmes are to be developed;*
- *and to be supported, through the establishment of a coordination and monitoring unit to assist Local Authorities and Regional Assemblies in the development of the HNDA (DHPLG, Regional Assemblies and the Local Authorities). This will involve developing and coordinating a centralised spatial database for Local Authority Housing data that supports the HNDA being undertaken by Local Authorities.*

Implementation Roadmap for the National Planning Framework

The Implementation Roadmap for the National Planning Framework (July 2018) highlights the Governments focus on achieving alignment between national, regional and local planning policy and practice. It addresses issues around the legal status of the NPF and provides transitional population projections for the period up to 2031. It also sets out mechanisms to ensure that Development Plans will broadly align with the NPF and RSES's to address the six-year period up to 2026/2027.

Given the above, 2026-2027 will allow the assessment of the first full round of Development Plans prepared in accordance with the NPF and the RSES. This assessment will coincide with several other key dates; 2026 is a Census Year, and 2027 will see the review of the ten-year National Development Plan. It is further noted that Development Plans approved in 2020/21 will commence reviews in 2025/2026 and so require demographic data for the six-year period beyond to 2031.

Therefore, it is stated that "The critical population projection periods are to 2026 and 2031, with a particular emphasis on the initial six-year period to 2026, for city and county development plans that are to be formulated during the 2019-20/21 period" (NPF Implementation Roadmap, p4) The Roadmap provides transitional population projections for these milestones at a regional and county scale, in order to inform Development Plans for the period 2026 and 2031. The transitional population projections for the Eastern and Midland Region are listed in Table 2.1 below.

Table 2.1. Transitional Regional and County Population Projections to 2031 for the Eastern and Midland Regional Assembly.

Regions and Counties	2016	2026	2031
Mid-East			
Kildare	222,500	249,000-254,000	259,000-266,500
Meath	195,000	216,000-221,000	225,500-231,500
Wicklow	142,500	155,000-157,500	160,500-164,000
Louth	129,000	139,000-144,500	144,000-151,500
Subtotal	689,000	759,000-777,000	789,000-813,500
Midlands			
Westmeath	89,000	96,500-98,500	100,000-102,500
Laois	84,500	92,500-94,000	95,500-97,500
Offaly	78,000	85,000-86,500	88,000-90,000
Longford	41,000	44,500-45,500	46,000-47,000
Subtotal	292,500	318,500-324,500	329,500-337,000
Dublin			
Dublin	1,347,500	1,489,000-1,517,500	1,549,500-1,590,000
Total	2,329,000	2,566,500-2,619,000	2,668,000-2,740,500

Housing Supply Target Methodology for Development Planning (December 2020)

As part of the development plan process, planning authorities must demonstrate the manner in which their plan is consistent with the NPF and established NPF Implementation Roadmap population projections for their local authority area. In December 2020, the DHLGH issued guidelines to assist planning authorities to incorporate these projections into the preparation of development plans and housing strategies in a consistent and coherent approach (see Section 1.5 for further detail).

These Guidelines build on research undertaken by the Economic and Social Research Institute (ESRI) into regional demographics and structural housing demand at county level. The ESRI's research applies a projection model to four different development scenarios, including the 'NPF 50:50 City Scenario.' The Section 28 Guidelines state that "the NPF 50:50 City scenario is broadly consistent with the National Planning Framework strategy and consequently, the 2018 NPF 'Roadmap' document". As such, the Section 28 Guidelines indicate that this is the recommended housing demand scenario to be used by local authorities to plan for the provision of housing to meet projected levels of demand.

Thus, planning authorities must now demonstrate the manner in which their core strategy and other elements of the plan are consistent with the established NPF Roadmap population projections for their local authority area and accordingly, with the related NPF 50:50 City housing demand projection scenario identified by the ESRI.

The Guidelines set a methodology for the application of population and housing projections into Local Authority plan processes and the setting of Housing Supply Targets for the relevant plan period. The approach taken within the Louth context is elaborated in Section 4.

Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities

In March 2018 the Department of Housing, Planning and Local Government updated the guidelines relating to the Design Standards for New Apartments. These guidelines have been adopted in appreciation of the need to move towards higher density and more sustainable forms of living within Ireland's urban areas, to which apartment living is deemed essential. They also recognise the importance of the challenge in meeting the housing needs of a growing population in Ireland's key cities, thus following the direction of travel outlined in the National Planning Framework.

Rebuilding Ireland – Action Plan for Housing and Homelessness, 2016

The *Rebuilding Ireland: Action Plan for Housing and Homelessness* was published in July 2016. The Action Plan recognises issues around supply and affordability in Ireland's housing sector and provides a multi-stranded approach to achieve key housing objectives up to 2021. These include an increase in the supply of social housing, increasing housing build numbers to services different tenures, and tackling homelessness. Actions to meet these objectives are organised under five pillars:

- Pillar 1: Address Homelessness
- Pillar 2: Accelerate Social Housing
- Pillar 3: Build More Homes
- Pillar 4: Improve the Rental Sector
- Pillar 5: Utilise Existing Housing.

Actions under Pillar 1 of the Action Plan are aimed at enhancing supports for homeless people and families, and alleviating an unacceptable level of families in emergency accommodation. Key actions include a Rapid-Build Housing Programme to expediate social housing supply, with a target of 1,500 rapid-delivery units by 2018, and enhanced Housing Assistance Payment (HAP) supports. In January 2016 rent limits were increased under the national Rent Supplement and HAP schemes, to provide greater security for tenants and families that are at risk of becoming homeless if their rent increases.

Rebuilding Ireland (RI) also introduced the RI Home Loan. This is a government-backed mortgage for first-time buyers. Loans are offered at reduced interest rates and can be utilised to buy new and second-hand properties, or to build a home. Applicants can borrow up to 90% of the market value of the property they are building or buying. Properties funded under the scheme cannot be over 175 square metres. The maximum market value differs depending on where the relevant property is located. The maximum market value is:

- €320,000 in Cork, Dublin, Galway, Kildare, Louth, Meath and Wicklow
- €250,000 in the rest of the country

Pillar 2 of the Action Plan builds upon actions delivered under the Social Housing Strategy 2020. Published in 2014 the Social Housing Strategy set a commitment to deliver 35,000 new social housing units by 2020. The Action Plan increases this target to the delivery of 47,000 new social housing units over the period 2016-2021.

It pledges enhanced support for existing initiatives for the delivery of social housing introduces the following new support schemes:

- **Local Authority Construction & Acquisition (also known as the Social Housing Investment Programme (SHIP))**
To provide funding to local authorities for the provision of social housing by means of construction and acquisition. It also covers expenditure under the Rapid Build Housing Programme, Part V acquisitions, Land Aggregation Scheme and the Special Resolution Fund for unfinished housing developments.
- **Capital Assistance Scheme (CAS)**
To provide essential funding to AHBs for the provision of accommodation for persons with specific categories of housing need such as Homeless and Older Persons, People with Disabilities, Returning Emigrants and Victims of Domestic Violence.
- **Vacant Housing Repair and Leasing Initiative**
This scheme enables local authorities, having identified appropriate vacant privately-owned properties in their functional areas, to provide upfront financial assistance to meet reasonable renovation works and to enter into long term lease arrangements with property owners. Renovation costs will be recouped from rent over an agreed period.
- **Part V Delivery**
The Action Plan sets out a commitment to ensure adequate resources are made available to both local authorities and Approved Housing Bodies, to allow them to purchase or lease newly built private dwellings to the fullest extent envisaged by Part V of the Planning and Development Act 2000. In addition, where appropriate, the leasing of additional privately developed dwellings beyond the extent envisaged by Part V is supported. Furthermore, the up-front purchase of the Part V social housing requirement will be facilitated, subject to the introduction of strict controls.

Significantly Pillar 3 of the Action Plan introduced measures for a stream-lined planning application process to allow applications for larger housing development schemes (comprising 100 units or more) to be made directly to An Bord Pleanála. These measures were given a legislative basis in the Planning and Development (Housing) and Residential Tenancies Act 2016 and now comprises the Strategic Housing Development Process. The process aims to speed up the planning decision making process, provide greater certainty to developers in terms of bringing schemes to market and ultimately to increase the supply of housing as efficiently as possible to address the current shortfall.

Pillar 4 of the Action Plan focuses on the rental sector and its growth in the overall tenure mix for Ireland's housing sector. A declining rate of home ownership, decreasing household size, a growing population influenced by high inward migration rates, and increasing rates of new household formation are all identified as factors pointing to the growth of the rental sector and the increased role it is likely to play into the future. The Action Plan notes that a strong rental sector supports a mobile labour market "*better able to adapt to new job opportunities and changing household circumstances*" and is suited to accommodating a range of households - including mobile professionals, students and indeed lower-income households.

Pillar 5 recognises that achieving optimum occupancy of both social and private housing stock is an effective way of meeting housing needs. It commits to the development of an overall national vacant housing re-use strategy, as well as introducing the following actions to ensure that our existing housing stock is utilised in an efficient manner to meet housing demand:

- **Better management of social housing stock**
A vacated social house should not remain vacant for an extended period. The refurbishment and re-letting of units between tenancies with minimal delay will be achieved through the adoption of a national re-letting performance standard across all local authorities, a preventative maintenance approach to housing stock management and funding mechanisms to incentivise the swift turnaround of units.
- **Choice-based letting**
Choice-based letting is a method used to allocate social housing in a manner that offers more choice and involvement for applicant households in selecting a new home. Local Authorities that have implemented such an approach have seen refusal rates drop, and so a choice-based allocation system will be introduced and implemented across all Local Authorities in a manner tailored to their specific circumstances.
- **Review of Tenant (Incremental) purchase**
The ongoing review of the Tenant (Incremental) Purchase Scheme in consultation with Local Authorities, to make the scheme more attractive for social housing tenants and help people who would otherwise struggle to buy a home to meet their home ownership ambitions.
- **Housing Agency Vacant Housing Purchase Initiative**
The Housing Agency will receive up to €70 million in capital funding to support the acquisition of suitable portfolios of vacant properties for social housing directly from financial institutions and investors.

National Vacant Housing Reuse Strategy 2018-2021

The National Vacant Housing Reuse Strategy was published in 2018 to support Pillar 5 of the Rebuilding Ireland: Action Plan for Housing and Homelessness. Drawing together policies and actions aimed at reducing vacancy in Ireland's housing stock it sets out the Strategic Objective of:

“ensuring that existing housing stock is used to the maximum degree possible – focusing on measures to use vacant stock to renew urban and rural areas.”

To accomplish this overall Strategic Objective, the Strategy sets out a range of actions that will be implemented at a national and local level, grouped under five key objectives.

- Objective 1 Establish robust, accurate, consistent and up-to-date data sets on vacancy.
- Objective 2 Bring forward measures to ensure, to the greatest degree possible, that vacant and underused privately owned properties are brought back to use
- Objective 3 Bring forward measures to minimise vacancy arising in Social Housing Stock.
- Objective 4 Continued engagement with and provision of support to key stakeholders to ensure suitable vacant properties held by banks, financial institutions and investors are acquired for social housing use.
- Objective 5 Foster and develop cross-sector relationships, collaborating in partnership to tackle vacant housing matters.

Social Housing Strategy 2020: Support, Supply and Reform

The Social Housing Strategy 2020: Support, Supply and Reform was adopted in November 2014 and sets out the framework for the delivery of new social housing and for social housing assessment, delivery and financing. The vision of the Strategy is that *“every household in Ireland will have access to secure, good quality housing suited to their needs at affordable prices in a sustainable community.”* Fulfilling this vision is a fundamental element of the County Louth Housing Strategy.

The national Social Housing Strategy is based on three pillars:

Pillar 1: Provide for 35,000 new social housing units, over a six-year period, to meet the additional social housing supply requirements as determined by the Housing Agency²;

Pillar 2: Support up to 75,000 households through an enhanced private rental sector; and

Pillar 3: Reform social housing supports to create a more flexible and responsive system.

Phase 1 sets a target of 18,000 additional housing units and 32,000 HAP/RAS units by the end of 2017. Phase 2 sets a target of 17,000 additional housing units and 43,000 HAP/RAS units by end 2020.

The Strategy states that significant exchequer funding will be allocated to ensure that the early phases of the Strategy will deliver on the targets. An enhanced role for the Approved Housing Bodies (AHBs) is also a key component to deliver the vision. The Strategy also states that a new tenant purchase scheme for existing local authority houses will be put in place. The development of an individual housing 'passport' that would facilitate tenant mobility between local authorities will be examined. Exchequer funding commitment of €5.7bn over the lifetime of the Strategy has been made by Government, and Louth County Council expects to spend in excess of €200 million from this fund in the delivery of its Social Housing Programme 2017 to 2019.

The National Housing Strategy for People with a Disability 2011-2016 (as extended)

The National Housing Strategy for People with a Disability 2011-2016 sets out a framework of initiatives to provide for the housing needs of vulnerable and disadvantaged households. The strategy has nine strategic aims:

- To promote and mainstream equality of access for people with a disability to the full range of housing options available suited to individual and household need.
- To develop national protocols and frameworks for effective interagency cooperation which will facilitate person-centred delivery of housing and relevant support services.
- To support people with a disability to live independently in their own homes and communities, where appropriate.
- To address the specific housing needs of people with an intellectual and/or physical disability, moving from congregated settings in line with good practice, including through the development of frameworks to facilitate housing in the community.
- To address the specific housing needs of people with a mental health disability, including through the development of frameworks to facilitate housing in the community, for people with low and medium support needs moving from mental health facilities, in line with good practice.
- To consider good practice in the design, coordination and delivery of housing and related supports.
- To facilitate people with a disability to access appropriate advice and information in respect of their housing needs.
- To improve the collection and use of data/information regarding the nature and extent of the housing needs of people with a disability.
- To provide a framework to support the delivery, monitoring and review of agreed actions.

Housing Options for Our Ageing Population

A joint policy statement "Housing Options for our Ageing Population" was launched in February 2019. The purpose of the Statement is to provide a policy framework to support our ageing population in a way that will increase the accommodation options available and give meaningful choice in how and where people choose to live as they age.

² Increased to 47,000 units in *Rebuilding Ireland – Action Plan for Housing and Homelessness, 2016*

It identifies a programme of 40 strategic actions to further progress housing options for older people under the themes of data gathering, collaborative working, delivering choice, support services, comfort and safety and maintaining momentum. The statement also sets out the general guiding principles that will underpin the development of housing options for older people as follows: Ageing in place; Supporting urban renewal; Using assistive technology; Staying socially connected; Working together; and Promoting sustainable lifetime housing.

2.2 Regional Policy

The Regional Spatial and Economic Strategy (RSES) 2019-2031

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland region came into force in June 2019, superseding the Regional Planning Guidelines for the Border Region. The RSES is a high-level plan that seeks to support the implementation of the NPF by providing a strategic planning and economic framework for the region's sustainable growth and development. It echoes the NPF in emphasising sustainable development patterns and seeks to focus growth within the footprint of existing urban areas and in key regional growth settlements.

The RSES seeks to determine at a regional scale how best to achieve the shared goals set out in the National Strategic Outcomes (NSOs) of the NPF. To this end, the Strategy sets out 16 Regional Strategic Outcomes (RSOs), which are aligned with international, EU and national policy and which in turn set the framework for city and county development plans.

The RSES also sets out Regional Policy Objectives to support Local Authorities in completing Housing Need Demand Assessments as required under the NPF and to provide for a diverse range of housing types and tenures. The strategy seeks to *“Support local authorities, approved housing bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure, including social and affordable housing and exploring new models of low-cost rental and affordable homeownership”*.

In relation to Louth, the Settlement Strategy for the region designates both Drogheda and Dundalk as Regional Growth Centres. The key priorities of these regional growth centres are to promote their continued sustainable and compact growth as regional drivers of city scale, with both settlements attributed targeted populations of 50,000 by 2031. The designation of these settlements under the Settlement Strategy for the region and relevant Regional Policy Objectives has informed the Housing Strategy for County Louth.

2.3 Local Policy

Louth County Housing Strategy 2015-2021

The Louth County Housing Strategy 2015-2021 provided a comprehensive review of demographics and housing demand within County Louth to inform the Louth County Development Plan 2015-2021. It projected need for the planning provision of housing, as well as the demand for social and affordable housing within the County based on data from the 2011 census and regional population targets. This analysis identified a requirement for 4,001 households during the lifetime of the County Development Plan.

Given the difficult economic situation at the time, the Housing Strategy did not envision Louth County Council building a substantial number of social or affordable housing units during the Plan's lifetime. However, it was acknowledged that there would be a need for social housing irrespective of overall social housing output. In order to meet this need, the Housing Strategy advocated for the implementation of Part V requirements of 12% in all new housing schemes.

County Louth Local Economic and Community Plan 2016-2022

The Louth Local Economic and Community Plan (LECP) 2016-2021 was completed to meet provisions under the Local Government Reform Act 2014. It is an action-focused plan whose purpose is to identify and implement actions to achieve sustainable economic growth and improved social outcomes within the County. A series of economic and community goals, objectives, and actions to achieve these ambitions are set out throughout the plan.

Louth Age Friendly County Strategy Document

Louth County Council was the first local authority in Ireland to launch the Louth Age Friendly County Initiative in 2008. The Louth initiative was the original 'design & build' approach and informed the models and structures now followed today across the wider network of age friendly city/county programmes. The Age Friendly programme is part of an international effort to address environmental and social factors that contribute to active and healthy ageing. It helps cities and communities to become more supportive of older people by addressing their needs across eight key themes:

- The built environment
- Transport
- Housing
- Social participation
- Respect and social inclusion
- Civic participation and employment
- Communication
- Community support and health services

The Housing section within the strategy identifies challenges raised by older people with regard to their accommodation needs, these included:

- Houses need to be adapted as people get older and frailer
- Many older people don't feel safe in their own homes and neighbourhoods
- Older people need more choice of types of housing

Louth County Council Traveller Accommodation Programme 2019-2024

The Louth County Council Traveller Accommodation Programme (TAP) 2019-2024 fulfils requirements under the Housing (Traveller Accommodation) Act 1998. Having come into effect in 2000 the Act requires Local Authorities to prepare and adopt a Traveller Accommodation Programme for each succeeding five-year period. It aims to meet the accommodation needs of travellers in Louth within a five-year period up to 2024. The Programme recognises Traveller's ethnic identity and aims to provide accommodation that is suitable to their specific needs. As such, the Programme provides for standard housing options, as well as traveller-specific accommodation such as halting sites, temporary/emergency sites. As policy, different housing options will be provided in accordance with an assessment of need and are subject to feasibility.

3.0 Current Context: Review and Analysis of Existing Supply and Needs

3.1 Population

County Louth is located within the Eastern and Midland Regional Assembly (EMRA) area, the most populous region in Ireland with over 2.3 million people. Between 2006 and 2016, the region grew by 15%, an increase of over 300,000 people, exceeding the state average growth rate of 12% during the same period. County Louth is strategically located within the Dublin- Belfast cross-border network area, the largest economic agglomeration on the island of Ireland. A brief overview of the county's population shows that the county saw a population increase of 4.9% (+5,987 persons) between 2011 and 2016, as the population increased to 128,884 from 122,897. Between 2006-2011, the population in the county grew by 10.5%. Drogheda and Dundalk continued to experience steady growth between 2011-2016, with their populations increasing by 4.9% (Louth portion of the population; 6.2% across the settlement as a whole) and 3.1% respectively. Both settlements now exceed populations of 30,000 with their combined population representing a total of 62% of the county's population. Population change across the various tiers of the settlement hierarchy is set out in Table 3.1 (with a county summary presented in the infographic below).

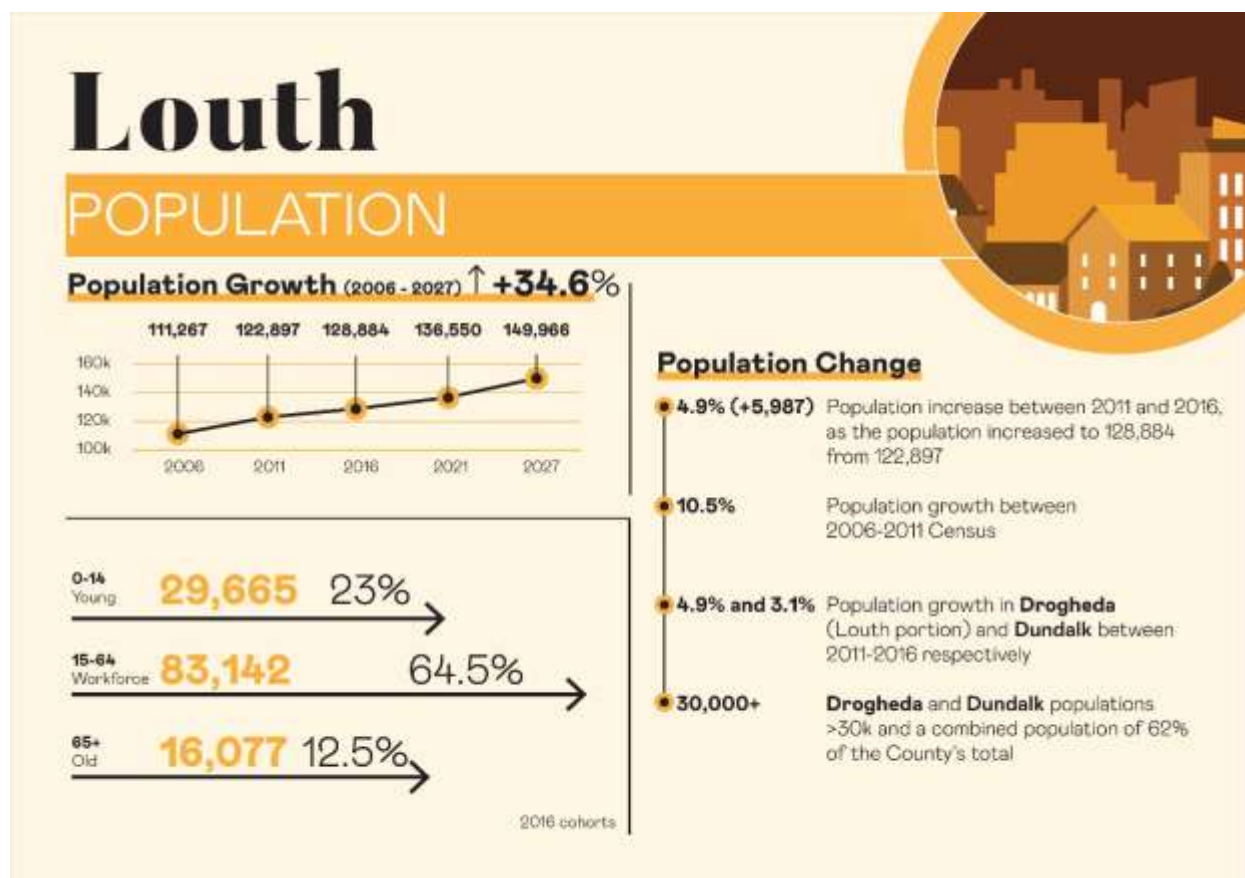


Table 3.1: Population Growth in Louth 2011-2016

	Population 2011	Population 2016	Growth Rate (2011-2016)	Growth Rate % (2011-2016)
Louth County	122,897	128,884	5,987	4.9%
Tier 1 Settlements				
Drogheda (Louth)³	32,595	34,199	1,604	4.9%
Dundalk	37,816	39,004	1,188	3.1%
Tier 2 Settlements				
Ardee	4,927	4,928	1	0.0%
Dunleer	1,786	1,822	36	2.0%
Tier 3 Settlements				
Carlingford	1,045	1,445	400	38.3%
Castlebellingham-Kilsaran	1,035	1,126	91	8.8%
Clogherhead	1,993	2,145	152	7.6%
Termonfeckin	1,443	1,579	136	9.4%
Tullyallen	1,358	1,547	189	13.9%
Tier 4 Settlements				
Annagassan	180	201	21	11.6%
Baltray	-	132	-	-
Collon	814	896	82	10.1%
Dromiskin	1,115	1,195	80	7.2%
Knockbridge	583	667	84	14.4%
Louth Village	715	735	20	2.8%
Omeath	503	603	100	19.9%
Tallanstown	673	674	1	0.1%
Tier 5 Settlements & Rural Areas	28,333	29,229	896	3.16%

In line with a prevailing state-wide trend of urbanisation, the county saw an increase in the share of population residing in urban areas. According to the CSO's parameters, a total of 91,981 people (71.4%) were living in urban settlements in Louth in 2016. 36,903 (28.6%) were living in smaller towns and villages, as well as in the rural remainder of the county. In 2011, census results showed a distribution between the urban and rural population as 69.2% and 30.8% respectively. Thus, Louth is becoming more urban in nature as a whole.

The age profile of the EMRA region in 2016 was relatively young with nearly half a million children or 1 in 5 people (22%) in the Region aged under 14 years of age. In Louth this figure is broadly similar, standing at 23%. In total, the number of children of pre-school age (0-4) in Louth is 9,473 (7.4%). 16,274 (12.6%) are of primary school going age (5-12) and a further 11,037 (8.6%) are of secondary school going age (13-18). The average age of the county's population in 2016 was 35.9. This compares to a state average of 36.8. Figure 3.1 provides a proportional illustration of the various age cohorts in Louth that comprise the total population, categorising them by gender.

³ The population of Drogheda includes a proportion of County Meath's population (specifically those residing in the Southern Environs of Drogheda). The population of the entire settlement was 40,956 in 2016. This represented an increase of 6.2% since 2011 (when the population was 38,578).

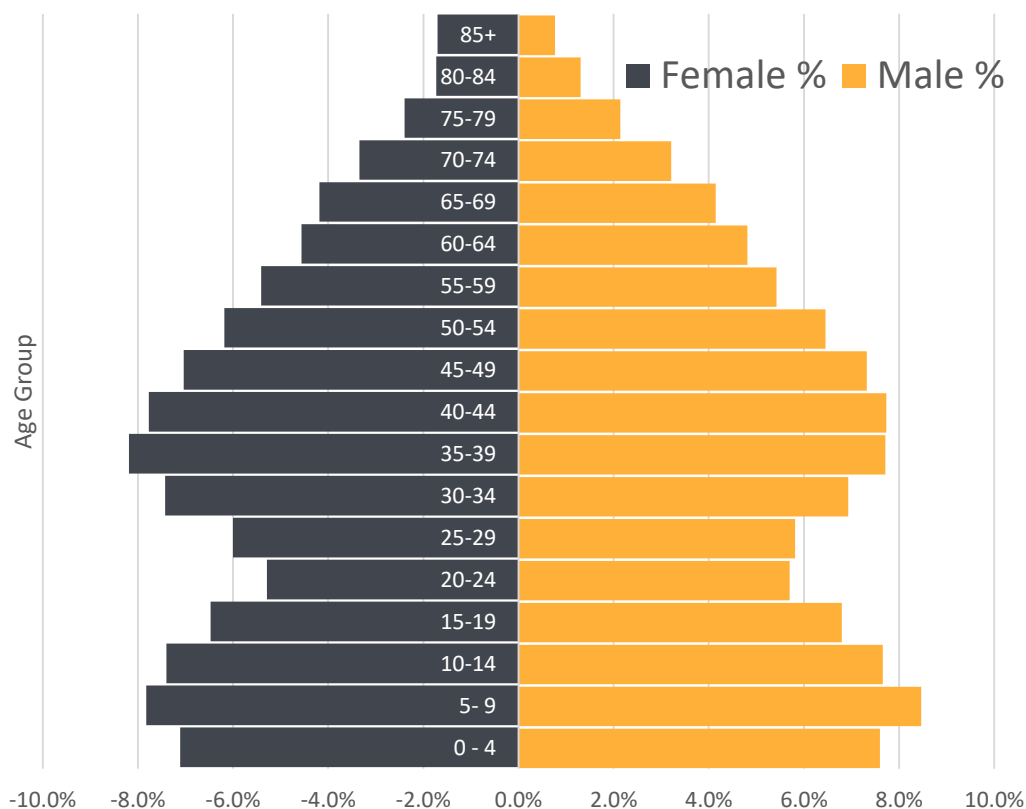


Figure 3.1: Age Dependency Ratios % (2016)

However, Census 2016 results show that Ireland’s population has been getting steadily older since the 1980s. In 2016, 37.2% of the Irish population were aged 45 and over, compared with 34.4% in 2011 and 27.6% in 1986. 13.4% of the state’s population were over 65 in 2016. As with the state, both the EMRA region and county of Louth are ageing. Indeed, 12.5% of the county’s population were aged over 65 in 2016. As the RSES notes, by 2031 there will be a significant increase in the regional population aged over 65 and as such, there is a need to plan for adequate healthcare, accommodation and services to enable independent living for as long as possible, encourage active lifestyles and address isolation for older residents.

The total age dependency ratio for County Louth in 2016 was 54.9%⁴, as demonstrated in Table 3.2. Nationally, this figure stood at 52.7%.

	0-14 years	15-64 years	Over 65 years	Young Age Ratio (%)	Old Age Ratio (%)	Total Dependency Ratio (%)
County Louth	29,665	83,142	16,077	35.6%	19.3%	54.9%
MD						
MD Dundalk	12,573	35,970	7,263	34.9%	20.1%	55%

⁴ Dependents are defined for statistical purposes as people outside the normal working age of 15-64. Dependency ratios are used to give a useful indication of the age structure of a population with young (0-14) and old (65+) shown as a percentage of the population of working age (15-64).

MD Ardee	6,869	18,591	3,566	36.9%	19.1%	56%
MD Drogheda	10,223	28,581	5,248	35.7%	18.3%	54%

Table 3.2: Age Dependency Ratios (2016)

3.2 Existing Housing Stock and Supply

3.2.1 Stock and Composition

Census 2016 results record a total housing stock of 51,399 units in County Louth, which represents a marginal increase of 213 units on 2011 levels. The number of vacant units in 2016 stood at 3,952 (excluding holiday homes and those dwellings deemed to be temporarily absent). The 2011 Census data does not distinguish between categories of vacancy and indicates that there were 7,126 unoccupied dwellings in 2011.

In contrast, the 2016 data illustrates the number of temporarily absent dwellings, unoccupied holiday homes and other vacant dwellings. For comparison purposes, the total number of vacant dwellings across these three categories in 2016 is 5,871. As such, there is an overall decline in the number of vacant dwellings of 1,255 between 2011-2016. This indicates the existing vacant stock absorbing much of the growing need for housing in the county.

A summary of the information on the existing housing stock is provided in Table 3.3.

Table 3.3: Existing Housing Stock (2016)

County	Housing stock	Holiday homes	Temporarily Absent	Vacancy	% Vacancy ⁵
County Louth	51,399	761	1,158	3,952	7.69%
MD					
MD Dundalk	23,218	517	498	2,134	9.19%
MD Ardee	11,072	158	261	740	6.68%
MD Drogheda	17,109	86	399	1,078	6.30%

⁵ The percentage vacancy rate provided is based on 'Other Vacancy' category as a percentage of total housing stock and excludes vacant holiday homes and those temporarily absent.

Household size cohort represents the number of people per households. Almost half (49.8%) of households in Louth in 2016 had just one or two persons living in that household as illustrated Table 3.4, however this generally compares to the national figures on household size cohorts.

Table 3.4: Existing Household Size Cohorts (2016)

County Louth	Households	Persons	Households %	Persons %
1 person	10,260	10,260	22.6%	8.0%
2 persons	12,376	24,752	27.2%	19.4%
3 persons	8,040	24,120	17.7%	18.9%
4 persons	8,228	32,912	18.1%	25.8%
5+ persons	6,544	35,707	14.4%	28.0%
Total	45,448	127,751	100.0%	100.0%

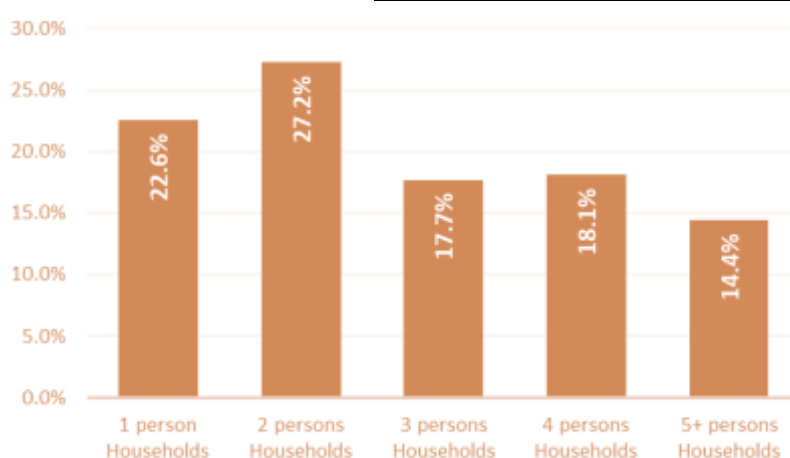


Figure 3.2: Existing Household Size Cohorts % (2016)

Compositionally, there were 45,448⁶ households and an average household size of 2.81, which is higher than the national rate of 2.75. 92% of households comprised of a traditional family houses or bungalows while 6.3% were those who lived in apartments in 2016. At a national level, 12% of all occupied households in Ireland were apartments. The NPF notes that while the overall proportion of households living in apartments is growing, we remain considerably behind European averages in terms of the numbers and proportion of households living in apartments, especially in our cities and larger towns. As such, the NPF states that apartments will need to become a more prevalent form of housing, particularly in Ireland’s cities in order to more effectively address the challenge of meeting the housing needs of a growing population in our key urban areas.

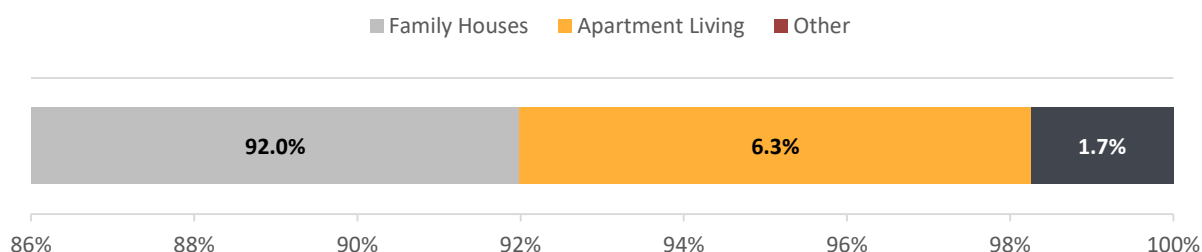


Figure 3.3: Existing Household Typology % (2016)

⁶ CSO 2016 – Private Households Figure, including Caravan/Mobile Home as a household

3.2.2 Housing Tenure

Home ownership remains the dominant tenure in Louth with 69.4% of households within this category in 2016. 36% of these owner-occupied households pay a mortgage. 15.2% of households were in the private rental market, while 10.6% (4,830) of rented properties comprise social housing remaining consistent with 2011 (10.1%) social housing levels. Table 3.5 provides a concise illustration of housing tenures across Louth County.

Table 3.5: Housing Tenure County Louth (2016)

County Louth	Households	Persons	Households %	Persons %
Social Housing	4,830	14,002	10.6%	11.0%
Rented (Privately)	6,909	18,814	15.2%	14.7%
Owner Occupied (All)	31,501	89,763	69.4%	70.4%

The proportional breakdown of housing tenures, privately owned, privately rented and publicly rented in the three Districts of Dundalk, Ardee and Drogheda is set out in Table 3.6.

As can be seen home ownership in Ardee MD is higher than the County average at 78% while privately rented (6%) and social housing i.e. rented from the Local Authority and rented from voluntary bodies (6%) are well below the county average. Drogheda MD sees the lowest level of home ownership in the county (68%) while social housing provision (12%) and privately rented properties (17%) are at their highest.

Table 3.6 Household Tenure – Occupancy Type County Louth and Municipal Districts 2016

County Louth	Owner occupied with mortgage	Owner occupied no mortgage	Rented from private landlord	Rented from Local Authority	Rented from voluntary body	Occupied free of rent	Not stated	Total
(No. households)	16,356	15,145	6,909	4,248	582	611	1,512	45,363
% Households	36%	33%	15%	9%	1%	1%	3%	100%
MD Dundalk								
(No. households)	6,715	6,663	3,232	2,023	295	280	755	19,963
% Households	34%	33%	16%	10%	1%	1%	4%	100%
MD Ardee								
(No. households)	4,129	3,586	1,088	636	44	166	233	9,882
% Households	42%	36%	11%	6%	0%	2%	2%	100%
MD Drogheda								
(No. households)	5,512	4,896	2,589	1,589	243	165	524	15,518
% Households	36%	32%	17%	10%	2%	1%	3%	100%

3.2.4 Housing Permissions

Table 3.7 illustrates the number of granted planning applications in County Louth between 2006 and 2019. 87% of these relate to permissions granted for houses and apartments via development scheme applications, while 13% relate to 'single one-off dwellings in the open countryside'. Over the past 3 years (2017-2019), on average, 20% of granted applications were for one off dwellings, while approximately 80% were for houses and apartments via development scheme applications.

Table 3.7: Granted Planning Applications in County Louth between 2006 and 2019⁷

Granted Planning Applications (No. of Units)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Grand Total
Houses and Apartments #	1,721	2,927	6,828	2,525	537	132	193	8	90	186	346	325	542	1,499	17,859
Single Rural Dwelling #	502	441	404	239	163	107	115	85	68	83	103	149	143	149	2,751
Houses and Apartments % of Total	77%	87%	94%	91%	77%	55%	63%	9%	57%	69%	77%	69%	79%	91%	87%
Single Rural Dwelling % of Total	23%	13%	6%	9%	23%	45%	37%	91%	43%	31%	23%	31%	21%	9%	13%
Total #	2,223	3,368	7,232	2,764	700	239	308	93	158	269	449	474	685	1,648	20,610
Total %	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

⁷ CSO (2020) Table BHQ02 and Table BHQ12 – Planning Permissions Granted for New Houses and Apartments by Type of Dwelling, Region and County, Quarter and Statistic

3.3.5 Social Housing Stock

In accordance with Section 9 of the Housing Act 1988, housing authorities are required to undertake an assessment of housing need in their administrative area. The social housing stock of Louth as of February 2020 is as follows:

Table 3.8 Current Social Housing Stock (March 2020)

Housing Stock Managed by the Council	Dundalk	Drogheda	Ardee	Total Louth County
Council Owned	1,772	1,458	598	3,828
Community Housed	4	4	0	8
Long Term Leased	191	33	25	249
HAP	1638	1140	335	3,113
Council Stock Managed by Approved Housing Bodies	85	3	20	108
Approved Housing Body Units	-	-	-	713

Approved Housing Bodies – AHB’s

AHB’s provide social housing and are formed for the purpose of relieving housing need and the provision and management of housing. They are established by a voluntary management board to benefit the community in which they are based, and are approved and funded by the Department of Housing, Planning and Local Government. Housing cooperatives can provide both social rented housing and housing to purchase. Housing cooperatives are self-help and jointly owned member/user housing associations or societies.

Projects undertaken may be in response to the needs of older people, people with disabilities, homeless persons or families and single people on low incomes. Some housing associations may be formed to specialise in meeting a particular housing need, others develop with broader aims.

The specific housing services offered will depend on the aims or concerns of the members, the needs of tenants as well as the financial and other resources available for both capital costs and ongoing management running costs.

In December 2019, DHPLG issued a Circular (Housing Circular 40/2019) directing all local authorities to commence the establishment of a **Local Authority and Approved Housing Body Housing Delivery Forum** to represent their local authority area. This Circular followed a series of consultations events with local authorities and AHBs as well as detailed engagement with the CCMA Housing and Building Committee and the Irish Council for Social Housing.

The overall objective is for each local authority to establish a local AHB forum to involve the key AHBs that are active in its area. The key concerns to be considered by the AHB forum are as follows:

- Agree and implement a Protocol for local authority/AHB engagement on the Delivery of Housing
- Review delivery targets under Rebuilding Ireland to monitor delivery and identify opportunities
- Agree and implement a Protocol to co-ordinate the provision of the additional support services available from those AHBs that work with households experiencing acute issues (homelessness, disability etc)
- To monitor and improve operational issues including the allocation process, agreeing rents etc
- Bring to the attention of the Department/CCMA/national AHB Forum, strategic or national issues that require agreement or solutions at the Departmental/CCMA level

A list of AHB's active in Co. Louth is set out below:

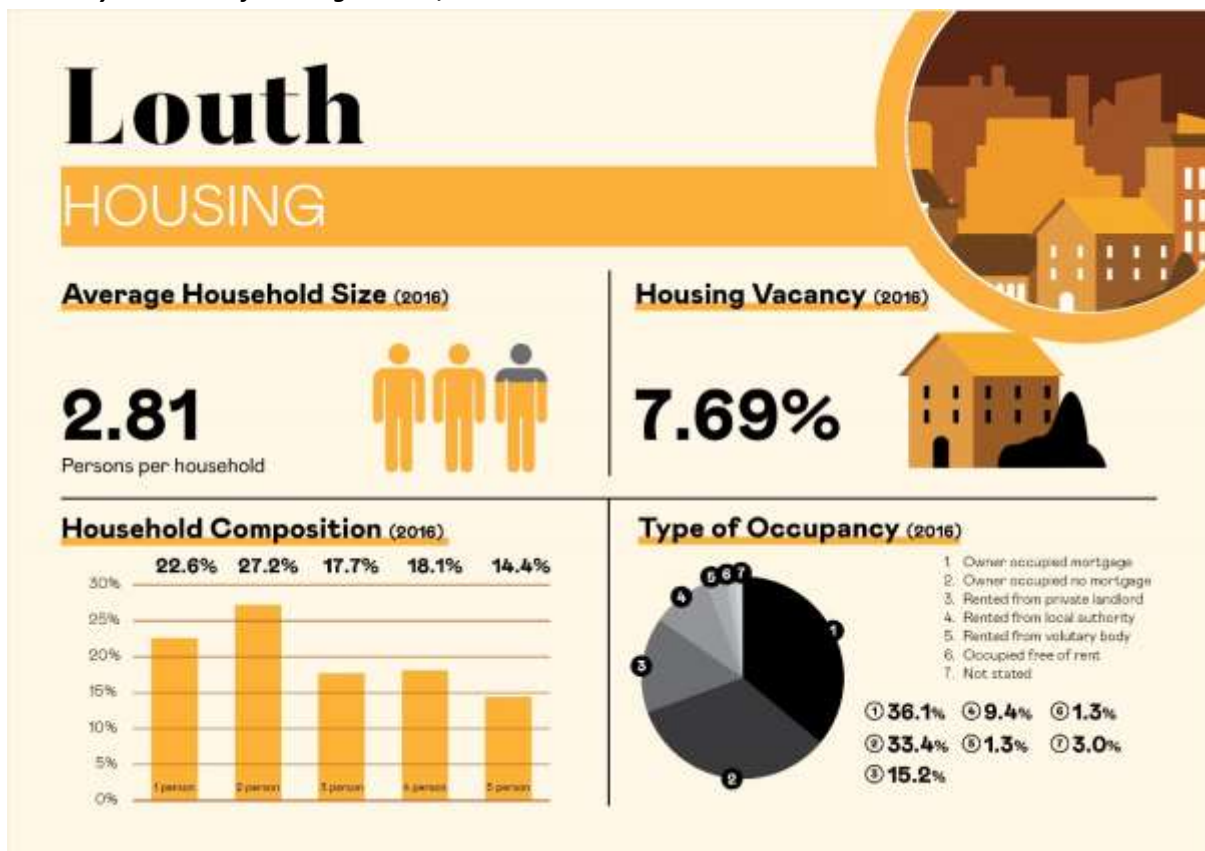
Table 3.9 Operational Approved Housing Bodies in County Louth

List of Operational Approved Housing Bodies in the County
Cluid Housing
Tuath Housing
Oaklee Housing
Drogheda Homeless Aid Association Limited
Drogheda Womens and Childrens Refuge Centre Limited
Dundalk Sheltered Housing
Dundalk Simon Community
Dundalk Voluntary Housing Association Limited
Disabled Persons of Louth
Grange & District Housing Association Limited
Kilkerley Housing Association Limited
Women's Aid (Dundalk) Ltd

Social Housing Vacancy

In May 2020, there were 62 vacant social housing units in Louth. The majority of the vacant units are in varying stages of being re-let; undergoing maintenance or are under offer for tenancy.

Summary Overview of Housing Context, 2016



4.0 Housing Needs in Louth

4.1 Overview

This chapter sets out the demographic, economic and social inputs of relevance and estimates the projected population, households, and associated needs in relation to housing during the plan period. Specifically, this chapter demonstrates how the various demographic and market factors interact with the assessment of future housing needs and demands within County Louth. This aligns with the methodology that has been described in Section 1.4 and the chapter has therefore been structured in the following way:

- Section 4.2 (Inputs) – Describes the relevant information that has supported the analysis that has been undertaken herein.
- Section 4.3 (Assessment of Needs) – Describes the assessment of projected needs for ownership and private rental (in Section 4.3.2 and 4.3.3 respectively). A summary of the calculation of the households who can be classified as having an affordability problem during the plan period so as to adequately inform the necessary provision units within County Louth has been set out in Section 4.3.3.
- Section 4.4 (HNDA Components) - Describes the specific analysis that has been undertaken in relation to the dynamic components of the housing market in County Louth as set out under National Policy Objective 37 of the NPF.

The majority of the information presented herein relates to the plan period (i.e. Q4 2021 – Q3 2027). Where appropriate the information for additional years has been presented to understand progression from the baseline (i.e. 2016). Further details on the analysis undertaken is presented in Appendices 1 - 4.

4.2 Inputs

4.2.1 Population Projections

The future population of County Louth was estimated to 2031 by accounting for the NPF population growth targets. An interpolation of the required level of change per annum was developed for County Louth from baseline year 2016 to NPF target years 2026 and 2031. This facilitated the production of projected annualised figures between 2021 and 2027 (i.e. the plan period). On this basis, the future population⁸ in County Louth has been set out below in Table 4.1 Overview with further details in relation to the year on year changes is provided in Appendix 1. The population of County Louth will increase by 13,416 people during the plan period to a total of 149,966 in 2027.

Table 4.1 Overview of Projected Population throughout the plan period (as per 'High NPF' aligned scenario)

	2021	2022	2023	2024	2025	2026	2027
NPF High Aligned	138,467	140,383	142,300	144,216	146,133	148,049	149,966
Growth (absolute)	1,917	1,916	1,917	1,916	1,917	1,916	1,917
Growth (relative)	1.4%	1.4%	1.4%	1.3%	1.3%	1.3%	1.3%

4.2.2 Estimated Households

As part of the development plan process, planning authorities must demonstrate the manner in which their plan is consistent with the NPF and established NPF Implementation Roadmap population projections for their local authority area. In December 2020, the DHLGH issued guidelines to assist planning authorities to incorporate these projections into the preparation of development plans and housing strategies in a consistent and coherent approach.

These Guidelines build on research undertaken by the Economic and Social Research Institute (ESRI) into regional demographics and structural housing demand at county level. The ESRI's research applies a projection model to four different development scenarios, including a Baseline ('business as usual') scenario and the 'NPF 50:50 City Scenario.' The Section 28 Guidelines state that "the NPF 50:50 City scenario is broadly consistent with the National Planning Framework strategy and consequently, the 2018 NPF 'Roadmap' document". As such, the Section 28 Guidelines indicate that this is the recommended housing demand scenario to be used by local authorities to plan for the provision of housing to meet projected levels of demand.

Thus, planning authorities must now demonstrate the manner in which their core strategy and other elements of the plan are consistent with the established NPF Roadmap population projections for their local authority area and accordingly, with the related NPF 50:50 City housing demand projection scenario identified by the ESRI.

The Guidelines set a methodology for the application of population and housing projections into Local Authority plan processes and the setting of Housing Supply Targets for the relevant plan period.

As set out below, Louth County Council have finalised the following calculation of housing demand for the plan period. Louth County Council will not pursue optional adjustments ('E' or 'F'), and therefore will pursue **a total housing supply target of 6,691** for the Louth County Development Plan over a plan period anticipated to cover approximately Q4 2021 – Q3 2027 inclusive.

⁸ After computation, rounding was applied to household and population figures for direct input into the HNDA Model.

Table 4.2 Calculation of Housing Supply Targets for County Louth over the plan period⁹

Louth County Council		Total Households	Number of Relevant Years	Annual Average Households
A	ESRI NPF scenario projected new household demand 2017 to end Q3 2027	9,214	10.75	838
-	<i>ESRI Baseline scenario projected new household demand 2017 to end Q3 2027</i>	8,739	-	-
B	Actual new housing supply 2017 to end Q3 2021	2,756	4.75	580
C	Homeless households (latest data), and unmet demand as at most recent Census	233	-	-
D	Plan Housing Demand = Total (A-B+C), (Projected ESRI NPF demand - new completions) = Unmet demand	6,691	6	1,115
E	<i>Potential Adjustment 1 to end 2026 portion of plan period – not pursued</i>			
F	<i>Potential adjustment 2 to end 2026 portion of plan period to facilitate convergence to NPF strategy, applicable where B exceeds or is close to D (where justified) – not pursued</i>			

However, when accounting for observed completions by end Q4 2021, there is a net demand of 6,524 units. This is the operable figure used by Louth County Council in the Louth County Development Plan and Core Strategy for the remainder of the plan period (i.e. Q12022-end of Q3 2027).

Table 4.3 sets out the annualised distribution of this demand. The Core Strategy includes all population and household figures between 2016 and the end of the plan period. The additional years and units built will be adjusted when local area plans are being prepared. Table 4.3 also identifies the additional households that are anticipated during the plan period.

⁹ Informed by 'Housing Supply Target Methodology for Development Planning' (DHLGH, December 2020)

Table 4.3 Overview of Projected Households in County Louth throughout the Plan Period (NPF, Modified)

County Louth	2021		2022	2023	2024	2025	2026	2027
	Q3	Q4						Q3
Estimated no. of households	48,204 ¹⁰	48,371	49,486	50,601	51,716	52,831	53,947	54,895
Additional no. of households	-	167 ¹⁶	1,115	1,115	1,115	1,115	1,115	948 ¹¹
Gross Demand¹²	Q4 2021 – Q3 2027:		6,691					
Net Demand¹³	2022 – Q3 2027:		6,524					

The number and distribution of total households per decile throughout the plan period has been estimated based on the distribution of housing units in the State from the Household Budget Survey¹⁴ during the baseline year (i.e. 2016 so as to align with the Census inputs). Table 4.3 identifies the distribution of total households across each of the ten deciles during the plan period.

Table 4.3 Distribution of total households per decile (No. Households) in County Louth (CSO, NPF, Modified)

Year	2021	2022	2023	2024	2025	2026	2027
1st Decile	4,753	4,863	4,972	5,082	5,191	5,301	5,394
2nd Decile	5,114	5,232	5,349	5,467	5,585	5,703	5,803
3rd Decile	5,064	5,181	5,298	5,414	5,531	5,648	5,747
4th Decile	5,050	5,166	5,283	5,399	5,516	5,632	5,731
5th Decile	4,958	5,072	5,187	5,301	5,415	5,530	5,627
6th Decile	4,810	4,920	5,031	5,142	5,253	5,364	5,458
7th Decile	4,654	4,761	4,869	4,976	5,083	5,190	5,282
8th Decile	4,668	4,776	4,833	4,991	5,099	5,206	5,298
9th Decile	4,647	4,754	4,861	4,968	5,075	5,183	5,274
10th Decile	4,654	4,761	4,869	4,976	5,083	5,190	5,282
Total	48,371¹⁵	49,486	50,601	51,717	52,832	53,947	54,895

Similar to the preceding step, the number of additional anticipated households per decile per year has been estimated throughout the plan period.

¹⁰ Pre-Plan total; estimated: private households in 2016 + housing completions 2017 to Q3 2021 (45,448 + 2,756).

¹¹ Actual housing completions Q4 2021; CSO. This figure has been included in the Q4 2021 estimated total.

¹² Gross Plan Housing Demand: see Table 4.2, but also observed as the change to Q3 2027 (54,895-48,204).

¹³ Net Plan Housing Demand: accounts for actual housing completions observed in Q4 2021.

¹⁴ CSO (2017) Household Budget Survey 2015-2016 - Table HS029: Households in sample by deciles and year.

¹⁵ Note: figure includes Q4 2021 plan period allocation of 167. For total change use Q3 2021: 48,204.

Table 4.4 identifies the distribution of additional anticipated households across each of the ten deciles during the plan period.

Table 4.4 Distribution of additional households per decile (No. Households) in County Louth (CSO, NPF, Modified)

Year	2021	2022	2023	2024	2025	2026	2027
1st Decile	16	110	110	110	110	110	93
2nd Decile	17	117	117	117	117	117	99
3rd Decile	17	117	117	117	117	117	99
4th Decile	17	116	116	116	116	116	99
5th Decile	17	114	114	114	114	114	97
6th Decile	17	111	111	111	111	111	94
7th Decile	16	107	107	107	107	107	91
8th Decile	16	108	108	108	108	108	92
9th Decile	16	107	107	107	107	107	91
10th Decile	16	107	107	107	107	107	91
Total	167	1,115	1,115	1,115	1,115	1,115	948

4.2.3 Economic Outlook

The local and regional economy is a critical part of the housing market needs and incomes which can impact on demand and supply. In order to understand the longer-term economic outlook for County Louth, particularly in relation to how household incomes may change over time forecasted growth rates in relation to Gross Domestic Product (GDP) have been considered as described in detail in Appendix 4.

Further, it should be noted that this Strategy has been prepared during the COVID-19 pandemic which is ongoing at the time of writing and publication. As such, prioritisation in relation to future forecasted GDP growth has been given to those data sources that are reflective emerging consensus on economic outlook – as of May 2020. The following GDP growth rates have therefore been applied herein for those reasons as set out in Appendix 4:

- **2020:** -9.4% GDP growth (i.e. contraction of the economy) which is the average of the economic forecasts that have been determined from the average of those forecasts from Davys, the ESRI, Central Bank, Department of Finance and European Union that reflect the ongoing COVID-19 pandemic.
- **2021:** 6.4% GDP growth which aligns with the latest Davys, Department of Finance and European Union forecasts (i.e. the only datasets for next year that reflects the ongoing COVID-19 pandemic).
- **2022:** 2.8% GDP growth which aligns with the Department of Finance forecast¹⁶
- **2023 - 2024:** 2.7% GDP growth which aligns with the Department of Finance forecast¹⁶
- **2025 onwards:** 2.5% GDP growth which aligns with the Department of Finance forecast¹⁶.

¹⁶ This forecast was issued by the Department of Finance in advance of the COVID-19 pandemic; however, it is considered reflective of their anticipated return to pre-pandemic levels of output as set out in the April 2020 document from the Department of Finance.

4.2.4 Income Analysis

Disposable income is the amount of income, after tax is deducted, that is available for spending and saving. It functions as an important measure of housing affordability¹⁷ in an area i.e. the ability of a household to purchase their own home. The weekly and annual disposable incomes at national level from the CSO's Household Budget Survey (from 2015-2016 – i.e. the baseline year that aligns with the Census) have been adjusted to county level based on application of "inflater/deflator" rate. The same methodology was applied separately to the average annual disposable incomes of households to determine mortgage capacity given Central Bank Rules (refer to 4.2.5).

The Average Annual Disposable Income for County Louth from the CSO's Household Budget Survey was €18,359 (7.8% below the regional average for the Mid-East Region), therefore a county deflator of 0.890 has been applied (on the basis of a national average annual disposable income of €20,638)¹⁸. The Average Annual Gross income for County Louth from the CSO's Households Budget Survey was €23,251, therefore a county deflator of 0.856 has been applied (on the basis of a national average annual disposable income of €27,165)¹².

As noted above, disaggregation into ten income segments or 'deciles' has been undertaken to represent the proportion of households in County Louth within each decile during the survey. Table 4.5 indicates that in 2017 after taxes, about one third of the households in County Louth (i.e. the first three deciles) have an average annual disposable income of up to €21,895 or the equivalent of €421 per week.

¹⁷ Section 93 of the Planning and Development Act 2000, defines 'affordability' as "a person who is in need of accommodation and whose income would not be adequate to meet the payments of a mortgage for the purchase of a house to meet his or her accommodation needs because the payments calculated over the course of a year would exceed 35% of that person's annual income net of income tax and pay related social insurance..."

¹⁸ The measure of price inflation/deflation in an area (i.e. County Louth in this instance), relative to the national measure at that time.

Table 4.5 Calculation of Distribution of Weekly and Annual Household Disposable Incomes in County Louth (Source: CSO, Modified)

Income Range	Average Weekly Disposable Income (State) (€) (2009-2010)	Average Weekly Disposable Income (State) (€) (2015-2016)	Percentage Change from 2009-2010 to 2015-2016	Assumed Annual Percentage Income Increase from 2010 to 2016	Adjusted Average Weekly Disposable Income (State) (€) (2017)	Percentage of Households in Each Category (State)	Average Annual Disposable Income (State) (€) (2017)	Louth County Deflator	Louth Average Annual Disposable Income (€) (2017)
1st Decile	188.91	197.40	4.5%	0.90%	199.17	9.83%	10,357.06	0.890	9,213.36
2nd Decile	300.98	324.40	7.8%	1.56%	329.45	10.57%	17,131.32	0.890	15,239.55
3rd Decile	431.28	465.86	8.0%	1.60%	473.33	10.47%	24,613.19	0.890	21,895.22
4th Decile	549.20	593.56	8.1%	1.62%	603.15	10.44%	31,363.73	0.890	27,900.31
5th Decile	669.46	725.85	8.4%	1.68%	738.08	10.25%	38,380.05	0.890	34,141.85
6th Decile	802.56	865.88	7.9%	1.58%	879.54	9.94%	45,736.24	0.890	40,685.71
7th Decile	972.03	1,026.46	5.6%	1.12%	1,037.96	9.62%	53,973.69	0.890	48,013.52
8th Decile	1,183.82	1,215.55	2.7%	0.54%	1,222.07	9.65%	63,547.44	0.890	56,530.06
9th Decile	1,472.66	1,473.25	0.0%	0.01%	1,473.37	9.61%	76,615.14	0.890	68,154.73
10th Decile	2,289.38	2,229.05	-2.6%	-0.53%	2,217.30	9.62%	115,299.70	0.890	102,567.46

To inform the forward projection of affordability in County Louth during the plan period, the baseline income has been inflated annually using forecasted growth rates in relation to Gross Domestic Product (GDP). The forecasted GDP rates have considered the household disposable incomes for 2016 from the CSO's Household Budget Survey along with historic and the latest forecasted GDP growth rates during the plan period (from the Department of Finance, Central Bank, ESRI and European Union – refer to 4.2.3).

Based on an emerging consensus of GDP impacts and outlook from State and sectoral bodies (as of May 2020; see Appendix 4), the following rates were applied. The historic GDP growth of 8.2% and 5.5% was considered during 2018 and 2019 respectively, whilst 9.4% decline was expected during 2020, followed by 6.4% growth in 2021 and 2.8% GDP growth has been conservatively applied thereafter. The key outputs of this (i.e. the forecasted annual average disposable household income) are shown in Table 4.6. A notable difference in average annual disposable incomes across each of the 10 deciles is evident for each year during the plan period.

Table 4.6 Average Annual Household Disposable Incomes per decile in County Louth (Source: CSO, Modified)

Year	2021	2022	2023	2024	2025	2026	2027
% Growth	6.4%	2.8%	2.7%	2.7%	2.5%	2.5%	2.5%
1st Decile	10,136	10,420	10,702	10,991	11,265	11,547	11,836
2nd Decile	16,766	17,236	17,701	18,179	18,634	19,100	19,577
3rd Decile	24,089	24,764	25,432	26,119	26,772	27,441	28,127
4th Decile	30,696	31,555	32,407	33,282	34,114	34,967	35,841
5th Decile	37,563	38,614	39,657	40,728	41,746	42,790	43,859
6th Decile	44,762	46,016	47,258	48,534	49,747	50,991	52,266
7th Decile	52,824	54,303	55,769	57,275	58,707	60,175	61,679
8th Decile	62,194	63,936	65,662	67,435	69,121	70,849	72,620
9th Decile	74,983	77,083	79,164	81,302	83,334	85,418	87,553
10th Decile	96,070	98,760	101,426	104,165	106,769	109,438	112,174

It should be noted that the COVID-19 pandemic is also likely to impact on the housing market in terms of house prices and market rental rates. Analysis of the historic information from the Property Price Register and the Rental Tenancies Board has been undertaken to understand local circumstances. This has been described in Section 4.2.5 and 4.2.6 respectively, however it should be noted that the macroeconomic impact of the COVID-19 pandemic has most likely not yet materialised in the local housing market.

Given the context provided and information as outlined above (i.e. Calculation of Average Annual Household Disposable Income Distribution), the incomes have been scaled to provide the monthly (rather than annual) estimates of disposable income per household in each decile as described in Table 4.7.

Table 4.7 Average Monthly Household Disposable Incomes per decile in County Louth (Source: CSO, Modified)

Year	2021	2022	2023	2024	2025	2026	2027
1st Decile	845	868	892	916	939	962	986
2nd Decile	1,397	1,436	1,475	1,515	1,553	1,592	1,631
3rd Decile	2,007	2,064	2,119	2,177	2,231	2,287	2,344
4th Decile	2,558	2,630	2,701	2,774	2,843	2,914	2,987
5th Decile	3,130	3,218	3,305	3,394	3,479	3,566	3,655
6th Decile	3,730	3,835	3,938	4,044	4,146	4,249	4,355
7th Decile	4,402	4,525	4,647	4,773	4,892	5,015	5,140
8th Decile	5,183	5,328	5,472	5,620	5,760	5,904	6,052
9th Decile	6,249	6,424	6,597	6,775	6,945	7,118	7,296
10th Decile	8,006	8,230	8,452	8,680	8,897	9,120	9,348

4.2.5 Central Bank Rules and Mortgage Capacity

The Central Bank have put measures in place that set limits on size of mortgages that consumers can borrow to purchase a home. These measures have been set through the use of loan-to-value (LTV)¹⁹ and loan-to-income (LTI)²⁰ limits. An assumed preference for home ownership over rental has been applied as part of this modelling and assessment of needs. It has therefore been determined whether households could qualify for a mortgage that would enable them to purchase a house in the lowest price band under these rules. The key variables used to determine whether households in a decile can qualify for a mortgage are therefore:

- LTV ratio of 0.90
- a maximum LTI ratio of 3.5; and
- the upper value of the first house price band for that year (as set out in Section 4.2.5).

As such if a household does not have sufficient income to meet the Central Bank rules (i.e. 3.5 times their gross income is less than 90% of the value of purchase a house in the lowest projected price band for that year), they do not qualify for a mortgage that would enable them to purchase a home. Table 4.8 describes the mortgage capacity of households on that basis and further detail is provided in Appendix 2.

Table 4.8 Mortgage Capacity of Households per decile (euro) in County Louth based on Central Bank Rules (Source: CSO, Central Bank of Ireland, Modified)

Year	2021	2022	2023	2024	2025	2026	2027
1st Decile	34,235	35,194	36,144	37,120	38,048	38,999	39,974
2nd Decile	57,273	58,876	60,466	62,099	63,651	65,242	66,873
3rd Decile	83,082	85,408	87,714	90,083	92,335	94,643	97,009
4th Decile	108,720	111,764	114,781	117,880	120,827	123,848	126,944
5th Decile	138,190	142,059	145,895	149,834	153,580	157,419	161,355
6th Decile	170,853	175,637	180,379	185,249	189,881	194,628	199,493
7th Decile	208,716	214,560	220,354	226,303	231,961	237,760	243,704
8th Decile	254,515	261,642	268,706	275,961	282,860	289,932	297,180
9th Decile	324,615	333,704	342,715	351,968	360,767	369,786	379,031
10th Decile	531,915	546,809	561,572	576,735	591,153	605,932	621,080

Table 4.8 outlines that during the plan period, the first three deciles (throughout the entire plan period with the exception of the third decile in 2022) do not have sufficient gross household income to meet the requirements of the Central Bank rules. Specifically, 3.5 times their gross income is less than 90% of the value of purchase a house in the lowest projected price band and hence they do not qualify for a mortgage and progress to private rental. Those households that can qualify for a mortgage progress to the needs assessment for ownership.

¹⁹ The LTV limit requires one to have a minimum deposit before you can get a mortgage. First-time buyers are allowed up to 90% LTV, meaning they are required to provide a minimum deposit of 10% upfront for any property.

²⁰ The LTI limit restricts the amount of money one can borrow to a maximum of 3.5 times one's gross income.

4.2.6 Analysis of Historic Ownership Market

This section sets out background information on house price trends in the current market within County Louth. To ensure the most up to date market context, 2019 has been selected as the baseline year and property transactions as recorded on the Residential Property Price Register during that year have been considered representative to understand house prices and the distribution of housing units per price band. Table 4.9 sets out the 1,642 transactions that occurred in County Louth across the eight price bands during 2019.

Table 4.9 House Sales²¹ in County Louth in 2019 (Source: Property Price Register)

Price Band	Number of Transactions	Percent of Transactions
0 – 100,000	112	6.8%
100,001 – 150,000	251	15.3%
150,001 – 200,000	384	23.4%
200,001 – 250,000	503	30.6%
250,001 – 300,000	214	13.0%
300,001 – 350,000	81	4.9%
350,001 – 400,000	38	2.3%
400,000+	59	3.6%
Total Transactions	1,642	100%

It is important to consider how house prices may change over time, particularly fluctuations during the plan period. Specifically, the distribution of the price of units in the housing market during 2010 – 2019 have been reviewed for County Louth. The distribution of price bands in 2019 has been held fixed during the plan period because the selection of the nominated price bands and associated distribution of houses within those price bands in 2019 was considered reflective of a functioning, typical housing market for the area following review of information from Daft²² and the CSO²³ (HPA02, HPM02 and HPA06) which further contextualised the historic market in County Louth. Table 4.10 sets out the historic information on the housing market in County Louth.

²¹ It should be noted that this relates to House Sales that are inclusive of VAT

²² <https://www.daft.ie/report/ronan-lyons-2019q4-dafthouseprice>

²³ <https://www.cso.ie/en/statistics/prices/residentialpropertypriceindex/> - PPR Data hosted by CSO,
<https://statbank.cso.ie/px/pxeirestat/Statire/SelectVarVal/Define.asp?maintable=HPM02&PLanguage=0>
<https://statbank.cso.ie/px/pxeirestat/statire/SelectVarVal/Define.asp?Maintable=HPM06&PLanguage=0>
<https://statbank.cso.ie/px/pxeirestat/Statire/SelectVarVal/Define.asp?maintable=HPA06&PLanguage=0>

Table 4.10 Historic House Price Metrics in County Louth (Source: PPR, CSO, Daft.ie)

Year	RPPR	CSO HPA02	CSO HPM02	CSO HPA06	Daft
2011	-16.9%	-20.0%	-8.34%	-17.50%	-54.5%
2012	-11.6%	-15.5%	-4.78%	-16.90%	-4.3%
2013	-7.7%	0.0%	2.57%	0.30%	-1.9%
2014	0.6%	19.8%	21.85%	14.00%	11.4%
2015	10.2%	9.6%	8.91%	18.40%	-3.6%
2016	16.7%	14.6%	21.02%	6.00%	12.1%
2017	38.9%	12.2%	5.15%	11.80%	11.5%
2018	-11.1%	11.3%	10.47%	10.80%	4.9%
2019	6.5%	3.3%	1.31%	1.10%	-2.2%

Given the context of the recent recession and subsequent periods of growth, the average house price change over the past five years has been used as a basis for future changes in average house price from 2023 onwards (i.e. future baseline). An average of the five-year historic data recorded by the PPR²⁴, CSO²⁵ (HPA02, HPM02 and HPA06) and Daft.ie reported statistics was applied as illustrated in Table 4.10.

Overall, these future estimations of the dynamics of the housing market in County Louth are considered reflective of anticipated economic conditions at the time of writing and housing supply generally improving and its associated positive influence on the housing market.

It should be noted that the COVID-19 pandemic is also likely to impact on the housing market in terms of house prices and market rental rates as identified in Section 4.2.3.

This macroeconomic outlook has therefore been considered in addition to the historic information that has been set out above. As such, an adjusted rate of reduction has been applied in addition to relevant data in relation to the impacts of the COVID-19 pandemic on the housing market.

Recent research²⁶ estimates how the COVID-19 pandemic may impact on the housing market from 2020 and 2022. For the purpose of this analysis, the 'sluggish' recovery scenario set out by ESRI has been adopted and this indicates a -7%, -17%, and -12% dip below the baseline in 2020, 2021 and 2022 respectively.

These impacts have been factored into the estimated change in average house price growth during those years and it is anticipated therefore that the average house prices within County Louth may change over time as described in Table 4.11. Further information in relation to the projected house price bands per year is provided in Appendix 3.

This information has supported the estimation of projected house price bands based on the percentage split of the 8 price bands as outlined in Table 4.9. The following is therefore considered to reflect market changes to the end of the plan period including:

²⁴ <https://www.cso.ie/en/statistics/prices/residentialpropertypriceindex/> - PPR Data hosted by CSO,

²⁵ <https://statbank.cso.ie/px/pxeirestat/Statire/SelectVarVal/Define.asp?maintable=HPM02&PLanguage=0>

<https://statbank.cso.ie/px/pxeirestat/statire/SelectVarVal/Define.asp?Maintable=HPM06&PLanguage=0>

<https://statbank.cso.ie/px/pxeirestat/Statire/SelectVarVal/Define.asp?maintable=HPA06&PLanguage=0>

²⁶ <https://www.esri.ie/publications/property-prices-and-covid-19-related-administrative-closures-what-are-the-implications>

- Annual short-term decline in the rate of growth in 2020 at 3%.
- Decline in 2021 with 7.0% decline change with a rebound to 2% decline in 2022.
- Return to growth that reflects the average historic growth over the last five years (at 10%) with gradual conservative reduction applied thereafter throughout the plan period.

Table 4.11 Actual and Anticipated Change in Average Prices in the Housing Market (Source: PPR, Mod. ESRI)

2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Actual					Forecasted							
10%	17%	39%	-11%	7%	3%	-7%	-2%	10%	8%	6%	6%	4%

Based on the above, the projected house prices during the plan period have been determined as set out in Table 4.12.

Table 4.12 Calculation of projected house price bands during the plan period (Source: PPR baseline, forecasted change)

Year	Average Price Change	1st Band (Upper)	2nd Band (Lower Upper)		3rd Band (Lower Upper)		4th Band (Lower Upper)		5th Band (Lower Upper)		6th Band (Lower Upper)		7th Band (Lower Upper)		8th Band (Lower)
2019	-	100,000	100,001	150,000	150,001	200,000	200,001	250,000	250,001	300,000	300,001	350,000	350,001	400,000	400,001
2020	3.0%	102,989	102,990	154,483	154,484	205,977	205,978	257,472	257,473	308,966	308,967	360,461	360,462	411,955	411,956
2021	-7.0%	95,768	95,769	143,652	143,653	191,536	191,537	239,420	239,421	287,304	287,305	335,188	335,189	383,072	383,073
2022	-2.0%	93,842	93,843	140,763	140,764	187,683	187,684	234,604	234,605	281,525	281,526	328,446	328,447	375,367	375,368
2023	10.0%	103,215	103,216	154,823	154,824	206,431	206,432	258,038	258,039	309,646	309,647	361,254	361,255	412,861	412,862
2024	8.0%	111,473	111,474	167,209	167,210	222,945	222,946	278,681	278,683	334,418	334,419	390,154	390,155	445,890	445,891
2025	6.0%	118,161	118,162	177,241	177,243	236,322	236,323	295,402	295,403	354,483	354,484	413,563	413,564	472,644	472,645
2026	6.0%	125,251	125,252	187,876	187,877	250,501	250,502	313,126	313,128	375,752	375,753	438,377	438,378	501,002	501,004
2027	4.0%	130,261	130,262	195,391	195,392	260,521	260,522	325,651	325,653	390,782	390,783	455,912	455,913	521,042	521,044

4.2.7 Analysis of Historic Private Rental Market

This section sets out background information on rental price and demand by unit type in the current market. To ensure the most up to date market context, 2019 has been selected as the baseline year and rental information as recorded by the Residential Tenancies Board during that year have been considered representative. Information has been extracted for County Louth. An overview of the market rents during 2019 is provided in Table 4.13 .

Table 4.13 Private Rental Market Prices in 2019 (Source: RTB)

Year	One bed	Two bed	Three bed	Four plus bed	All bedrooms	YOY change (All)
2019	786	951	1,027	1,049	1,001	9.9%

It should be noted that historic demand by unit type was available for the period 2011 -2019 and analysed to understand specific demand in the private rental market over time. Table 4.14 sets out the varying demand for individual unit types during 2011 – 2019 which is considered reflective of the demand for a unit type within County Louth and thus has been held fixed to understand future demand per unit type in the private rental market.

Table 4.14 Projected Demand by Unit Type in the Private Rental Market (Source: RTB)

No. Beds	Percent of Units
1 Bed	10.5%
2 Bed	33.2%
3 Bed	44.1%
4+ Bed	12.2%
Total	100.0%

Similar to the house prices, historic information has been considered to forecast future changes in market rents by unit type going forward. Specifically, analysis of the change in average rental price for all bedroom units over the past four years (i.e. 2016 – 2019) has been used as a baseline and in the absence of any rental market specific analysis, the impact and recovery from the COVID pandemic as outlined by ESRI²⁷ has also been factored in the same manner as the house prices in the ownership analysis.

The following changes in rental prices are therefore used (Refer to Table 4.15 for with the projected rental prices by unit type): 3.4% growth in 2020, 6.6% decline in 2021, 1.6% decline in 2022 and 10.4% growth thereafter, with a conservative tapering over the plan period.

Table 4.15 Projected Rental Prices by Unit Type in County Louth (Source: RTB, Modified)

Year	Annual Change	One bed	Two bed	Three bed	Four plus bed
2021	-6.6%	759	918	992	1,013
2022	-1.6%	747	904	976	997
2023	10.4%	824	998	1,077	1,100
2024	10.4%	910	1,101	1,189	1,215
2025	8.0%	983	1,189	1,284	1,312
2026	8.0%	1,062	1,284	1,387	1,417
2027	6.0%	1,125	1,361	1,470	1,502

²⁷ Under the assumption that the nature of COVID-19s impact on the housing market effects the rental market alike

4.3 Assessment of Needs

4.3.1 Ownership

Housing Affordability is associated with disposable income available to a household which has been determined at the county level as described in detail in Section 4.2.4. Specifically, Section 93 of the Planning and Development Act 2000, defines affordability by setting the parameters for an ‘eligible person’ as "a person who is in need of accommodation and whose income would not be adequate to meet the payments of a mortgage for the purchase of a house to meet his or her accommodation needs because the payments calculated over the course of a year would exceed 35% of that person's annual income net of income tax and pay related social insurance...".

It therefore is generally accepted that if housing costs exceed 35 per cent of a household’s disposable income, the housing is unaffordable as housing costs consume a disproportionately high amount of household income. Based on this information, we have calculated the number of households not meeting the “Affordability Criteria”. The projections for household income during the plan period are applied to the DoECLG Model Housing Strategy annuity formula as set out in Table 4.16.

This formula determines the maximum affordable house price for each of the ten income deciles based on a number of evidence-based variables that have been established through analysis of historic mortgage data from the Central Bank of Ireland. The key variables used in the annuity formula include an affordability threshold of a maximum of 35% expenditure of household income on mortgage costs, a loan to value ratio of 0.90, an annual interest rate (APR) of 3%, and a loan term of 29 years.

Table 4.16 Approximate Affordable House Price per decile in Louth County (Source: CSO, Modified)

Year	Q4 2021	2022	2023	2024	2025	2026	Q3 2027
1st Decile	76,289	78,425	80,543	82,718	84,786	86,905	89,078
2nd Decile	126,188	129,721	133,224	136,821	140,241	143,747	147,341
3rd Decile	181,299	186,375	191,407	196,575	201,490	206,527	211,690
4th Decile	231,023	237,492	243,904	250,489	256,751	263,170	269,750
5th Decile	282,705	290,620	298,467	306,526	314,189	322,044	330,095
6th Decile	336,890	346,323	355,673	365,277	374,409	383,769	393,363
7th Decile	397,566	408,698	419,733	431,066	441,842	452,888	464,211
8th Decile	468,086	481,192	494,184	507,527	520,216	533,221	546,551
9th Decile	564,342	580,143	595,807	611,894	627,191	642,871	658,943
10th Decile	723,040	743,285	763,354	783,964	803,563	823,652	844,244

Based on the determination of additional households required (Refer to Section 4.2.2), the projected house price bands (i.e. Table 4.12), the determination of households that can qualify for a mortgage (Refer to appendix 2, Table 2.2) and the calculation of housing affordability (Refer to Table 4.16), the housing surplus/deficit per price band has been determined as set out in Table 4.17.

A surplus within a price band has been identified where the number of housing units anticipated is greater than the number of households that qualify for a mortgage and have the ability to purchase a home at the upper value of that house price band. A deficit has been identified within a price band where there are fewer households anticipated compared to the number of households that qualify for a mortgage and have the ability to purchase a home at the upper value of that house price band.

Throughout the plan period, there is generally a housing surplus in the lower price bands and housing deficit in the higher price bands as identified in Table 4.17. A sufficient number of houses are anticipated overall as households in the upper price bands can purchase a house in a lower price band. Additionally, the first three deciles (throughout the entire plan period with the exception of the third decile in 2022) will not qualify for a mortgage (due to the current Central Bank rules), therefore there will be sufficient number of houses within County Louth to those households that qualify for a mortgage and have the ability to purchase a home at the upper value of the lowest house price band.

Table 4.17 Determination of Purchase Affordability for Households Qualifying for Mortgage in County Louth for the plan period (Source: Own Calculations)

Year	Income Range	No. of Anticipated Households That Meet CB Rules to Qualify for a Mortgage	Running Total	Affordability Threshold	House Price Band(s)	Upper Value of Price Band	No. of Households That Qualify for a Mortgage Able to Purchase at Upper Value	% of Housing Units Anticipated to be brought to market per Price Band	No. Housing Units Anticipated per Price Band	Housing Surplus (+) or Deficit (-) per Price Band
Q4 2021	1st Decile	0	0	76,289	1st Band	95,768	0	6.8%	8	8
	2nd Decile	0	0	126,188	2nd Band	143,652	0	15.3%	18	18
	3rd Decile	0	0	181,299	3rd Band	191,536	37	23.4%	27	13
	4th Decile	45	45	231,023	4th Band	239,420	38	30.6%	35	21
	5th Decile	44	88	282,705	5th Band	287,304	37	13.0%	15	1
	6th Decile	42	131	336,890	6 th and 7 th Band	383,072	54	7.2%	8	-13
	7th Decile	41	172	397,566	8th Band	None	None	3.6%	4	-
	8th Decile	41	213	468,086						
	9th Decile	41	254	564,342						
	10th Decile	41	295	723,040						
		115 (of 167)						100.00%	115	
2022	1st Decile	0	0	78,425	1st Band	93,842	0	6.8%	61	61
	2nd Decile	0	0	129,721	2nd Band	140,763	88	15.3%	136	48
	3rd Decile	114	114	186,375	3rd Band	187,683	96	23.4%	208	112
	4th Decile	114	227	237,492	4th and 5th Band	281,525	152	43.7%	388	235
	5th Decile	111	339	290,620	6th Band	328,446	98	4.9%	44	-53
	6th Decile	108	447	346,323	7th Band	375,367	85	2.3%	21	-64
	7th Decile	105	552	408,698	8th Band	None	None	3.6%	31	-
	8th Decile	105	656	481,192						
	9th Decile	104	761	580,143						
	10th Decile	105	866	743,285						
		888 (of 1,115)						100.00%	888	

Year	Income Range	No. of Anticipated Households That Meet CB Rules to Qualify for a Mortgage	Running Total	Affordability Threshold	House Price Band(s)	Upper Value of Price Band	No. of Households That Qualify for a Mortgage Able to Purchase at Upper Value	% of Housing Units Anticipated to be brought to market per Price Band	No. Housing Units Anticipated per Price Band	Housing Surplus (+) or Deficit (-) per Price Band
2023	1st Decile	0	0	80,543	1st Band	103,215	0	6.8%	53	53
	2nd Decile	0	0	133,224	2nd Band	154,823	0	15.3%	118	118
	3rd Decile	0	0	191,407	3rd Band	206,431	99	23.4%	180	82
	4th Decile	114	114	243,904	4th Band	258,038	101	30.6%	236	135
	5th Decile	111	225	298,467	5th Band	309,646	98	13.0%	100	3
	6th Decile	108	333	355,673	6th Band	361,254	89	4.9%	38	-51
	7th Decile	105	438	419,733	7th and 8th Band	None	None	5.9%	46	-
	8th Decile	105	543	494,184						
	9th Decile	104	647	595,807						
	10th Decile	105	752	763,354						
	771 (of 1,115)						100.00%	771		
2024	1st Decile	0	0	82,718	1st Band	111,473	0	6.8%	53	53
	2nd Decile	0	0	136,821	2nd Band	167,209	0	15.3%	118	118
	3rd Decile	0	0	196,575	3rd Band	222,945	104	23.4%	180	77
	4th Decile	116	116	250,489	4th Band	278,681	106	30.6%	236	130
	5th Decile	114	231	306,526	5th Band	334,418	103	13.0%	100	-3
	6th Decile	111	342	365,277	6th Band	390,154	94	4.9%	38	-56
	7th Decile	107	449	431,066	7th Band	445,890	83	2.3%	18	-65
	8th Decile	108	557	507,527	8th Band	None	None	3.6%	28	-
	9th Decile	107	664	611,894						
	10th Decile	107	771	783,964						
		771 (of 1,115)						100.00%	771	

Year	Income Range	No. of Anticipated Households That Meet CB Rules to Qualify for a Mortgage	Running Total	Affordability Threshold	House Price Band(s)	Upper Value of Price Band	No. of Households That Qualify for a Mortgage Able to Purchase at Upper Value	% of Housing Units Anticipated to be brought to market per Price Band	No. Housing Units Anticipated per Price Band	Housing Surplus (+) or Deficit (-) per Price Band
2025	1st Decile	0	0	84,786	1st Band	118,161	0	6.8%	53	53
	2nd Decile	0	0	140,241	2nd Band	177,241	0	15.3%	118	118
	3rd Decile	0	0	201,490	3rd Band	236,322	107	23.4%	180	73
	4th Decile	116	116	256,751	4th Band	295,402	110	30.6%	236	126
	5th Decile	114	231	314,189	5th Band	354,483	106	13.0%	100	-6
	6th Decile	111	342	374,409	6th Band	413,563	97	4.9%	38	-59
	7th Decile	107	449	441,842	7th Band	472,644	85	2.3%	18	-68
	8th Decile	108	557	520,216	8th Band	None	None	3.6%	28	-
	9th Decile	107	664	627,191						
	10th Decile	107	771	803,563						
		771 (of 1,115)						100.00%	771	
2026	1st Decile	0	0	86,905	1st Band	125,251	0	6.8%	53	53
	2nd Decile	0	0	143,747	2nd Band	187,876	0	15.3%	118	118
	3rd Decile	0	0	206,527	3rd Band	250,501	111	23.4%	180	69
	4th Decile	116	116	263,170	4th Band	313,126	114	30.6%	235	123
	5th Decile	114	231	322,044	5th Band	375,752	110	13.0%	100	-10
	6th Decile	111	342	383,769	6th Band	438,377	100	4.9%	38	-62
	7th Decile	107	449	452,888	7th Band	501,002	88	2.3%	18	-71
	8th Decile	108	557	533,221	8th Band	None	None	3.6%	28	-
	9th Decile	107	664	642,871						
	10th Decile	107	771	823,652						
			771 (of 1,115)						100.00%	771

Year	Income Range	No. of Anticipated Households That Meet CB Rules to Qualify for a Mortgage	Running Total	Affordability Threshold	House Price Band(s)	Upper Value of Price Band	No. of Households That Qualify for a Mortgage Able to Purchase at Upper Value	% of Housing Units Anticipated to be brought to market per Price Band	No. Housing Units Anticipated per Price Band	Housing Surplus (+) or Deficit (-) per Price Band
Q1 2027	1st Decile	0	0	89,078	1st Band	130,261	0	6.8%	53	53
	2nd Decile	0	0	147,341	2nd Band	195,391	0	15.3%	118	118
	3rd Decile	0	0	211,690	3rd Band	260,521	96	23.4%	180	69
	4th Decile	99	99	269,750	4th Band	325,651	98	30.6%	236	123
	5th Decile	97	196	330,095	5th Band	390,782	95	13.0%	100	-10
	6th Decile	94	290	393,363	6th Band	455,912	86	4.9%	38	-62
	7th Decile	91	385	464,211	7th Band	521,042	76	2.3%	18	-71
	8th Decile	92	473	546,551	8th Band	None	None	3.6%	24	-
	9th Decile	91	564	658,943						
	10th Decile	91	656	844,244						
		656 (of 948)						100.00%	656	

4.3.2 Private Rental

Analysis of affordability in relation to private rental has been undertaken in order to ensure a comprehensive understanding of the housing market and to ensure alignment with the NPF. The key variables used to determine whether households in a decile can qualify for a private rental for a specific unit are:

- Disposable income per decile throughout the plan period as described in Section 4.2.4;
- Projected market rents per unit type as set out in Section 4.2.6;
- Additionally, the demand for a particular unit type (as set out in Section 4.2.6) has been factored to estimate what type of unit the additional anticipated households are more likely to prefer to rent.

As such if a household does not have sufficient income to meet the private rental rates for a unit in a given year (i.e. 35% of their disposable income is less than average market rent), they cannot afford the rent themselves sustainably. Given that those households who do not qualify for a mortgage also cannot afford private rent, these households require social housing supports. An overview of those that cannot afford private rental is provided in Table 4.18, with further information per decile per unit provided in Appendix 3.

Table 4.18 **Number of additional anticipated households that do not qualify for a mortgage and cannot afford private rental (based on RTB Demand allocation by Unit Type) (Source: RTB, CSO, Modified)**

Year	Q4 2021	2022	2023	2024	2025	2026	Q3 2027
1 Bed	5	24	36	36	36	36	31
2 Bed	17	76	114	114	114	114	97
3 Bed	23	100	152	152	152	152	129
4+ Bed	6	28	42	42	42	42	36
Total	52	227	344	344	344	344	293

4.3.3 Summary of Projected Needs during the Plan Period

This section summarises the overall housing requirements for County Louth having regard to the analysis that has been undertaken as described in detail in Section 4.2 and 4.3.

Between 2021 and 2027, a population increase of 13,416 people is projected for County Louth. This indicates that the total population in County Louth will be 149,966 people by 2027 as set out in Section 4.2.1 and described in detail in the Core Strategy.

The population targets for this plan period establishes a total housing target of 6,691 additional anticipated households during 2021 – 2027 for County Louth. This is the equivalent of an average of 1,115 units per annum across County Louth during the plan period. This will result in a total of 54,895 households in County Louth by 2027 as set out in Section 4.2.2 and described in detail in the Core Strategy.

The anticipated social housing need for Louth County Council as set out in the preceding steps, reflects the assessments for mortgage qualification and the affordability for ownership and private rental. The social (and affordable) housing requirement within County Louth throughout the plan period is equivalent to those that do not qualify for a mortgage and those that cannot afford private rental, which is equivalent to 29.1% of the total of additional households in County Louth over the Development Plan period within 2021 - 2027.

This is the identified social (and affordable) housing requirement for the plan period (1,949 households) which has been summarised in Table 4.19 and Figure 4.1. It should be noted that all of the households that do not qualify for a mortgage also can't afford private rental.

Table 4.19 Summary of Anticipated Additional Households and Identified Social and Affordable Requirements for the Plan Period

	Q4 2021	2022	2023	2024	2025	2026	Q3 2027	Q4 2021 - Q3 2027
No. of Additional Anticipated Households	167	1,115	1,115	1,115	1,115	1,115	948	6,691²⁸
No. of Additional Households That DON'T Qualify for a Mortgage	52	227	344	344	344	344	293	1,949
No. of Additional Anticipated Households That Do Not Qualify for a Mortgage and Cannot Afford Private Rental	52	227	344	344	344	344	293	1,949
Housing Shortfall (%) (Social and Affordable Reqs)	30.9%	20.4%	30.9%	30.9%	30.9%	30.9%	30.9%	29.1%

²⁸ Gross Plan Housing Demand. After accounting for observed actual completions in Q4 2021, a Net Plan Housing Demand figure of 6,524 is considered for the period.

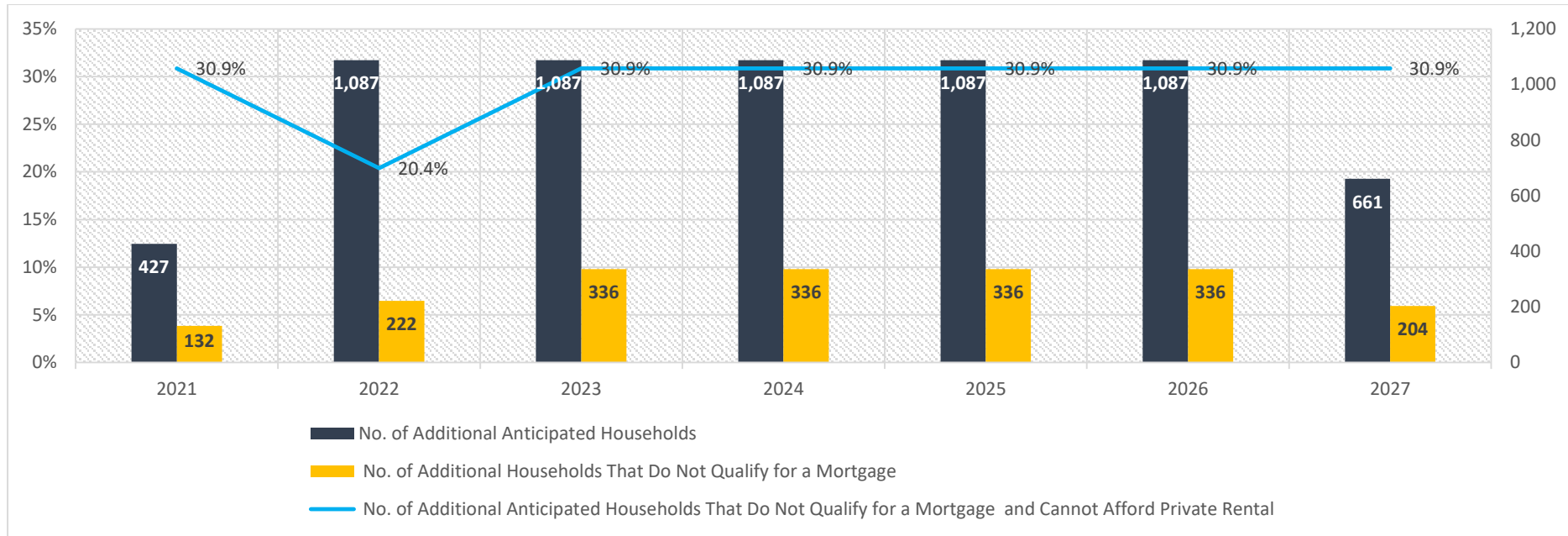


Figure 4.1 Summary of Louth County Social (and Affordable) Housing Needs throughout the plan period

4.4 HNDA Components

4.4.1 Household Composition

As set out in Section 6.6 of the NPF, information on household composition and projections in relation to household size are informative evidence inputs that can assist with understanding stock profile pressures and can inform the dwelling types which may be best suited to consider. Analysis of the historic household sizes (i.e. household size cohort per household from the historic Censuses) has therefore been undertaken to help discern and forecast how the composition of households may change during the plan period.

Analysis of historic information (i.e. during the 2002, 2006, 2011 and 2016 Census) in relation to the composition of households at the County level has been undertaken to understand these dynamics and estimate how they may change over time and throughout the plan period. Specifically, the intercensal average has been used to determine a trended annual average change in household composition and this indicates the following changes can be anticipated during the plan period:

- 1 person households will increase by an average of 0.15% annually
- 2 person households will increase by an average of 0.11% annually
- 3 person households will increase by an average of -0.04% annually
- 4 person households will increase by an average of 0.02% annually
- 5+ person households will increase by an average of -0.23% annually

Figure 4.2 and Table 4.20 indicates the estimated proportion and number of households by size during the plan period.

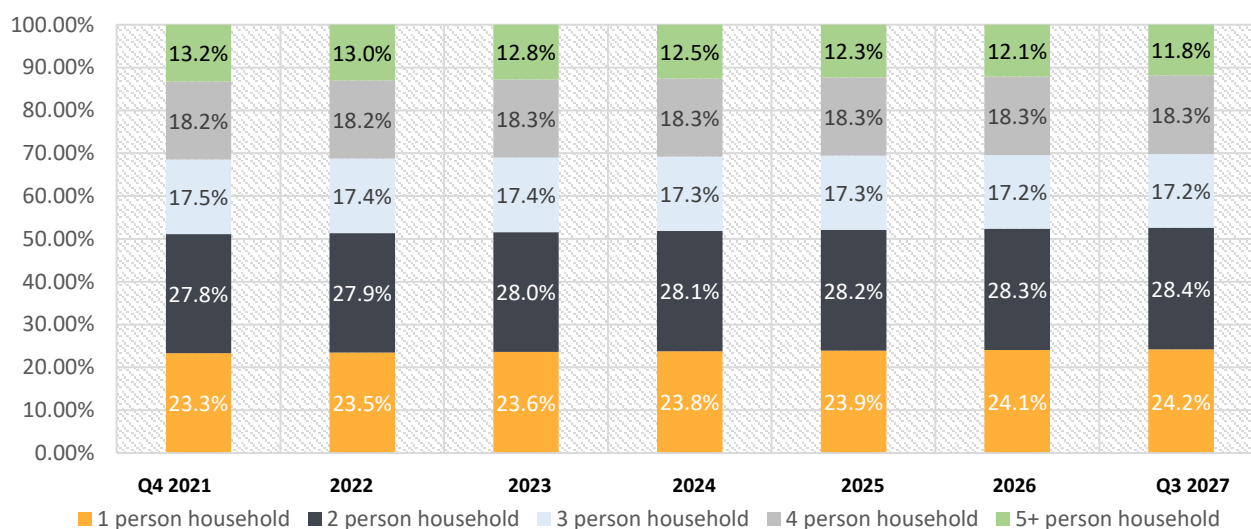


Figure 4.2 Forecasted Household Size Cohort in County Louth during the plan period (Source: CSO, projected)

Table 4.20 Household Size Cohort Forecasts for Additional Anticipated Households in County Louth during the plan period (Source: CSO, projected)

Total Additional Anticipated Households	2021	2022	2023	2024	2025	2026	2027
1-person household	39	262	263	265	267	268	230
2-person household	46	311	312	313	315	316	269
3-person household	29	194	194	193	193	192	163
4-person household	30	203	204	204	204	204	174
5+ person household	22	145	142	140	137	135	112
Total	167	1,115	1,115	1,115	1,115	1,115	948

4.4.2 Household Tenure

Tenure is another important consideration for the delivery of housing and Section 6.6 of the NPF identifies the need to estimate the demand for different tenure types. Analysis of the historic tenure split has therefore been undertaken to help discern and forecast how the household tenure may change during the plan period.

Analysis of historic information (i.e. during the 2002, 2006, 2011 and 2016 Census) in relation to the household tenure in County Louth has been undertaken to understand these dynamics and estimate how they may change over time and throughout the plan period. Specifically, the intercensal average has been used to determine a trended annual average change in household tenure.

Historic data indicates the intercensal observed change between 2002-2016 and an annual average change applied forward for the plan period as a continuation of trends was applied. The following changes can be anticipated during the plan period:

- Annual average change of -0.70% observed in owner occupied households
- Annual average change of 0.43% observed in privately rented households
- Annual average change of 0.27% observed in other rented households

The applied changes for the additional anticipated households are indicated in **Error! Reference source not found.** and Figure 4.3

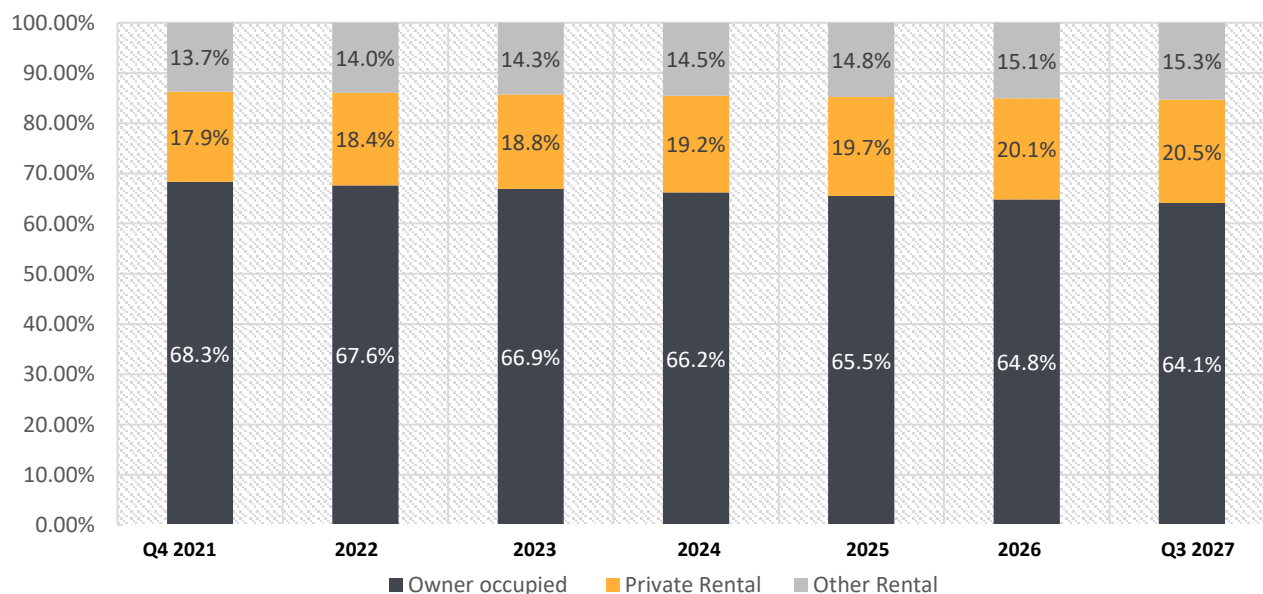


Figure 4.3 Household Tenure Forecasts for Households in County Louth during plan period (Source: CSO, projected)

Table 4.21 Household Tenure Forecasts for Additional Anticipated Households in County Louth during plan period (Source: CSO, projected)

No. of Additional Anticipated Households	Q4 2021	2022	2023	2024	2025	2026	Q3 2027
Owner occupied	114	754	746	739	731	723	608
Private Rental	30	205	210	215	219	224	195
Other Rental	23	156	1059	162	165	168	145
Total	167	1,115	1,115	1,115	1,115	1,115	948

4.4.3 Single Rural Dwellings

Analysis of historic information (i.e. during 2006 – 2019) on granted planning applications (by number of units) in County Louth has been undertaken. This helps understand the proportion of housing units that are single rural dwellings that have been approved during that period and provides an indication of the dynamics between the urban and rural housing market within the county.

As outlined in Table 4.22, approximately 13.3% of granted units during that period were for single rural dwellings. This equates to an average of 28.9% per year, owing to the large fluctuations were evident throughout the years as illustrated in Figure 4.4. Therefore, the trajectory for future applications should be moderated with this in mind. It should be noted that whilst these are granted planning applications (by unit), **this does not equate to a housing unit which has been built.**

These fluctuations may be associated with the wider economic context, associated demands for particular dwelling type or locational preferences within the housing market as well as variables such as land availability, resource availability and/or demands in any given year. Generally, it is recognised that a single rural dwelling is sized according to what the applicants can afford to build along with their actual requirements. Analysis has determined that the average floor size for single rural dwellings has also been analysed for context and as set out in Table 4.23 this was determined to be 247.09 m² during that period.

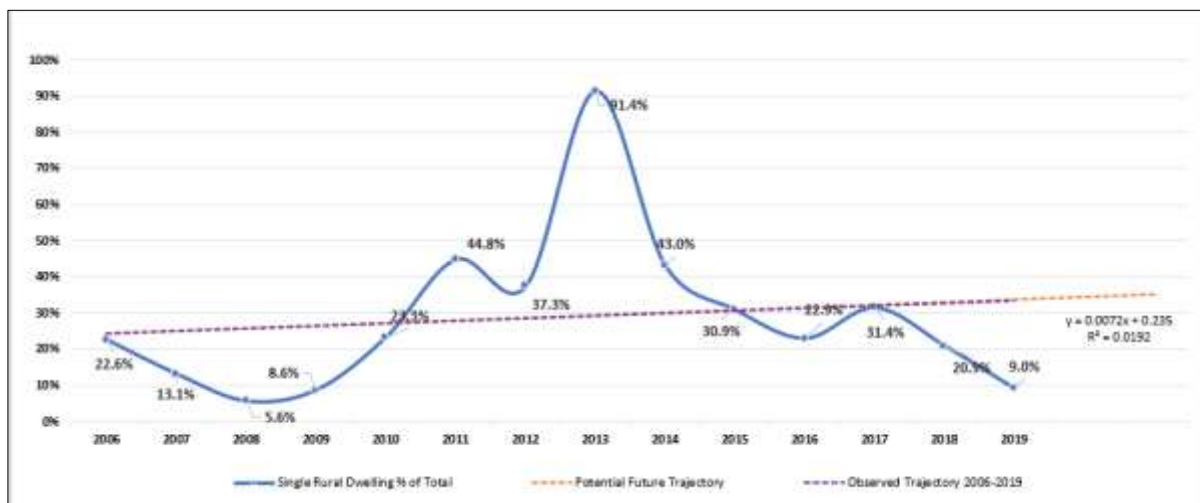


Figure 4.4 Analysis of Historic Granted Planning Applications (in Units) for Single Rural Dwellings in County Louth (Source: CSO²⁹)

²⁹ CSO (2020) Tables BHQ02 and Table BHQ12 – Planning Permissions Granted for New Houses and Apartments by Type of Dwelling, Region and County, Quarter and Statistic.

Table 4.22 Analysis of Historic Granted Planning Applications (in Units) for Single Rural Dwellings in County Louth (Source: CSO²⁹)

Granted Planning Applications	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total	Average
Houses and Apartments #	1,721	2,927	6,828	2,525	537	132	193	8	90	186	346	325	542	1,499	17,859	
Single Rural Dwelling #	502	441	404	239	163	107	115	85	68	83	103	149	143	149	2,751	
Houses and Apartments %	77.4%	86.9%	94.4%	91.4%	76.7%	55.2%	62.7%	8.6%	57.0%	69.1%	77.1%	68.6%	79.1%	91.0%	86.7%	71.08%
Single Rural Dwelling %	22.6%	13.1%	5.6%	8.6%	23.3%	44.8%	37.3%	91.4%	43.0%	30.9%	22.9%	31.4%	20.9%	9.0%	13.3%	28.92%
Total #	2,223	3,368	7,232	2,764	700	239	308	93	158	269	449	474	685	1,648	20,610	

Table 4.23 Analysis of Floor Size of Granted Planning Applications for Single Rural Dwellings in County Louth (Source: CSO^{29,29})

Granted Planning Applications	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Average
Average floor size of SRD (m²)	242.33	260.53	269.68	275.70	257.15	238.95	231.18	242.43	251.18	237.63	244.03	236.73	236.98	234.75	247.09

4.5 Conclusion

Between 2021 and 2027, this Strategy forecasts a population increase of 13,416 in County Louth.

Based on the application of the Housing Supply Target methodology for County Louth, there will be a gross demand of 6,691 additional households over the plan period anticipated to cover approximately Q4 2021 – Q3 2027 inclusive. Accounting for completions in Q4 2021 (as known i.e. 167 units), there is a net demand of 6,524 additional households over the remainder of the period. This is the equivalent of an average of 1,115 additional households per annum³⁰.

It has been determined that 1,949 of the 6,691 additional anticipated households will not qualify for a mortgage during the plan period. Additionally, these 1,949 households will not meet the affordability criteria for private rental. Households which are identified as not qualifying for a mortgage and not being able to meet the 'Affordability Criteria' over the plan period are therefore considered to require social (and affordable) housing. This equates to an average of 29.1% of the additional anticipated households; the identified social and affordable requirement over the plan period.

Analysis of both average household size and the distribution of persons per household indicate a marked decline in household size over historic intercensal periods (2002-2006-2011-2016). Noting that the additional anticipated number of households will be for decreasing household sizes through the duration of the plan period, we have set out a potential breakdown in future size requirements which can inform dwelling types.

Furthermore, tenure statistics indicate a decrease in traditionally owner-occupied households (averaging a 3.5% decline over the previous three intercensal periods). As an effect of this there has been an increase in privately rented and 'other' rented (social) households which have grown by an average of 2.2% and 1.3% respectively over the same period. This shift from traditionally owner-occupied households to rented households has been observed throughout the country with particular significance in cities and counties with a high urban population³¹.

³⁰ Except in the case of Q4 2021 and Q1-Q3 2027 – which combined equal 1,115.

³¹ Outside of Cities and Dublin, Louth has the highest urban proportion of population as defined by the CSO aggregate Town Area population in 2011 at 64.4% urban and 35.6% rural.

Source: <https://statbank.cso.ie/px/pxeirestat/Statire/SelectVarVal/Define.asp?maintable=CD101&PLanguage=0#>

5.0 Meeting Housing Requirements in Louth

5.1 Overview

This section succinctly summarises the overall housing requirements for the county having regard to the supply and demand analysis outputs discussed in previous sections (and as illustrated graphically below). Between 2021 and 2027, this Strategy forecasts a population increase of 13,416 in County Louth. This in turn indicates a total population of 149,966 in 2027.

Based on the application of the Housing Supply Target methodology for County Louth, there will be a gross demand of 6,691 additional households over the plan period anticipated to cover approximately Q4 2021 – Q3 2027 inclusive. Accounting for completions in Q4 2021 (as known), there is a net demand of 6,524 additional households over the remainder of the period. This is the equivalent of an average of 1,115 additional households.

It has been determined that 1,949 of the 6,691 gross will not qualify for a mortgage during the plan period. It should be noted that all of the households that do not qualify for a mortgage also can't afford private rental. Thus, the social (and affordable) housing requirement within County Louth throughout the plan period is equivalent to those that do not qualify for a mortgage and those that cannot afford private rental. This equates to 29.1% of the total of gross additional anticipated households in County Louth during 2021 - 2027.

Section 93 of the Planning and Development Act 2000, defines 'affordability' as "a person who is in need of accommodation and whose income would not be adequate to meet the payments of a mortgage for the purchase of a house to meet his or her accommodation needs because the payments calculated over the course of a year would exceed 35% of that person's annual income net of income tax and pay related social insurance..." This has been applied within this analysis and informs the determination of the social requirement for the plan period. The following sections set out specific analysis around social housing supply and demand in Louth.

Summary Overview of Future Housing Needs 2021-2027



5.2 Social Housing Supply and Demand

5.2.1 Existing Social Housing Needs

The Social Housing Support Need Analysis identifies the net social housing need (exclusive of applicants on a transfer list or those availing of HAP) of County Louth. As of December 2019, and as reported by the Housing Agency, 1,468 households were on the social housing waiting list in County Louth³².

A further update was reported by Louth County Council in June 2020, as below. Excluding HAP, a total of 1,800 households were on the social housing waiting list.

Table 5.1: Social Housing Needs, 2020

	Ardee	Drogheda	Dundalk
HAP	335	1140	1638
Excluding HAP	348	828	624
Total	683	1968	2262
County Total on List (excluding HAP)	1,800		

5.2.2 Meeting Social Housing Demand

- 1. A social rented tenancy in property owned and managed by the local authority and a tenancy in a property the local authority is managing or has leased from a private property owner.** These can include:
 - Louth County Council Construction Projects.
 - Provision of Social Housing under Part V of the Planning and Development Acts 2000: While the provision of social housing via traditional Part V mechanism will continue to play a role in the delivery of social housing in Co. Louth, other delivery channels for social housing are likely to be more significant in terms of their potential to contribute to the social housing targets set out. The statutory context for the provision of social and affordable housing has changed under the Urban Regeneration and Housing Act 2015. The amendments include that there will be a requirement for up to 10% social housing in developments in excess of 9 units. The use of cash payments in lieu of social housing provision is no longer allowed. Provision is made for the transfer of completed units on other land not subject to the planning permission to be provided. Provision is also made for the Part V obligation to be fulfilled by developers through long term leasing of properties and rental accommodation availability agreements.
 - Portfolio Acquisitions: Suitable portfolios of vacant properties can be acquired from financial institutions and investors.
 - Acquisitions: This is the purchase by Louth County Council of a second-hand house on the open market.
 - Buy and Renew: Under this scheme Louth County Council can buy sub-standard properties, which have been vacant for over a year, refurbish them and bring them back into use through the Council's housing stock. The purchase cost plus the cost of refurbishment can't exceed what a comparable property would attain on the private market. This initiative, which complements the Repair & Leasing Scheme, is designed to assist local authorities and AHBs (Approved Housing Bodies) to harness the accommodation potential that exists in certain vacant properties for social housing use.
 - Turnkeys: Louth County Council buy a new house/houses from a developer, ready for a tenant to move into.

³² <https://www.housingagency.ie/sites/default/files/SHA-Summary-2019-DEC-2019-WEB.pdf>

- Tenant Purchase Scheme: In January 2016, a new scheme for the purchase of existing local authority houses came into effect – The Tenant (Incremental) Purchase Scheme 2016.
2. **A social rented tenancy in property owned and managed by an approved housing body (AHB).** AHB's provide social housing and are formed for the purpose of relieving housing need and the provision and management of housing. They are established by a voluntary management board to benefit the community in which they are based and are approved and funded by the Department of Housing, Planning and Local Government. Housing cooperatives can provide both social rented housing and housing to purchase. Housing cooperatives are self-help and jointly owned member/user housing associations or societies. Projects undertaken may be in response to the needs of older people, people with disabilities, homeless persons or families and single people on low incomes. Some housing associations may be formed to specialise in meeting a particular housing need, others develop with broader aims. The specific housing services offered will depend on the aims or concerns of the members, the needs of tenants as well as the financial and other resources available for both capital costs and ongoing management running costs. As of May 2020, AHB's in Louth provide 713 properties.
3. **Louth County Council also provides accommodation specifically for Travellers and for people with specific housing needs such as people with disabilities and the homeless.** Delivery programmes responding to specific needs include the following:
- Refugee Resettlement Programme: Under the Refugee Resettlement refugees are being allocated social housing in Louth. The families are part of approximately 4,000 people which the government has committed to receiving through the Irish Refugee Protection Programme. County Councils will continue to work with Central Government and relevant State Agencies Office in responding to its requirements to support refugees as they undergo their resettlement process in Co. Louth.
 - Traveller Accommodation Plan: Under the provisions of the Housing Traveller Accommodation Act 1998, Louth Local Authorities are required to prepare, adopt and implement a Traveller Accommodation Programme (TAP) to meet the accommodation needs of the county's indigenous Traveller community. The current Traveller Accommodation Programme sets out the strategy for provision of Traveller accommodation and support services over a five-year period from 2019-2024. The current traveller specific accommodation in Louth is as described in Table 5.2 below:

Table 5.2 Breakdown of Traveller Accommodation in Louth (2018 Local Authority Count)

	Social Housing			Private Rented			Owner	Shared	Temporary	Homeless	Total
	SSH	GSH	HS	HAP	RS	N/A	Occupier	Dwelling	Dwelling	Unit	
Ardee MD	5	2	0	0	0	0	4	1	8	0	20
Drogheda MD	34	5	0	2	1	0	4	6	0	2	54
Dundalk MD	170	12	14	45	4	2	81	18	4	4	354
Louth County Total	209	19	14	47	5	2	89	25	12	6	428

According to 2018 local authority annual count the majority (77%) of Traveller households in Louth avail of permanent accommodation i.e. standard social housing, Traveller Group Housing, Halting Site Accommodation or are owner occupiers. 13% of households avail of private rented accommodation and 6% share accommodation with family or friends. 4% of the households live in roadside caravans or homeless emergency accommodation / hubs. The current accommodation situation of Traveller households is illustrated above in Table 5.2.

An assessment of the accommodation need was carried out in 2018. This statutory assessment of need assessed all applicants seeking assistance with accommodation. The number of approved Traveller families seeking accommodation is 110 as set out in Table 5.3 below which shows the breakdown of their preferred accommodation type:

Table 5.3 Assessment of Traveller Accommodation Need (2018 Local Authority Count)

Accommodation Type	SSH	GSH	HS	GHS SSH	Total no. of Applications
Ardee MD	4	0	0	5	9
Drogheda MD	11	0	0	0	11
Dundalk MD	64	1	17	8	90
Louth County Total	79	1	17	13	110

For Louth County Council to meet traveller accommodation needs during the lifetime of this programme (2019-2024), 244 households are required over the five-year period. Whilst it has not been possible to establish the accommodation preference of all 244 individuals, it is envisaged based on the housing applicant's strong preference for standard social housing, that the majority would consider standard accommodation. It is worth noting that Louth County Council exceeded its targets in the 2014 – 2018 Traveller Accommodation Programme, achieving 146% of its accommodation target.

4. A tenancy where the local authority arranges short or long-term leases with private landlords for particular properties. (People in receipt of rent supplement for 18 months or longer are eligible to apply for this type of accommodation).

- The HAP Scheme: The Housing Assistance Payment (HAP) is a scheme under the Housing Miscellaneous Provisions Act 2014 for people who have a long-term housing need and who qualify for social housing support. It is administered by housing authorities and will eventually replace long-term rent supplement. The HAP scheme aims to allow all social housing supports to be accessed through the local authorities and to enable people to take up full-time employment and keep their housing support. Under the scheme the housing applicant finds appropriate private rented accommodation (within specific caps). The Local Authority then pays the landlord directly and the tenant pays a rent to the local authority based on the differential rent scheme.
- RAS (Rental Accommodation Scheme): The RAS is an initiative to cater for the accommodation needs of certain persons in receipt of rent supplement, normally for more than 18 months and who are assessed as having a long-term housing need. Louth County Council pays rent directly to the accommodation providers on behalf of the tenant (which is a maximum of 92% of the market rent). The County Council makes use of the private and voluntary sector and engage in a contractual arrangement to secure medium-long term rented accommodation.
- Repair and Lease: The Rebuilding Ireland Action Plan for Housing and Homelessness introduced a new scheme, the Vacant Housing Repair and Leasing Initiative. This scheme specifically targets the delivery of social housing and seeks to ensure that existing housing stock is used to the maximum degree possible. The basis of the scheme is that repair and improvement works to suitable vacant properties are funded to bring them up to the standard for rented accommodation and the cost of the works is then deducted from lease payments over an agreed lease term.

5.2.3 Delivery Methods and Targets

It is anticipated that Louth County Council will continue to meet their identified social housing provision via a combination of these existing delivery schemes (as set out in Section 5.5.2) and through the introduction or greater emphasis of other either existing or recently established schemes and mechanisms. This section assesses different Social Housing delivery channels available in County Louth and their progress to date in achieving the targets set out in the Rebuilding Ireland: Action Plan for Housing and Homelessness which was published in July 2016.

The Action Plan recognises issues around supply and affordability in Ireland’s housing sector and provides a multi-stranded approach to achieve key housing objectives up to 2021. The Action Plan sets a commitment to deliver 138,000 additional social housing units nationally over the period 2016-2021. This will include 83,760 HAP homes, 3,800 RAS homes and over 50,000 new homes, broken down as follows: Build: 33,617; Acquisition: 6,830; Leasing: 10,036.

In Louth, the county target for 2019 is 1,124 additional units across all social housing delivery streams as indicated in Table 5.4 below.

Table 5.4: Louth Social Housing Targets under Rebuilding Ireland

Targets 2018-2021		Targets 2019					All SH delivery streams
Build, Acquisition and Leasing		Building, Acquisition, Leasing	Build	Acquisition	Leasing	HAP & RAS	
Louth	1,074	520	377	63	80	604	1,124

Progress on the delivery of social housing units is documented as part of quarterly updates by the Department of Housing, Planning and Local Government. The most recently available progress update for 2019 is documented in Table 5.5 below. This shows that the total output in 2019 was 1296 units. This means that Louth County Council achieved 115.3% of the Rebuilding Ireland Target in 2019. In 2018 Louth County Council also exceeded its targets, delivering 1,229 units or 149% of its requirements.

In 2019, the target was to deliver 520 units by way of ‘building, acquisition and leasing’ as illustrated in Table 5.5. In 2019, 447 units were delivered via these means. In total between 2018-2021, 1,074 units were targeted to be delivered via these means. Through 2018-2019, Louth County Council have already delivered 707 units through these mechanisms. Thus, over the course of 2020-2021, approximately 367 additional units are to be delivered through ‘building, acquisition and leasing’ mechanisms in order to meet the Rebuilding Ireland targets.

As of June 2020, and as previously discussed in Section 5.1, 1,800 households (exclusive of applicants on a transfer list or those availing of HAP) are on the social housing waiting list in County Louth. Should the Rebuilding Ireland targets be met up to 2021, there is potential for the existing social requirement to be largely reduced. Between 2018 and 2019, the social housing waiting list in Louth reduced by 4.7%³³.

³³ <https://www.housingagency.ie/sites/default/files/SHA-Summary-2019-DEC-2019-WEB.pdf>

Table 5.5: Progress on Rebuilding Ireland Social Housing Targets 2019

Delivery Method	Actual 2019 Output	2019 Target
Build Total	377	377
Acquisitions Total	29	63
Leasing Total	41	80
HAP	849	550
Totals	1296	1070

1. LA New Build includes units delivered through Rapid, Traditional, Turnkey and Regeneration (detail available on the Construction Status Report ^[7])

2. AHB New Build includes CAS and CALF New Build (detail available on the Construction Status Report [7])

3. Part V New Build includes Part V's delivered under LA Build and AHB Build

4. New leasing units operational are defined as the number of new leasing units delivered under this scheme in the given period. This program was previously known as long term leasing until 2014.

5. RAS - New transfers is defined as the number of households which have moved from Rent Supplement to RAS in that specific year. It includes households who remained in their existing accommodation and those for whom the LA had to source new properties.

6. HAP - New Households Supported refers to the number of qualified households with an established housing need who are being accommodated under the HAP scheme for that year.

7. The most recently published Construction Status Report is available on www.rebuildingireland.ie

8. LA Voids includes 132 voids beyond the void target set under Rebuilding Ireland for Q3 2019.

6.0 Policy Objectives to Deliver Housing Strategy

This section has evolved from the analysis of the housing requirements that have emerged during the preparation of the strategy.

6.1 Housing Strategy Objectives

The Planning and Development Act 2000 (as amended) sets out clear requirements for the monitoring and review of local authority housing strategies. Section 95 subsection (1)(b) requires that a planning authority's development plan should include objectives to ensure that the housing strategy is implemented. The objectives of this Housing Strategy are as follows:

- To reserve sufficient lands to facilitate and implement the Housing Strategy and its policies, as informed by the HNDA undertaken as part of this Development Plan
- To facilitate the housing needs of the existing and future population of County Louth through the management of housing development in accordance with the Core Strategy, Housing Strategy and Settlement Strategy.
- To ensure that settlements grow in a manner that is self-sustaining with sufficient social and economic infrastructure, and to a scale which aligns with the Settlement Hierarchy prescribed in the Core Strategy.
- To increase the stock of social housing within the county in order to meet the social housing needs identified in this Housing Strategy as well as the long-term housing needs of existing households on the local authority housing waiting list
- To secure the implementation of the Part V Housing Strategy, in particular, through the reservation of land in accordance with the requirements of Part V of the Planning and Development Act 2000 (as amended) for social and affordable housing.
- To procure vacant homes to ensure their continued use for residential purposes and develop housing in infill / brownfield sites within town and village centres for social and affordable housing provision.
- To ensure that a suitable variety and mix of dwelling types and sizes is provided in developments to meet different needs, having regard to demographic and social changes
- To apply higher densities to the higher order settlements of Drogheda and Dundalk to align with their roles as Regional Growth Centres, subject to good design and development management standards being met.
- To apply graded densities in towns and villages having regard to their role in Settlement Hierarchy and that are commensurate to the existing built environment
- To secure the implementation of the Council's Traveller Accommodation Programme 2019-2024 and to review this programme if required and/or deemed to be necessary, during the Plan period.
- To continue to reflect household size and composition, including the accommodation needs of single parent families, single homeless persons, persons with disabilities, older people, etc. in accommodation provisions.
- To require the provision of an appropriate mix of lifetime adaptable house types and sizes in residential developments throughout the County that would meet the needs of the population and support the creation of balanced and inclusive communities
- To support the development of quality residential schemes with a range of housing options having regard to the standards, principles and any specific planning policy requirements (SPPRs) set out in the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2009); Urban Development and Building Heights Guidelines for Planning Authorities' (2018) and the 'Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities' (2018).

- Work with all relevant stakeholders to address the accommodation needs of homeless persons within the County.
- Co-operate and support the work of Voluntary Housing Associations and other providers of social housing in County Louth
- To monitor and maintain a record of residential development permitted in settlements designated under the Settlement Hierarchy in accordance with forthcoming Departmental guidance around the establishment of a HNDA coordination and monitoring unit and related implementation of a centralised spatial database for Local Authority Housing.
- To support the ongoing monitoring and review of the HNDA in accordance with the forthcoming guidance on HNDA methodology to be issued by the Department of Housing, Planning and Local Government.
- Review and revise this Housing Strategy as necessary should a variation to the Louth County Council Development Plan 2021-2027 be made or if Planning Legislation (notably 'Part V') is amended during the lifetime of plan.

7.0 Conclusion

The Housing Strategy has been prepared in accordance with the requirements of Part V of the Planning and Development Act 2000 (as amended) as a basis to address the following key issues:

- The identification of housing need within County Louth;
- The identification of social housing needs within County Louth;
- The identification of supply side requirements to satisfy identified needs;
- The consideration of specific policy responses to the above.

The preparation of this strategy has included the assessment of all relevant and up-to-date publications and data resources, which have been analysed in detail to provide a robust basis for future policy development and implementation. In addition to meeting the statutory requirement for its production, this strategy ensures that through proper planning and sustainable development the housing needs of existing and future populations in County Louth are accommodated in an appropriate manner.



LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 4

Louth Retail Strategy

NOTE: A Retail Strategy Quantitative Analysis for Dundalk was carried out as part of the preparation of the Dundalk Local Area Plan (See Appendix 3 of the Dundalk LAP) and is included as an appendix to the Louth Retail Strategy.

**LOUTH COUNTY DEVELOPMENT PLAN
2021-2027**

LOUTH RETAIL STRATEGY

2021-2027



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1.1 INTRODUCTION

This Retail Strategy has been prepared by Louth County Council in accordance with provisions set out in the [‘Retail Planning Guidelines for Planning Authorities’](#) published by Department of the Environment, Heritage and Local Government (DoEHLG) in 2012.

It is envisaged that the new Retail Strategy will inform the policy objectives of the Louth County Development Plan 2021-2027, in respect of retail development and ensure that such policy objectives are based on the most up-to-date information. The overarching aim of the Strategy is to ensure that future retail development in the County is accommodated in a manner that is efficient, equitable and sustainable. The primary purpose of the Retail Strategy is to implement the objectives of the Retail Planning Guidelines 2012. The Strategy provides important information on the quantum, scale and types of retail development required over the period to 2027, with a further outlook to 2030.

It should be noted that the Retail Strategy 2021-2027 has been prepared over the period of late 2019 and early 2020, prior to the onset of Covid-19 in Ireland. It is widely acknowledged that the impact of Covid-19 on the retail sector in Ireland will be far reaching. However, the long-term impact will not be measurable for some period of time and therefore it is considered premature to attempt to capture such impacts within this Strategy.

1.1.1 Methodology

A key focus of this Retail Strategy is to provide an up-to-date picture of the current retail landscape in County Louth and to implement the objectives of the Retail Planning Guidelines 2012 with regards to future retail provision within the County. The applied methodology for this strategy considers the various trends within the sector and the ever changing nature of retail in Ireland.

The principal aims of the strategy are as follows:

- Establish the context in which the retail sector in County Louth operates;
- Define the Retail Hierarchy in the County and related retail core boundaries for Drogheda, Dundalk and Ardee;
- Undertake a health check appraisal of the retail offering in Drogheda, Dundalk and Ardee;
- Identify the broad requirement for additional retail floor space development in the County over the Plan period, to support the established Settlement Hierarchy; and
- Provide guidance on policy recommendations and criteria for the future assessment of retail development proposals over the Development Plan Period 2021-2027.



1.2 NATIONAL, REGIONAL AND LOCAL POLICY CONTEXT

There are a number of national, regional and local policy documents which must be taken into consideration when formulating any retail strategy.

1.2.1 National Policy Context

The following section outlines the key national policy relevant to retail planning in Ireland. The relevance of each of these documents to County Louth is addressed.

1.2.1.1 National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland up to 2040. It contains an overall vision for the country and a number of shared goals referred to as National Strategic Outcomes (NSOs) which seek to implement this vision and are relevant to all communities throughout Ireland.

National Policy Objective 7 in the NPF sets out the approach to urban development nationwide. This includes:

- Encouraging population growth in strong employment and service centres of all sizes.
- Reversing the stagnation or decline of smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities.
- Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to cities, together with a slower rate of population growth in recently expanded commuter settlements.
- Supporting a continuation of balanced population and employment growth in self-contained settlements.

The NPF designated both Drogheda and Dundalk as 'Regional Growth Centres'. One of its key future planning and development and place-making policy priorities for the Eastern and Midland Region includes:

"A focused approach to compact, sequential and sustainable development of the larger urban areas along the Dublin – Belfast economic and transport corridor, along which there are settlements with significant populations such as Dundalk and Drogheda".

1.2.1.2 National Development Plan 2018-2027

The National Development Plan 2018-2027 (NDP) sets out the investment priorities that will underpin the implementation of the National Planning Framework, through a total outlay of approximately €116 billion.

Objective No. 5 of the NDP pertains to "A strong economy, supported by enterprise, innovation and skills", and sets a priority within each of the three regions for the generation of 660,000 new jobs. One of the investment Actions included in the NDP is "Investing in Regional Growth potential".

1.2.1.3 Retail Planning Guidelines and Retail Design Manual 2012

The Retail Planning: Guidelines 2012 require local authorities to prepare retail strategies and policies for their areas which are to be incorporated into county development plans. The five key policy objectives contained within the Retail Planning Guidelines 2012 are to:

- Ensure retail development is plan led and follows the Settlement Hierarchy,
- Promote town centre vitality through a sequential approach to development,
- Secure competitiveness in the retail sector by actively enabling good quality development proposals to come forward in suitable locations,
- Facilitate a shift towards increased access to retailing by public transport, cycling and walking in accordance with the Smarter Travel Strategy,
- Deliver quality urban design (Retail Design Manual 2012).

The Guidelines also provide specific guidance for the content and role of development plans. It is stated, inter alia, that:

- Development Plans must set out clear evidence based policies and objectives in relation to retailing in a discrete section of the Plan titled Retail Development,
- Joint or multi-authority retail strategies where required, will guide the preparation of retail policies and objectives in the relevant Development Plans,
- The need for any additional retail warehousing should be carefully assessed in view of the significant levels of recent provision and potential impacts on vitality and viability of city and town centres.

At a minimum, City and County Development Plans must:

- State the elements of their Settlement Hierarchy in line with the relevant regional planning guidelines and their core strategy,
- Outline the level and form of retailing activity appropriate to the various components of the Settlement Hierarchy in the core strategy,
- Define, by way of a map, the boundaries of the core shopping areas of city and town centres and also location of any district centres,
- Include a broad assessment of the requirement for additional retail floorspace only for those plans in the areas covered by a joint or multi-authority retail strategy,
- Set out strategic guidance on the location and scale of retail development to support the Settlement Hierarchy, including where appropriate identifying opportunity sites which are suitable and available and which match the future retailing needs of the area,
- Identify sites which can accommodate the needs of modern retail formats in a way that maintains the essential character of the shopping area,
- Include objectives to support action initiatives in city and town centres; such as:
 - Mobility management measures - urban environment and vibrant street life and public realm interventions,
- Identify relevant development management criteria for the assessment of retail developments in accordance with these guidelines.

The Retail Design Manual 2012 sets out key principles of urban design which may form the framework for policies to promote quality design in development plans and local area plans. These include but are not limited to design, context & character, access & connectivity and density & mixed use.

1.2.2 Regional Policy Context

The following section sets out the regional policies that guide retail planning in Ireland.

1.2.2.1 Regional Spatial and Economic Strategy (RSES):

The RSES identifies the retail sector as a significant employer and economic contributor in the Eastern and Midlands Region and acknowledges the important role retail plays in place making and creating attractive liveable environments. The role of retail in urban regeneration is also highlighted.

The RSES states that the Eastern and Midlands Regional Authority (EMRA) will ‘support and drive the preparation of a new retail strategy for the Region under the requirements of the Retail Planning Guidelines for Planning Authorities 2012, or any subsequent update, to update this hierarchy and apply floorspace requirements for the Region’.

The Strategy also contains specific Regional Policy Objectives (RPO) concerning retail developments:

RPO 6.10: *EMRA will support the preparation of a Retail Strategy / Strategies for the Region in accordance with the Retail Planning Guidelines for Planning Authorities 2012, or any subsequent update, to update the Retail Hierarchy and apply floorspace requirements for the Region.*

RPO 6.11: *Future provisions of significant retail development within the Region shall be consistent with the Retail Planning Guidelines for Planning Authorities 2012, or any subsequent update, and the Retail Hierarchy for the Region, expressed in the RSES, until such time as this hierarchy is updated.*

At the time of writing there was no indication from EMRA regarding any timeframe or proposal to update the Retail Hierarchy for the Region in accordance with RPO 6.10. Table 6.1 of the RSES sets out the Retail Hierarchy for the Region, including County Louth which is set out below:

- *Level 2* Major Town Centres and County Towns – Drogheda, Dundalk.
- *Level 3* Town and/or District Centres & Sub-county Town Centres (key service centres) – Ardee, Drogheda District Centre: Matthews Lane, Dundalk District Centres: Dublin Road & Ard Easmuinn.
- *Level 4* Neighbourhood centres, local centres, small towns and villages.
- *Level 5* Corner shops/small villages.

1.2.3 Local Policy Context

The following section sets out the local policy documents which influence retail planning in County Louth.

1.2.3.1 County Louth Local Economic & Community Plan

Under the Local Government Act 2014, each Local Authority is obliged to develop a Local Economic & Community Plan. The County Louth Local Economic & Community Plan 2016-2022 (LECP) sets out a number of targeted complementary measurable actions, with clearly defined timeframes and indicators, which will be delivered in partnership with other economic, statutory and community development stakeholders.

The basis for the LECP’s economic goals has been drawn from the Louth Economic Forum’s 10 point plan. The economic goals set out by the Louth Economic Forum, together with a suite of objectives and measurable actions will be the primary tools by which economic growth will be created and measured in Louth over the lifetime of the LECP.

The community element of the Louth LECP will be the primary tool to advance the goals and horizontal themes of the Commission for the Economic Development of Rural Areas (CEDRA) and the Social Inclusion and Community Activation Programme (SICAP), which reflect both rural and urban areas and the priority strategic objectives that the Louth Local Community Development Committee serves.

The overall vision of the LECP is that Louth will be a prosperous, proud, safe and inclusive county where people want to live, work, visit and invest and where there is equal opportunity for all.

The LECP sets out the following integrated priorities;

- Prosperity & Job Creation,
- Access to Education Skills & Development,
- Empowered, Inclusive, Communities,
- Health & Wellbeing,
- Entrepreneurship, Innovation & Enterprise,
- A Valued, Sustainable & Connected Environment.

The LECP sets out a series of economic goals and objectives for the County. These include a number of retail specific objectives’ including an objective to ‘Promote the growth of the Retail Sector’. The actions set out to deliver this objective are;

- Creating incentives for the sequential development of existing and new retail and retail services businesses in accordance with the Louth Retail Hierarchy.
- Louth will provide support and assistance to pop-up shops and markets in Louth’s principal towns enabling artisan food producers, artists and craft makers to showcase and sell their products.

1.2.3.2 Louth Retail Strategy 2014

The Louth Retail Strategy 2014 (Appendix 12 of the Louth County Development Plan 2015-2021) set out the indicative potential for additional convenience, comparison and bulky household goods floor space in the towns of Drogheda, Dundalk and Ardee, over the lifetime of the Louth County Development Plan 2015-2021 and for the three years beyond to 2024. The potential floor space capacity for each town was set is in accordance with the settlement and Retail Hierarchy of the County and was proportioned in accordance with population targets for the aforementioned settlements for 2021. The indicative additional floorspace requirements contained within the Louth Retail Strategy 2014 are detailed in Table 1.0 below:

Table 1.0 – County Louth Additional Floorspace Capacity (Louth Retail Strategy 2014)

Year	Convenience (sq.m)	Comparison (sq.m)	Bulky (sq.m)	Comparison
2021	5,322	16,774	-2,970	
2024	8,986	31,984	4,912	

The Louth Retail Strategy 2014 identified the Core Shopping Areas within Drogheda, Dundalk and Ardee which are primarily devoted to shopping. This Retail Strategy replaces the Louth Retail Strategy 2014 and ensures that future retail development in the County is accommodated in a manner that is efficient, equitable and sustainable. The Strategy provides an update on the quantum, scale and types of retail development required over the period to 2030.

1.3 ECONOMIC CONTEXT AND RETAIL TRENDS

The following section provides an overview of the national economy, the retail economy and the growing influence of online shopping.

1.3.1 National Economy

The Irish economy experienced significant economic growth in 2019, registering GDP growth of 5.5 per cent. The large increase in taxation receipts and the continued strong performance of the Irish labour market means the underlying economy is performing well.

In its [Quarterly Economic Commentary - Winter 2019](#), the Economic and Social Research Institute (ESRI) notes that there has been a continued strong underlying performance within the Irish economy which is particularly apparent when compared to European and UK growth rates. It is also noted that Ireland has achieved persistently strong growth rates within the domestic economy over the past six years. Aggregate house prices and rent levels have increased to a significant degree since the international financial downturn of 2007 and 2008. However, there are indications of varying house prices and rental levels across Irish counties during the period of the economic recovery. While the housing market as a whole has experienced a significant increase in prices and rents over the past ten years, it is evident that certain areas have grown faster than others.

In terms of the labour market, the unemployment rate has fallen below 5 per cent for the first time since 2007. Employment has risen by 2.4 per cent in the year to Q3 2019 with 2,326,900 people at work and average weekly earnings increased by 4 per cent annually in Q3 2019.

The Irish economy has been significantly boosted by increased Foreign Direct Investment (FDI) and multinational companies in recent years. Figures from the IDA Ireland indicate their client companies have a hugely positive effect on the Irish economy with over eight jobs being created for every 10 jobs in an FDI company. Further, approximately two thirds of the Governments tax take can be attributed to IDA supported FDI sector in Ireland.

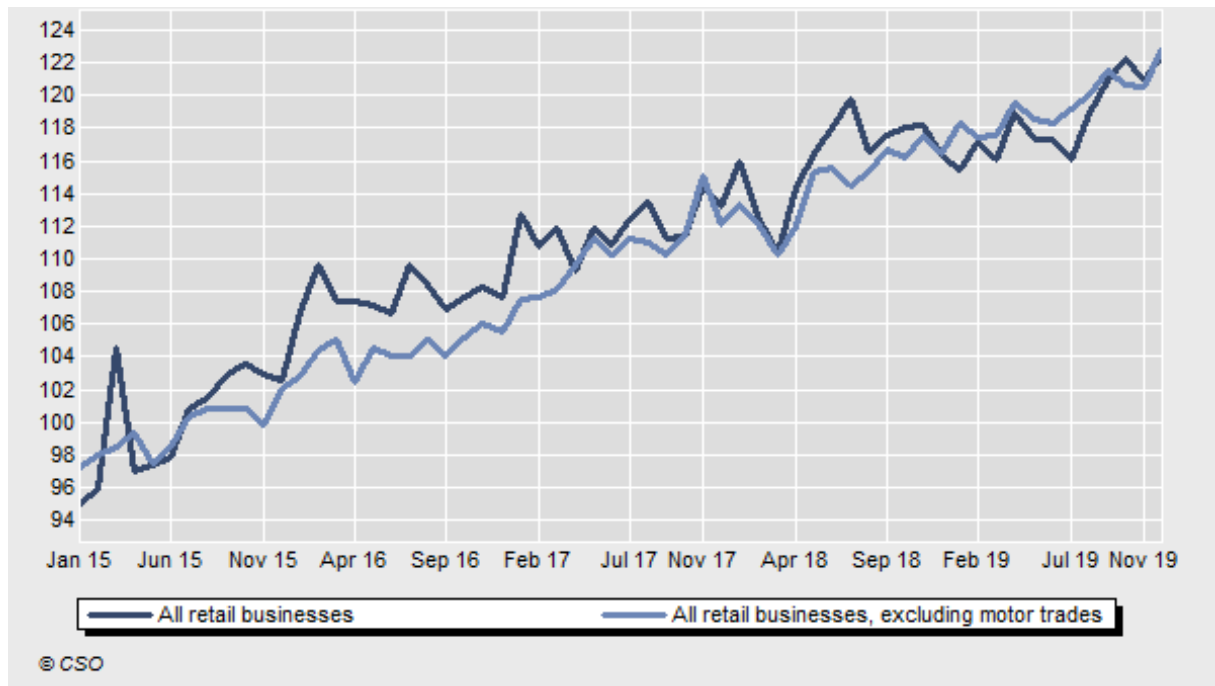
However, despite the continued economic growth evident in Ireland at the end of 2019, there remains uncertainty surrounding the timing and process in relation to Britain's exit from the European Union. As a result, the ESRI forecasts that economic growth will slow to 3.3 per cent in 2020. Growth forecasts are expected to shrink further once the economic impact of the Covid-19 pandemic becomes known.

1.3.2 Retail Economy

In line with overall economic performance over the last two decades, Ireland's retail sector has witnessed significant fluctuations. The retail sector experienced a significant decline in 2008 where there was a sharp increase in retail closures and a decline in employment within the sector – employment declined by approximately 40,000 from a peak of 315,000 in 2008.

The sector has seen a gradual recovery and retail sales in Ireland have witnessed a steady increase in since 2015. The sector is [now the largest private sector employer in the country](#), employing over 13% of the workforce. There are 40,000 retail businesses across the whole country; 90% of which are Irish-owned. The CSO's Retail Sales Index has shown a gradual increase in retail sales from 2015 through to the end of 2019. This trend is evident within Figure 1.0 below.

Figure 1.0 – Retail Sales Index (Volume) 2015-2019



Source: CSO, Statbank

However, despite a relatively strong retail market, Ireland's consumer remains cautious and value-conscious, particularly given Britain's departure from the European Union and the global economic climate remaining uncertain. While high employment levels are boosting economic activity, the growth of disposable income remains under pressure. Consumer sentiment has seen many shifts in recent years, most notably towards the end of 2019.

The KBC Bank Ireland/ESRI consumer sentiment index rose to 77.1 in November 2019 from a six-year low of 69.5 recorded in October 2019. The sharp decline seen October 2019 was linked to a possible hard exit of Britain from the European Union. While consumer sentiment did rebound towards the end of 2019, this sharp fluctuation demonstrates the clear link between the geo-political landscape and consumer sentiment and the associated volatility this brings to the retail sector.

The Retail Ireland, Quarterly Retail Monitor (Q1, 2020) notes that top line retail sales figures are robust and consumer spending habits have remained consistent across many categories of retail, with both sales values and volumes posting increase in all but one retail category. The aforementioned report indicates that a recent trend has emerged whereby the volume of sales has far outpaced the value of sales, with many retailers continuing to engage in the deep discounting of goods.

The report suggests that Irish consumers and retailers alike have now become accustomed to price promotion as a sales driver and generator. The report describes the current retail sector as ultra-competitive.

Specifically in relation to the convenience sector, the Quarterly Retail Monitor notes that the performance of supermarkets and convenience stores has continued strongly in 2019. However, the report comments that within the supermarket sector hard discounters are outperforming traditional supermarkets.

The competition in recent years between the three largest supermarket operators (Dunnes Stores, Supervalu and Tesco) has been dynamic. Kantar is the global expert in shoppers' behaviour and reports monthly on grocery market share in Ireland. The market share data is collated utilising Kantar's panel of 5,000 households throughout Ireland.

In December 2019 Kantar reported that the three largest supermarket operators accounted for over 67% of Ireland's total grocery market share. The report estimated that Dunnes Stores held 23.6%, Tesco 22% and Supervalu 21.8% of the market share. Aldi and Lidl accounted for 11.3% and 10.9% respectively. The intense and dynamic competition between Dunnes Stores, Tesco and Supervalu has been evident within Kantar's market share numbers for the last number of years, with minimal percentage points reported between the three operators.

Notwithstanding the competition amongst the three main supermarket operators, it should be noted that both Aldi and Lidl have had a marked impact on the grocery sector since their arrival to the Irish market almost twenty years ago. Both companies have pursued extensive expansion strategies across Ireland and now represent a mainstay of the grocery market in most urban centres. The combined market share for Aldi and Lidl has grown from 13.1% in 2013 to 22.2% at the end of 2019.

The Retail Ireland, Quarterly Retail Monitor (Q1, 2020) notes that the CSO retail sales figures point to varying performances across different categories within the retail sector. While the value of total retail sales has increased by 2.6% between 2018 and 2019, department stores have seen a 5.1% decline in sales.

This reflects the recent struggles which have been experienced by mid-market department stores such as House of Fraser and Debenhams. Within the broader comparison sector the value of sales for fashion, footwear and textiles stores has increased by 2% between 2018 and 2019. Similarly, bulky comparison categories such as furniture, lighting and homeware stores have seen the value of sales increase by 6.5% whilst DIY and hardware stores have increased sales by 5.6%.

1.3.2.1 Online Shopping

Online shopping continues to increase exponentially in Ireland. The Global Cross Border Commerce Report (2018), conducted by Ipsos on behalf of PayPal revealed that the total online spend by Irish consumers is currently growing at a rate of around 20% year-on-year in Ireland. The study forecasted that Irish consumers will spend up to €10.1 billion online by 2020.

The study found that Irish online consumers were the biggest international shoppers worldwide, with a larger proportion (84%) shopping overseas than any of the other 30 countries surveyed. Irish online shoppers spent €2.7 billion overseas in the past 12 months.

The Information and Communications Technology (ICT) Household Survey is carried out by the CSO on an annual basis and collects data on households' access to, and individuals' use of, the internet.

The 2019 survey found that clothes or sports goods were the most popular online purchase in 2019, purchased by over half (51%) of internet users, an increase of 9% from the 2016 survey.

The concept of 'Click and Collect' shopping has also seen an increase in Ireland. Click and Collect is the process of buying a product online but instead of it being shipped to the consumer's home address, they instead collect it from their nearest retailer or designated pick-up point. This type of offering can relate to both grocery and non-food (comparison) categories. The 2019 PwC Irish Retail and Consumer Report found that 17% of respondents surveyed stated that they used Click and Collect services in 2018 and 44% of 23-26 year olds expected to use a Click and Collect service in 2019.

The survey also found that although shopping in-store remains important for Irish customers 44% of respondents frequently used a PC, tablet or smart phone to shop online, an increase of 13% on the 2018 survey. At a local level, surveys carried out as part of the Dundalk Collaborative Town Centre health Check 2019 found that almost 30% of respondents shop online at least once per month with 59% stating that clothing and accessories are the type of goods mainly bought online.

At the time of writing, only two of the major grocery retailers in Ireland operate a nationwide internet retailing channel: Supervalu and Tesco. Both players have seen a rapid expansion in online delivery over the past number of years, with Tesco Ireland reporting a 15% growth in online orders during 2019. Lidl have partnered with a third party online grocery delivery service to provide online grocery shopping within Dublin and limited areas within the greater Dublin area.

Online shopping is one of the most significant growth areas in the retail market and will continue in the years ahead. While many of the major retailers have capitalised on this growth area, many traditional independent retailers have suffered significant loss of sales. The continued growth of online retail and increasing expectations means that town centre retailers need to become experience centres, not just places to purchase.

The in-store experience remains the most immediate connection between the consumer and the product. This represents an opportunity for town centres to provide something that is not possible online. Town centres need to become a destination where experience and social interaction become as important as retailing in order to survive and prosper versus online shopping.

1.4 HEALTH CHECK ANALYSIS

The Retail Planning Guidelines 2012 earmark vitality and viability as being intrinsic in maintaining and enhancing town centres. As defined in the Retail Planning Guidelines 2012 “Vitality is a measure of how active and buoyant a centre is, whilst viability refers to the commercial well-being of a town”.

Each of the primary settlements within Louth has been assigned a position within the Settlement Hierarchy and the Retail Hierarchy of the County. This position reflects both the settlements size and role within the County, and outlines the functions which are assigned to it. The purpose of this section is to carry out a health check analysis for the towns of Drogheda, Dundalk and Ardee.

The Retail Planning Guidelines 2012 provide general direction as to the fundamental factors contributing to a ‘healthy’ town centre. These include:

Attractions - These underpin a town and comprise the range and diversity of shopping and other activities which draw customers and visitors.

Accessibility - Successful centres need to be both accessible to the surrounding catchment via a good road network and public transport facilities, and to encompass good local linkages between car parks, public transport stops and the various attractions within the centre.

Amenity - A healthy town centre should be a pleasant place to be in. It should be attractive in terms of environmental quality and urban design, should be safe and have a distinctive identity and image.

Action - To function effectively as a viable commercial centre, things need to happen. Development and improvement projects should be implemented efficiently; there should be regular and effective cleaning and maintenance and there should be co-ordinated town centre management initiatives to promote the continued improvement of the centre.

As prescribed by the Retail Planning Guidelines 2012, the health checks use the following indicators of viability and vitality in addition to recommendations for action, with the aim to improve or maintain the health of each town.

- Attractions;
- Accessibility;
- Environmental Quality and Amenity;
- Diversity of Uses;
- Multiple Representation;
- Levels of Vacancy.

Retailing and the provision of retail services is one of the primary functions of any urban settlement. This health check analysis has been undertaken to evaluate the retail functions of the three main urban settlements of County Louth. A health check assessment essentially analyses the strengths and weaknesses of town centres. The information collated included a land use survey and local knowledge. The health check analysis for Dundalk, Drogheda and Ardee was utilised to define the core shopping area for each settlement and identify opportunity sites for retail development.

It should be noted that additional retail opportunity sites may come forward over the lifetime of this retail strategy and these shall be assessed on their own merits and in accordance with the proper planning and development of the area.

1.4.1 Drogheda

Census 2016 results show that Drogheda has maintained its position as the largest town in Ireland. The town has a population of 40,956 (Census 2016). It should be noted that 34,199 of the total population live within the Louth county boundary, with the remaining 6,757 resident within County Meath. The total population of Drogheda grew by 2,378 (6.2%) between 2011 and 2016. The town has been designated as a Regional Growth Centre within the National Planning Framework.

1.4.1.1 Attractions

Drogheda serves a wide catchment area stretching northwards towards Dunleer, west towards Slane and south towards the expanding populations of Laytown, Bettystown and Duleek. As such the town incorporates a wide range of retail and service functions which would generally be associated with a large urban centre.

West Street provides the focal point for the town centre trading area. It acts as the primary shopping street within the town centre with the subsequent secondary retail streets being St. Laurence Street, Peter Street, Shop Street and Dyer Street. These streets accommodate a mix of independent and multinational retailers.

The multinational traders include Penneys, Dunnes Stores and Tesco which trade alongside long established independent retailers such as McKenna Man, Wogans and Victor Dwyer Shoes. The traditional town centre has been supplemented by Scotch Hall Shopping Centre, Drogheda Town (Shopping) Centre and Laurence Shopping Centre.

Drogheda's retail trade is boosted by tourism footfall, particularly during the peak summer season. Drogheda is a designated 'Destination Town' under the recently announced Fáilte Ireland scheme. It is also a Heritage Town offering a wide range of cultural and historical attractions including Millmount Museum, the Highlanes Gallery, St. Peters Church, St. Laurence's Gate in addition to its geographical location within the Boyne Valley.

In terms of recreation and amenity Drogheda enjoys a wide range of facilities. Running from St. Dominic's Park on the south bank of the River Boyne near the Bridge of Peace in Drogheda, the Boyne Greenway takes you along the river close to the Mary McAleese Cable Bridge and then along the Boyne Canal to the Battle of the Boyne Visitor Centre at Oldbridge. The walking and cycling facility utilises sections of boardwalk to create a riverside resource connecting Drogheda's town centre to the Oldbridge Estate, via the existing ramparts. Along the boardwalk are a number of heritage signs with information about Irish Mythology relevant to the Boyne Valley. There are also a number of walks through parkland at the Battle of the Boyne site, Oldbridge Estate.

Our Lady of Lourdes regional hospital provides acute medical and surgical services as well as maternity services to the catchment area of Louth, Meath and the surrounding hinterland including parts of north county Dublin. It is a significant employer and centre of excellence in health in the region with links to the Royal College of Surgeons.

The health sector forms part of a varied employment base which is enhanced by the presence of multinational companies such as Coca-Cola, International Fund Services and Becton Dickinson.

Drogheda also has a strong cultural community. The town is home to Droichead Arts Centre, a bi-location arts centre, hosting performances, events and exhibitions. Highlanes Gallery is also located in the former Drogheda Franciscan Church. Drogheda is the host town for numerous annual festivals including Drogheda Arts Festival, running annually in May since 2004, Drogheda Traditional Music Weekend, which is over 25 years old and Leanbh Children's Festival, running since 2017.

The town most recently hosted the Fleadh Cheoil in 2018 and 2019, with the 2019 event resulting in over 700,000 visitors to the town.

There are many good quality open spaces throughout Drogheda including St. Dominick's Park and Lourdes Athletics Stadium at Boyle O'Reilly Terrace. Other attractions such as United Park (home venue for Drogheda United soccer) and O'Raghallaighs Gaelic Football Club (home to Louth GAA) provide amenities which draw patrons from the wider area.

1.4.1.2 Accessibility

Drogheda is located along the Dublin-Belfast Economic Corridor and is extremely well connected by road, rail and sea.

Drogheda is located along the M1 which provides ease of access to Dublin and Belfast. Drive times to Dublin (and by extension Dublin Port and Dublin Airport) are between 25 and 35 minutes. Drive times to Belfast are approximately 80 minutes.

Drogheda is also well connected to the N2 via Slane on the N51 and via Duleek along the R150/R152. At a local level, Drogheda's spatial distribution along both sides of the River Boyne and the limited number of vehicular connections between the north and south side of the town has the undesirable effect of drawing traffic into the town centre. This has resulted in significant traffic congestion within the town centre as people seek to move across the town. The development of the Port Access Northern Cross Route (PANCR) has been a long term objective of the Council. The construction of this road will facilitate the removal of a significant proportion of existing HGV traffic from the town centre and will provide an opportunity to improve the public realm and streetscape within the town centre and along the quays.

Public transport in Drogheda has improved measurably in recent years. Under licenses awarded by the National Transport Authority, private bus operators now provide high frequency connections to Dundalk and Dublin.

This includes connections to the Irish Financial Service Centre and third level institutions in Dundalk and Dublin.

Drogheda also benefits from its location along the Dublin-Belfast railway line. The intercity 'Enterprise' service between Dublin and Belfast provides 35 minute journey times between Drogheda and Dublin Connolly and 95 minute journey times to Belfast. High frequency peak time commuter services also provide for 1 hour journey times between Drogheda and Dublin Connolly. Car parking at Drogheda train station is operated at maximum capacity during the working week. Bus Éireann have also recently introduced significant enhancements to services between Drogheda and Laytown, with routes D1 and D2 providing a combined 15 minute frequency throughout the day.

There are a number of public and private car parks operating within the town centre. This includes four multi-storey car parks, three of which are associated with Drogheda Town Centre, Laurence Shopping Centre and Scotch Hall Shopping Centres. Parking for the first two hours at Drogheda Town Centre is provided at €1.30 an hour, Scotch Hall at €1.50 an hour and Laurence Street Shopping Centre at €1.20 an hour.

1.4.1.3 Environmental Quality and Amenity

Drogheda is one of Ireland's most historic urban settlements and together with its location along the River Boyne lends itself to good environmental quality and amenity. The modern town of Drogheda comprises a historic town core within a broad suburban hinterland.



The town also boasts many historic landmark buildings and structures such as St. Laurence's Gate, St. Peter's Neo-Gothic Cathedral and Millmount Fort. Drogheda town centre lies within the Heritage Quarter characterised by historical areas and buildings and a high proportion of Architectural Conservation Areas (ACA's).

However, peripheral parts of the town centre in common with many other Irish towns have lost their purpose and are underperforming. This is clearly evident in terms of dereliction, vacancy and lack of vitality in Narrow West Street and the surrounding Westgate area. In response Louth County Council has prepared an urban regeneration vision for Westgate.

The [Westgate Vision](#) is a guide for townscape recovery within a 10 year plus delivery timeframe. The guide to townscape recovery is targeted at property owners, investors, developers and their agents. The Westgate Vision Area comprises: The Barlow House Area, between George's Square and Scholes Lane including Narrow West Street and extending north to Fair Street; the Old Abbey Lane Area, between Narrow West Street and the River Boyne extending east to Dominic Street; and west to the Bridge of Peace and the Donaghy's Mills Area west of the Bridge of Peace and south of Trinity Street. Delivering the Vision comprises a detailed implementation breakdown in 3 stages over a 10 year plus timeframe.

Through the Part 8 process, Louth County Council has also brought forward a visitor orientation and signage project along a number of streets in Drogheda Town centre. The project will include new information and interpretation panels for Tourists on streets along both the east-west and north-south axes, with interpretation features and lighting at ground level in key locations relating to Drogheda's historical Architecture and key historic figures. The aim of the project is to facilitate better way finding and sense of place at key arrival points.

It is evident that a significant pedestrian thoroughfare has developed between the West Street / Shop Street area, the North Quays and Scotch Hall. However, the North Quays area is heavily trafficked and pedestrian footpaths are narrow. Improvements within this area coupled with the longer term delivery of the Port Access Northern Cross Route would significantly enhance the environmental quality within the town centre.



1.4.1.4 Diversity of Uses and Multiple Representation

Drogheda is particularly well catered for in terms of retailer representation and a diverse mix of uses. The land use survey of the principal shopping street in the town (West Street) indicates a good mix of uses. Retail is the dominant use occupying 45% of all units along West Street.

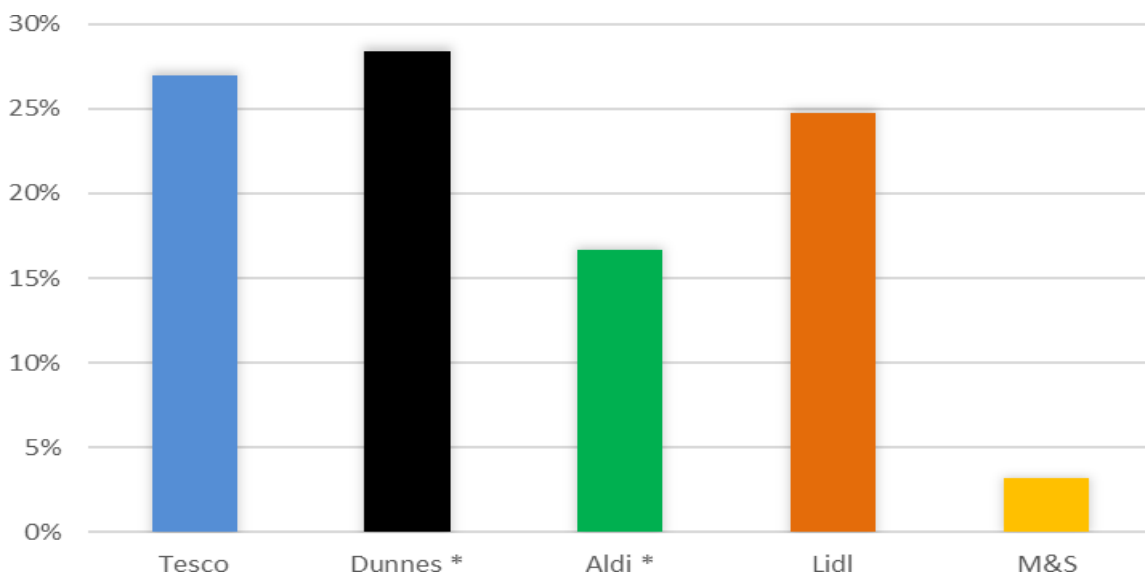
This comprises of 36% comparison goods units (80% of retail floorspace) and 9% being convenience goods units (20% of retail floorspace). 38% of all units surveyed along West Street are occupied by leisure or retail service units such as cafes, restaurants, accommodation or hair salons / barbers. Drogheda has a wide range of national and international retailers, within the convenience, comparison and bulky comparison sectors. In terms of convenience shopping there are five multi-national retailers presently trading. It is noted that Supervalu ceased trading at Stockwell Lane in Drogheda town centre in 2016, contributing to a further reduction in town centre footfall. Current convenience operators are outlined in Table 2.0;

Table 2.0 – Principal Convenience Operators within Drogheda

Convenience Operator	Location
Tesco x 2	West Street and Matthews Lane
Dunnes Stores x 3	West Street, Scotch Hall SC and Southgate SC
Marks & Spencer	Laurence SC
Aldi x 2	Donore Road Retail Park and Slane Road
Lidl x 2	Donore Road and M1 Retail Park

In total the above operators trade from approximately 13,600 sq.m. of grocery floorspace, with Tesco and Dunnes Stores holding the highest percentage share within the town. This is inclusive of Aldi at Donore Road Retail Park and Dunnes Stores at Southgate Shopping Centre, both of which are located in Drogheda but within the Meath county boundary.

Figure 2.0 – Percentage Share of Grocery Floorspace within Drogheda



***Inclusive of Donore Road Retail Park and Southgate Shopping Centre, both located within County Meath**

In terms of comparison shopping, the majority of major comparison retailers are located within the shopping centres. Shaws Department Stores and Marks & Spencer anchor the Laurence Shopping Centre. Scotch Hall includes a number of national and international comparison retailers including Carraig Donn, River Island and Lifestyle Sports. While the town centre streets generally comprise of independent retailers, there remain just a few major retailers such as Penneys and Elverys Intersport on West Street.

A range of national and international bulky comparison retailers are located within the M1 Retail Park and Drogheda Retail Park. The M1 Retail Park is anchored by Woodies and includes operators such as EZ Living, Smyths Toys and Sports Direct. Drogheda Retail Park (within the Meath County boundary) is anchored by Homebase, Harvey Norman, TK Maxx and Homestore & More.

1.4.1.5 Vacancy

It is generally accepted that all town centres will experience some level of vacancy caused by changes to ownership, redevelopment plans or expiration of leases. The latest available Geodirectory data on commercial vacancy sees Drogheda with a vacancy rate of 17.4% (GeoView Commercial Property Report Q4, 2019). This represents a slight decline in year on year vacancy, which was 18.1% the year previous (Q4, 2018). Nonetheless, it is evident from the land use survey that there are significant sustained levels of vacancy within the town centre, particularly at Narrow West Street (as discussed within Section 1.4.1.3, Environmental Quality and Amenity). Furthermore, there are significant levels of vacancy within the Laurence Shopping Centre and to a lesser extent within Scotch Hall Shopping Centre.

It is noteworthy that there were no vacant retail units within either the M1 Retail Park or Drogheda Retail Park when the survey was conducted.

1.4.1.6 Health Check Conclusions & Recommendations

It is clear from the Drogheda Town Centre Health Check that the town continues to have a vibrant town centre and supports Drogheda's function as a Regional Growth Centre. However, the town centre faces significant challenges. There is a proliferation of vacant properties evident along Narrow West Street. Development economics dictates that greenfield development is more cost effective and more simply developed compared to brownfield town centres. The suburbanisation of Drogheda, particularly with regard to retail developments is reflected in areas of underuse, dereliction and vacancy. Narrow West Street and its environs is an area in Drogheda reflective of these challenges.

The town centre has expanded eastwards with the development of Shopping Centres at Laurence Street and Scotch Hall. However, the poor pedestrian linkages between the traditional town centre streets and the Scotch Hall Shopping Centre are not conducive to a functioning consolidated town centre.

In general, the proliferation of vacant properties has diminished Drogheda's vitality and viability and is a matter that requires action. These vacant properties include high profile units such as the former Permanent TSB and Choice premise on West Street and the former Supervalu premises on Stockwell Lane.

It is noted that if the overarching proposals contained within the Westgate Vision are achieved there would be a significant improvement in the environmental quality and amenity value at the western end of the town centre. In addition, the following actions should be considered in maintaining the future health of Drogheda's town centre.

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- Where high levels of sustained vacancy are evident, uses other than retail should be considered where this would contribute towards improving the overall vitality and viability of the town centre and which complement the town centre retail offer;
- Enhance and protect Drogheda's historic built environment through the implementation of the Westgate Vision;
- Encourage redevelopment and reuse of opportunity sites and proactively engage landowners to develop key vacant sites including 'retail opportunity sites' identified in Section 1.6.2;
- Encourage additional international and national retailers which would attract additional footfall and improve retail experience;
- Focus on consolidating the existing town centre and retail core with significant emphasis on improving the public realm and pedestrian linkages between the historic town core and the Scotch Hall Shopping Centre;
- Enhance the connection with the River Boyne frontage;
- Improving the environmental quality and amenity in the town centre by providing additional green infrastructure and public realm enhancements.

Section 1.5 of this Strategy provides a guide to the quantum of additional floor space potential envisaged for Drogheda up to 2030 and Section 1.6.2 of this Strategy identifies retail opportunity sites and the core retail area for Drogheda.

1.4.2 Dundalk

Dundalk is the county town of County Louth and Ireland's third largest town, behind Drogheda and Swords. The town had a population of 39,004 in 2016 (Census 2016). The total population of Dundalk grew by 1,188 (3.1%) between 2011 and 2016. In the period 2002-2016 the population of the town increased by 20%. As with Drogheda, Dundalk has also been designated as a Regional Growth Centre within the National Planning Framework.

1.4.2.1 Attractions

Dundalk's retail catchment stretches south towards Ardee and Dunleer, west towards Carrickmacross and north towards Newry. The catchment area comprises of 20,328 households within a 10 kilometre radius. Dundalk's proximity to the border results in a catchment area which takes in areas of Northern Ireland such as Crossmaglen and Forkhill.

The traditional town core of Dundalk is focused on the streets of Park Street, Earl Street, Market Square and Clanbrassil Street. Retail within the town centre is predominantly driven by independent comparison outlets and cafes. Dundalk has two main shopping centres, the Marshes Shopping Centre and the Longwalk Shopping Centre. The Marshes Shopping Centre is very much the main shopping destination within the town.

Dundalk is a gateway to a number of areas of outstanding natural beauty, namely the Cooley Peninsula, Mourne Mountains and Ring of Gullion, while also offering a wealth of recreational facilities such as the Táin Theatre and the Louth County Museum.

Dundalk Stadium, an all-weather horse racing track, provides an amenity which draws patrons from throughout Ireland. The tourism industry affords significant potential for economic development and employment opportunities in Dundalk.



Dundalk Institute of Technology (DkIT) is a major asset to Dundalk in terms of the provision of a high quality third level institution and as a catalyst for economic development. DkIT draws students from across the north east region and has significantly expanded its campus facilities in recent years to include additional campus buildings and a dedicated sports centre.

Dundalk is a long established and proven business location. Multinational companies operating in the area include eBay, Paypal, National Pen and Prometric. WuXi Biologics, a leading global biologics medicine manufacturer, is investing €325 million in a new biopharmaceuticals contract manufacturing facility in the town. The facility will further boost employment in the region, with total employment on the campus expected to be 600 by 2024.

Dundalk is well served in terms of quality open spaces. These areas include St. Helena's Park and Ice House Hill Park. There are also dedicated walking trails along Dundalk Bay at the Navy Bank and walking and cycling tracks along the Castletown River at The Riverside Walk.

1.4.2.2 Accessibility

As with Drogheda, Dundalk is located along the Dublin-Belfast Economic Corridor and is very well connected by road and rail. Dundalk is located equidistant along the M1 between Dublin and Belfast. Drive times to Dublin (M50) are approximately 45 to 50 minutes. Drive times to Belfast are approximately 60 minutes via the M1 and A1. Dundalk's location on the M1 provides good access to Dublin Airport (45 minutes), Belfast International Airport (75 minutes) and George Best Belfast City Airport (65 minutes).

The existing road infrastructure also provides good connectivity to other towns within the northeast of the country. Ardee is an approximate 20 minute drive via the N52, while Carrickmacross and Castleblayney are a 25 minute drive via the R178 and N53 respectively. The Inner Relief Road (N52) provides an orbital route around the eastern side of the town and contributes to a relatively good flow of traffic within the town centre.

Public and private bus operators provide strong local, regional and intercity connections. At a local level Bus Éireann and Halpenny Travel provide regular connections between suburban areas such as Muirhevnamor and Blackrock and the town centre.

Bus Éireann provides services between Dundalk and neighbouring towns such as Ardee, Dunleer and Carlingford, as well as a high frequency service between Dundalk and Dublin Airport via Drogheda. Matthews Coaches provide high frequency services between Dundalk and Dublin (including connections to the IFSC, DCU and UCD).

Services operate direct between Dundalk and Dublin during peak hours and via Drogheda during off peak hours. As with Drogheda, Dundalk also benefits from its location along the Dublin-Belfast railway line. The intercity 'Enterprise' service between Dublin and Belfast provides 55 minute journey times between Dundalk (Clarke Station) and Dublin Connolly and 75 minute journey times to Belfast.

Peak time commuter services also provide for 70 minute journey times between Dundalk and Dublin Connolly. All day car parking at Dundalk train station is provided at a flat rate of €3.50, with reduced charges for weekly, monthly or annual tickets.

On street parking is available within the town centre at a rate of €1.10 per hour, with contactless parking metres in place within the town centre. All day parking exists at Linenhall Street, Ramparts Road and Long Walk public car parks and is charged at €2 for the day.

The Marshes Shopping Centre provides the largest private car park within the town centre. This includes 1,350 designated pay and display spaces. The Longwalk Shopping Centre offers over 450 free car parking spaces while the Clanbrassil centre car park accommodates 130 parking spaces at a rate of €1.20 per hour. All car parks are easily accessible and at surface level.

1.4.2.3 Environmental Quality and Amenity

Market Square and Earl Street provide an attractive environment and strong focal point for the town centre of Dundalk. As a retail environment Clanbrassil Street is underperforming as the quality of the streetscape environment has not been managed holistically. Louth County Council has recently redeveloped the Market Square which has proven successful in terms of the regeneration of the area led by a public realm improvement project. Newly developed buildings along the southern side of Market Square bookmark an end of the Square that was neglected for years, and gives it the prominence it deserves. The upgrade of Market Square also provides greater pedestrian permeability within the area. However, there are notable buildings along the junction of Crowe Street and Earl Street which continue to detract from the visual appearance of Market Square.

There is a general clean appearance to the principal shopping areas within the town centre. It is notable that Dundalk achieved 'Cleaner than European Norms' in the [2018 An Taisce Report IBAL Anti-Litter League](#). Dundalk ranked 9th out of 40 towns / cities surveyed throughout Ireland.

There is notable decay and decline evident within the northern end of the town centre, particularly along the northern extents of Clanbrassil Street and Church Street. This area is now the subject of a 'Part 8' planning permission (Reg. Ref. 18/65) for a series of town centre improvements. The Clanbrassil Street and the St. Nicholas Quarter scheme extends from the existing Market Square northwards encompassing Clanbrassil Street in its entirety. It also includes Bridge Street, Linenhall Street and Northgate Street. The Quarter stops at the Castletown River.

The approach to design on the main retail thoroughfare (Clanbrassil Street) is to rebalance the public realm surfaces in favour of the pedestrian. The design proposes a substantial increase in the footpaths on either side of the street.

The works are ongoing and include resurfaced granite footpaths, the provision of an urban public open space with wider footpaths, planting and seating between the St. Nicholas church of Ireland and the St. Nicholas Roman Catholic Church and improved pedestrian crossings at various intersections. The proposal will involve narrowing traffic lanes and tightening corner radii at junctions to better facilitate on-road cycling.

Development works include the addition and removal of trees, the inclusion of new public lighting, new street furniture and public art. It is envisaged that the completion of this project will substantially improve the environmental quality and amenity of this area of the town.

The Longwalk and Carroll Village area of the town also require a degree of intervention. The areas incorporate the declining Longwalk Shopping Centre, the now defunct Carroll Village Shopping Centre and the rear of the Clanbrassil Centre.

The area is presently characterised by a vast amount of surface car parking and the public realm is impacted by the inactive rear of properties along Clanbrassil Street. The area is in need of rejuvenation and would benefit from improved linkages with Clanbrassil Street.

1.4.2.4 Diversity of Uses and Multiple Representation

Dundalk has a diverse range of uses and high levels of multiple representation. However, while this statement is applicable to the town as a whole, the traditional town centre is notably lacking in multiple representation. The majority of multiples trading in Dundalk are trading from the Marshes Shopping Centre and not along the traditional streets of Clanbrassil Street, Earl Street, Market Square or Park Street.

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Furthermore, the land use survey of the traditional shopping areas in Dundalk (Clanbrassil Street, Earl Street, Market Square and Park Street) indicates that there is a low proportion of retail units within the core retail area. Of the total units surveyed within Clanbrassil Street, Earl Street, Market Square and Park Street 37% were occupied by retail uses. This comprises of 36% comparison goods units (84% of retail floorspace) and 6% being convenience goods units (16% of retail floorspace). 36% of all units surveyed within this area were occupied by leisure or retail service units such as cafes, restaurants, accommodation or hair salons / barbers.

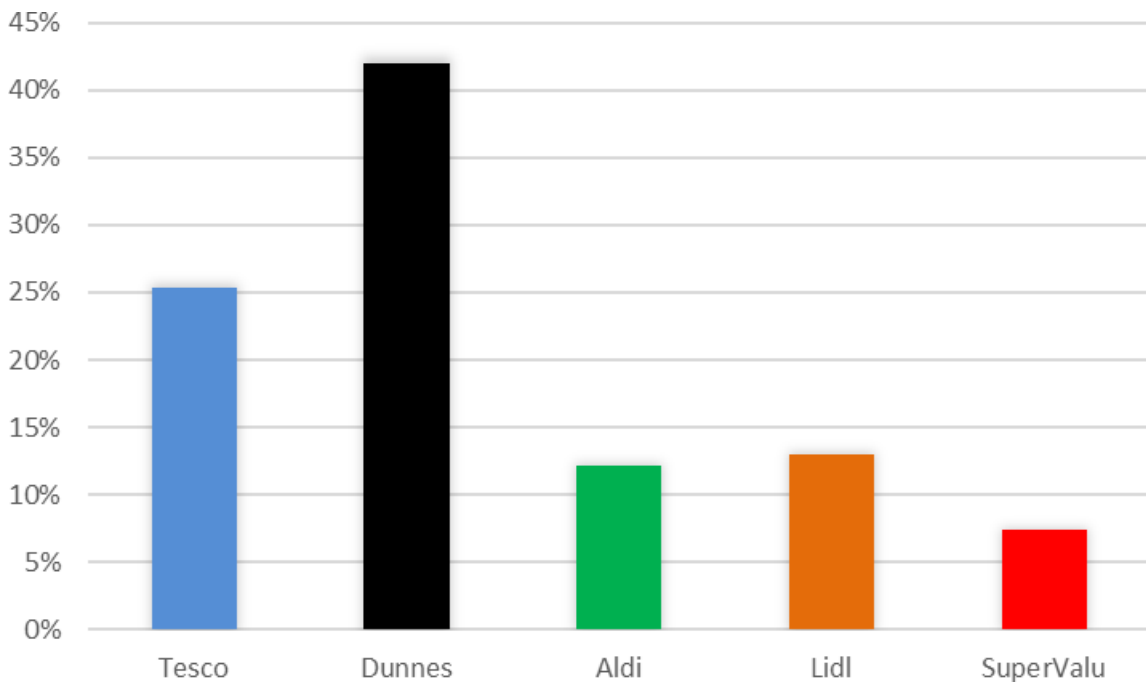
In terms of convenience shopping there are five multi-national retailers presently in operation within Dundalk. Current convenience operators are outlined in Table 3.0;

Table 3.0 – Principal Convenience Operators within Dundalk

Convenience Operator	Location
Tesco x 2	Tesco Extra and Longwalk SC
Dunnes Stores x 3	Ard Easmuinn, Marshes SC and Neighbourhood Centre
Supervalu	Fairways Centre
Aldi x 2	Ramparts and Newry Road
Lidl x 2	St. Helenas and Avenue Road

In total, the above operators trade from approximately 19,100sq.m. of grocery floorspace, with Dunnes Stores holding the highest percentage share within the town.

Figure 3.0 – Percentage Share of Grocery Floorspace within Dundalk



The Marshes Shopping Centre is the main destination for comparison shopping within Dundalk. The centre is anchored by Penneys and Dunnes Stores (which includes a significant clothing and homewares offer). The centre also includes a number of national and international comparison retailers including Carraig Donn, Clarks, H&M, Jack & Jones, River Island, New Look and Lifestyle Sports. A range of bulky comparison retailers are located within Dundalk Retail Park, located on the Inner Relief road. The retail park is anchored by Woodies and includes operators such as Homestore & More, Smyths Toys, Sports Direct and Currys PC World. There were only two vacant units within the retail park when the survey was conducted.

It is noted that much of the former Harvey Norman has been repurposed for an Omniplex cinema. North Link Business Park, also located on the Inner relief Road houses a number of bulky comparison operators including, Franks Furniture, Wogan Interiors and The Bed Store.

1.4.2.5 Vacancy

The latest available Geodirectory data on commercial vacancy indicates that Dundalk has a vacancy rate of 19% (GeoView Commercial Property Report Q4, 2019). This represents an increase of 0.3% from Q4, 2018. This rate is also significantly higher than the national vacancy rate of 13.2% and the rate for Leinster (excluding Dublin) which is 12.4%. The land use survey conducted for this Retail Strategy identified significant levels of vacancy along some of the principal shopping streets in the town. 19% of units surveyed on Park Street were vacant. It is noteworthy that a sale has been agreed for the prominent former Dunnes Stores premises. 24% of units on Clanbrassil Street were vacant at the time of conducting the survey. The majority of the retail vacancy was evident at the northern end of the street, with higher levels of occupancy closer to Market Square.

The Longwalk Shopping Centre has declined significantly since the last Retail Strategy was published. The closure of the Penneys anchor in 2014 has significantly reduced footfall in the centre and has contributed towards further store closures. The centre now has approximately 50% vacancy (both in terms of floorspace and the number of units), while the Marshes Shopping Centre enjoys near full occupancy.

1.4.2.6 Health Check Conclusions & Recommendations

The overall offer of Dundalk town centre remains strong and in keeping with the towns status as a Regional Growth Centre. However, a twin track retail environment has developed within the town.

It is evident from the health check assessment that there are many areas within Dundalk town centre which are experiencing a decline. The traditional town centre streets have high vacancy levels, together with the declining Longwalk Shopping Centre. Elsewhere, the Marshes Shopping Centre has minimal vacancy. The centre provides for larger floorplates to meet the needs of modern retailing and has thrived, somewhat at the expense of the remainder of the town centre.

However, improvements are evident within the traditional town centre. The refurbishment of Market Square has brought about increased activity to the Clanbrassil Street & Earl Street area of the town centre. It has also become an attractive public space and accommodates public events and seasonal festivities. There is a need to build on the success of the Market Square project and it is hoped that works ongoing as part of the Clanbrassil Street and the St. Nicholas Quarter scheme can deliver such benefits for the northern environs of the town centre. In addition, the following actions should be considered in relation to Dundalk town centre.

- Prepare a framework plan for the regeneration of the Longwalk area (including Longwalk Shopping Centre and Carroll Village) of the town centre;
- Where high levels of sustained vacancy are evident, uses other than retail should be considered where this would contribute towards improving the overall vitality and viability of the town centre and which complement the town centre retail offer;
- Establish improved connectivity between Clanbrassil Street and the Longwalk;
- Establish improved connectivity between the traditional town centre and the Marshes Shopping Centre through the re-development of Williamsons Mall;
- Encourage redevelopment and reuse of opportunity sites and proactively engage landowners to develop key vacant sites including 'retail opportunity sites' identified in Section 1.6.2;
- Strategic planning, design and landowner engagement for the reuse and activation of key areas/sites within the town centre including the former Dunnes Stores premises on Park Street, Williamsons Mall and the northern environs of Clanbrassil Street & St. Nicholas Quarter.

Section 1.5 of this Strategy provides a guide to the quantum of additional floor space potential envisaged for Dundalk up to 2030 and Section 1.6.2 of this Strategy identifies retail opportunity sites and the core retail area for Dundalk.

1.4.3 Ardee

Ardee is the third largest town within County Louth. The town had a population of 4,828 in 2016 (CSO 2016).

1.4.3.1 Attractions

Ardee serves as a retail centre for mid Louth. The town's catchment area extends northwards to Tallanstown, south towards Collon, east towards Dunleer and west taking in areas within County Meath. Ardee also provides a range of services and employment for the town's population and its wider rural catchment.

Ardee's retail streetscape is linear in form. The main shopping area is focused on Market Street and Castle Street which runs from north to south. The town centre is characterised by independent retailers, cafes, pubs, retail services and financial institutions. The main supermarkets are located at Ash Walk, off Castle Street (Supervalu) and Lidl, on the southern environs of the town.

Ardee is a medieval walled town, with its distinctive, central main street from which its long narrow properties extend outwards. It's identity as a walled town is further enhanced by surviving medieval buildings and features notably Ardee Castle and Hatch's Castle and the intact medieval street pattern. Ardee Castle is the largest fortified medieval tower house in Ireland which was built circa 15th century. Ardee has maintained its medieval street pattern and is an important town in terms of national and local built heritage, reflected in the Architectural Conservation Area and numerous historic buildings and protected structures.



Ardee also acts as a significant business and employment centre for mid Louth. Much of the industry and employment activity occurs within Ardee Business Park, a mix of office and industrial rental space located east of the town centre. Significant employers in the town include ABP Food Group Meats and Pro Stainless Design.

The Fair Green public park, bounded by the Carrick Road and Golf Links Road to the north of the town is the main area of public open space within the town. There are also dedicated walkways along the River Dee to the south of the town centre. Both amenities are conveniently located adjacent to the town centre.



1.4.3.2 Accessibility

Ardee is located at the intersection of the N2 national primary Dublin to Derry route and the N52 national secondary Ardee to Mullingar/Nenagh route. The N33 provides direct access from Ardee to the M1 motorway and national motorway network. Ardee is a 5 minute drive time from Junction 14 on the M1. Both Dundalk and Drogheda are approximately 20 minute drive from via the N52 and M1 respectively. Carrickmacross is also within a 20 minute drive time of Ardee via the N2.

The N2 Dublin to Derry national route passes through the town centre which is the cause of significant traffic congestion, particularly at peak times. The proposed N52 Ardee Bypass scheme will help to alleviate much of this congestion. Louth County Council are currently conducting a detailed review of the scheme, considering alternative junction strategies and undertaking an appraisal of the options to deliver the optimal solution.

Bus Eireann provide a network of local bus routes. These include Dundalk (167), Drogheda & Monaghan (182/182A). Expressway Route 32 also provides a connection northbound to Letterkenny and southbound to Dublin Airport. Private bus operators also provide connections to Carrickmacross and Dublin City Centre.

On-street parking is available within the town centre. Pay parking is not in operation within the town. Off street car parking is provided at Ash Walk, at the Supervalu Shopping Centre and adjacent overflow car park.

1.4.3.3 Environmental Quality and Amenity

Ardee's traditional streetscape and built heritage provide a natural identity for the core shopping area. The town centre environment is greatly enhanced by its natural heritage which is striking along Castle Street and Market Street. These assets include Ardee Castle, Hatch's Castle and St. Marys Abbey.

Ardee also benefits from good quality open space provision at either end of the core shopping area. The Fair Green is located to the north of Market Street and provides for a well maintained amenity. The River Dee flows along the southern end of the Castle Street and a number of associated walkways are provided along the river bank.

The overall environmental quality of the core shopping streets is heavily impacted by traffic congestion. Both Castle Street and Market Street are on the N2 route which accommodates significant through traffic. This results in a poor shopping environment and is not conducive to a pedestrian or cycle friendly town centre environment. In the longer term, the proposed N52 Ardee Bypass scheme will help to alleviate much of this congestion and will greatly benefit the town as a whole.

The unfinished supermarket development at Ash Walk detracts from the overall appearance of the immediate area. The unfinished development also detracts from the environmental quality of Market Street, where there is limited pedestrian permeability through to the Supervalu development and significant retail vacancy fronting onto Market Street.

1.4.3.4 Diversity of Uses and Multiple Representation

Ardee has a low representation of multiples within the town. Comparison retailing within the town is largely catered for by independent retailers. The town includes a number of long established retailers such as O’Neills Menswear and Paul Sharkey & Sons. The level of retailing within the town is reflective of the town’s position within the County Settlement Hierarchy. Higher order comparison shopping is catered for by the two regional growth centres in the county, Drogheda and Dundalk.

In terms of convenience shopping there two of the main retailers are operating within Ardee. Spar and Centra also trade from smaller convenience outlets within the town centre.

Table 4.0 – Principal Convenience Operators within Ardee

Convenience Operator	Location
Supervalu	Ash Walk
Lidl	Dublin Road

In total, the above operators trade from approximately 3,500 sq.m. of grocery floorspace, with Supervalu being the largest convenience operator within the town.

1.4.3.5 Vacancy

Ardee records the lowest level of vacancy amongst the three largest towns in the county (Drogheda, Dundalk and Ardee). The commercial vacancy recorded for the town is 15.1% (GeoView Commercial Property Report Q4, 2019). However, this represents a significant increase of 3.5% from Q4, 2018 (up from 11.6%).

The land use survey conducted for this Retail Strategy recorded 14% vacancy amongst the retail units along Castle Street and Market Street. The most notable area of vacancy was the former Supervalu premises on Market Street and the former Ardee bakery premises on Castle Street.

1.4.3.6 Health Check Conclusions & Recommendations

In undertaking this health check, it is clear that Ardee’s town centre is in good health with a relatively low vacancy rate in comparison to other towns within the county. However, the town continues to suffer from significant traffic congestion and some high profile retail vacancy within the core retail area.

The following actions should be considered in maintaining the future health of Ardee’s town centre;

- The preparation and implementation of a public realm strategy for Ardee, to make improvements to the streetscape;
- Establish a stronger pedestrian connection between Ash Walk and Market Street;
- Proactive engagement with landowners to remedy vacant units to the east of the existing Supervalu development which front onto Market Street;
- Focus on expanding the retail offer with a local craft and design offer, complementing the heritage and visitor attraction of the town.

Section 1.5 of this Strategy provides a guide to the quantum of additional floor space potential envisaged for Ardee up to 2030 and Section 1.6.2 of this Strategy identifies retail opportunity sites and the core retail area for Ardee.

1.5 QUANTITATIVE ANALYSIS - PROJECTED RETAIL FLOORSPACE REQUIREMENTS

NOTE: A Retail Strategy Quantitative Analysis for Dundalk was carried out as part of the preparation of the Dundalk Local Area Plan (See Appendix 3 of Dundalk LAP) which includes updated quantitative analysis at County and settlement (Dundalk) level. Refer to Appendix 3 of the Dundalk LAP for updated details.

This section of the Retail Strategy provides a quantitative analysis of the estimated amount of retail floorspace required for Drogheda, Dundalk and Ardee. The assessment covers the period from 2019-2030 which enables a longer term look at retail planning in the County. This includes the Plan period from 2021-2027 and three years beyond this up to 2030.

Drawing upon the quantitative analysis of expenditure patterns and future growth projections, this study provides indicative guidance on the scope and need for new retail floorspace and how it should be allocated within the Retail Hierarchy, having regard to the retail role and function of each centre.

Based on projected changes in the county population, consumer spending and turnover potential, the assessment takes account of emerging trends in the retail market and general estimates of future demand. It is important to note that the estimates of future requirements for retail floor space provided by this strategy are only intended to provide broad guidance as to the additional quantum of convenience and comparison goods floor space provision. The reason for this is so healthy levels of trading can be sustained and should not be treated in an overly prescriptive manner, nor should they serve to inhibit competition - as per the requirements of the Retail Planning Guidelines 2012.

The following methodology has been used to inform the future retail floor space requirements:

- Estimate of population at base and design year;
- Estimate of expenditure per capita on convenience, comparison and bulky household goods at the base and design year;
- Compile a projection of the total available expenditure in the base year and design year for residents of County Louth to allow for assumed expenditure inflows and outflows;
- Estimates of likely increase in future expenditure available for the provision of additional floorspace;
- Estimates of the likely average turnover of new floorspace for convenience, comparison and bulky household;
- Estimate the capacity of additional floorspace in County Louth;
- Estimate the amount of vacant retail floorspace;
- Allocation of floorspace between the main settlements in the County i.e. Drogheda, Dundalk and Ardee. For the purposes of this retail strategy the study area pertains to the administrative boundary of County Louth. Areas of Drogheda which are within the administrative boundary of County Meath are not included. This relates to population and retail centres such as Southgate Shopping Centre and Drogheda Retail Park.

1.5.1 Population

County Louth has experienced substantial population growth, with the most sizeable increases occurring since 2002. An analysis of Census figures between 2002 and 2016 reveals that the population of the County expanded from 101,821 to 128,884 representing an increase of 26.6%.

The assessment of future floorspace requirements requires projected population growth over the plan period and up to 2030. The future population projections for County Louth as set out within Appendix 2 of the [NPF Implementation Roadmap](#) are used by this strategy as shown in Table 5.0. The population projections are also consistent with those used throughout the Louth County Development Plan 2021-2027.

Table 5.0 – Population Projections

	2016*	2019	2021**	2027**	2030**
Population	128,884	134,322	138,074	149,970	151,116

* CSO Census 2016

** [NPF Implementation Roadmap](#)

1.5.2 Retail Expenditure Estimates

Expenditure per capita is calculated based on the data contained within the CSO’s Annual Services Inquiry (ASI). The ASI is listed as the preferred source for expenditure per capita in the Roger Tym and Partners and Jonathan Blackwell and Associates Report on the [Retail Planning Guidelines](#) 2012. The ASI, also now known as the Structural Business Statistics Release provides grossed estimates of the principal trading aggregates for all enterprises in the retail sectors. The relevant turnover aggregates as related to sectors specifically classed as either convenience, comparison or bulky goods sales are selected.

The 2016 national expenditure per capita figure for convenience goods is estimated at €3,769 and for comparison goods is estimated at €3,417. This is calculated by dividing the total national expenditure on convenience and comparison goods (as per ASI 2016) by the population of Ireland (Census 2016).

An adjustment is made for County Louth to relate these national figures to local level. CSO publication [County Incomes and Regional GDP](#) (published 2017) indicates that the County Louth expenditure figures were approximately 93.8% of the national average in 2016. The expenditure figures are amended accordingly to more accurately reflect retail spend at a local level.

Further adjustments are made to this figure to bring it forward, year on year, up to 2030. In considering growth rates for expenditure per capita, regard has been had to the recent trends observed from the [CSO Retail Sales Index](#). The Retail Sales Index for December 2019 indicates a continued growth in the sector. Annual growth of 3.9% was seen across ‘All Businesses excl. Motor Trades, Fuel & Bars’.

‘Food businesses’ experienced an annual increase of 3.1% while ‘Non-food’ businesses experienced growth of 3.8%. Strong growth was posted within many sections of the ‘Non-food’ sector including Clothing, Footwear & Textiles (+3.0%), Furniture & Lighting (+5.6%) and Electrical Goods (+13.8%).

Expenditure growth rates on comparison goods have traditionally been significantly higher than expenditure growth rates on convenience goods. This is because most household's requirement in respect of convenience products have been largely satisfied and most surplus or discretionary spend has gone into products such as clothing, footwear, household goods, electrical goods, home furnishings etc. Growth rates for comparison expenditure are inclined to increase substantially within a strong national economy.

However, for the purposes of this assessment more conservative annual growth rates have been assumed for expenditure per capita. Adjustments of 1% growth per annum for convenience expenditure and 2.5% for comparison expenditure are made in line with recorded economic growth statistics and forecasted levels of growth. The growth rates take cognisance of the CSO Retail Sales Index, the ESRI Quarterly Economic Commentary (Winter 2019) and the ESRI Ireland's Economic Outlook.

Table 6.0 – Projected Per Capita Spend (€)

	Convenience	Comparison
2016	€3,769	€3,417
2019	€3,883	€3,680
2021	€3,961	€3,866
2027	€4,205	€4,483
2030	€4,332	€4,828

1.5.3 Total Available Expenditure

Total available expenditure within County Louth is calculated by multiplying the population of the County by the expenditure per capita for each retail category, for each year. This is set out below in Table 7.0.

For the purpose of this retail strategy it is necessary to differentiate between comparison non-bulky goods and bulky household goods. Considerably different levels of turnover will apply to comparison goods such as clothing and footwear and smaller household durables than would apply to bulky household goods, typically sold in retail warehouse parks. It is therefore essential to split between expenditure available for bulky comparison goods and non-bulky comparison goods.

Therefore, having regard to the [CSO Household Budget Survey](#) and market research estimates, an 80:20 split is applied to the total available comparison spend. This is broken down within the two right hand columns of Table 7.0.

Table 7.0 - Total Available Spend (€)

Year	Convenience	Comparison	Comparison Bulky (80%)	Non Bulky (20%)
2019	€521,572,326	€494,304,960	€395,443,968	€98,860,992
2021	€546,911,114	€533,794,084	€427,035,267	€106,758,817
2027	€630,623,850	€672,315,510	€537,852,408	€134,463,102
2030	€654,634,512	€729,588,048	€583,670,438	€145,917,610

1.5.4 Adjusted Expenditure

Table 8.0 illustrates the adjusted retail spend for County Louth from 2019 to 2030. Given the absence of up-to-date survey data (due to the situation surrounding the Covid-19 pandemic in Ireland at the time of preparing this Strategy), the survey data from 2014 was relied upon to estimate spending inflows and outflows from County Louth. Given the limited changes to the retail landscape over the intervening period, it is unlikely that inflow and outflow patterns will have shifted significantly. In particular, no new retail developments of scale have come on stream in the wider region or within the County which would significantly alter inflows or outflows within the last five years.

One such area that has changed is Irish consumer's propensity for online shopping. Given that online spend has increased incrementally since the completion of the previous Retail Strategy, growth rates have been applied to the outflow percentages.

These growth rates have been applied at a rate of 1% per annum for convenience expenditure and 2% per annum for comparison (bulky and non-bulky) expenditure. This increases the projected outflow rates by 2030 to 3.3% for convenience spend, 9.8% for comparison (non-bulky) spend and 11.2% for bulky comparison spend.

Table 8.0 – Adjusted Retail Spend

Convenience

Year	Convenience Total Available Spend (€)	Convenience - Outflow (%)	Convenience - Inflow (%)	Adjusted Convenience Total Available Spend (€)
2019	€521,572,326	3.0%	3.8%	€525,744,905
2021	€546,911,114	3.0%	3.8%	€551,286,403
2027	€630,623,850	3.2%	3.8%	€634,407,593
2030	€654,634,512	3.3%	3.8%	€657,907,685

Comparison

Total Available Expenditure - Comparison Goods (Non-Bulky)				
Year	Comparison Total Available Spend (€)	Comparison - Outflow (%)	Comparison - Inflow (%)	Adjusted Comparison Total Available Spend (€)
2019	€395,443,968	7.9%	8.0%	€395,839,412
2021	€427,035,267	8.2%	8.0%	€426,181,197
2027	€537,852,408	9.2%	8.0%	€531,398,179
2030	€583,670,438	9.8%	8.0%	€573,164,371

Bulky Comparison

Total Available Expenditure - Comparison Goods (Bulky)				
Year	Bulky Comparison Total Available Spend (€)	Bulky Comparison - Outflow (%)	Bulky Comparison - Inflow (%)	Adjusted Bulky Comparison Total Available Spend (€)
2019	€98,860,992	9.0%	1.0%	€90,952,113
2021	€106,758,817	9.4%	1.0%	€97,791,076
2027	€134,463,102	10.6%	1.0%	€121,554,644
2030	€145,917,610	11.2%	1.0%	€131,034,013

1.5.5 Existing Retail Floorspace

An updated survey of existing retail floorspace in County Louth was conducted during 2019 and early 2020. The survey results provide a breakdown of the total net retail floorspace trading within Drogheda, Dundalk and Ardee. A summary of the results is shown in Table 9.0 below:

Table 9.0 – Existing Retail Floorspace in County Louth

Settlement	Convenience (sq.m)	Comparison (sq.m)	Bulky Comparison (sq.m)	Total (sq.m)
Dundalk	24,128	39,844	25,053	89,025
Drogheda	16,376	32,922	21,998	71,296
Ardee	4,729	3,294	-	8,023
Total	45,233	76,060	47,051	168,344

Tables 9.0 provides a breakdown of trading retail floorspace within County Louth and does not take into consideration retail floor space that had been permitted but not yet constructed. It is noted that the number of extant permissions for retail floorspace within the County is very limited.

The overall 2019 baseline figures indicate that 45% of all retail floorspace in the County is of the comparison goods retail category, while bulky comparison and convenience account for 28% and 27% respectively.

1.5.6 Turnover of Existing Floorspace

The indicative turnover ratio of the existing floor space in County Louth is calculated by dividing the available resident expenditure in 2019 by the existing floorspace in each category. The indicative turnover figures are an estimate of the amount of expenditure that is currently being sustained by the amount of floor space in the County. Most retailers do not publish retail turnover figures in Ireland however, based on the limited published data the figures in Table 10.0 below suggest that each of the three categories are broadly operating at a healthy level within County Louth.

Table 10.0 – Turnover per sq.m.

	2019		
Retail Goods Types	Available Expenditure (€)	Total Net Floor Area (sq.m)	Indicative Turnover Per sq.m. (€)
Convenience	€521,572,326	45,233	€11,531
Comparison	€395,443,968	76,060	€5,199
Bulky Comparison	€98,860,992	47,051	€2,101

Table 10.0 shows the indicative turnover ratio per square metre for retail floorspace within the County. Generally those stores located in new shopping centres or in prime town centre locations are likely to have a greater turnover than those located in diminishing shopping centres or streets. It should also be noted that multi-national retailers or chains would expect to trade at a much higher

intensity than independent retailers. The figures in Table 10.0 represent an average turnover across all retail formats.

The residual surplus for additional retail floorspace within the County is obtained by subtracting the total available expenditure of existing floor space for convenience, comparison and comparison bulky goods set out in Table 10.0 by the total available expenditure for convenience, comparison and comparison bulky goods taking into account Outflow and Inflow levels as set out in Table 11.0.

Table 11.0 – Total Available Expenditure

Convenience

Year	Total Available expenditure taking into account Outflow and Inflow levels (€)	Total available expenditure of existing Floor space (€)	Residual Surplus(€)
2019	€525,744,905	€521,572,326	€4,172,579
2021	€551,286,403	€521,572,326	€29,714,077
2027	€634,407,593	€521,572,326	€112,835,267
2030	€657,907,685	€521,572,326	€136,335,359

Comparison

Year	Total Available expenditure taking into account Outflow and Inflow levels (€)	Total available expenditure of existing Floor space (€)	Residual Surplus(€)
2019	€395,839,412	€395,443,968	€395,444
2021	€426,181,197	€395,443,968	€30,737,229
2027	€531,398,179	€395,443,968	€135,954,211
2030	€573,164,371	€395,443,968	€177,720,403

Bulky Comparison

Year	Total Available expenditure taking into account Outflow and Inflow levels (€)	Total available expenditure of existing Floor space (€)	Residual Surplus(€)
2019	€90,952,113	€98,860,992	-€7,908,879
2021	€97,791,076	€98,860,992	-€1,069,916
2027	€121,554,644	€98,860,992	€22,693,652
2030	€131,034,013	€98,860,992	€32,173,021

1.5.7 Floorspace Capacity

To allow for future efficiency gains by retailers and in consideration of the economic forecasts, it is reasonable to assume a 1% increase per annum for turnover across all three retail categories. The turnover rates for each of the respective years are shown in Table 12.0.

Table 12.0 – Turnover Rates

	Convenience - Indicative Turnover Per sq.m. (€)	Comparison - Indicative Turnover Per sq.m. (€)	Bulky Comparison - Indicative Turnover Per sq.m. (€)
2019	€11,531	€5,199	€2,101
2021	€11,763	€5,303	€2,143
2027	€12,486	€5,630	€2,275
2030	€12,865	€5,800	€2,344

In order to calculate the requirements for additional retail floorspace within the County, the residual surplus is divided by the turnover per sq.m of future retail floorspace as set out in Table 12.0 above. The floorspace potential is set out in Table 13.0 below;

Table 13.0 – Floorspace Potential

Convenience

Year	Residual Surplus (€)	Turnover Ratio (€)	Additional Floorspace Potential (sq.m)
2019	€4,172,579	€11,531	362
2021	€29,714,077	€11,763	2,526
2027	€112,835,267	€12,486	9,037
2030	€136,335,359	€12,865	10,597

Comparison

Year	Residual Surplus (€)	Turnover Ratio (€)	Additional Floorspace Potential (sq.m)
2019	€395,444	€5,199	76
2021	€30,737,229	€5,303	5,796
2027	€135,954,211	€5,630	24,148
2030	€177,720,403	€5,800	30,641

Bulky Comparison

Year	Residual Surplus (€)	Turnover Ratio (€)	Additional Floorspace Potential (sq.m)
2019	-€7,908,879	€2,101	3,764
2021	-€1,069,916	€2,143	499
2027	€22,693,652	€2,275	9,975
2030	€32,173,021	€2,344	13,726

The above Table 13.0 outlines the broad requirements for additional retail floorspace within the County. However, the levels of retail vacancy must also be considered when projecting requirements for additional floorspace in future years. The survey undertaken by Louth County Council identified varying degrees of vacancy within each of the three sub categories. A summary of total retail vacancy is shown in Table 14.0;

Table 14.0 – Existing Vacant Floorspace

Town	Convenience (sq.m)	Comparison (sq.m)	Bulky Comparison (sq.m)
Dundalk	612	8,515	7,414
Drogheda	1,791	8,615	463
Ardee	155	2,269	-
Total	2,558	19,399	7,877

When calculating the amount of additional floor space required for convenience, comparison and bulky goods it is necessary to deduct the amount of existing vacant floor space from the overall requirement.

Table 15.0 – Indicative Floorspace Potential for County Louth

Convenience

Year	Additional Floorspace Potential (sq.m)	Vacant Floorspace (sq.m)	Indicative Floorspace Potential (sq.m)
2027	9,037	2,558	6,479
2030	10,597	2,558	8,039

Comparison

Year	Additional Floorspace Potential (sq.m)	Vacant Floorspace (sq.m)	Indicative Floorspace Potential (sq.m)
2027	24,148	19,399	4,749
2030	30,641	19,399	11,242

Bulky Comparison

Year	Additional Floorspace Potential (sq.m)	Vacant Floorspace (sq.m)	Indicative Floorspace Potential (sq.m)
2027	9,975	7,877	2,098
2030	13,726	7,877	5,849

Table 15.0 illustrates the capacity potential for each retail type, where existing vacant floorspace has been deducted.

Table 16.0 Indicative Floorspace Potential by Settlement – 2027

2027	Convenience (m ²)	Comparison (m ²)	Bulky Comparison (m ²)
Drogheda	3,060	2,243	1,043
Dundalk	2,696	1,976	919
Ardee	399	292	136
Remainder of County	324	238	-

Table 17.0 Indicative Floorspace Potential by Settlement – 2030

2030	Convenience (m²)	Comparison (m²)	Bulky Comparison (m²)
Drogheda	3,797	5,310	2,908
Dundalk	3,345	4,678	2,562
Ardee	495	692	379
Remainder of County	402	562	-

*Updated figures for Dundalk are provided within the Retail Strategy for the Dundalk Local Area Plan 2025-2031. See Appendix 3 – Retail Strategy Quantitative Analysis of the Dundalk Local Area Plan for full details.

Tables 16.0 and 17.0 above set out the indicative potential for additional convenience, comparison and bulky comparison floorspace in the towns of Drogheda, Dundalk and Ardee to 2027 and 2030. The potential floor space capacity for each town is in accordance with the settlement and Retail Hierarchy of the County and has been proportioned in accordance with the population target of the aforementioned settlements for 2027.

In accordance with the Retail Planning Guidelines 2012, the indicative floorspace requirements set out in the tables above are only intended to provide broad guidance as to the additional quantum of floorspace provision.

The quantum of floorspace should not be considered as upper or lower limits, merely as indicative of the scale of new floor space required to meet the needs of existing and future population and expenditure within the County.

Any additional new floorspace proposed could replace some existing, outdated or poorly located retail floor space. In the event that a planning application is submitted for retail development which does not conform to the scale outlined in this retail strategy the onus is on the applicant to prove to the Planning Authority that the development will not detract from the vitality or viability of the town centre.

1.6 RETAIL PLANNING POLICIES AND CRITERIA FOR ASSESSMENT OF RETAIL DEVELOPMENTS

This section follows on from the qualitative and quantitative assessment and provides policy direction and guidance to be included in the Louth County Development Plan 2021-2027.

The Retail Hierarchy is outlined for the County. This ranking is given to the range and quantity of retailing appropriate to a settlement as dictated by its role in the County Settlement Hierarchy. This section will also define the boundaries of the core shopping areas within Drogheda, Dundalk and Ardee and will identify opportunity sites of different sizes and in the different locations of the respective core retail areas. Retail planning policies, objectives and criteria for assessment of retail developments are set out within this section also.

1.6.1 Retail Hierarchy

The Retail Planning Guidelines 2012 require that the Retail Strategy sets out the Retail Hierarchy for the County. The Retail Hierarchy remains unchanged from the Louth County Retail Strategy 2014 and is set out in Table 18.0.

The Louth County Retail Hierarchy has regard to the Retail Hierarchy for the region identified within the Regional Spatial and Economic Strategy (RSES). Drogheda and Dundalk are the Level 1 retail settlements within the County, reflective of their status as Regional Growth Centres in the National Planning Framework (NPF).

Drogheda and Dundalk are followed by Ardee and three existing district centres in terms of retail order. Such centres are to provide an appropriate range of retail and non-retail function to serve the needs of the community and their respective catchment areas, with an emphasis on convenience and comparison shopping.

Table 18.0 Louth County Retail Hierarchy

Retailing Level	Type of Centre	Centre
Level 1	Major Town Centre / County Town	<ul style="list-style-type: none"> - Drogheda - Dundalk
Level 2	Town and/or District Centres and Sub County Town Centres	<ul style="list-style-type: none"> - Ardee - Drogheda District Centre: Matthews Lane - Dundalk District Centres: Dublin Road & Ard Easmuinn
Level 3	Neighbourhood Centres, Small Towns and Villages	<ul style="list-style-type: none"> - Dunleer - Annagassan - Bellurgan - Baltray - Castlebellingham/Kilsaran - Carlingford - Clogherhead - Collon - Dromiskin - Knockbridge - Louth Village
Level 3	Neighbourhood Centres, Small Towns and Villages	<ul style="list-style-type: none"> - Omeath - Tallanstown - Termonfeckin - Tullyallen - Drogheda Neighbourhood Centres - Dundalk Neighbourhood Centres
Level 4	Corner Shops and Small Villages	<ul style="list-style-type: none"> - Various

1.6.2 Core Retail Areas and Retail Opportunity Sites

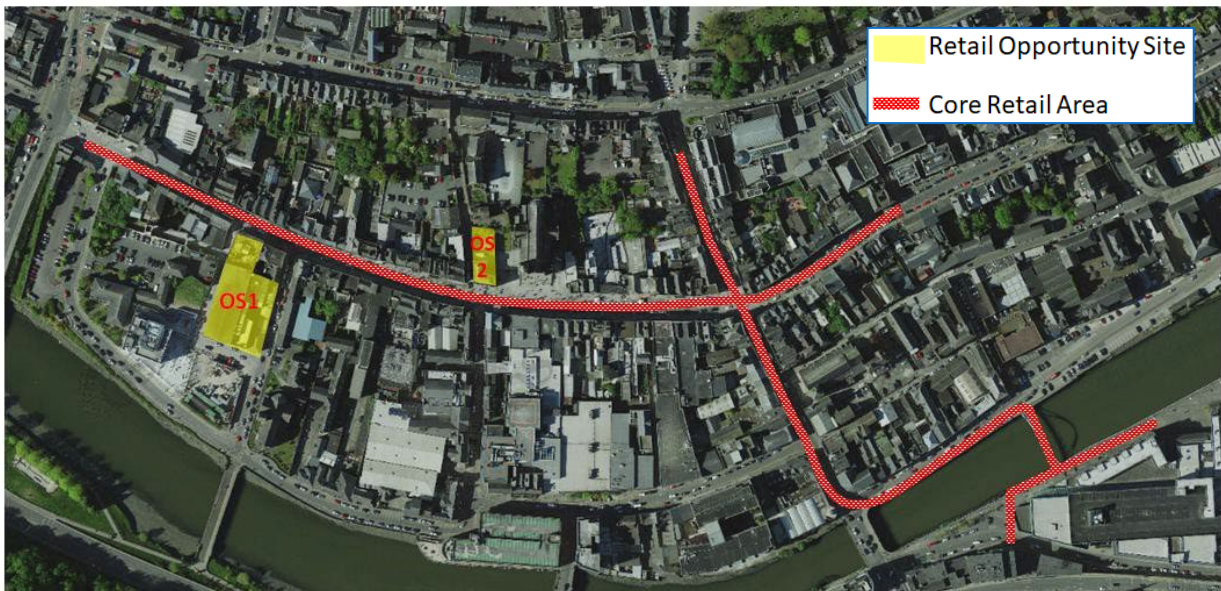
A key function of the Retail Strategy is to define the boundaries of the core shopping areas of town centres and to identify opportunity sites which are suitable and available and which match the future retailing needs of the area. The following section identifies the core shopping areas and opportunity sites within Drogheda, Dundalk and Ardee.

1.6.2.1 Drogheda

The core shopping area of Drogheda is well established and covers an area from Narrow West Street to the east at Scotch Hall Shopping Centre. The core shopping area and retail opportunity sites for Drogheda are outlined in Figure 4.0.



Figure 4.0 – Drogheda Core Shopping Areas and Opportunity



Opportunity Site 1 (OS1); Abbey Shopping Centre

The Abbey Shopping Centre site sits within the core shopping area and is largely unoccupied but for a small number of tenants. The dilapidated nature of the building and the level of vacancy detract from the town centre of Drogheda. It also impacts on the vistas across the River Boyne from Georges Street, the main vehicular thoroughfare through Drogheda. The site also fronts onto Dominic Street surface car park, which is identified as an opportunity to provide a key public space of historical resonance within the Westgate Vision.

Figure 5.0 – Opportunity Site 1, Drogheda



Opportunity Site 2 (OS2); 98/99 West Street

This building is situated at the junction of Duke Street and West Street. The ground floor retail unit represents a prominent fixture on West Street and is located adjacent to St. Peters Cathedral, a key visitor attraction for Drogheda. The building has been previously occupied by a financial institution and a discount store. The reoccupation of the site would enhance the streetscape and contribute to higher levels of footfall in the core shopping area.

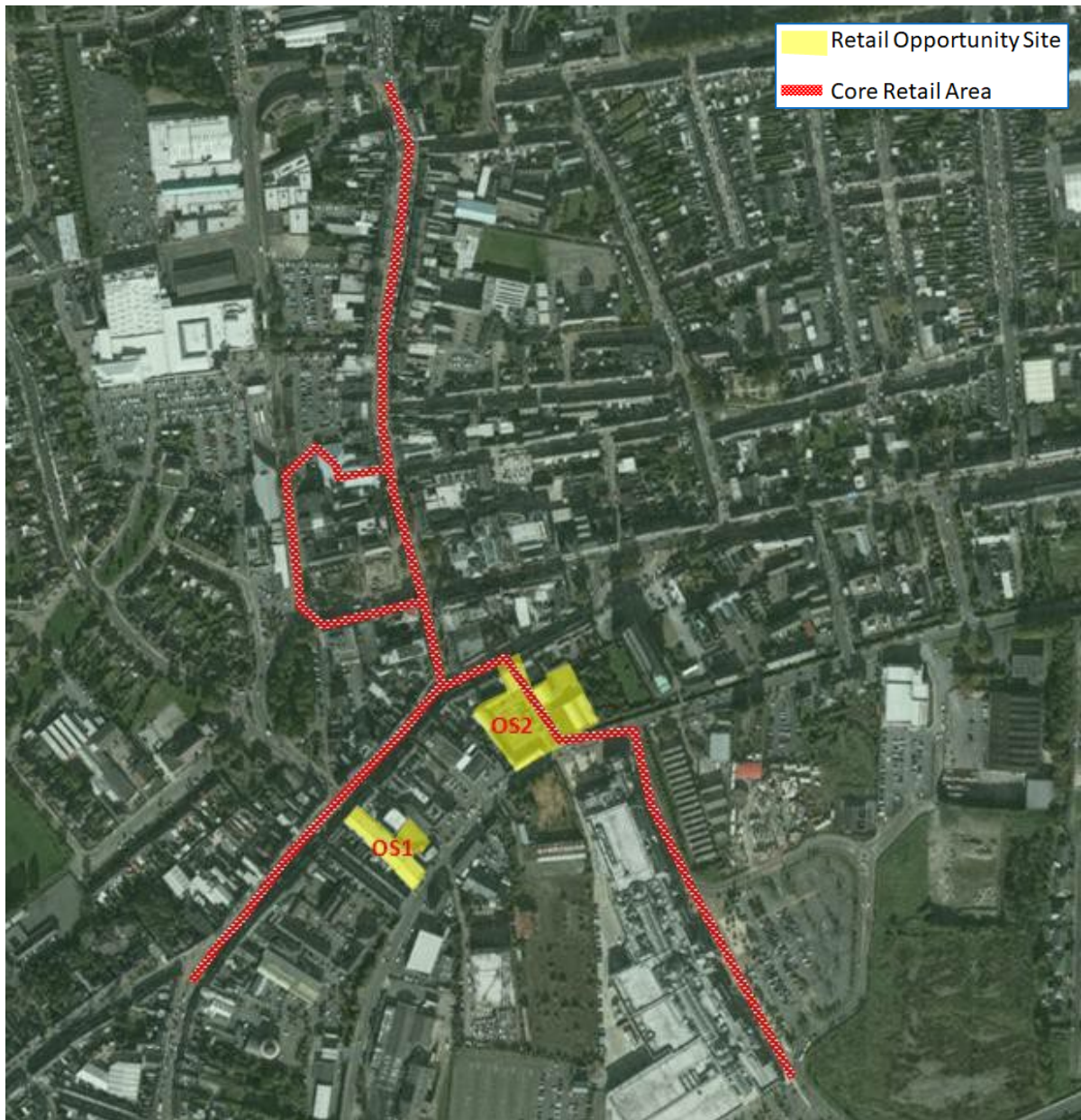
Figure 6.0 – Opportunity Site 2, Drogheda



1.6.2.2 Dundalk

The core shopping area of Dundalk stretches from the northern end of Clanbrassil Street to the Marshes Shopping Centre. The principal shopping streets include Clanbrassil Street, Earl Street, Park Street and Market Square. The core shopping area and retail opportunity sites for Dundalk are outlined in Figure 7.0.

Figure 7.0 – Dundalk Core Shopping Areas and Opportunity Sites



Opportunity Site 1 (OS1); Former Dunnes Stores premises, Park Street

The former Dunnes stores premise occupies a highly prominent and extensive retail façade along Park Street. Dunnes Stores traded from the premises from the late 1960's up to 2009. The premises have remained vacant since the closure of the store and this has contributed to a reduction in footfall and vibrancy along Park Street. The building also accesses onto River Lane and the rear of the premises backs onto the Ramparts. The site provides an opportunity to reinvigorate this area of Park Street and provides a further opportunity to improve linkages to River Lane and the Ramparts.

Figure 8.0 – Opportunity Site 1, Dundalk



Opportunity Site 2 (OS2); Williamsons Mall

This site boasts a double frontage onto Francis Street to the north and onto the Ramparts to the South, via 'Williamsons Mall'. The site is used for surface car-parking and is enclosed by buildings which are primarily commercial/retail in nature. The site extends to approximately 0.648 hectares. The site provides an opportunity to improve linkages and legibility between the traditional town centre area and the Marshes Shopping Centre.

Figure 9.0 – Opportunity Site 2, Dundalk



1.6.2.3 Ardee

The core shopping area of Ardee is primarily linear in form and includes Irish Street, Market Street, Castle Street and Bridge Street. The area also extends westwards along Ash Walk. The core shopping area and retail opportunity sites for Ardee are outlined in Figure 10.0.

Figure 10.0 – Ardee Core Shopping Areas and Opportunity Sites



Opportunity Site 1 (OS1); Site at Ash Walk and Jervis Street

This site incorporates the former Kerr’s Builders Providers premises to the south. The former Kerr’s Builders Providers site includes a number of warehouse building and yard and has been vacant since 2014. The development of the site provides an opportunity to enhance the streetscape of both Ash Walk and Jervis Street. The total area of the site is approximately 0.6 hectares.

Opportunity Site 2 (OS2); Former Supervalu building, Market Street

The former Supervalu building fronts directly onto Market Street and its current vacant state detracts from the streetscape. The site extends westwards to the existing Supervalu development along Ash Walk. The site provides an opportunity to reinvigorate Market Street and improve the retail offering within the core shopping area.

Figure 11.0 – Opportunity Site 1 and Site 2, Ardee



1.6.3 Retail Objectives and Policies

Having regard to the information presented in relation to the health check analysis of the main urban settlements of County Louth and the additional floorspace requirements of the County up to 2030, a series of retail objectives and policies have been devised.

1.6.3.1 Retail Objectives

The primary purpose of these objectives is to inform retail policies which will protect and reinforce existing retail offering and look to develop appropriate additional retail services, in keeping with the role of the settlements of Louth as prescribed within the Louth Core Strategy and the Regional Spatial and Economic Strategy for the Eastern and Midland Region.



- To sustain and improve the retail profile and competitiveness of Drogheda and Dundalk in their capacity as Regional Growth Centre's;
- To ensure that the retail needs of the residents of County Louth are catered for as much as possible within the area, to enable a reduction in the requirement to travel to meet these needs and accessibility to shopping and services across all sectors of the community.
- To ensure the orderly development of future retail developments within County Louth, to keep the Retail Strategy under review having regard to changes in the retail sector and have regard to any such review in determining applications for retail development;
- Maintain, and where possible, enhance the existing competitiveness of the County's main centres by facilitating the development of additional retail floorspace in keeping with the analysis within Section 1.5;
- Facilitate the development of key opportunity sites (as identified in Section 1.6.2) in all existing retail centres;
- To encourage and facilitate the re-use and regeneration of derelict land and vacant buildings for retail uses, with due cognisance to the Sequential Approach;
- Promote complementary non-retail uses in town centre areas where sustained levels of vacancy is evident,
- Encourage infill retail developments and the redevelopment of derelict and obsolete sites in all existing Core Retail Areas;
- Promote ongoing environmental, amenity and recreation improvements to the public realm in all existing Core Retail Areas;
- Engage with the relevant stakeholders to ensure that the environmental attractiveness of town/local centres is enhanced;
- Encourage a healthy diversity of retail types and scales, as well as uses that are complementary to retail, in particular leisure uses, within all Core Retail Areas;
- Continue to promote street activities such as festivals, street markets and farmer's markets in all existing retail centres;
- Continue to support the Dundalk BIDS Scheme and the progression of existing retail business in Core Retail Areas to establish an online sales arm;

- To align, as far as practicable, new retail development with existing and proposed public transport infrastructure and services and encourage access by foot and bicycle to reduce the dominance of access by private car;
- Improve the accessibility of town centres by encouraging a pedestrian and cyclist friendly environment.

1.6.3.2 Retail Policies

Having regard to the objectives which have been outlined above, the following retail policies have been produced. In formulating and adhering to these policies, Louth County Council will seek to ensure that any future retail developments are carried out in accordance with the requirements of the Retail Planning Guidelines 2012.

It is the policy of Louth County Council:

- To implement the Louth County Retail Strategy 2021-2027;
- To adopt the Retail Hierarchy contained in Table 18.0 of this Retail Strategy;
- It will be Council policy to require a Retail Impact Assessment to be carried out for development proposals in the following general circumstances:
 - o Proposals featuring greater than 1,000 sq.m of net floorspace for both convenience and comparison type developments in Level 1 towns;
 - o Proposals featuring greater than 500 sq.m of net retail floorspace for both convenience and comparison type developments in all other settlements.
- To support applications for retail development which are in line with the Retail Hierarchy and accord with the scale and type of retailing identified for that location in accordance with Section 1.5 (Quantitative Analysis);
- To recognise the growth centres of Drogheda and Dundalk as the principle locations for future retail development particularly for middle to high order comparison goods;
- Support shall be provided to planning applications which will maintain and enhance the supremacy of the core shopping areas as identified in Section 1.6.2 of this Retail Strategy, subject to compliance with the criteria for proper planning and sustainable development;
- Support shall be provided for appropriate retail developments on Opportunity Sites identified in Section 1.6.2 of this Retail Strategy, subject to compliance with the criteria for proper planning and sustainable development;
- Support shall be provided to planning applications which propose complementary non-retail uses in town centre areas where sustained levels of vacancy are evident;
- To adhere to the Sequential Approach principle in the consideration of retail applications located outside of core retail areas;
- To require a high quality of design and finish for new and replacement shopfronts, signage and advertising;
- To encourage the reuse and redevelopment of existing retail warehouse units within retail parks for the sale of bulky comparison goods only;
- To create town centres which are accessible by sustainable transport modes including walking, cycling and public transport;
- To ensure that a number of local centres be provided to meet the basic convenience and lower order comparison requirements of any expanding communities;
- To encourage and support the reuse and revitalisation of vacant (and derelict) shops and properties within the town and village centres;

- To promote the [Retail Design Manual 2012](#) and ensure that the identified Key Principles of Urban Design are an integral part of any application for retail development;
- To have regard to the policies and objectives of the Regional Spatial and Economic Strategy for the Eastern and Midland Regional Authority.

1.6.4 Criteria for Assessment of Retail Development

In accordance with the Retail Planning Guidelines 2012, the aim of this section is to provide policy recommendations regarding the assessment of future planning applications for retail development.

1.6.4.1 The Sequential Test

All applications for retail developments at edge-of-centre or out-of-centre locations will be subject to the sequential test, where the following applies:

The Retail Planning Guidelines 2012 state *“that the order of priority for the sequential approach is to locate retail development in the city/town centre (and district centre if appropriate), and only to allow retail development in edge-of-centre or out-of-centre locations where all other options have been exhausted. Where retail development in an edge-of-centre site is being proposed, only where the applicant can demonstrate and the planning authority is satisfied that there are no sites or potential sites including vacant units within a city or town centre or within a designated district centre that are (a) suitable (b) available and (c) viable, can that edge-of-centre site be considered. Where retail development on an out-of-centre site is being proposed, only in exceptional circumstances where the applicant can demonstrate and the planning authority is satisfied that there are no sites or potential sites either within the centre of a city, town or designated district centre or on the edge of the city/town/district centre that are (a) suitable (b) available and (c) viable, can that out-of-centre site be considered”*.

The Guidelines also note:

“The application of the sequential approach requires flexibility and realism on the part of both retail developers and planning authorities, to ensure that the various forms of retailing are developed in the most appropriate locations.”

All applications for retail developments should be subject to the sequential test. The criteria noted above must be considered in the assessment of such sites. Consideration should be given to existing vacant properties and extant permissions when preparing the sequential test. The planning authority should also have regard to the format and scale of the retail development proposed when applying the sequential test approach.

Other criteria that should be considered in the assessment of significant retail applications include:

- That there is a quantitative and qualitative need for the development;
- The contribution of the development towards the improvement of the town centre in terms of urban design and reference to the Retail Design Manual 2012;
- The contribution of the development towards site or area regeneration;
- The role of the development in improving the competitiveness of the town against other competing centres;

- Compliance with the County Development Plan and/or Local Area Plan policies and objectives;
- The development is easily accessible by the elderly and less-abled persons/those with impaired mobility;
- The contribution of the development towards achieving sustainable travel patterns.

1.6.4.2 Retail Impact Assessment

Retail Impact Assessments will be required for significant retail development where, due to its scale and/or location, it may impact on the vitality and viability of centres. These assessments will be prepared in accordance with the current Retail Planning Guidelines 2012, which requires an applicant to address the following criteria and demonstrate whether or not the proposal would:

- Support the long term strategy for city/town/district centres as established in the retail study/development plan and not materially diminish the prospect of attracting private sector investment into one or more town centres;
- Have potential to increase employment opportunities and promote economic regeneration;
- Have the potential to increase competition within the area and thereby attract further consumers to the area;
- Respond to consumer demand for its retail offering and not diminish the range of activities and services that an urban centre can support;
- Cause an adverse impact on one or more city/town/district centres, either singularly or cumulatively with recent developments or other outstanding planning permissions (which have a realistic prospect of implementation) sufficient to undermine the quality of the centre, or its wider function in the promotion and encouragement of the arts, culture, leisure, public realm function of the city/town/district centre critical to the economic and social life of the community;
- Cause an increase in the number of vacant properties in the primary retail area that is likely to persist in the long term;
- Ensure a high standard of access both by public transport, foot, private car so that the proposal is easily accessible by all sections of society;
- Link effectively with an existing city/town/district centre so that there is likely to be commercial synergy.

1.6.4.3 Traffic and Transport Assessment

As noted by the Retail Planning Guidelines 2012, impacts on the transport networks serving a proposed retail development proposal are very important to determine in the course of considering planning applications.

A Traffic and Transport Assessment (TTA) may be required for retail developments over a particular threshold (1,000 sq.m.), as set out in the Traffic Management Guidelines 2003, and the Traffic Transport Assessment Guidelines 2007.

A TTA must examine the transport impacts of a proposed development, incorporating any subsequent measures necessary to ensure roads, junctions and other transport infrastructure in the vicinity of the development are adequate to accommodate the proposed development without causing additional delays to existing and future road-based traffic. More importantly, a TTA is important in demonstrating how to encourage a shift towards sustainable travel modes by those using the retail development in question.

1.6.5 Criteria for Assessing Particular Types of Development

1.6.5.1 Large Convenience Stores

The Retail Planning Guidelines 2012 set a 3,000 sq.m. retail floor space cap on food store development outside of Dublin, Cork, Limerick/Shannon, Galway and Waterford city. This strategy absorbs this requirement, which applies to new stores as well as to extensions to existing retail premises. The criteria for assessing larger convenience stores as set out in Retail Planning Guidelines 2012 will be followed by Louth County Council. For example, this includes the use of the sequential approach to find the most preferable sites for large convenience stores.

1.6.5.2 Retail Parks and Retail Warehouses

A Retail Park is defined within the Retail Planning Guidelines 2012 as “an agglomeration of retail warehouses grouped around a common car park selling mainly bulky household goods, requiring extensive areas of showroom space, often with minimal storage requirements”. There is an expectation that most of the goods purchased can be transported off-site by the customer. Criteria for assessing retail warehouse applications include scale and design of the development, appropriate vehicular access and the quantitative need for such development.

It is noted in the Retail Planning Guidelines 2012 that that there should be, in general, a presumption against further development of out-of-town retail parks. Any application for further development should be considered carefully in the context of the existing level of provision. There should also be a presumption against the development of bulky household floorspace in industrial/business parks. Applications for change of use of existing light industrial/business park units to retail warehouse use should be discouraged by the council and such development directed to appropriate designated areas.

The development of convenience and comparison floorspace at these locations can potentially impact on the overall vitality and viability of core retail areas. The range of goods sold in existing or planned parks should be restricted to bulky goods as defined in Annex 1 of the Retail Planning Guidelines 2012.

As noted in the Guidelines, it is acceptable that up to 20% of such units be used for the sale of ancillary products associated with an otherwise bulky good. Such space is to be clearly delineated on planning application drawings. Individual retail units should not be less than 700 sq.m and not more than 6,000 sq.m. (including any ancillary garden centre) in size.

1.6.5.3 Local Shops

Local shops serving residential districts perform an important function in urban areas and contribute to a reduction in the need for travel out of a given area.

Where appropriate, local shops shall be recognised in the relevant parts of the Development Plan with ample provision for the establishment of other neighbourhood shops and services and made in the zoning of additional land for residential development, where necessary.

1.6.5.4 Retailing in Rural Areas

Retailing in rural areas should generally be directed to existing settlements. However there may be exceptional circumstances such as a retail unit which is ancillary to a rural enterprise, a tourist or recreational facilities, a craft workshop and / or a small scale retail unit designed to serve a dispersed rural community.

1.6.5.5 Petrol Filling Stations

The size of the shop associated with any petrol filling station should take account of the fact that large shops have the ability to attract increased traffic volumes and the preferred location for retailing is in town centres. The Retail Planning Guidelines 2012 state that when the size of such retail units is in excess of 100 sq.m the sequential approach should apply.

1.6.6 Monitoring & Review

The Retail Planning Guidelines 2012 advise planning authorities to regularly monitor trends in their areas and update retail policies as appropriate. This Strategy shall be reviewed in parallel with any emerging policy documents at local, national or regional level. This will enable monitoring of the progress made in the delivery of the Retail Strategy.

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APPENDIX 1

Retail Strategy Quantitative Analysis

NOTE: This quantitative analysis 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

This Appendix provides a quantitative analysis of the estimated amount of retail floorspace required in Dundalk for the period 2024-2031. This quantitative analysis is based on expenditure patterns, future growth projections, consumer spending and turnover potential. The estimates of future requirements for retail floor space provided by this strategy are only intended to provide broad guidance as to the additional quantum of convenience and comparison goods floor space provision. The reason for this is so healthy levels of trading can be sustained and should not be treated in an overly prescriptive manner, nor should they serve to inhibit competition - as per the requirements of the Retail Planning Guidelines 2012.

The following methodology has been used to inform the future retail floor space requirements:

- Estimate of population at base and design year;
- Estimate of expenditure per capita on convenience, comparison and bulky household goods at the base and design year;
- Compile a projection of the total available expenditure in the base year and design year for residents of County Louth to allow for assumed expenditure inflows and outflows;
- Estimates of likely increase in future expenditure available for the provision of additional floorspace;
- Estimates of the likely average turnover of new floorspace for convenience, comparison and bulky household;
- Estimate the amount of vacant retail floorspace; and
- Estimate the capacity of additional floorspace in County Louth.

1.1 Population

The assessment of future floorspace requirements requires projected population growth over the plan period. The population projections are also consistent with those used throughout the Louth County Development Plan 2021-2027 (as varied) and the draft Dundalk Local Area Plan 2024-2030.

Table 1: Dundalk Population Projections

	2016 ¹	2022 ²	2029	2030	2031
Population	39,004	43,112	46,664	49,166	50,000

* CSO Census 2016

1.2 Retail Expenditure Estimates

Expenditure per capita is calculated based on the data contained within the CSO's Annual Services Inquiry (ASI). The ASI is listed as the preferred source for expenditure per capita in the Roger Tym and Partners and Jonathan Blackwell and Associates Report on the Retail Planning Guidelines 2012.

The ASI, also now known as the Structural Business Statistics Release provides grossed estimates of the principal trading aggregates for all enterprises in the retail sectors. The relevant turnover aggregates as related to sectors specifically classed as either convenience, comparison or bulky goods sales are selected.

¹ CSO Census 2016

² CSO Census 2022

The 2021 national expenditure per capita figure for convenience goods is estimated at €4,226 and for comparison goods is estimated at €5,441. This is calculated by dividing the total national expenditure on convenience and comparison goods (as per ASI 2021) by the population of Ireland in 2021. An adjustment is made for County Louth to relate these national figures to local level. CSO publication County Incomes and Regional GDP (published 2021) indicates that the County Louth expenditure figures were approximately 1.023% of the national average in 2021. The expenditure figures are amended accordingly to more accurately reflect retail spend at a local level.

Expenditure growth rates on comparison goods have traditionally been significantly higher than expenditure growth rates on convenience goods. This is because most household's requirement in respect of convenience products have been largely satisfied and most surplus or discretionary spend has gone into products such as clothing, footwear, household goods, electrical goods, home furnishings etc. Growth rates for comparison expenditure are inclined to increase substantially within a strong national economy. However, for the purposes of this assessment more conservative annual growth rates have been assumed for expenditure per capita. Adjustments of 1% growth per annum for convenience expenditure and 2.5% for comparison expenditure are made in line with recorded economic growth statistics and forecasted levels of growth. The growth rates take cognisance of the CSO Retail Sales Index, the ESRI Quarterly Economic Commentary and the ESRI Ireland's Economic Outlook.

Table 2: Projected Per Capita Spend (€)

Year	Convenience	Comparison
2021	€4,323	€5,566
2022	€4,366	€5,705
2024	€4,454	€5,994
2027	€4,589	€6,454
2030	€4,727	€6,950
2031	€4,774	€7,123

1.3 Total Available Expenditure

Total available expenditure within County Louth is calculated by multiplying the population of the County by the expenditure per capita for each retail category, for each year. This is set out in Table 3.

For the purpose of this retail strategy, it is necessary to differentiate between comparison non-bulky goods and bulky household goods.

Considerably different levels of turnover will apply to comparison goods such as clothing and footwear and smaller household durables than would apply to bulky household goods, typically sold in retail warehouse parks. Therefore, having regard to the CSO Household Budget Survey and market research estimates, an 80:20 split is applied to the total available comparison spend.

Table 3: Total Available Spend (€)

Year	Expenditure / Capita		Population Projections	Total Available Expenditure	
	Convenience	Comparison		Convenience	Comparison
2022	€4,366	€5,705	43,112	€188,226,992	€245,953,960
2024	€4,454	€5,994	44,533	€198,349,982	€266,930,802
2030	€4,727	€6,950	49,166	€232,407,682	€341,703,700
2031	€4,774	€7,123	50,000	€238,700,000	€356,150,000

1.4 Adjusted Expenditure

The total comparison expenditure is further divided taking into account expenditure on bulky goods, this is at a ratio of 80/20, see Table 4 for details.

Table 5 illustrates the adjusted retail spend for County Louth from 2022- 2031. Given the limited changes in the retail landscape and that no new large scale retail development developments have come on stream within the County or wider region, the inflow and outflow rates were based on the 2014 data. However, the popularity of online shopping has increased since and as such a growth rate of 1% per annum for convenience expenditure and 2% per annum for comparison (bulky and non-bulky) expenditure, has been applied. This increases the projected outflow rates by 2031 to 3.3% for convenience spend, 9.9% for comparison (non-bulky) spend and 11.5% for bulky comparison spend.

Table 4 – Comparison and Comparison Bulky

	Total Comparison	Comparison (80%)	Comparison Bulky (20%)
2022	€245,953,960	€196,763,168	€49,190,792
2024	€266,930,802	€213,544,641	€53,386,160
2030	€341,703,700	€273,362,960	€68,340,740
2031	€356,150,000	€284,920,000	€71,230,000

Table 5: Adjusted Retail Spend

	Convenience Total Available Spend	Convenience Outflow (%)	Convenience Inflow (%)	Adjusted Convenience Total Available Spend
2022	€188,226,992	3	3.8	€189,518,229
2024	€198,349,982	3	3.8	€199,710,662
2030	€232,407,682	3.3	3.8	€233,278,281
2031	€238,700,000	3.3	3.8	€239,594,170

	Comparison Total Available Spend	Comparison Outflow (%)	Comparison Inflow (%)	Adjusted Comparison Total Available Spend
2022	€196,763,168	8.4	8	€194,653,866
2024	€213,544,641	8.7	8	€210,563,557
2030	€273,362,960	9.7	8	€266,594,493
2031	€284,920,000	9.9	8	€277,249,953

	Comparison Bulky Total Available Spend	Comparison Bulky Outflow (%)	Comparison Bulky Inflow (%)	Adjusted Comparison Bulky Total Available Spend
2022	€49,190,792	9.8	1	€44,813,795
2024	€53,386,160	10	1	€48,528,019
2030	€68,340,740	11.3	1	€61,224,418
2031	€71,230,000	11.5	1	€63,668,936

1.5 Existing Retail Floorspace

A survey of existing retail floorspace in Dundalk was conducted in January 2024. The survey provides a breakdown of the total net retail floorspace trading and vacant floorspace within Dundalk. The amount of vacant comparison floorspace has been reduced by 10% (8,461m²), reflective of the Council's regeneration policies which encourages mixed uses in the town including residential, cafes restaurants and various businesses which contribute to the vitality and viability of Dundalk. A summary of the results are shown in Table 6.

Table 6: Existing Retail and Vacant Floorspace Dundalk

January 2024	Trading	Vacant	Adjusted Vacant Floorspace
Convenience	24,351m ²	1,363m ²	1,363m ²
Comparison	39,734m ²	9,401m ²	8,461m ²
Comparison Bulky	30,679m ²	2,850m ²	2,850m ²
TOTAL	94,764m²	13,614m²	12,674m²

1.6 Turnover of Existing Floorspace

The indicative turnover ratio of the existing floor space in Dundalk is calculated by dividing the available resident expenditure in 2024 by the existing floorspace in each category. The indicative turnover figures are an estimate of the amount of expenditure that is currently being sustained by the amount of floor space in Dundalk.

Table 7: Indicative Turnover per m2 2024

Type of Goods	Total Available expenditure taking into account Outflow and Inflow levels (€)	Total Net Floor Area (m ²)	Indicative Turnover Per m ² (€)
Convenience	€199,710,662	24,351m ²	€8,201
Comparison	€210,563,557	39,734m ²	€5,299
Bulky Household Goods	€48,528,019	30,679m ²	€1,582

Table 7 shows the indicative turnover ratio per square metre for retail floorspace within Dundalk. Stores located in newer shopping centres or in prime town centre locations are likely to have a greater turnover than those located in diminishing shopping centres or streets. It should also be noted that multi-national retailers or chains would expect to trade at a much higher intensity than independent retailers. The figures in Table 9 represent an average turnover across all retail formats.

The residual surplus for additional retail floorspace within the County is obtained by subtracting the total available expenditure of existing floor space for convenience, comparison and comparison bulky goods set out in Tables 3 and 4 by the total available expenditure for convenience, comparison and comparison bulky goods taking into account outflow and Inflow levels as set out in Table 5. This residual surplus is set out in Table 8 below.

Table 8: Total Available Expenditure

Year	Total Available expenditure taking into account Outflow and Inflow levels (€)	Total available expenditure of existing Floor space (€)	Residual Surplus (€)
Convenience			
2024	€199,710,662	€198,349,982	€1,360,680
2030	€233,278,281	€198,349,982	€34,928,299
2031	€239,594,170	€198,349,982	€41,244,188
Comparison			
2024	€210,563,557	€213,544,641	-€2,981,084
2030	€266,594,493	€213,544,641	€53,049,852
2031	€277,249,953	€213,544,641	€63,705,312
Bulky Household Goods			
2024	€48,528,019	€53,386,161	-€4,858,142
2030	€61,224,418	€53,386,161	€7,838,257
2031	€63,668,936	€53,386,161	€10,282,775

1.7 Floorspace Capacity

To allow for future efficiency gains by retailers and in consideration of the economic forecasts, it is reasonable to assume a 1% increase per annum for turnover across all three retail categories. The turnover rates for each of the respective years are shown in Table 9.

Table 9: Turnover Rates

Year	Convenience - Indicative Turnover Per m ² (€)	Comparison - Indicative Turnover Per m ² (€)	Bulky Comparison - Indicative Turnover Per m ² (€)
2024	€8,201	€5,299	€1,582
2030	€8,705	€5,625	€1,679
2031	€8,792	€5,681	€1,696

In order to calculate the requirements for additional retail floorspace within the County, the residual surplus as set out in Table 8 is divided by the turnover per m² of future retail floorspace as set out in Table 9.

Table 10: Floorspace Potential

Year	Residual Surplus (€)	Turnover Ratio (€)	Additional Floorspace Potential m ²
Convenience			
2024	€1,360,680	€8,201	166m ²
2030	€34,928,299	€8,705	4,012m ²
2031	€41,244,188	€8,792	4,691m ²
Comparison			
2024	-€2,981,084	€5,299	563m ²
2030	€53,049,852	€5,625	9,431m ²
2031	€63,705,312	€5,681	11,213m ²
Bulky Household Goods			
2024	-€4,858,142	€1,582	3,071m ²
2030	€7,838,257	€1,679	4,668m ²
2031	€10,282,775	€1,696	6,063m ²

When calculating the amount of additional floor space required for convenience, comparison, and bulky goods it is also necessary to deduct the amount of existing vacant floor space as detailed in Table 6 from the overall requirement. The floorspace potential of Dundalk is set out in Table 11.

Table 11: Indicative Floorspace Potential 2030

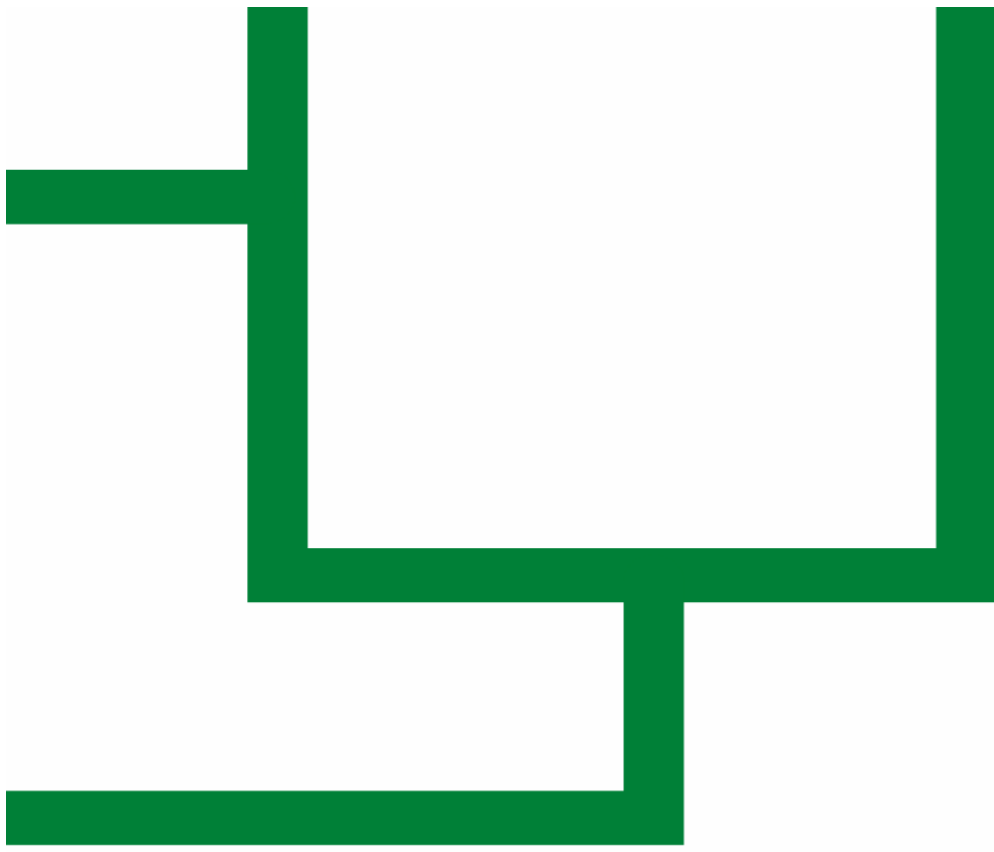
Year	Additional Floorspace Potential m ² - 2030	Vacant Floorspace m ² - 2024	Indicative Floorspace Potential m ² - 2030
Convenience	4,012m ²	1,363m ²	2,649m ²
Comparison	9,431m ²	8,461m ²	970m ²
Bulky Comparison	4,668m ²	2,850m ²	1,818m ²

1.8 Conclusion

Table 11 sets out the indicative potential for additional convenience, comparison and bulky comparison floorspace in Dundalk to 2030, this is in accordance with the retail hierarchy identified in the County Plan and in this LAP and has been proportioned in accordance with the population target of Dundalk for 2030.

In accordance with the Retail Planning Guidelines 2012, the indicative floorspace requirements set out in Table 10 is only intended to provide broad guidance as to the additional quantum of floorspace provision. The quantum of floorspace should not be considered as upper or lower limits, merely as indicative of the scale of new floor space required to meet the needs of existing and future population and expenditure within Dundalk.

Any additional new floorspace proposed could replace some existing, outdated or poorly located retail floorspace. In the event that a planning application is submitted for retail development which does not conform to the scale outlined in this retail strategy the onus is on the applicant to prove to the Planning Authority that the development will not detract from the vitality or viability of Dundalk town centre.



LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 5

Tree Surveys of Drogheda & Dundalk

1. TREE SURVEY OF DROGHEDA

This survey was commissioned to identify the numbers, age and species of trees and woodlands to be protected within the Drogheda Borough Council Development Plan 2005 - 2011 and to identify those trees growing in lands controlled by Drogheda Borough Council. This survey, which was carried out and report compiled by Dr. Philip Blackstock, was commissioned by Drogheda Borough Council.

METHODOLOGY

Trees growing on the above lands were subject to a brief visual inspection carried out from the ground. No methods for establishing the condition of these trees were used.

LOCATION & VISUAL IMPACT OF THE

TREES: The most significant trees and woods in Drogheda are located close to or south of the River Boyne. This linear woodland feature extends west along the river to connect to very significant woods close to the Mary McAleese Boyne Valley Bridge on the M1. This area of woodland is also connected eastward and downstream through areas of scrub at the Ramparts walk and St Dominic's Park to the large area of recently planted woodland at Highfield. From there, areas of mature trees (retained within the grounds of the grand houses that once dominated the southern banks of the river) extend along the Dublin Road towards the Demesnes around Bettystown. Other groups of trees continue the eastward theme along both banks of the river, before connecting to Demesnes and parkland towards Termonfeckin and Mornington.

There are fewer mature trees in the north of Drogheda; however, most of the housing estates in this part of the town (and elsewhere) have been abundantly landscaped. These young and maturing trees growing in public greens, in particular, are beginning to form a distinctive feature of the urban landscape of Drogheda.

HISTORICAL DEVELOPMENT OF DROGHEDA'S URBAN WOODS:

Almost all of the large, mature trees still growing within urban Drogheda are associated with eighteenth or early nineteenth century buildings. In most cases these were private residences, the largest of which appear to have been built on the southern banks of the River Boyne. These, mainly private, residences continued to provide most of the urban trees up until about fifty years ago, when the first of the urban parks were planted. Most of the younger trees that are already beginning to dominate urban Drogheda are associated either with urban parks (particularly around Highfield) or have been planted within the many housing estates that have been built around the town.

It is clear that these publicly owned trees will increasingly dominate the urban landscape as they mature over the next one hundred years.

TREE CONDITION & RECOMMENDATIONS.

Because of their age, some of the oldest trees in Drogheda are now becoming over-mature, with crown dieback and disease evident. Sites of this nature include the North Strand and the front of Greenhills College and, to a lesser extent, trees at Poorhouse Lane and the south eastern boundary of Stameen. Many of the remaining mature trees are, however, in a relatively good condition and are likely to continue to provide amenity to the town. Of the younger trees, the Norway maples have an almost universally poor form, with included bark and very weak forks. This feature appears to be common in all Norway maples planted within the last forty years and is associated either with poor nursery practice or with clonal selections that are inappropriate for Irish conditions.

There will be an ongoing need for formative pruning with these trees, to encourage the development of a single dominant leader.

Failure to carry out the tree works will lead to an increasing risk and an increasing management cost as these trees mature.

When compared to large housing estates in Northern Ireland, the public trees in Drogheda have suffered remarkably little vandalism or damage from grass cutting equipment carelessly used. If this can be encouraged, it is very likely that Drogheda will develop much more of a continental, rather than a UK, urban landscape, with its housing set within and behind areas resembling urban woods. Such a landscape tends to increase the value of private housing and, for this reason, it should be encouraged. It is recommended that some priority is given to public trees by (1) training grounds maintenance staff in simple young tree management, (2) providing more specialist management to their stock of Norway maple and (3) establishing dedicated funding for the timely replacement of dead or damaged trees in its public areas.

A SURVEY OF TREES IS AVAILABLE FOR THE FOLLOWING AREAS:

- | | | |
|--------------------------------|--------------------------|--------------------------------|
| 1. Anneville Crescent | 16. Greenhills College | 32. Presbytery Poor House Lane |
| 2. Ashfield | 17. Harmony Heights | 33. Ramparts Walk |
| 3. Ballsgrove Hill | 18. Hospital Dublin Road | 34. Rugby Club |
| 4. Broadmeadows | 19. Leonard's Cross | 35. Sienna Convent |
| 5. Brookville | 20. Marley's Lane | 36. Stameen |
| 6. Bully's Acre | 21. Matsons Lodge | 37. Stameen Roadside 1 |
| 7. Boyne Valley Hotel | 22. Marsh House Pub | 38. St Dominics Park |
| 8. Boyne View House | 23. Moneymore | 39. St Marys Church |
| 9. Church Lane | 24. Mill Lane | 40. Waterunder Cottage |
| 10. College Rise | 25. Mount Sandford | 41. Weirhope |
| 11. Cromwells Lane 1 | 26. North of Quarry | 42. Watery Hill |
| 12. Dublin Road Railway Bridge | 27. Newfoundwell Road | 43. Westcourt |
| 13. Fishermans Warf | 28. Northstrand | 44. Wheaton Hall |
| 14. Fountain Hill | 29. Oaklawns | |
| 15. Glenmore Drive | 30. Peters Hill | |
| | 31. Poor House Lane 1 | |

2. TREE SURVEY OF DUNDALK

SURVEY OF TREES IN DUNDALK AND ENVIRONS 2004

REPORT AND DATABASE, PREPARED BY TOM KILKENNY, 26 MAY 2004

This report on the survey of the trees of Dundalk town and environs was prepared to identify those trees in the area which would be suitable subjects for Tree Preservation Orders because of their outstanding appearance or rarity of occurrence in the district. Dundalk has many fine old trees, mainly survivors of the plantations in the estates on which the town is built.

The majority of these trees are now in the range of 100 to 160 years old and appear to be in a reasonably healthy condition. As such, they contribute greatly to the appearance of the town and add to the amenity and relaxed atmosphere that the town enjoys. The advancing years bring their own problems, with increase in size, competition from other plants, invasion by parasites, farming practices, competition for space for building, installation of services, road traffic and vandalism. Instances of all these problems have been recorded and will be dealt with under separate headings.

The Town Council, formerly the Urban District Council, has always had a programme of tree planting, which gained some momentum in the 1960s with the coming into being of the Parks

Committee. Later, with the employment of qualified staff, programme of maintenance and replacement were implemented, the results of which are to be seen today.

In some of the earlier programmers', the fashion for Flowering Cherries was followed. These spectacular, (but short season flowering trees), rarely give satisfaction as street trees and are prone to many problems which increase their maintenance and can reduce their life expectancy. For these reasons, they have been excluded from later programmers'. Emphasis today is on planting more durable species, which will act as replacement for the older trees whose time must inevitably come.

The trees listed in the earlier survey carried out in 2000 have been reviewed for changes in their development or for replacement. The area surveyed has been increased, and covers from Red Cow on the Newry Road to Haggardstown and Blackrock. The new list is recorded here as an appendix to this report, and has also been converted to a database to provide a ready access to the information and a means of updating records of changes and new plantings.

NOTES ON THE REPORT

Where trees are planted on streets a base point has been identified and the trees are numbered by reference to this point. This method has also been adopted in St. Helena Park, Fairgreen and Demesne. Where trees are planted in groups or stand in mixed plantations an effort has been made to give the number of a particular species in those groups.

In the case of outstanding trees an estimate of age is given. Where trees are in groups an average age is estimated. It should be noted that this estimate is no more than an approximation, calculated from measurement of the girth of the tree. To achieve a more accurate dating would require increment boring and cross-dating with known samples from the area showing the effects of environment change, the slowing of growth as the tree moves into maturity and the almost negligible growth as the tree becomes older. Girth measurement alone does not account for this.

Trees are described as young, semi-mature, mature and senescent. Maturity is reached at different stages in different species. The ornamental trees could be mature at twenty years while oak, beech, sycamore, lime and chestnut would still be young or semi-mature at that stage. Mature trees in good growing conditions can continue in that state for many years before showing signs of senescence.

Senescence is normally recognised by a deterioration of the crown of the tree. It can be brought about by change of environment, invasion by disease or simply old age. All three conditions are noticeable in the trees in the area surveyed. Most of the groups of trees examined have now reached the stage of maximum canopy development, and are restricted by competition from their neighbours for light, root run and food source. As far as can be ascertained from visual inspection, they are in a condition that will allow them to continue in the "mature" category for many years.

In some areas surveyed, the main condition limiting the life of trees is invasion by fungi. The most common of these is *Armillaria* Root Disease, of which there are many strains, and which is also known as Honey Fungus, from the colour of the fruiting bodies, or Shoestring Fungus from the appearance of the rhizomorphs which spread up under the bark or through the soil. Spread of the disease is mainly by means of the shoestrings travelling underground from a diseased tree or dead stump to make contact with a new host. A useful indicator is the condition of the crown of the tree, although other factors may also contribute to failure of the crown. When the roots have been destroyed the tree is likely to fall victim to strong winds. Most of the trees seen to have been affected are close to roadsides or in areas frequented by the public, it would be important to carry out a root examination to assess their true condition. Where appropriate, tree surgery or other treatment or action has been recommended.

TWSAV 45 ST. HELENA PARK

A complete survey of St. Helena Park has been reviewed. A Chestnut and a Lime (numbered 14 and 15 in the open plot) are excellent trees, and should be protected.

TWSAV 46 MARIST GROUND/GROUNDS OF OLD LIBRARY/ST. LEONARD'S PARK

Seventy mature trees surrounding the recreation grounds. The group is worth protecting.

Seatown Grounds of Old Library: **LIME AND SYCAMORE WORTH PROTECTING.**

St. Leonard's, Tree of Heaven: This tree might be protected as a memorial to John Martin.

TWSAV 47 DERRYHALE, CARRICK ROAD

Trees senescent

TWSAV 48 FAIRHILL, ARDEE ROAD

Hedgerows of Ash, of little value.

TWSAV 49 RATH, KNOCKBRIDGE/ARDEE ROAD

Group similar to TP 18, 19, 20 and 21, ranging up to 160 years old. Very tall, with good crowns, extending over the roadway.

TWSAV 50 LISNAWULLY HOUSE, CARRICK ROAD

Roadside group consisting of mature Beech, Chestnut, Lime Oak, Sycamore, Pine, and one copper Beech. There are also young trees that will provide succession. A visually pleasing amenity, spreading over the roadway, which may be considered a drawback.

TWSAV 51 BROOKFIELD, ARDEE ROAD

Group of tall mature trees, Beech, Copper Beech, Sycamore and Lime, up to 140 years old, in good condition, extending over the roadway. These trees at a private entrance will probably be retained.

TWSAV 52 HILLTOP, ARDEE ROAD

Group of tall mature trees with good crowns.

TWSAV 53 ST. OLIVER'S SHRINE, ARDEE ROAD

Group of Beech, Chestnut, Oak, mature, extending over the roadway. Good condition

TWSAV 54 CARRICK ROAD: RUCKY HILL

Group of mature Ash, Sycamore, not of special interest

TWSAV 55 LISNAWULLY

Large mature specimens of Ash, Beech and Oak under good care.

TWSAV 56 ENTRANCE TO MCARDLE'S BREWERY

Row of mature Lime in good condition. Cedar in grounds. Both are worth preserving.

Cambricville: Group of mature to senescent trees mainly in good condition with good crowns. Very tall and extending over the roadway.

TWSAV 57 CRESCENT PARK

Three Cedars, mature, perhaps 120 years old, and other semi-mature plantings under the control of Town Council.

“Kearney’s Park” Three mature Sycamore on an island. Trees worth preserving, also historic connection.

TWSAV 58 GRAMMAR SCHOOL

School grounds contain mature Beech and Lime. Grounds of the old Louth Hospital contain four Acer, two of which are semi-mature having been planted when the building was refurbished. Preserve for impact on streetscape.

TWSAV 59 P.J. CARROLL, DUBLIN ROAD

Willow hedgerow forming a windbreak is an original feature of the landscape and is worth retaining. Also three semi-mature Beeches planted in the grounds.

TWSAV 60 HOEY’S LANE AND DISTRICT PARK.

Nothing outstanding.

TWSAV 61 BLACKROCK ROAD

Group consisting of mature Beech, Ash, Oak, and Pine as close planted shelter. Nothing outstanding but worth protecting in an exposed area.

TWSAV 62 ST. MALACHY’S SCHOOL, ANNE STREET

Nothing outstanding.

TWSAV 63 ICEHOUSE HILL

Trees in the park at *Icehouse Hill* are mature and are in generally good condition. The main species are Beech, Lime and Oak, estimated to be between 130 and 170 years old. Most of the older trees show the effects of having been damaged by fires and animals, which occurred before the park was enclosed. There are some instances of invasion by fungus, particularly in Beech, with some deterioration of the crown. The stump of a semi-mature Ash (Fig. 4), invaded by fungus, should be removed to prevent further spread. There are also new plantings of semi-mature Ash and Lime. These trees have the protection of the Park but should be placed on the list of protected trees.

Pearse Park - The Cedar of Lebanon may be older than the 216 years calculated from the girth. A special calculation for this tree, taking account of the formative period, the mature stage and senescence when the girth is expanding but slowly, would suggest that it is nearer to 280 years old, which would place it in the period in which Lord Limerick laid out his Demesne.

New leaf growth was recorded on this tree in the survey carried out in 2000. So far this year, no new growth has been observed.

TWSAV 64 BROOK STREET/ARDEE TERRACE

Row of Poplar some affected by canker. Of little value.

Ardee Terrace Sycamore and Ash, not of great interest.

TWSAV 65 MOUNTHAMILTON HOUSE, CARRICK ROAD

Cedar and Chestnut in grounds are not likely to be disturbed.

TWSAV 66 NEW FOREST

These trees were planted with Spruce to occupy a site that was difficult to drain. At this stage they should have reached their commercial harvest, but, not having been thinned as would be forest practice, they have not realised their potential. The area is not frequented by the general public. As an amenity it has little value.

TWSAV 67 AVENUE ROAD: ESB

Ninety semi-mature Alder making a significant contribution to the area should be protected.

TWSAV 68 LADYWELL SHRINE, DUBLIN ROAD

Four Chestnut, senescent, affected by Armillaria

TWSAV 69 LADYWELL, DUBLIN ROAD

Mature Sycamore and Lime in private gardens and hedgerow trees in new estate. Not outstanding but worth retaining.

TWSAV 70 BAYVIEW HOUSE, DUBLIN ROAD.

Senescent Sycamore, mature red Acer, Chestnut and some young Sycamore and Oak as replacements. The group has significant visual effect in this area.

Teagasc Weeping Ash, Weeping Beech, Copper Beech, Deodar, Manna Ash and Notofagus are unusual and should be protected.

TWSAV 71 MUIRHEVNA

Nothing outstanding.

TWSAV 72 DKIT, DUBLIN ROAD

Shares the Willow hedgerow with P. J. Carroll.

TWSAV 73 THE LAURELS

Trees on the pedestrian pass should be preserved as long as possible. So far there is little sign of crown failure although all are senescent.

Laurel Brook Gardens: Trees in this area are affected by Armillaria and will not survive.

TWSAV 74 GREEN CHURCH, CHURCH STREET

Two Limes on the street and Limes in the churchyard are in good condition, should be protected

TWSAV 75 CARROLL VILLAGE

Oak in supermarket car park is senescent but shows a good crown this year. It is fenced off from the car park. As one of the oldest trees in town it is worth protecting.

TWSAV 76 LONG WALK

Trees on the Long Walk are of the same age as those in Demesne but are under greater stress and showing loss of crown. Deterioration here is caused by roadwork's and the installation of services.

Replacements have already been planted. It would also be possible to gain some recovery by reducing the heads of these trees. They would not justify a Preservation Order and eventual replacement should be the aim.



TWSAV 77 DEMESNE

The trees in **Demesne** are generally mature and in good condition. They would appear to have improved since this area was protected and prevented from becoming a car park. The plantation consists mainly of Sycamore and Lime, with an outstanding Chestnut, (**centre of Fig. 1**).

New plantings of Acer, Sweet Chestnut, Copper Beech, Hornbeam and Lime have been made to provide replacements. This area in the centre of the town is a priceless asset to Dundalk. No other town on the east coast has such an amenity. This area must be protected.



The trees at **Market Square**, Arts Office, and Markethouse Square are semi-mature and in good condition. Some may need to be removed if the decision is taken to rebuild the Markethouse.

Four Limes and one Sycamore at **Courthouse Square** were planted in the early years of the last century.

They are in good condition and lend grace to a bleak streetscape. They are worth preserving.

The group of trees at the Kelly monument and the Acer at the Library gate in **Roden Place** are worth preserving, as are also the Chestnuts in **Douglas Place**.

The well-shaped Limes on the north side of **Jocelyn Street** and **Seatown Place** are worth consideration.

TWSAV 78 PARK VIEW

Protect the excellent White Beam. There are some very poor Cherries in this area.

TWSAV 79 MOUNT AVENUE

Nothing of special interest.

TWSAV 80 DE LA SALLE

Nothing of special interest.

TWSAV 81 CASTLETOWN

Toberona Corner Beech showing some loss of crown. Senescent.
Rugby Club Two Beech, mature, senescent, worth protecting.

TWSAV 82 GREY ACRE, CASTLEBLAYNEY ROAD

Small group of trees, becoming senescent, containing one Chestnut of value.

TWSAV 83 CASTLETOWN CEMETERY

Four Sycamores, senescent, two of which show signs of invasion by Armillaria. Not suitable for preservation. An Irish Yew does not seem to be affected.



TWSAV 84 ST. LOUIS CONVENT

Cedar of Lebanon in similar condition to that in Pearse Park. Estimated to be in the region of 270 years old. Two Copper Beeches, which may be 200 years old, are being well maintained. These trees would be worth preserving.

TWSAV85 THE PADDOCK

One Sweet or Spanish Chestnut, mature, approaching senescence but in good condition. Worth preserving.

TWSAV 86 FARNDREG ESTATE

Nothing of special interest.

TWSAV 87 CASTLE PARK

Castle Park has an impressive stand of Beech at the entrance and further groups within the estate. All show loss of crown and many are in an advanced stage of invasion by Armillaria. They are not suitable for preservation.

TWSAV 88 NEWRY ROAD: RED COW

Mature Beech, Lime Sycamore some overhanging the road. Preserve if possible.

TWSAV 89 DOWDALLSHILL

A single Sycamore on Dowdallshill and a row of Beech nearby are worth protection.

TWSAV 90 MOTTE AND BAILEY DOYLESFORT ROAD / BRICKFIELDS / NEWRY RD.

Newry Road: Row of nine mature Limes should be protected.

Motte and Bailey Doylesfort Road: No great value.

TWSAV 91 RIVERSIDE CRESCENT

Acers and White Beams are making good progress in this area, and are worth protecting.

TWSAV 92 FAIRGREEN

Mature and semi-mature trees developing well, should be protected.

Fairgreen Row: A row of mature Lime trees worth protecting.

TWSAV 93 POINT ROAD

The Towers and adjacent properties. Group of mature Beech, Sycamore, Chestnut and Lime. A group of trees in a very exposed area should be protected.

Sycamore (No. 1 from East) is a good specimen and should be protected.

TWSAV 94 BOTHAR MAOL/BLACKROCK ROAD

Group of Sycamore, Ash, mature, fair condition. No great value.

TWSAV 95 BUNKER LODGE

Group of Sycamore, Ash, mature with good crowns, worth protecting.

TWSAV 96 FIELD HOUSE, SANDYMOUNT

Mature Sycamore, many senescent.

TWSAV 97 SANDYMOUNT/ROCKMOUNT

Mature Sycamore, many senescent.

TWSAV 98 THE CRESCENT

Macrocarpa, mature, fair condition. Better to plant a replacement at this stage. Good Sycamores in garden.

TWSAV 99 CHURCH, BLACKROCK.

Group of Sycamore on the coast is mature, sparse because of exposure, but should be protected. Lime trees in church grounds are good and should be protected.

TWSAV 100 HAGGARDSTOWN HOUSE / BELLFIELD, DUBLIN ROAD

Two Copper Beech worth protecting.

TWSAV 101 CHURCH ROAD, HAGGARDSTOWN

Semi-mature Beech at Parochial House.

TWSAV 102 MARL HOUSE, CHURCH ROAD, HAGGARDSTOWN

Group consisting of Chestnut, Sycamore, Ash and Spanish Chestnut. Mature, vigorous and worth protecting.

TWSAV 103 SEAFIELD HOUSE, SEAFIELD ROAD

Group consisting of senescent trees and young interplants which should replace them. The group should be worth protecting.

TWSAV 104 SEAFIELD ROAD, EAST SIDE.

Good plantation of Beech, Ash, and Sycamore, worth protecting.

TWSAV 105 FAIRMOUNT, SEAFIELD ROAD

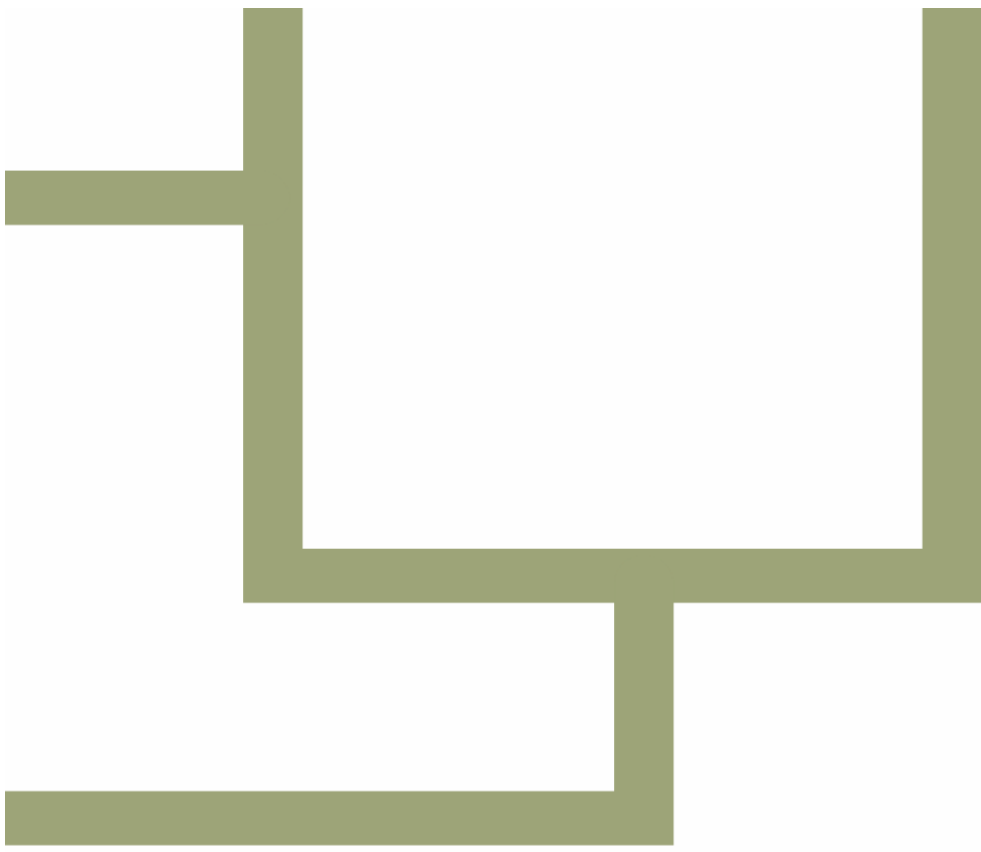
As TP 45.

TWSAV 106 COCKLE HILL ROAD

(Coast Road) Senescent trees on the bend of the road are being replaced.

TWSAV 107 CÚ CHULAINN CASTLE (CASTLETOWN MOUNT)

Good group of Beech and Sycamore with some Oak, all at advanced mature stage, and at least one sycamore showing signs of invasion by fungus. Worth preserving as a group.



LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 6

Tree Protection

Survey

- All trees with a diameter of 150 mm or more, measured at a height of 1.4 m above ground level shall be marked down on a scaled site layout map.
- Trees shall be numbered for identification on site and correspondingly plotted on a map similar in scale to the above.
- Trees shall be described by reference to species, spread, shape, condition, height and remedial works necessary.
- Hedgerows shall be shown and described with reference to their condition, extent and the predominant species contained therein.
- Following the results of the survey, proposals shall be made for the preservation of specimen trees and compatibility of same within the overall development.

Protection

- Where trees are to be preserved on a site, it is essential that such trees be protected from damage during construction arising from plant movement, storage of materials, ground level changes or other site works. Fencing of robust construction shall be erected outside the maximum branch spread of the tree or tree group.
- No excavation or other material should be stored within the enclosed area or within 5m of any tree. Items such as cables or notices should not be attached to any tree. Vehicles should be kept clear of the enclosed area.
- Walls or other structures should only be built at distances sufficiently far from trees and hedges that are required to be preserved, so as to ensure the long-term vibrancy of such trees and hedgerows.



LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 7

Views and Prospects

Table 1 Views and Prospects

Ref:	Location	Direction	Description
VP 1	Drummullagh	Drummullagh; elevated site accessed off a local road onto a country road. View can be accessed to the front of an existing dwelling.	Extensive views east towards Narrow Water, above Omeath village and across Carlingford Lough towards Northern Ireland, including Rostrevor Mountain.
VP 2	Clermontpase Bridge	Clermontpase Bridge; is located along the main road and a lay-by beside the bridge to access views.	Views west uplands towards Clermont Cairn and east towards Northern Ireland. The panoramic views are separated from the foreground by rolling rural landscape.
VP 3	Clermont Cairn RTE mast	Clermont Cairn; The site is accessed from the top of Black Mountain at the RTE Mast and carpark.	Panoramic views to the north, south, east and west of Cooley mountains, Mourne Mountains and beyond. Extensive views south of Dundalk, Dundalk Bay and surrounding countryside.
VP 4	Windy Gap	The site is accessed from a northern pathway at the Long Woman's Grave.	View is available horizontally along the hollow at the gap both north and south at the base of "The Foxes Rock" Mountain.
VP 5	Carlingford Lough	Carlingford Lough; Viewpoint is along a section of the main road on the Greenore Road (R173) between Carlingford and Greenore.	Views north of Carlingford in the middle distance and with the setting of Slieve Foye to the rear. In the foreland across Carlingford Lough, views of the Mourne Mountains in Northern Ireland.
VP 6	Slieve Foye	Viewpoint at the highest point of mountain park outside of the Carlingford Settlement Limit.	View of the settling of Carlingford along the coastline and panoramic views of the Lough towards Northern Ireland.
VP 7	Spelickanee	Viewpoint along section of road where the local road splits south.	180 degree views of the mountains and valley within the Cooley peninsula.
VP 8	Glenmore – mountains and valley	Slieve Halpen; Views access along the main road after forested area between Mutlaghattin and Annaloughan Mountain.	Panoramic Views down through the valley towards Slieve Foye and, Barnavave and to the south Slieve Halpen.
VP 9	Barnavave and Carlingford mountain	At Ballygoly townland, views are taken from the bridge along the main road.	Middle distance views to the north east of the back of Slieve Foye and Barnavave and Carlingford Mountain. A dwelling at the crossroads at this causes a certain amount of obstruction to the south east views.

Appendix 7
Views & Prospects

Ref:	Location	Direction	Description
VP 10	Jeninstown Hill	Jeninstown Hill towards Dundalk Bay. Views at the top of the hill from the site of the road across from the carpark into Annaloughan Mountain.	Panoramic views south towards Dundalk Bay and across to Dundalk.
VP 11	Jeninstown	Jeninstown at the top of local road and at the base of the Round Mountain.	All panoramic views to the south of the site of Dundalk Bay, Views north of the Black Mountain
VP 12	Ballymakellett	Ballymakellett at the top of the local road.	Views towards Dundalk bay, panoramic, scenic views
VP 13	Faughart Hill	Faughart Hill. Views recorded at the top of the Hill at the parking bay adjacent to the graveyard.	Panoramic views across north, south, east and west to include views of the Cooley Mountains and valley with one off rural housing at the base of the hill. Views of Dundalk to the south. Views to the east have been disturbed by the erection on a wind turbine adjacent to the view point.
VP 14	Dungooly Crossroads	Site is accessed via a narrow laneway at Dungooly townland	Views from Dungooly crossroads north of Slieve Gullion and east of Forkhill Mountain.
VP 15	Views of Castle Roche	Views of Castle Roche, views recorded at several points along adjoining local roads L-7112-0 and L-8112-20.	Views of Castle Roche are available along adjoining local roads. Views are dominant along L-7112-0 and L-8112-20 of the elevated Castle site and its dominant skyline presence.
VP 16	Hackballscross	Hackballscross Views recorded at the cross road at Hackballscross.	Views of mountains in the far distance to the north east of the site. In the short term the views contain mature trees and hedges and it is more the skyline which is of importance at the site.
VP 17	Killin Golf Course	Views recorded at junction past Killen Golf course towards Dundalk.	Uninterrupted panoramic views of Cooley Mountains in the foreground separated from the road by rolling rural landscape.
VP 18	Dromiskin	Sea views across to Dundalk, Cooley and Mourne Mountains	Views of sea across to Cooley and Mourne Mountains and including Dundalk Bay.
VP 19	North of Annagassan	Annagassan Village, beach strip between Annagassan Pier and lands to the north of the Salting.	Coastal beach strip, approximately 250m long, providing uninterrupted sea view looking north across Dundalk Bay towards the Cooley Mountains and the Mourne Mountains.
VP 20	Salterstown	Salterstown, along Scenic Route No. 18 northernmost end of local secondary road L6220.	Coastal beach strip, providing uninterrupted sea view looking north across Dundalk Bay towards the Cooley and Mourne Mountains.

Appendix 7
Views & Prospects

Ref:	Location	Direction	Description
VP 21	Corstown	Draghanstown, northernmost end of local secondary road L6220.	Uninterrupted sea view looking north across Dundalk Bay towards the Cooley and Mourne Mountains.
VP 22	Lurganboy	Lurganboy, beach strip along Scenic Route No. 18, adjacent to public carpark.	Coastal beach strip, providing uninterrupted panoramic sea view. View to north along coast towards Dunany Point. View to the south-east towards Clogherhead Village, Almondstown, Clogher Head and Clogherhead Harbour.
VP 23	Callystown to Clogherhead	Garrolagh, 300 metres north of T-junction of L2278 with L6279.	Extensive panorama towards the coast across large working landscape. Dunany Point visible to the north-east, Lurganboy coastline in the middle distance and Clogherhead Village and Clogher Head to the south-east. Some modern housing and agricultural buildings visible in the middle distance.
VP 24	Dardisrath	Towards coast and Clogherhead Dardisrath along L6281, 800m north of Barnhill Crossroads	Partial coastline view across working landscape, interrupted by some modern housing and agricultural buildings. Ganderstown and Port Oriel partially visible to the south-east.
VP 25	Brownstown	Southern side of L6286, opposite Fieldstown/Brownstown	Southwards over AHSQ towards Drogheda. Long distance view to south-east towards Drogheda town, Tom Roes Point and Premiere Periclase. Open grazing fields and hedge lines in foreground and middle-distance. Limited modern housing visible in the left foreground.
VP 26	Newtown Monasterboice	Newtown Monasterboice along L6293 on high ground 260m north of Monasterboice Round Tower.	View south-west across open working field toward Monasterboice Round Tower. Upper portion of Tower visible behind copse of mature deciduous native trees.
VP 27	Townley Hall Nature Walk	Townley Hall Nature Walk, 200m east from Townley Hall entrance along nature walking trail.	Elevated view south east towards Battle of the Boyne Site. Boyne River visible in foreground, partial view of Battle of the Boyne Visitor Centre Boyne and Oldbridge house behind copse of mature deciduous native trees.
VP 28	Drybridge Escarpment	Drybridge Escarpment	180 degree view from the N51 at the rocky outcrop where the former Obelisk stood. Panoramic view over the Battle of the Boyne site. King William approached from the north & King James approached from the south at Donore Hill.

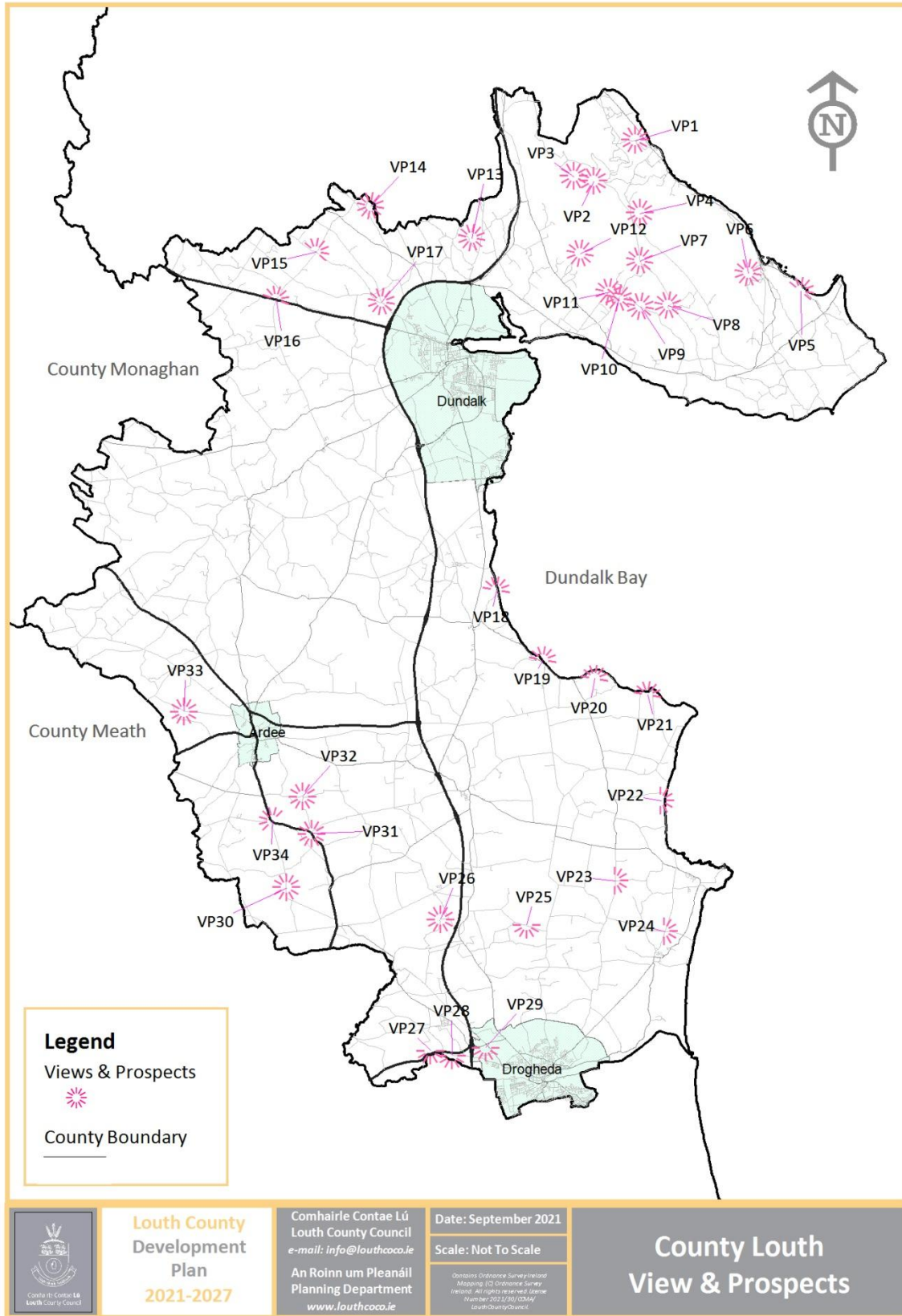
Appendix 7
Views & Prospects

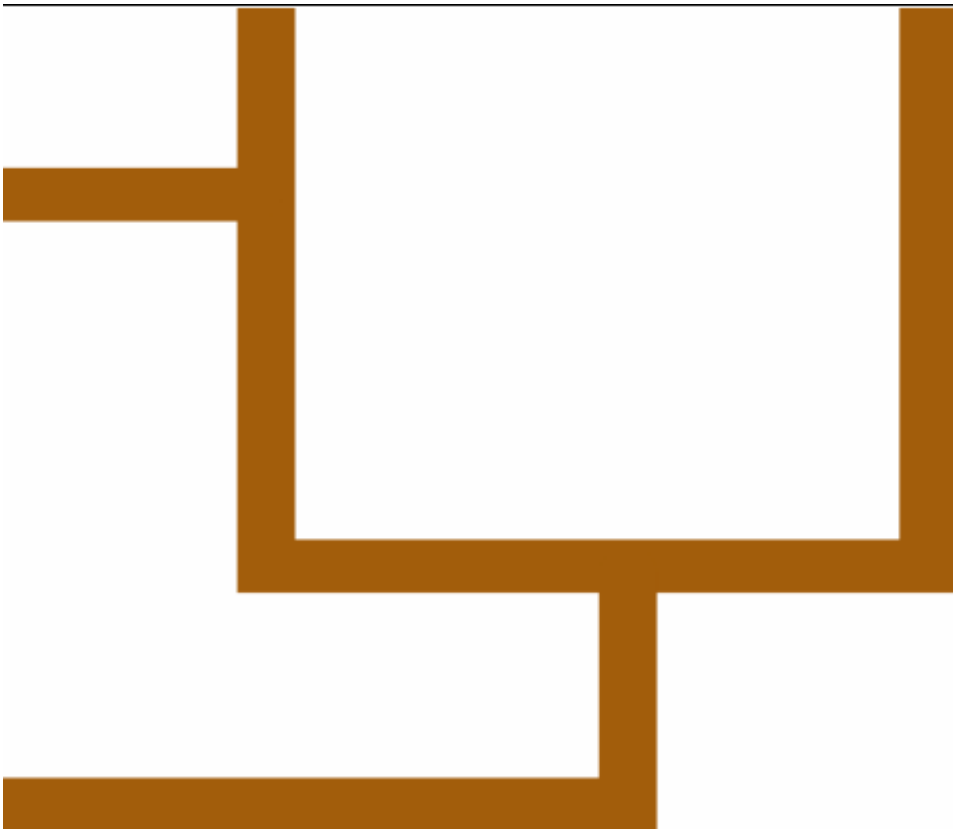
Ref:	Location	Direction	Description
VP 29	Waterunder Plateau	View from M1 Retail Park, M1, Motorway bridge	View south from N51 between Mell roundabout and Motorway roundabout Junction 10. Drybridge Escarpment. View of Ravine which was the route of the Williamite army from their camp at Tullyallen Hill to cross the Boyne river.
VP 30	Mount Oriel	Belpatrick townland along L5286, 600m west of Mount Oriel.	Uninterrupted view to the north east towards Mullacapple. Valley view incorporating open working fields, native hedgerows, wooded areas in middle distance and tree-topped drumlins in right middle-distance. Mount Oriel to right foreground. Visual absence of any residential or agricultural structures.
VP 31	N2 Funshog	Junction of N2 with L2253	View eastwards from N2 junction with L2253 of tree-lined avenue of mature deciduous trees. Avenue is largely interrupted and extends to 600 metres.
VP 32	Millockstown	Millockstown at junction of L5257 with L5258	180 degree panoramic view southwards across Millockstown towards Roestown, Funshog and Mount Oriel. Landscape contains large open fields, native hedgerow, some modern housing and agricultural buildings visible in the middle distance. 3no. Wind turbines visible in the distance to the south-west.
VP 33	Townparks	Townparks at westernmost end of Scenic Route No.17	View to north flat open field, infill site between two bungalows. New two-storey house in middle background. View to south: Flat open field with backdrop of mature deciduous trees. View of Ardee Bog.
VP 34	Anaglog	Anaglog, 1.5km west of VP32 along the N2	Open landscape view north-west across towards Hunterstown and Ardee town. Landscape contains large open fields, native hedgerow, limited modern housing and agricultural buildings visible in the middle distance. 3-phase Pylon visible in right foreground.

Table 2 Views and Prospects within Level 3 Settlements

Settlement	Ref:	Location	Description
Carlingford	VPC 1	King Johns Castle	Views east, south and west of Carlingford Lough, towards Carlingford and Slieve Foye.
	VPC2	Taaffes Castle	Views north east across Carlingford Lough and towards Northern Ireland and the Mourne Mountains from Taaffes Castle.
	VPC3	Holy Trinity Heritage Centre Church	Views north and east Views towards the Bay and Carlingford Lough.
	VPC4	Dominican Friary	View protected into the Dominican Friary with regard to those lands zoned adjacent for town centre use.
	VPC5	The Coast and Harbour	Views south towards Carlingford Village and Slieve Foye
Clogherhead	VPCL 1	Clogherhead Harbour	Uninterrupted sea view looking north-west along the coast towards Dunany Point. Distant views to the north towards the Cooley and Mourne Mountains.
Tullyallen	VPT 1	In front of Tullyallen Graveyard, Old Church Lane	Landscape view to the south over Boyne Valley area. Open field and stone wall in immediate foreground, copse of mature deciduous trees in right foreground and right middle distance, uninterrupted view south towards Platin. Distant view to the south-east of Drogheda Town and the coast. Irish Cement Works (Platin) visible in middle background, Boyne Cable-stayed bridge visible in middle distance.
	VPT 2	Between two houses along the east of the Old Church Lane	Landscape view to the south over Boyne Valley area. Open field and stone wall in immediate foreground, copse of mature deciduous trees in right foreground and right middle distance, uninterrupted view south towards Platin. Distant view to the south-east of Drogheda and the coast. Irish Cement Works (Platin) visible in middle background, Boyne Cable-stayed bridge visible in middle distance.

Appendix 7
Views & Prospects





LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 8

Green Infrastructure Strategy

1 GREEN INFRASTRUCTURE STRATEGY

1.1 GREEN INFRASTRUCTURE DEFINITION

Green infrastructure (GI) is a network of green spaces that help conserve natural ecosystems and provide benefits to human populations through water purification, flood control, carbon capture, food production and recreation. Such spaces include woodlands, coastlines, flood plains, hedgerows, city parks and street trees.

This strategy aims to assess the current environmental baseline within County Louth. In addition to this, it will provide support for a strategic network of natural and semi-natural areas interconnected, designed and managed to deliver a range of ecosystem services. The GI strategy incorporates green spaces and blue spaces (water based) such as those in Figure 1, both in urban and rural areas to support a resilient society.

Figure 1: Natural Features Making Up Green Infrastructure



GI is composed of an Ecological Network (EN) which consists of core areas (or hubs), corridors, stepping stones and buffer zones where the corridors and stepping stones create a connection between constituent core areas (Figure 2). These may be described as outlined below:

Core Areas: These areas consist of the central most important ecological areas which support important or vulnerable species and habitats for e.g. European sites.

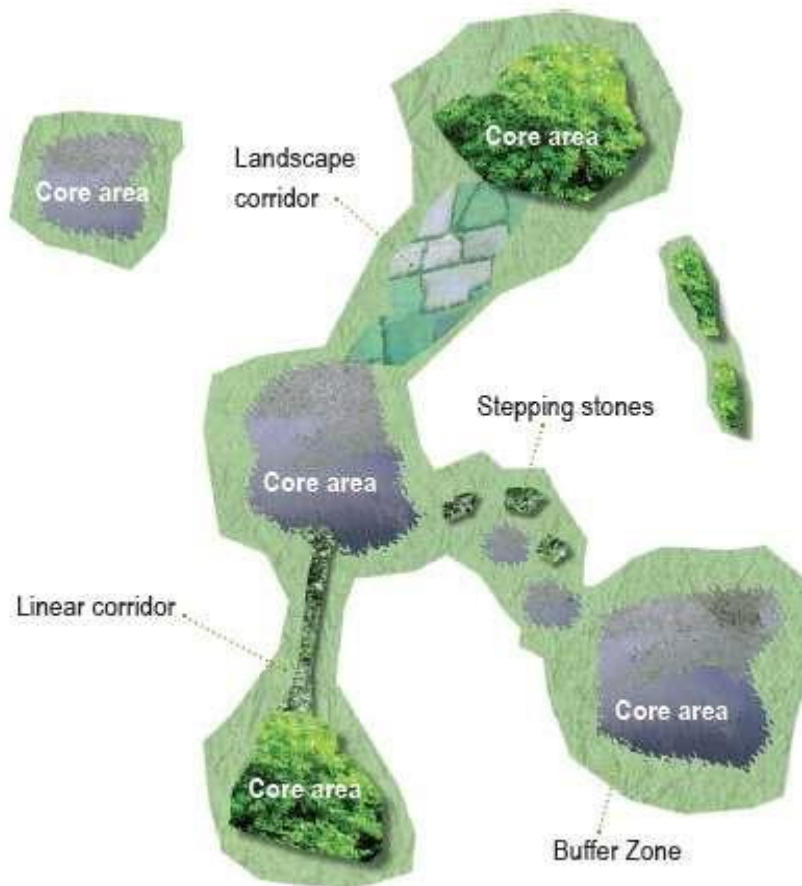
- **Ecological Corridor:** These are also referred to as landscape or linear corridors and include long strips of vegetation, such as hedgerows, strips of forest and other vegetation which facilitates the movement of wildlife between the two core areas.

Stepping stones are also corridors made up of a series of small, non-connected habitats.

Buffer Zone: These surround areas of ecological value to minimise the impacts of adjacent land use on these ecologically important areas.

The GI Strategy provides support for all such aspects of this ecological network as illustrated in Figure 2.

Figure 2: Indicative Illustration of Green Infrastructure within the Landscape



Source: "Green Infrastructure, A Quality of Life Issue" (IEEM & Urban Forum)

1.2 NATIONAL GUIDANCE FOR GREEN INFRASTRUCTURE STRATEGY

Since the adoption of the Louth County Development Plan 2015-2021, the GI concept is now more widely considered, promoted and implemented at national and regional level, requiring Green Infrastructure and ecosystem services be incorporated into the preparation of statutory county and city plans.

1.3 NATIONAL & REGIONAL CONTEXT

1.3.1 Project Ireland 2020 – National Planning Framework

The *National Development Plan* recognises that the environment is an asset that can, if properly planned provide long term benefits for all. In this regard the NPF aims to protect and strengthen the interrelationship between our habitats, natural and cultural heritage, landscapes and green spaces. In acknowledgement of this, and in achieving its goals as expressed as National Strategic Outcomes (NSO), the NPF requires the incorporation of integrated planning for green infrastructure and ecosystem services in the preparation of statutory land use plans, whereby: growth is accommodated while retaining the intrinsic value of natural places and assets; environmental issues are proactively addressed, interaction between future development and the capacity of the receiving environment is examined; and where sufficient green spaces are designated in plans commensurate to long term development requirements.

Linkage and integration with the built and cultural heritage which helps define the character of urban and rural areas is also recognised.

1.3.2 National Biodiversity Action Plan, 2017-2021

The *National Biodiversity Action Plan (NBAP)* recognises that GI is crucial to achieving biodiversity targets and developing ecological corridors that allow the movement of species through their entire natural habitat. Its objectives, targets and actions seek to achieve Ireland's vision for biodiversity through the implementation of seven specified strategic objectives. It links the associated targets and actions for biodiversity objectives that will be undertaken by a wide range of government, civil society and private sectors to achieve Ireland's vision for biodiversity. The NBAP provides a framework to track and assess progress towards Ireland's vision for biodiversity over a five-year timeframe from 2017 to 2021.



1.3.3 Creating Green Infrastructure for Ireland

In general, the *Comhar Guidelines* provide strategic guidance on the implementation of GI at a national and regional level. Examples of data sets and case studies have been provided with support for an integrated approach to the delivery of GI. Eight functions of green infrastructure have been identified:

- Recreation and health;
- Biodiversity and Natural Resources;
- Coast, Water Resource and Flood Management;
- Sense of Place;
- Climate Change Adaptation and Mitigation;
- Economic Development;
- Social Inclusion; and
- Production Environments.

1.3.4 Green City Guidelines (UCD 2008)

The *Green City Guidelines* refer to the integration of a GI approach at a local level and include examples. Guidance is listed for biodiversity in urban areas as well as an overview of the planning and development process, with case studies and practical measures for incorporating biodiversity at an early stage in the design process. Key factors for defining habitat quality include:

- Size;
- Diversity;
- Naturalness;
- Typicalness;
- Rarity;
- Fragility; and
- History.

1.3.5 National Climate Change Adaptation Framework (2012)

This non-statutory framework was Ireland's first climate change adaptation framework. It provides a strategic policy focus aimed at reducing Ireland's vulnerability to climate change, by ensuring adaptation actions were taken across key sectors at national and at a local level.

This framework also recognises the importance of the role of planning and development with full engagement of key stakeholders to deliver the climate change objectives and adaptation action at a local level.

1.3.6 Climate Action and Low Carbon Development Act 2015

This Act was a national landmark in the development of climate change policy in Ireland. It provides the statutory basis for the national objective laid out in the National Policy Position to move towards and achieve a low carbon, climate resilient and environmentally sustainable economy by 2050. It brought about the compulsory need to produce and submit for approval to the Government a series of successive National Mitigation Plans (NMPs) and National Adaptation Frameworks (NAFs) to guide policy in relation to the reduction of GHG emissions and climate change adaptation.

1.3.7 National Adaptation Framework (NAF 2018)

Developed under the *Climate Action and Low Carbon Development Act 2015*, the *National Adaptation Framework* is Ireland's first statutory national adaptation strategy that builds on the work carried out under NCCAF 2012 and outlines a whole of Government and society approach to climate change adaptation in Ireland. It aims to reduce the vulnerability of the State to the negative effects of climate change and to avail of any positive effects that may occur.

Local authorities are tasked with addressing climate change at a local level through the preparation of local climate change adaptation strategies. 4 Local Authority Climate Action Regional Offices (CAROs) were established in 2018 to drive climate action at regional and local level in Ireland. They are each operated by a Local Authority and support the preparation of local adaptation strategies.

1.3.8 Climate Action Plan (CAP)

The *Climate Action Plan* is a Government plan designed to enable Ireland to meet its EU climate change commitments through carbon proofing government policies and establishing carbon budgets. It provides 183 individual policy actions over 12 sectors to tackle climate change along with timelines for delivery to reduce carbon emissions by 30% between 2021 and 2030 and towards achieving zero emissions by 2050.

The actions in this plan, if implemented, place Ireland in a better and more confident position in realising and meeting their 2030 and 2050 targets. Several key measures identified in the plan have already been delivered including the signing up of all 31 Local Authorities in Ireland to the Climate Action Charter (CAC).

In 2019 the Government approved the publication of the *General Scheme for the Climate Action (Amendment) Bill 2019*. The Bill aims to enshrine in law the approach outlined in the CAP.

1.3.9 Climate Action Charter (CAC)

The Climate Action Charter for Louth was signed in 2019. The charter acknowledges that climate change is happening and that actions must be taken to mitigate and adapt to our changing climate. We as a nation must be more sustainable in our actions and ensure that climate action is at the heart of all our national, regional and local strategies, policies, plans and decisions. Each Chapter in this County Development Plan must be read with this *Climate Action Charter* at its core.

We must plan and develop our County with climate action including adaptation, mitigation and improvement at its heart. As a nation and County we must reduce negative climate impacts and promote climate improvement/mitigation and be climate resilient in our planning. The actions detailed in the Charter underpin all policies, objectives, goals and strategies of this plan and all other strategic plans whether they are local, regional or national.

1.3.10 Eastern and Midland Regional Spatial and Economic Strategy (RSES)

In seeking to achieve the National Strategic Outcomes as identified in the *National Planning Framework*, the *Regional Spatial and Economic Strategy (RSES)* defined 16 Regional Strategic Outcomes (RSOs), aligned with international, EU and national policy and which set the framework for City and County Development Plans. RSO No 10 and 11, specifically address 'Enhanced Green Infrastructure' and 'Biodiversity and Natural Heritage' respectively. This is in recognition of the importance of identifying, protecting and enhancing green infrastructure, biodiversity, habitats, landscape and heritage to ensure the sustainable management of our natural heritage, to build climate resilience, to support the transition to a low carbon economy and the protection of a healthy natural environment with clean air and water for all.

Green Infrastructure is a strategically planned network of high quality natural and semi-natural areas alongside other environmental features.

It serves a variety of functions including but not limited to the provision of habitats, increased biodiversity, ecological corridors, climate change adaptation and mitigation and local amenity provision.

The importance of cultural heritage including the built environment is acknowledged as the fabric of our lives and societies, bringing communities together and building a shared understanding of the places we live. Building and sustaining cultural infrastructure is a core consideration of the RSES.

Linking strategic natural assets with cultural and built heritage assets further enhances the opportunities to drive recreation and tourism benefits, including through the Green Infrastructure Strategy. The RSES identifies the Strategic GI and cultural heritage assets in the Region, which in relation to Louth include for Carlingford Lough, Clogherhead, Dundalk Bay, Boyne Coast and Estuary, the Rivers Boyne, Fane and Dee, the Cooley Peninsula, the medieval towns of Carlingford and Drogheda and the walled towns of Drogheda, Ardee and Carlingford and the many European sites etc.

1.4 LOCAL CONTEXT

1.4.1 Louth County Council's Climate Change Adaptation Strategy (CCAS)

This *Adaptation Strategy* forms part of the *National Adaptation Framework (NAF)* which was published in response to the provisions of the *Climate Action and Low Carbon Development Act 2015*. Louth's CCAS has been developed in line with the *Department for Communities Climate Action & Environment (DCCA) Local Authority Adaptation Strategy Development Guidelines* and was adopted by Louth County Council elected members on 16th September 2019. It is a collaborative approach to climate change across the Eastern and Midlands Region.

It sets out Louth's measures to adapting and protecting its functional area and citizens from the current and future effects of climate change and is based around six thematic areas.

They are supported by specific objectives and adaptation actions to achieve their desired outcomes. The CCAS seeks to inform or 'climate proof' existing plans and policies produced and implemented by Louth County Council.

1.4.2 Draft Louth Heritage Plan 2021- 2026

Specific reference has not been made to Green Infrastructure within the current draft Louth Heritage Plan 2021-2026. This draft Heritage Plan includes actions which can be supported by the implementation of a GI Strategy. Green Infrastructure will be particularly relevant to the implementation of the Local Biodiversity Action Plan for County Louth 2021-2026, a sub-plan under the draft Heritage Plan.

1.4.3 Local Biodiversity Action Plan for County Louth 2021-2026

Achieving the objectives of the Green Infrastructure Strategy is essential to the achievement of the Local Biodiversity Action Plan for County Louth 2021-2026. This Plan is a sub-plan of the (draft) Louth Heritage Plan 2021-2026 and includes particular reference to important habitats and species within County Louth. This Biodiversity Plan includes five key objectives as follows;

Objective 1

- Develop a system for the protection of Local Biodiversity Areas (LBAs)

Objective 2

- Integrate Biodiversity and Local Authority Activities

Objective 3

- Raise awareness and appreciation of Louth's Natural Heritage across all sections of society

Objective 4

- Gather data and enhance Louth's Biodiversity

Objective 5

- Monitor the effectiveness of the Louth BAP

2 COUNTY LOUTH BASELINE ASSESSMENT

2.1 BASELINE EVALUATION

A baseline evaluation of the state of the environment of Louth is required for an assessment of the ecological network, connectivity throughout and barriers which exist for the identification of green infrastructure. All available databases within the Local Authority were accessed and those which are also publically available. There currently exists a wealth of natural and natural built heritage assets which function both as a recreational resource, wildlife habitat and amenity area.

2.2 LAND USE

2.2.1 Settlement Hierarchy

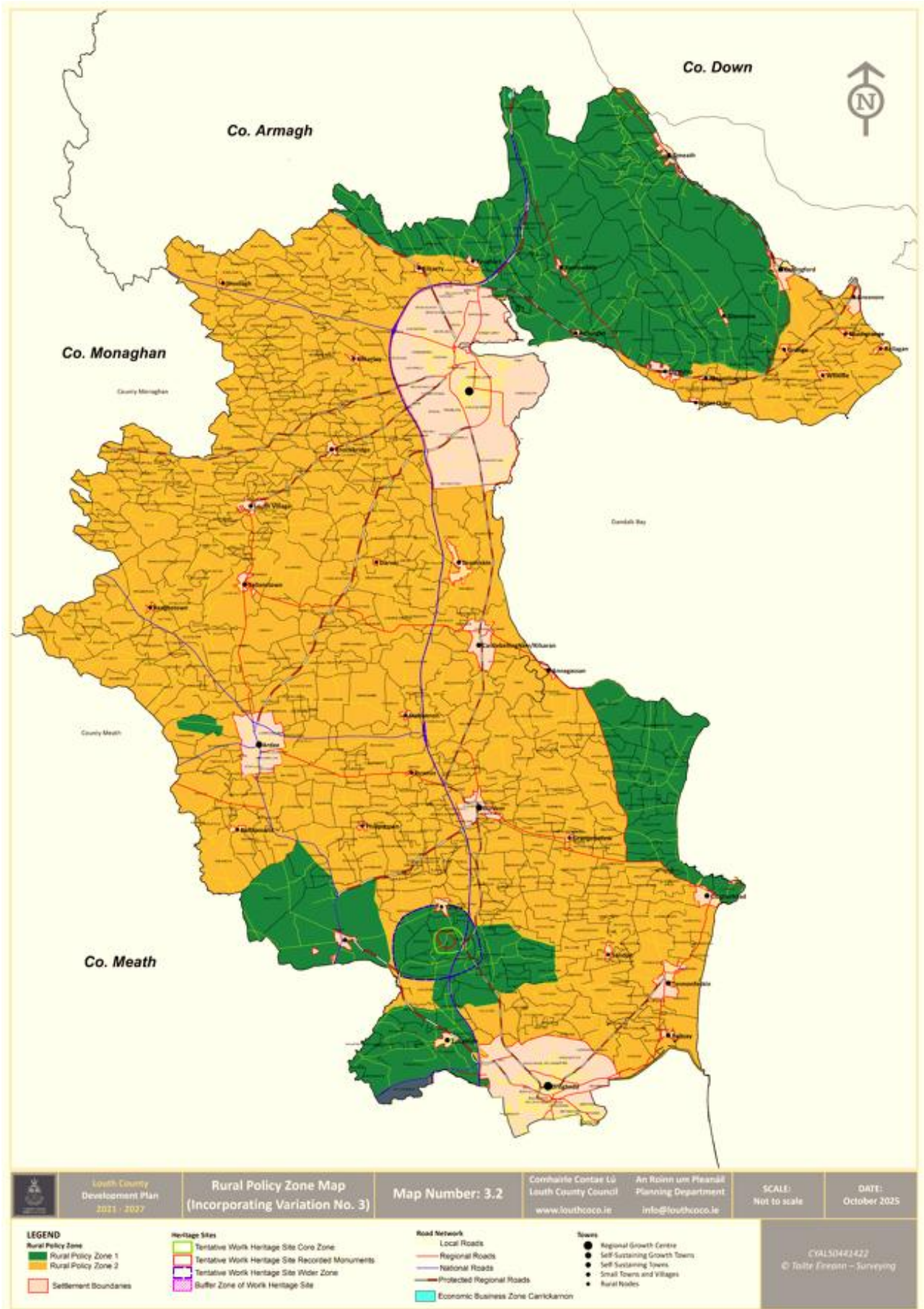
There currently exist 5 levels of settlements within Louth as per Table 1. Population growth within each of these centres is based on the targets directed from the core strategy of the County Louth Development Plan 2021-2027. The provision of green infrastructure shall be supported within each of the identified settlements as outlined in Table 1.

The LAPs for the Regional Growth Centres of Drogheda and Dundalk will include individual green infrastructure strategies. The provision of green infrastructure will be supported in all of the remaining settlements in Levels 2, 3, 4 and 5.

Table 1: Settlement Hierarchy, County Louth

Settlement Level	Settlement Category	Settlement
1	Regional Growth Centres	Drogheda Dundalk
2	Self-Sustaining Growth Towns	Ardee Dunleer
3	Self-Sustaining Towns	Carlingford, Clogherhead, Castlebellingham/Kilsaran, Termonfeckin, Tullyallen
4	Small Towns and Villages	Annagassan, Baltray, Collon, Dromiskin, Knockbridge, Louth Village, Omeath, Tallanstown,
5	Rural Nodes	Bellurgan, Ballagan, Ballapousta, Darver, Dromin, Faughart, Glenmore, Grange, Grangebellew, Greenore, Gyles Quay, Kilcurry, Kilkerley, Lordship, Mountbagnal, Muchgrange, Philipstown (Collon), Ravensdale, Reaghstown, Sandpit, Sheelagh, Stabannon, Tinure, Willville

Map 1: Rural Policy Zone Map



2.2.2 Corine Land Cover (CLC) 2018

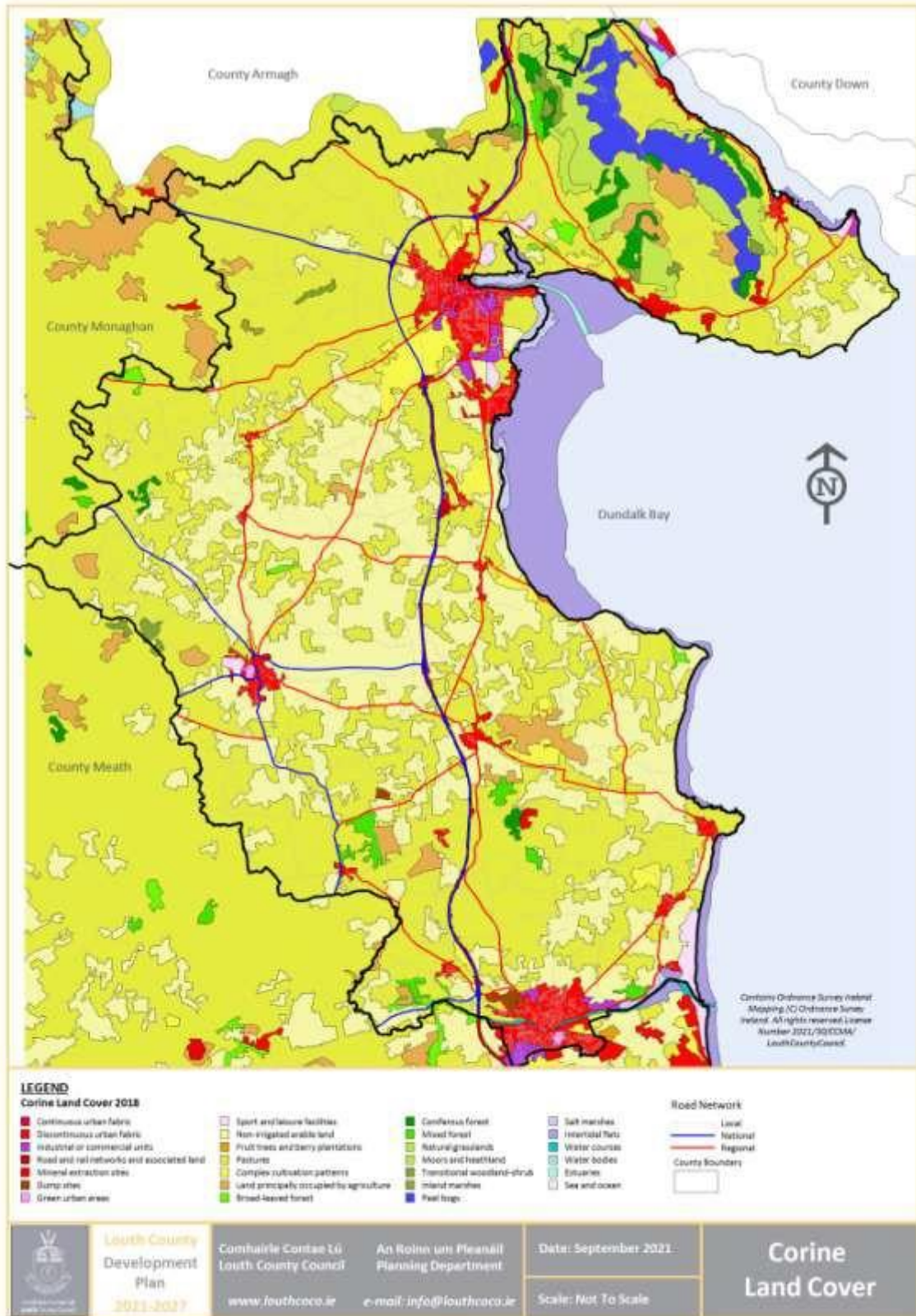
GI strategy requires multiple layers and links of land use over a variety of sectors. Gathering data and formulating methodology requires an evidence based system for analysis. Mapping for land cover in the Louth baseline assessment currently exists in the form of Corine Land Cover (CLC) undertaken in 2018 by the EPA. Corine Land Cover 2018 is a map of the Irish environmental landscape based on interpretation of satellite images of EC established CORINE specifications. This mapping was first undertaken in 1990 and updated in 2000 and 2006. Map 2 is based on the 2018 CLC and this may be used to identify the dominant land cover in the County.

A comparison between the CLC 2018 and the CLC 2006, illustrates that the principal differences relate to a growth in terms of the discontinuous urban fabric (essentially a growth in suburban type development). Additionally, in accordance with the Core and Settlement Strategies, the principal towns of Drogheda, Dundalk (including Blackrock), Ardee and Dunleer all experienced growth and expansion in their respective urban settlements as did the 5 Self-sustaining Towns and the 8 Small Towns and Villages (as identified in the Development Plan).

The north east of the County (in the Area of Outstanding Natural Beauty and the Areas of High Scenic Quality) these lands are dominated by peat and bogs and buffered by moors and heath in addition to coniferous, broad leafed and mixed forest. The largest settlements in this area remain to be Carlingford, Omeath and Greenore. The growth in settlements along the coast is obvious and includes the Level 5 settlement of Lordship. The Corine Map (Map 2) illustrates that the remaining predominant land use in the area is generally pasture in addition to tillage.

The coastline south of Dundalk is less dominated by settlements than that to the north, with the majority of the population concentrated in the urban area of Drogheda. However, as outlined above, the growth in the small towns and villages including Termonfeckin, Baltray and Tullyallen is also evident. The remaining predominant land cover in the area remains to be a mixture of pasture and tillage interspersed with mixed use forest.

Map 2: Corine Land Cover 2018



2.2.3 Forestry

The Corine Land Cover (CLC) 2018 supplied from the EPA illustrates small pockets of woodland scattered throughout the County. In the north of the County the Carlingford Mountains contain a mixture of coniferous, broad leaved and mixed forest with coniferous being the dominant feature. These are also interspersed with transitional woodland and scrub. In the mid and south Louth region's there are scatterings of forestry areas also including coniferous, transitional woodland, scrub and broad leaved forest. As is evident from the CLC Map, County Louth does not contain a large expanse of land use dedicated to forestry.

2.2.4 Landscape Character Assessment

The GI Strategy recognises the need for Landscape Character Assessment provision. One of its objectives is to promote the protection and management of the landscape character and provide enhanced landscape settings for the built environment to ensure that new development respects and blends into its surroundings.

The Louth Landscape Character Assessment (2002) identified 9 distinct character areas. These areas have been illustrated and detailed in Table 2 and Map 3.

Applying the Landscape Character Assessment to the Green Infrastructure Strategy is advantageous in relation to proposed large scale development in areas of high scenic quality.

These landscape character areas have been transcribed in the development plan through the designation of two distinctive areas. These areas have been afforded local protection through the policies of the Development Plan where the character of each of the landscapes should not be unduly damaged. Areas of High Scenic Quality (AHSQ) and Areas of Natural Outstanding Beauty (AONB) have been designated for protection as sensitive areas in the Development Plan based on the Landscape Character Assessment.

Table 2: Landscape Area Classification

International	Carlingford Lough and Mountains including West Feede Uplands
National	Boyne and Mattock Valley.
Regional	Dundalk Bay Coast, Dunany to Boyne Estuary Coast. Uplands of Collon and Monasterboice.
Local	Cooley Lowlands and Coastal Area. Lower Faughart. Castletown and Flurry River Basins. Louth Drumlin and Lake Areas. Muirhevna Plain.

Map 3: Landscape Character Areas



2.3 BLUE INFRASTRUCTURE

2.3.1 Wetlands and Watercourses

The inclusion of the wetlands and watercourses within this Strategy is important for connectivity from the coastline into the wider countryside. This is typically referred to as Blue Infrastructure. The protection of riparian corridors abutting watercourses can further integrate linear corridors into the ecological network. Attenuation ponds, swales and reed beds provide many advantages including:

- Natural ways to reduce flood risk;
- Provide temporary storage;
- Improve water quality;
- Create wetland habitats for wildlife in an attractive aquatic setting; and

- Provide additional potential for accessible leisure facilities.

It is a policy of the local authority to implement the EU Water Framework Directive (WFD). Louth falls within two river basin districts namely:

- Neagh Bann River Basin District (NBRBD), and
- Eastern River Basin District (ERBD).

Water management plans for good future coastal and estuarine water for the two districts must be adhered to.

The rivers listed below must be protected and supported within a green infrastructure strategy to allow movement and flow of species and habitats throughout the county.

Table 3: Main Rivers of County Louth

Location	Rivers	Qualities
North Louth	River Big	Flows from Carlingford Mountain and enters into Dundalk Bay.
	River Flurry and River Ballymascanlon	Source at Ravensdale and enters into Dundalk Bay at Bellurgan embankment.
Dundalk	Castletown River	Flows into Dundalk Bay at the mouth.
South Dundalk	River Fane	Runs from Knockbridge and enters Dundalk Bay south of Blackrock Village.
South Louth	River White, Dee and Glyde	The River White and Glyde connect to the River Dee to enter Dundalk Bay.
	Termonfeckin River	River enters the Bay at Termonfeckin.
	River Boyne	Mattock River flows from Meath and enters the bay at Drogheda.

2.3.2 Wetland Survey

Wetlands include watercourses and water bodies as well as other habitat types including fens, heathland, cutaway and other areas such as coastal and estuarine salt marshes, dune slacks etc. which are influenced by the marine.

They tend to have a high biodiversity value supporting a variety of habitats and species, function in the protection of water quality and/or flood control, serve as important carbon stores contributing to climate resilience, filter pollutants and provide potential recreational opportunities.

While many protected areas include wetlands, most wetland areas occur outside protected sites. Globally, wetlands are protected by the Ramsar Convention. Within Louth, only Dundalk Bay is listed as a Ramsar site. However, it should be noted that in County Down, the northern section of Carlingford Lough, which is a shared site, is also listed under the Ramsar Convention. Many of the SACs and SPAs in County Louth referenced previously and above, are wetlands.

Louth County Council, with funding from the Heritage Council, commissioned a survey of all known and potential wetlands in the county. This Louth Wetland Survey was a three year project (2011, 2012 and 2014), which determined the wetland status of approximately 308 sites, considered likely to support wetland habitats on the basis of underlying soils, topography, historical mapping and aerial photography. The survey documented the location, extent, threats facing and conservation ranking of virtually all the wetland sites in the County, in addition to presenting recommendations for their maintenance, management and conservation.

Details of the mapped sites, their ranking and associated written reports can be accessed on the Louth County Website at the following links: [Louth Wetlands 2011](#), [Louth Wetlands 2012](#), [Louth Wetlands 2014](#)

Map 4: Watercourses, County Louth



2.3.3 Coastline

The coastline of Louth stretches from the County Armagh border, through Carlingford Lough, Dundalk Bay and as far as the Boyne Estuary south of Drogheda. The coastline is an important resource to protect and is one which is also subject to erosion from sea level rises due *inter alia* to climate change. Our existing coastal protection measures are located along the coast line at Blackrock, Salterstown, Port Beach, Baltray and Bellurgan. In addition, further measures may be required at other locations as the need arises.

Section 10 (2) (n) of the Planning and Development Act 2000 (as amended) highlights the need to reduce the overall quantity of anthropogenic greenhouse gas emissions and to address the necessity of adaptation to climate change. With climate change, sea levels will rise and increased storm intensity and surge will affect wetlands and coastal communities. The use of green infrastructure and its protection can alleviate some of the impacts associated with climate change by, for example, integrating solutions for flooding. National guidance can be incorporated into this strategy to provide a stronger, clearer process for climate-change proofing of the Development Plan.

Mitigation measures such as green building measures and less carbon intensive forms of development and adaptation measures such as flood risk assessment can be referenced.

2.4 BIODIVERSITY

The support and protection of biodiversity is critical to the function of green infrastructure. The protection of habitats and species is an integral part of this Strategy. The habitats and species have been listed according to their importance both at a European Level and national Level. The green infrastructure network aims to support both designated wildlife and other habitats of local importance.

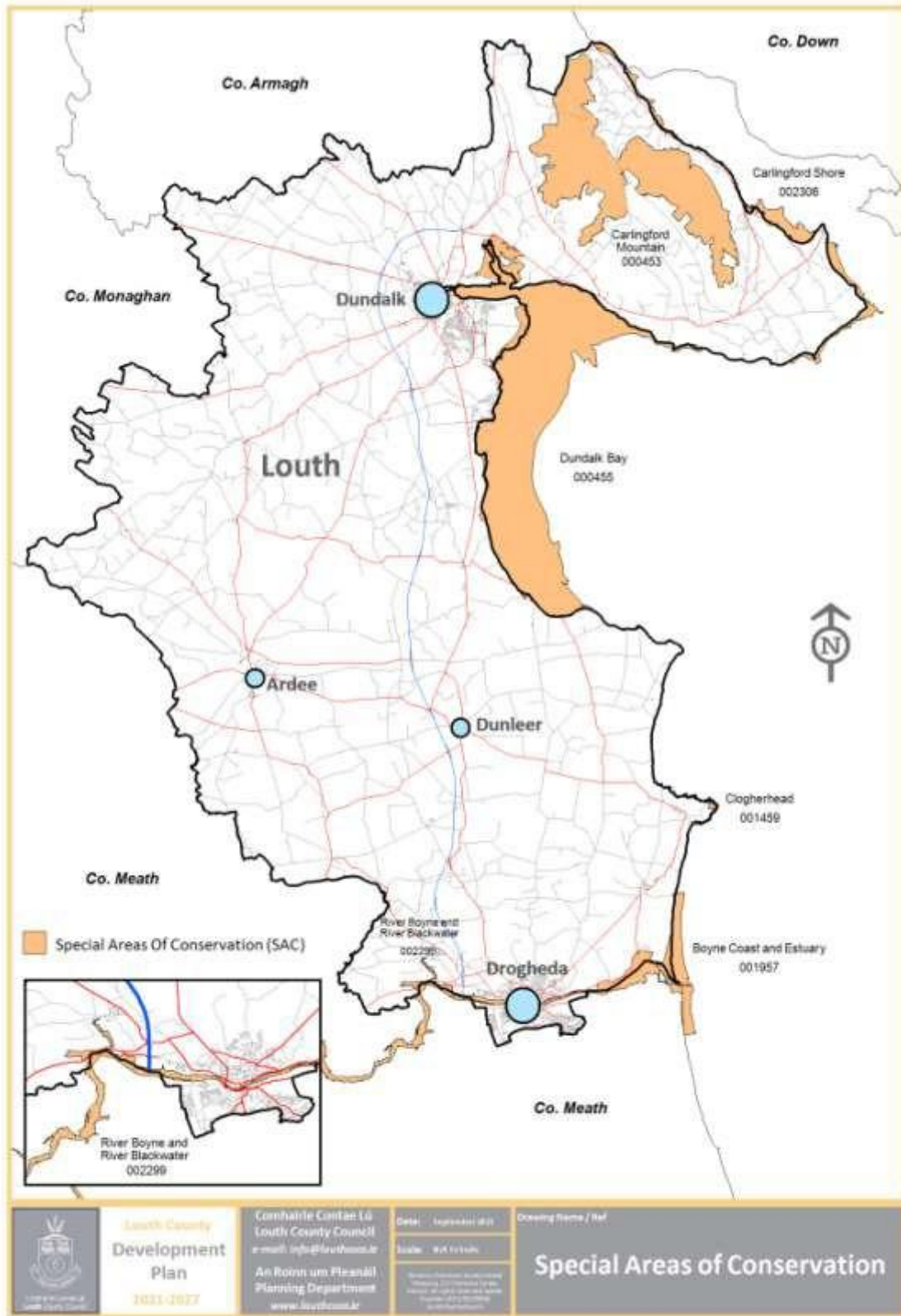
2.4.1 European Sites

Louth has 11 European Sites which have been protected under the *EU Habitats Directive (Council Directive 92/43/EC)* and the *European Community Birds Directive (Council Directive 79/409/EC)* as per Table 4. These sites are identified as 'Core Areas' for the purposes of the green infrastructure strategy and the movement and flow of species between these core areas into the adjoining open countryside, is of high importance.

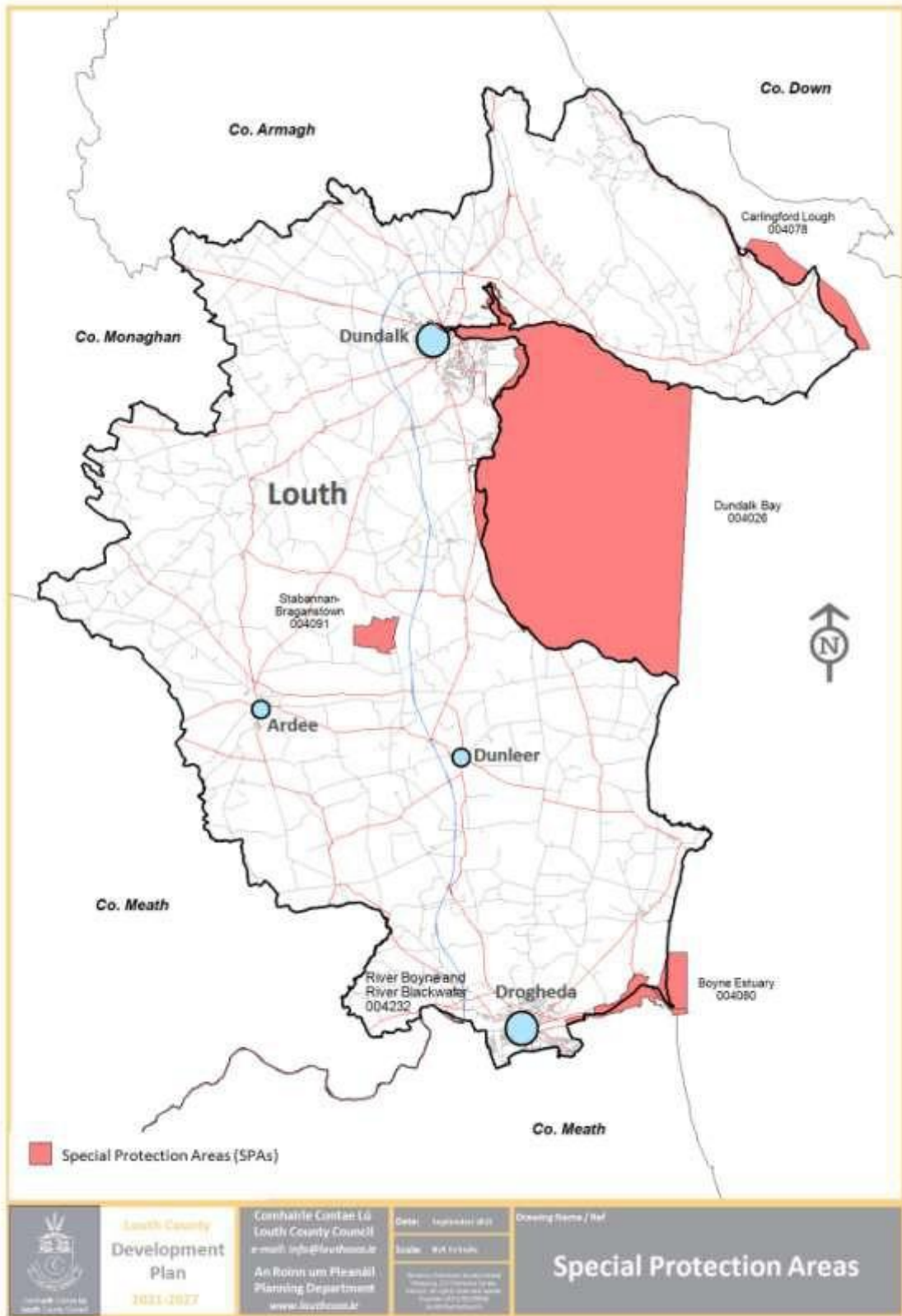
Table 4: List of European Sites within County Louth

Name SAC	Site Code	Designation	Name SPA	Site Code	Designation
Dundalk Bay	000455	SAC Coastal /Estuarine	Dundalk Bay	004026	SPA Coastal /Estuarine
Carlingford Shore	002306	SAC Coastal	Carlingford Lough	004078	SPA Coastal
Carlingford Mountain	00453	SAC Mountain	Stabannan–Braganstown	004091	SPA Alluvial Plain
Clogherhead	001459	SAC Coastal	Boyne Estuary	004080	SPA Coastal/ Estuarine
Boyne Coast and Estuary	001957	SAC Coastal	River Boyne and River Blackwater	004232	SPA Estuarine
River Boyne and River Blackwater	002299	SAC Estuarine			

Map 5: Special Areas of Conservation (SAC)



Map 6: Special Protection Areas (SPAs)



2.4.2 National Parks and Wildlife Service Conservation Plans

The National Parks and Wildlife Service (NPWS) are the competent authority for the purposes of regulation and control of operations within the European Sites. Each European Site includes conservation objectives for which either the SAC or SPA is listed and full details in this regard are available on the NPWS website.

2.4.3 Proposed Natural Heritage Areas (pNHAs)

The Louth County Development Plan 2021-2027 includes 24 proposed Natural Heritage Areas (pNHAs). These areas have been identified by the NPWS and include sites which are of outstanding national importance for the natural environment. These are outlined in Table 5 and Map 7 below. These sites can be integrated into a coherent green infrastructure strategy for Louth and support a resilient ecological network.

Table 5: Proposed Natural Heritage Areas (pNHA)

Ref.	Location	Ref.	Location
NH1454	Ardee cutaway bog	NH 455	Dundalk Bay
NH1801	Barmeath Woods	NH1806	Kildemock Marsh
NH1293	Blackhall Woods	NH1804	King Williams Glen
NH1957	Boyne Coast and Estuary	NH1451	Liscarragh Marsh
NH1862	Boyne River islands	NH1616	Louth Hall and Ardee Woods
NH452	Carlingford Lough	NH1464	Mellifont Abbey Woods
NH453	Carlingford Mountain	NH1805	Ravensdale Plantation
NH1458	Castlecoo Hill	NH1828	Reaghstown Marsh
NH1459	Clogherhead	NH456	Stabannan- Braganstown
NH1461	Darver Castle Woods	NH1803	Stephenstown Pond
NH1462	Drumcah, Toprass and Cortial Loughs	NH1468	Trumpet Hill
NH1856	Dunany Point	NH1465	Woodland at Omeath Park

Map 7: Proposed Natural Heritage Areas (pNHAs)



2.4.4 Important Protected Species within County Louth

Important species in Louth should be included in any green infrastructure analysis due to the importance for biodiversity and integration for decision making. Details are available in the Local Biodiversity Action Plan for County Louth 2021-2026.

2.4.5 Hedgerows

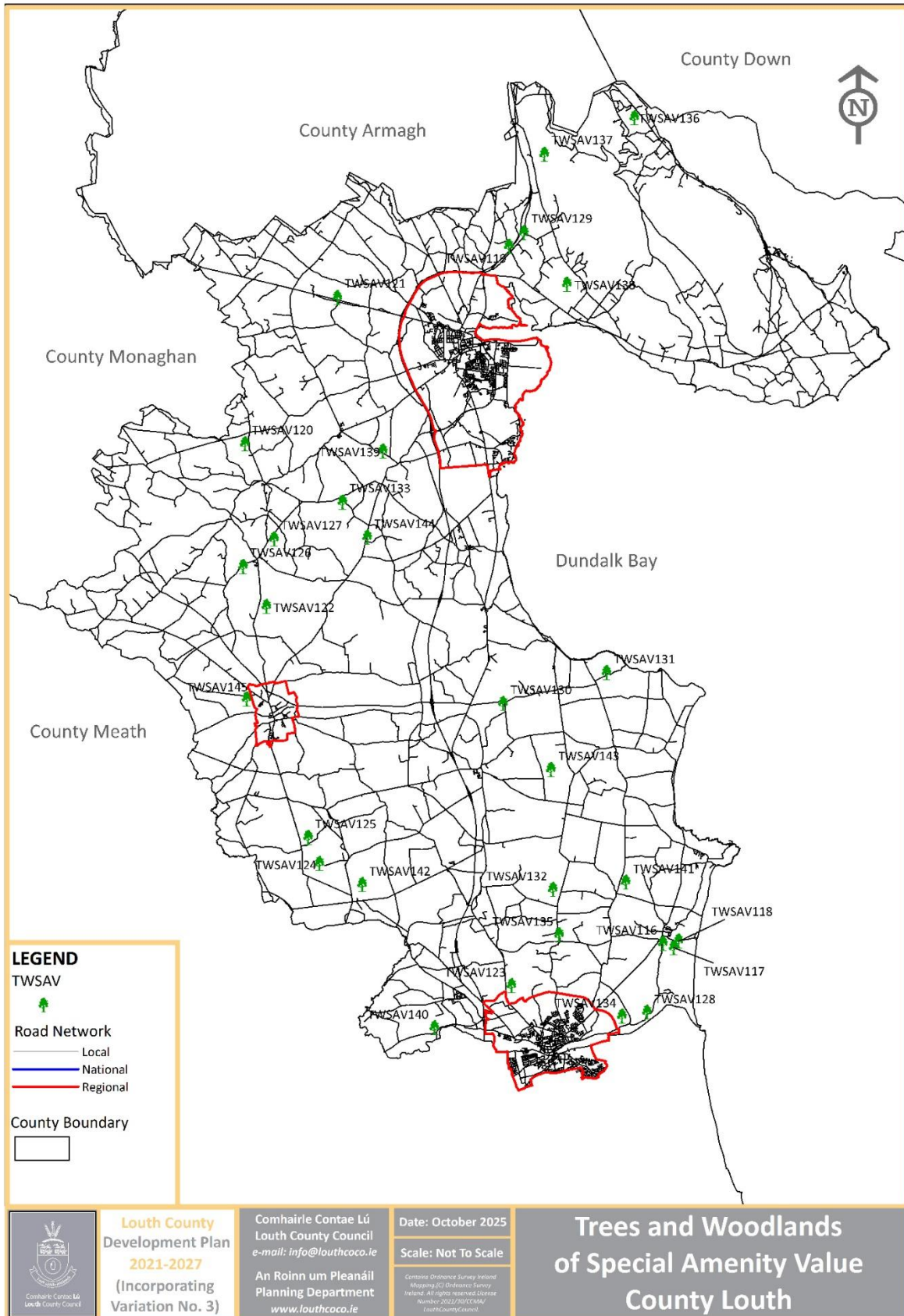
Hedgerows are an important element of the Irish landscape and provide an important wildlife habitat. Hedgerows host a wide range of plant and shrub species including insects, birds and mammals all of which combine to support green infrastructure. The retention of existing hedgerows and the promotion of native planting for replacement hedgerows supports habitats for animals which arable land or change in land use fails to support. The removal of a hedgerow for the provision of a one-off house represents a major pressure on hedgerow destruction. For this reason the retention of existing hedgerows is promoted and encouraged during the development management process.

Where however this is not possible any permitted replacement should be in the form of a variety of native species such as hawthorn and blackthorn with supporting species such as holly, hazel and wild cherry.

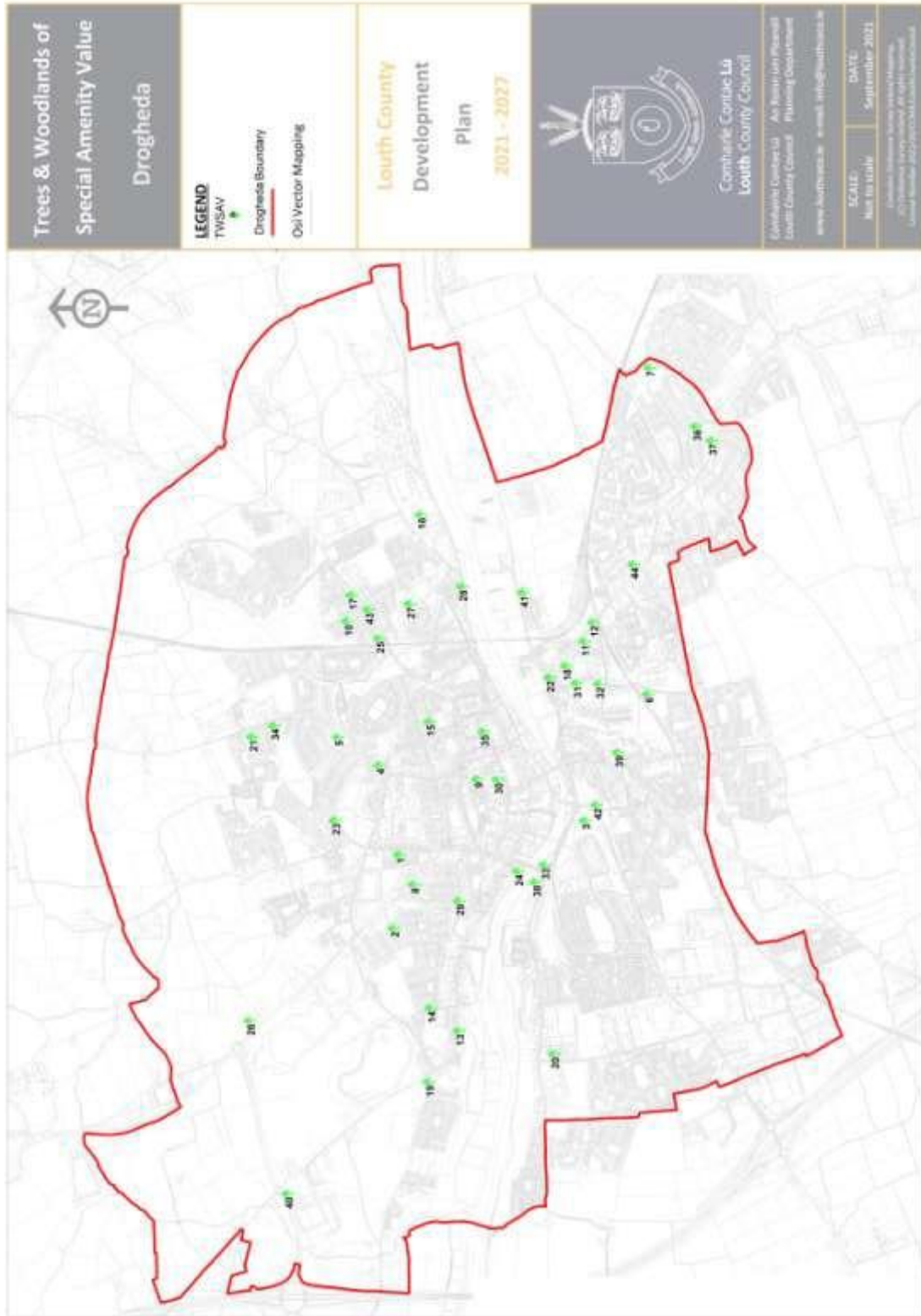
2.4.6 Trees

Trees, woodlands and hedgerows contribute greatly to Louth's natural landscape character and biodiversity. They provide visual amenity in the rural and urban environment, shelter and clean air, and important habitats for many species of wildlife. As high biodiversity habitats they are key for both climate mitigation and adaptation measures, playing a significant role in carbon storage. The County Louth Development Plan 2021- 2027 currently includes details of the 6 Tree Preservation Orders made within the County in addition to a comprehensive listing of the Trees and Woodlands of Special Amenity Value all of which are detailed in Chapter 8.

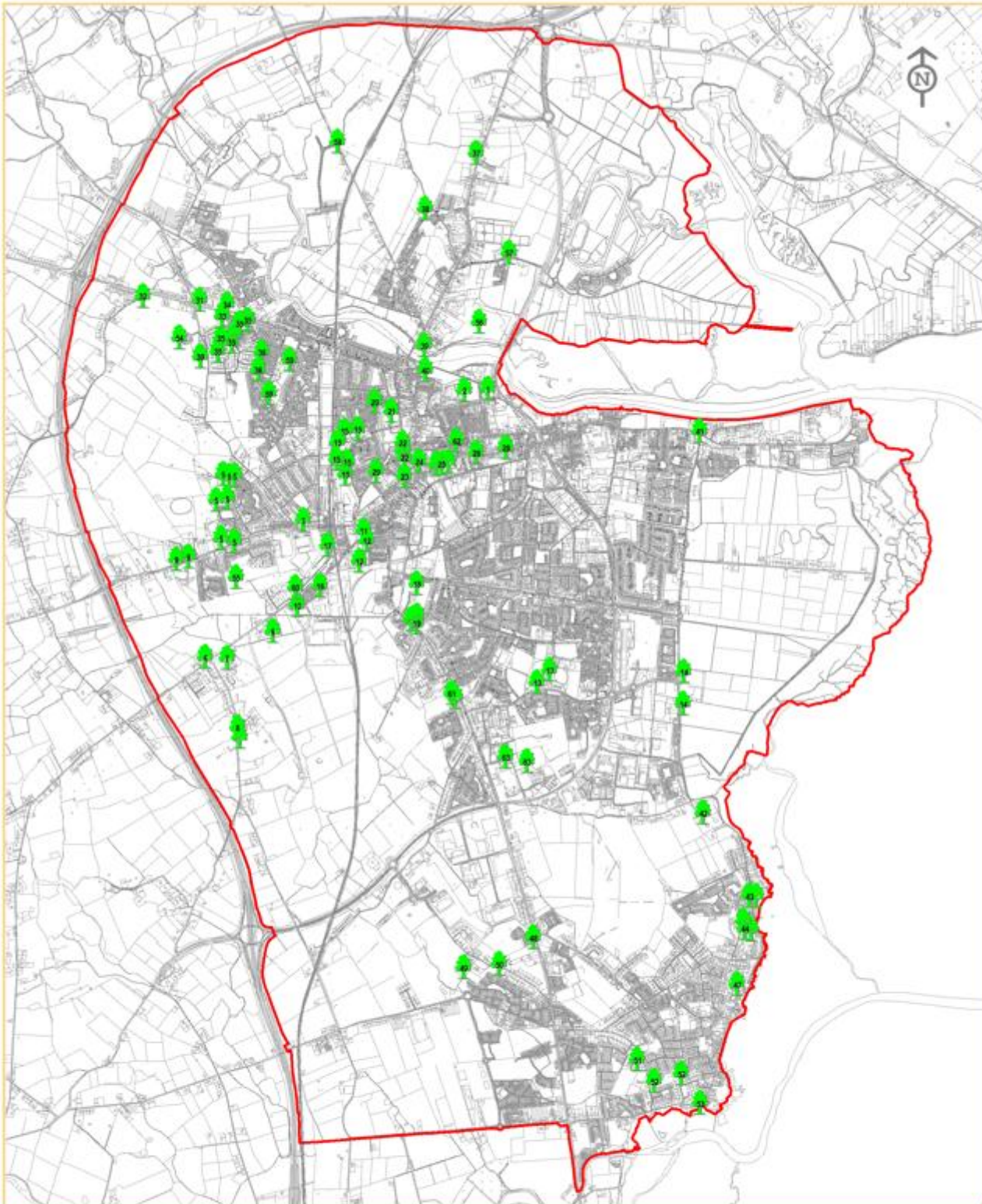
Map 8: Trees and Woodlands of Special Amenity Value in County Louth



Map 9: Trees and Woodlands of Special Amenity Value in Drogheda



Map 10: Trees and Woodlands of Special Amenity Value in Dundalk



Trees & Woodlands of Special Amenity Value Dundalk



**Louth County
Development Plan
2021 - 2027
(Incorporating Variation No. 3)**

LEGEND

- Dundalk Boundary
- DLK

Comhairle Contae Lú
Louth County Council
www.louthcoco.ie

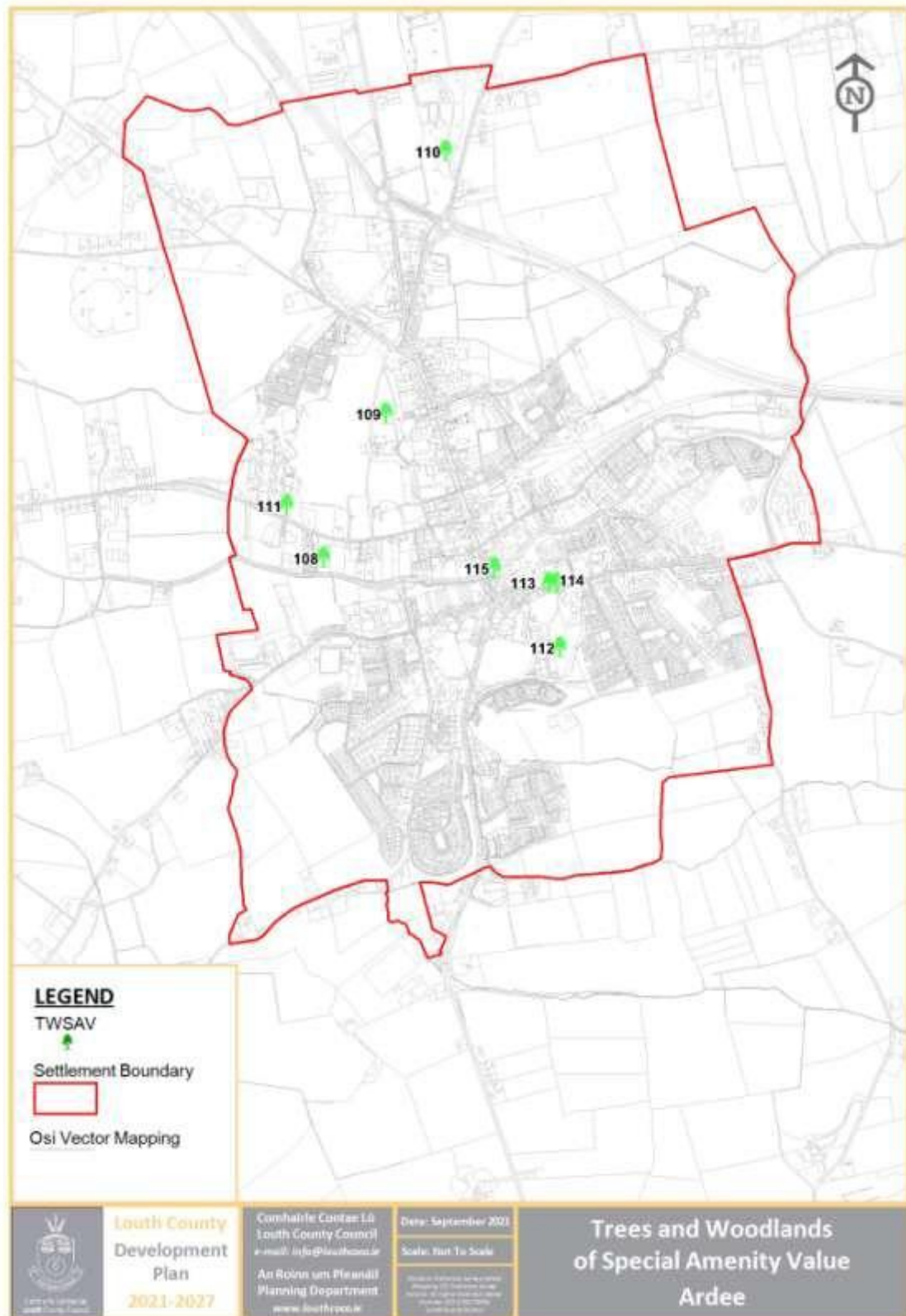
An Roinn um Pleanáil
Planning Department
e-mail: info@louthcoco.ie

SCALE: Not to scale

DATE: October 2025

CVAL50441422
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Map 11: Trees and Woodlands of Special Amenity Value in Ardee



2.5 BUILT HERITAGE

2.5.1 Built Heritage

Elements of the built heritage can make substantial contributions to green infrastructure. Built heritage sites that have value in relation to green infrastructure include e.g. heritage sites and gardens, designated landscapes and old graveyards.

2.5.2 Heritage Gardens and Designed Landscapes

The National Inventory of Architectural Heritage (NIAH) conducted a survey listing 93 Heritage Gardens and Designed Landscapes within County Louth. These are identified in Table 6.

Table 6: Historic Gardens & Designed Landscapes

Historic Gardens and Designed Landscapes	
<p>A</p> <p>Allardstown, Ardee District House, An Grainin, Arthurstown House, Anaverna House, Ashville</p>	<p>B</p> <p>Ballymascanlan House, Beaulieu House, Black Hall Barmeath Castle, Bellurgan Park, Braganstown House Barronstown Rectory Beltichburne</p>
<p>C</p> <p>Cardistown House, Castletown House Claret Rock House, Coolestown Stud, Corderry House, Carstown, Catherines Grove, Clermont Park, Corbollis House, Castlebellingham Charleville, Clonaleenaghan House</p>	<p>D</p> <p>Darver Castle, Doolargy House, Dromiskin House, Dun Luighaidh Convent, Dellin House, Dowdstown House, Drumcashel House, Dunany House, Derryfalone House, Dromin, Drummullagh House</p>
<p>G</p> <p>Glyde Court</p>	<p>H</p> <p>Harristown House</p>
<p>I</p> <p>Icehouse Hill Park,</p>	<p>K</p> <p>Kildemook House, Killin, Killincoole, Killineer House Kitallaght House Knockabbey Castle</p>

Historic Gardens and Designed Landscapes	
<p>L</p> <p>Lisnawully House Louth Hall Lisrenny House Listoke House</p>	<p>M</p> <p>Maine House Monasterboice House Mount Bailey Milestown House, Monavallet House Mount Oliver Convent Milltowngrange House Mooremount House</p>
<p>N</p> <p>New Mellifont Abbey Nootka Lodge Newtown Darver Newtown House</p>	<p>P</p> <p>Park Hotel Piperstown House Park Inn Hotel, Prospect Philipstown House</p>
<p>R</p> <p>Rahanna House Rathcoole House Ravensdale House Rokeby Hall Rath House, Rathscar, Red House Rathbrist House Rathneestin House, Richardstown Castle</p>	<p>S</p> <p>Shanlis House Smarmore Castle Hotel Stephenstown House Shortstone House, Spencer Hill, Stickillin House Shortstone West, St Marys Hospital Stone House</p>
<p>T</p> <p>The Grove Thistle House Townley Hall</p>	<p>W</p> <p>Williamstown House</p>

2.5.3 Protected Structures and Architectural Conservation Areas (ACAs)

County Louth has a wealth of architectural heritage which constitutes an important element of our culture. The Local Authority has a legal responsibility to include a Record of Protected Structures (RPS) in its County Development Plan and this is available in Volume 4. Protected structures within a country setting can be supported by demesne landscapes and large curtilage areas.

Buildings of conservation interest may be grouped together and referred to as Architectural Conservation Areas (ACA's). An ACA is an area, group of structures, or a townscape which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or contributes to the appreciation of protected structures. There are currently 18 ACAs in Drogheda, 8 in Dundalk and 10 identified in the County area.

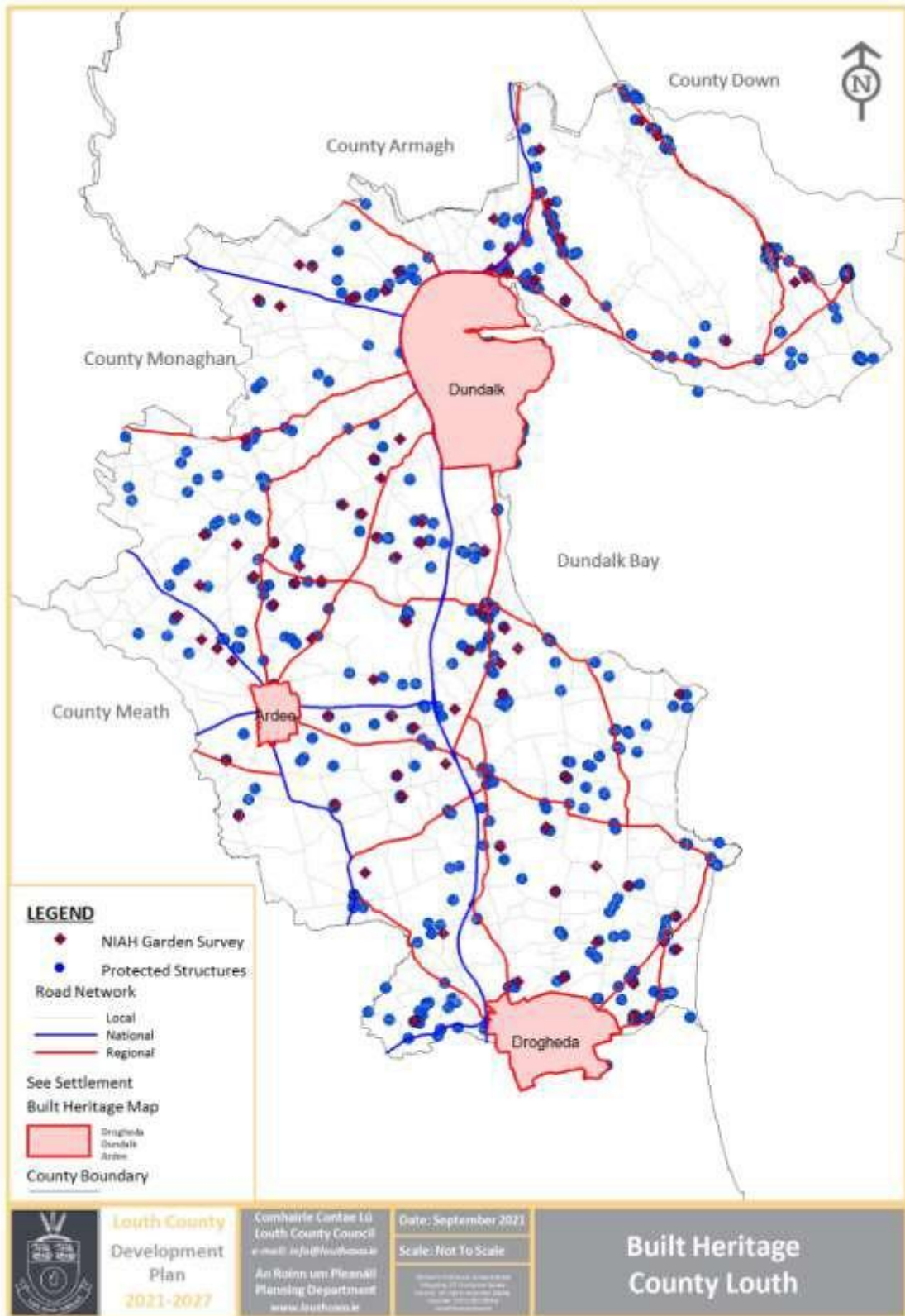
Details of the ACAs within the County are available in Chapter 8 and in Appendix 11 and 12, Volume 3.

2.5.4 Monuments and Archaeology

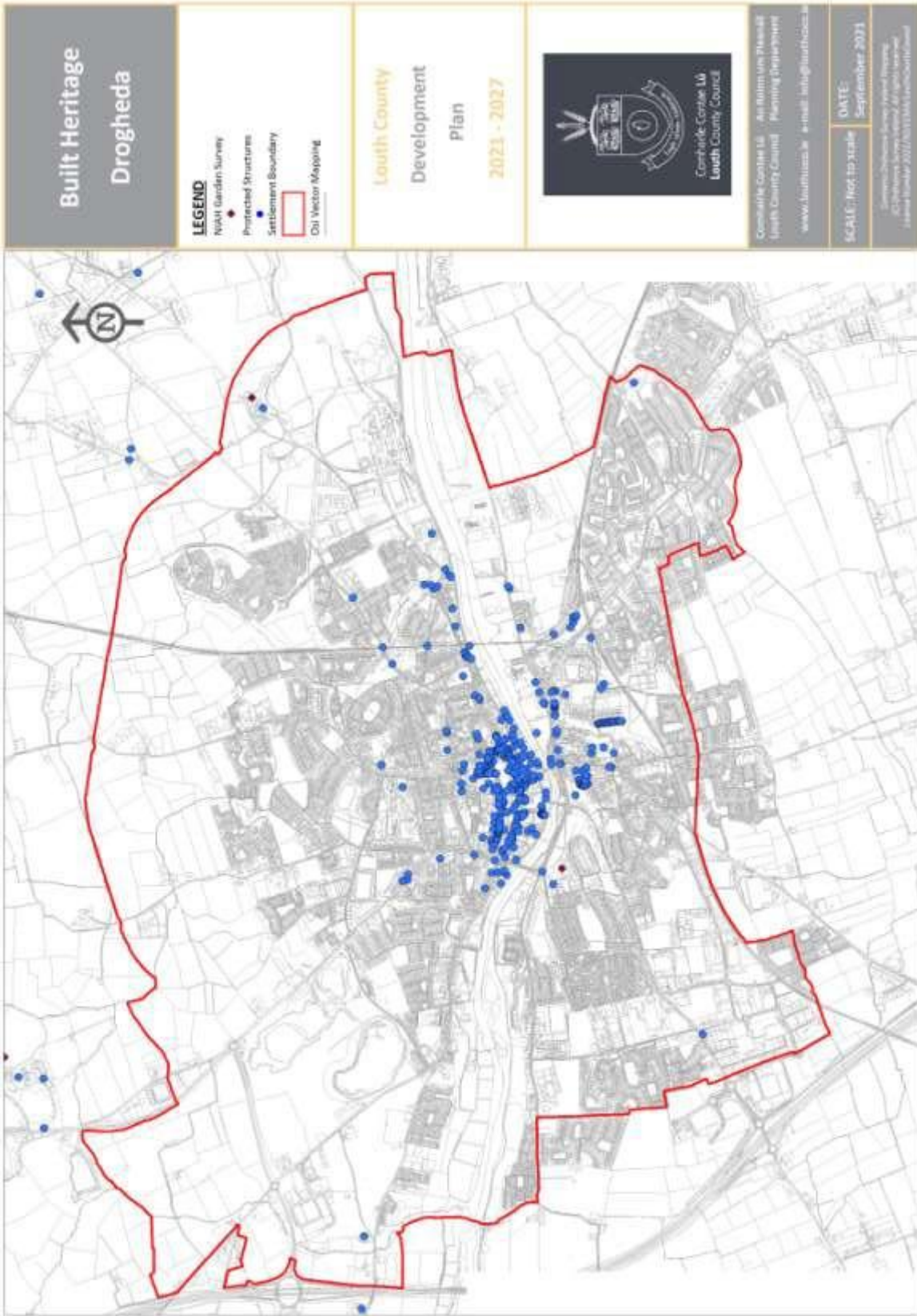
The Record of Monuments and Places (RMP) is the official record of archaeological sites and monuments in Ireland. Within County Louth there are in excess of 1,500 Recorded Monuments which are afforded protection under the National Monuments Acts.

Such monuments are vulnerable to change in land use and development. This finite resource is an important part of both our past and also our future. Portions of the Buffer Zone of the Brú na Bóinne UNESCO World Heritage Site and the Battle of the Boyne site in addition to the Tentative World heritage Site of Monasterboice are located within County Louth. Development and its impact on these important sites and the surrounding areas must be considered into the future.

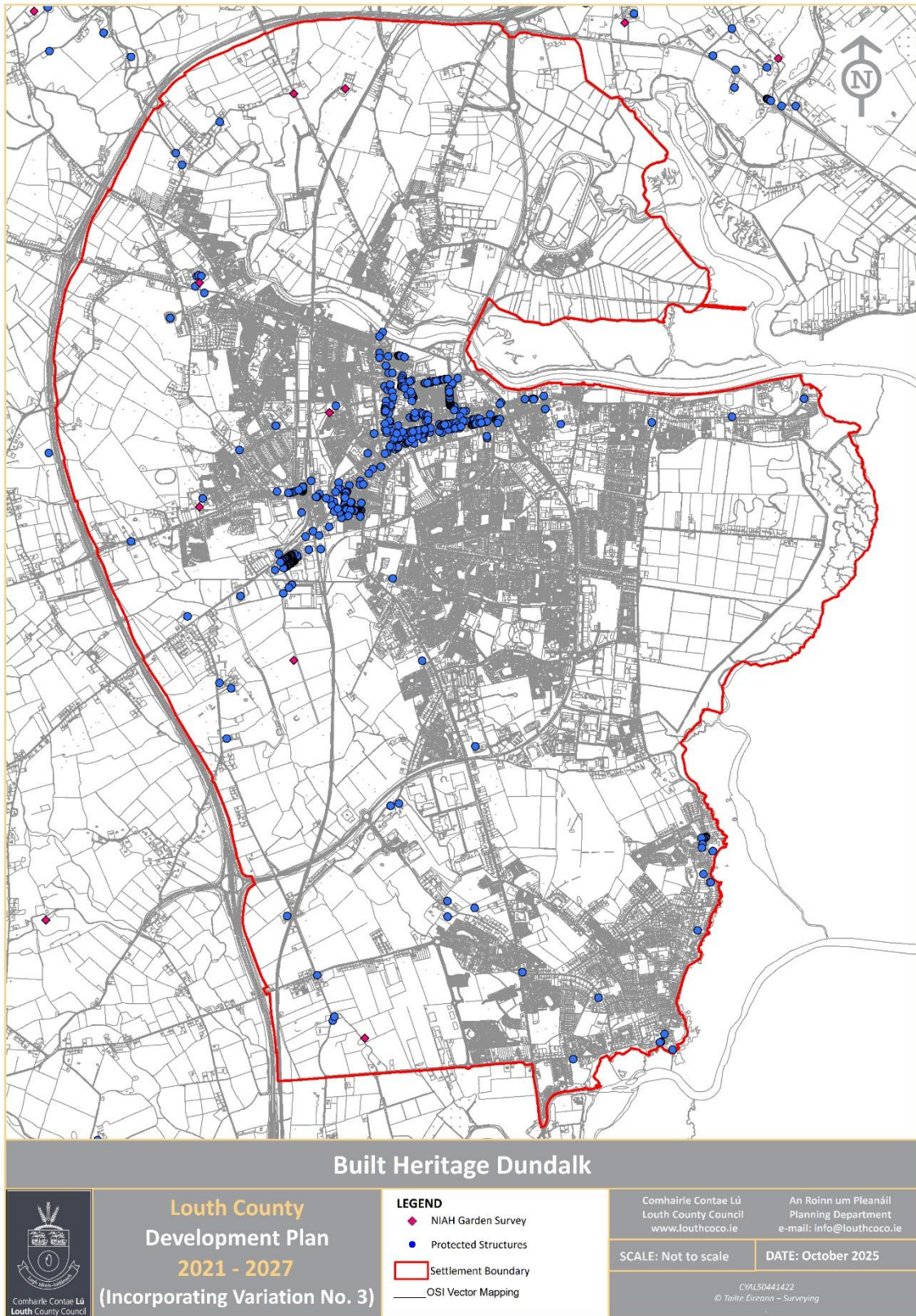
Map 12: Built Heritage – County Louth



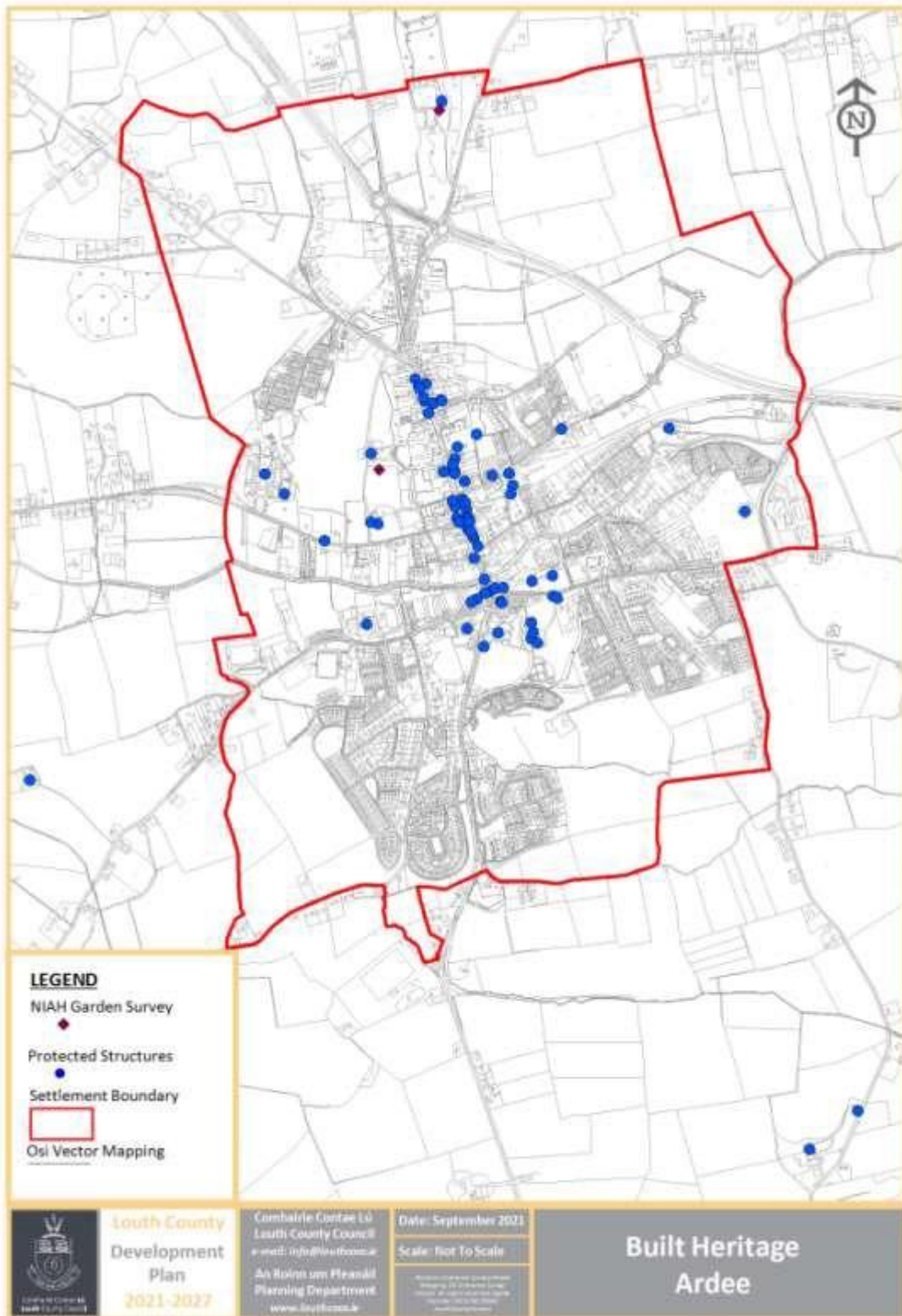
Map 13: Built Heritage – Drogheda



Map 14: Built Heritage – Dundalk



Map 15: Built Heritage – Ardee



3 GOING FORWARD: THE GREEN INFRASTRUCTURE STRATEGY

The Green Infrastructure Strategy aims to strengthen and/or create wildlife corridors between interconnecting core areas for the benefit of biodiversity, enhanced outdoor recreational opportunities, visual amenity and general wellbeing. This Green Infrastructure Strategy approach proposed for County Louth will consist of:

1. Support for the existing green infrastructure network;
2. Enhancement of green infrastructure throughout the five Level 3, Self-Sustaining Towns and the eight Level 4, Small Towns and Villages in the County;
3. Proposals for detailed green infrastructure in the LAP's for Drogheda and Dundalk;
4. Provision of guidance for support in spatial planning and integration of green infrastructure into local development proposals and throughout all relevant aspects of the Development Plan.

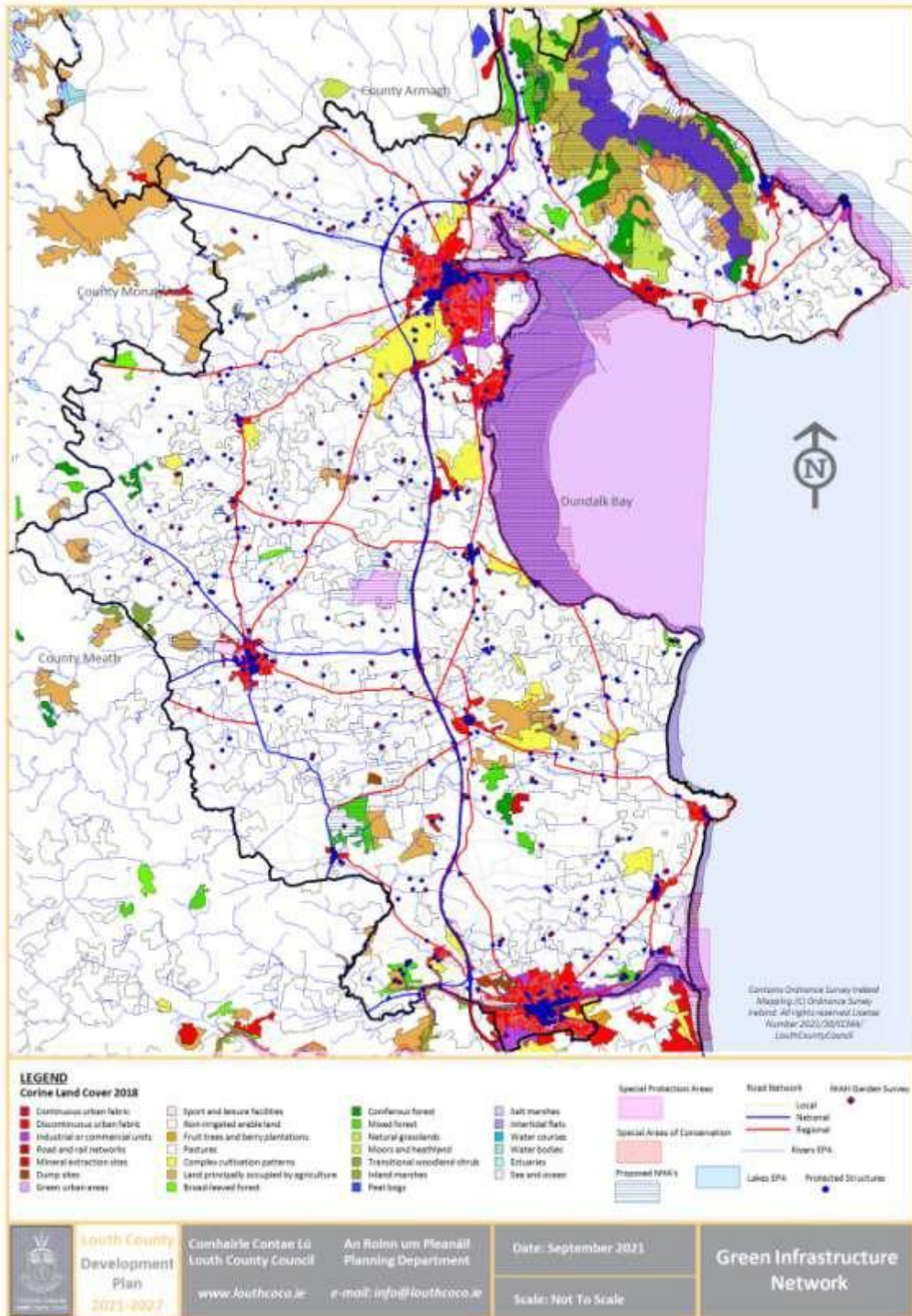
This green infrastructure strategy has been further detailed below.

3.1 GREEN INFRASTRUCTURE NETWORK

The interconnected ecological network which includes core areas, corridors, stepping stones and buffer areas comprises the Green Infrastructure Network for County Louth which is illustrated on Map 16. This represents the amalgamated environmental components from Section 2 of this strategy and provides a baseline assessment on a county wide basis. The green infrastructure network provides a strategic overview of the current linkages to be retained and protected.

Policy Objective	
GI 1	To support the green infrastructure network of County Louth and ensure its implementation in the assessment of all development proposals to prevent adverse impact on the ecological connectivity of County Louth's Core Areas.

Map 16: Green Infrastructure Network



3.1.1 Appropriate Assessment (AA)

Map 16 above is a tool which can be utilised to assist with the assessment of development proposals which may impact on European Sites for Appropriate Assessment (AA). The assessment of likely effects of a development proposal on a European Site (Special Area of Conservation (SAC) or Special Protection Area (SPA)) would consider the ecological connectivity of a proposed development site to a SAC/SPA.

1. Prioritisation of lands within the core strategy;
2. Provision of green infrastructure strategies in the LAP's for Drogheda and Dundalk;
3. Enhance and support the green infrastructure strategy in Level 3 and 4 settlements in the Louth County Development Plan 2021-2027;
4. Support for Green infrastructure at local level decision making through all relevant sections/aspects of the Louth County Development Plan 2021-2027.

Policy Objective	
GI 2	To require the use of and develop the green infrastructure network to ensure the conservation and enhancement of biodiversity and as a supplementary guide for the protection and conservation of the European Sites in County Louth.

3.2 SPATIAL PLANNING

The key accomplishment of a green infrastructure network is the provision of a new framework which identifies the constituent parts of the network and provides a strategic approach to land conservation, given the priority of the natural environment. Appropriate support measures will be made available for the natural environment through the following:

3.2.1 Core Strategy

The Core Strategy requires that lands are prioritised and compliant with the requirements of the following:

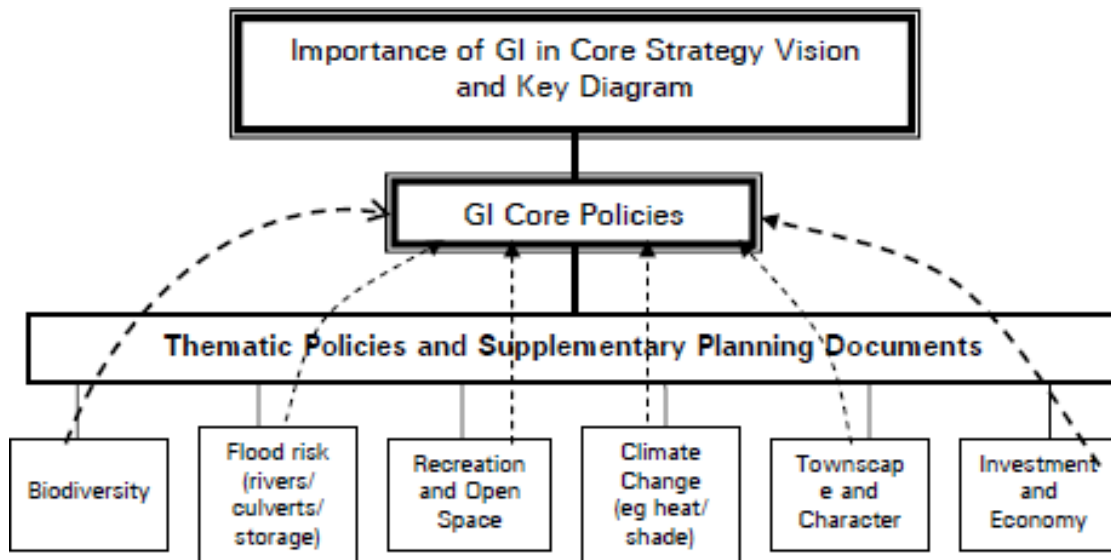
- Strategic Environmental Assessment (SEA 2001/42/EC); and
- The Water Framework Directive (WFD 2000/60/EC,);
- The Habitats Directive (HD 91/43/EEC) regarding the protection of Louth's natural environment.

The evidence based assessment of land allocation will support the GI Base and the overall network. See Figure 3 in relation to Core Strategy and integration and compliance with Green Infrastructure.

Residential lands shall be prioritised based on the availability of lands and sustainable development. The provision of valuable resources within urban areas and settlements will enable the prioritisation of lands for development.

Policy Objective	
GI 3	To utilise all information available on the Louth Baseline Assessment as evidence based decision making in the Louth Core Strategy

Figure 3: Core Strategy and Integration and Compliance with Green Infrastructure



3.2.2 Level 3 and Level 4 Settlements

The five Level 3 and eight Level 4 Settlements in County Louth were assessed for current green infrastructure and include features of interest such as the existing open space areas, those trees and hedgerows identified as having special amenity value and riparian corridors. Additionally, possible areas for potential upgrading of green infrastructure have been identified within these settlements as 'Areas for potential green infrastructure enhancement'. These areas should be used for development management decision making and integrated into proposed developments.

It should be noted that their inclusion does not prevent the promotion or development of other such areas for potential green infrastructure.

Table 7 provides an overview of the green infrastructure in the five Level 3 and eight Level 4 Settlements and should be read in conjunction with the composite maps associated with each individual settlement and available in Volume 2. Development management proposals within these settlements should be assessed having regard to the Development Management Guidance in Section 3 of this strategy.

Table 7: Assessment of Green Infrastructure within the Level 3 and 4 Settlements

Settlement	Features of Interest	Potential for Green Infrastructure Enhancement
Annagassan	River Glyde; Coastline; SAC/SPA; Strategic reserve and 4 areas of designated public open space.	Protection of coastline; Riparian corridor retention Additional supporting planting along the road lines, between open spaces and into the countryside.
ACTION A. Roadside planting schemes along the main road. Important hedgerows, if removed, to be integrated into any submitted design.		
Baltray	Coastline; SAC/SPA; Open space network throughout the settlement.	Core area (Natura site) with ecological corridors retained along road frontages and into the countryside.
ACTION A. Promote connectivity between the coastline and public open space within the village of Baltray. B. Retain current roadside planting along a main route in Baltray and promote the enhancement of additional planting.		
Carlingford	Coastal location; Large expanse of open space designation; Trees and views to be protected; Number of intact roadside treatments.	Core area of SAC/SPA along the coastline is to be supported by open space designations and ecological networks via trees and hedgerows.
ACTION: Protect central open space designation and support the connectivity into the countryside. Protect roadside hedgerows and any appropriate relocation.		
Castlebellingham & Kilsaran	River Glyde through the village; Large expanses of designated open space lands;	The central village area is lacking in greenspace or planting and would benefit the overall quality and public realm through more interconnectivity.
ACTION A. Additional supportive planting throughout the village centre to link the river and countryside.		
Clogherhead	Area of Outstanding Natural Beauty (AONB) SAC/pNHA Public open space	There is very little quality green infrastructure within the Clogherhead settlement and integration into any future upgrade is essential.
ACTION: Retention of AONB for the preservation of the natural environment and provision of street planting throughout the centre where possible.		
Collon	Presence of New Mellifont Abbey Woods pNHA, Abundance of trees proposed to be protected within the centre. The presence of stone walls and banks.	Roadside planting along identified growth areas out of the centre; Protection of green spaces and riparian corridors.

Settlement	Features of Interest	Potential for Green Infrastructure Enhancement
ACTION A. Inclusion of roadside planting and native planting schemes within any proposed developments.		
Dromiskin	Expanses of strategic land reserve with mature planting and hedgerows; Open space, places of worship and graveyards located close,	Native planting and enhancement schemes.
ACTION A. Integration of green infrastructure throughout the village centre providing connectivity.		
Knockbridge	Central provision of open space with abundance of mature hedgerows and mature trees.	Consolidation of GI within future enhancement schemes.
ACTION: Provision of open space in any residential development schemes.		
Louth Village	Abundance of open space and amenity throughout the village.	Provision of appropriate integration of proposals into future residential development.
ACTION: Roadside treatment detail and enhancement schemes at several locations throughout the village centre and main routes into the village.		
Omeath	SAC/SPA The Coastline, Adjoining pNHA.	Support for the core area and protection of green routes through into the countryside.
ACTION: Central spine of the village requires upgrade to allow for connectivity and environmental enhancement.		
Tallanstown	River Glyde flows through the central area with important riparian corridors. Good quality open spaces; Important hedgerows and trees.	Protection of existing important biodiversity areas.
ACTION: Integration of existing native landscaping schemes into any development proposals.		
Termonfeckin	Riparian Corridor, Public open space and domain, Biodiversity enhancement schemes; Protection of trees and hedgerows.	Protect the existing green infrastructure network throughout the settlement.
ACTION: Additional roadside boundary treatment.		
Tullyallen	Adjoining SAC/SPA; Abundance of open space provision.	Protection of open space to allow the support and connectivity of core areas
ACTION A. Roadside boundary treatment.		

Policy Objective	
GI 4	To support the existing features of interest in the Level 3 and Level 4 Settlements of County Louth and promote and facilitate any areas identified for green infrastructure enhancement.

The following features of interest should be supported, not only within the identified settlement areas but also outside of these boundaries and throughout the countryside.

Riparian Corridors: A riparian corridor is a unique area along a river, stream, lake or waterbody which serves to support the natural environment through:

- Preserving water quality by filtering sediment from run-off prior to entering rivers and streams;
- Protecting stream banks from erosion;
- Providing a storage area for flood waters;
- Providing food and habitat for fish and wildlife; and
- Preserving open space and aesthetic surroundings.

Riparian corridors are fragile areas which are recognised for their contribution to green infrastructure.

Policy Objective	
GI 5	To ensure that no development including clearing or storage of materials takes place within a minimum distance of 10m measured from each bank of any river, stream or watercourse

Landscape Features: Landscape features of importance in each of the settlements have been listed and these can form an essential part of an ecological network within an overall context. These features include trees, hedgerows, stone walls and Louth banks which have special amenity value.

These features shall be retained in any proposed developments and in any event where this is not possible, the Planning Authority will require the relocation of stone walls and/ or planting of hedgerows and trees.

Policy Objective	
GI 6	To incorporate all identified stone walls into development proposals. Where retention of the stone wall is not feasible there shall be a requirement to rebuild the stone wall at an alternative, suitable location.

3.2.3 Level 1 Settlements: Drogheda and Dundalk

In addition to the overall green infrastructure network of the County, an in-depth assessment of the features of interest in urban areas can further support quality of life. Additionally, green infrastructure baseline assessments will be provided for in the LAPs for Dundalk and Drogheda following the adoption of the Louth County Development Plan 2021-2027 and the subsequent review of these plans.

Objectives to be included within the LAPs will enhance the quality of life of the residents by affording support for existing and proposed green infrastructure.

These objectives for the identified urban areas will be comprehensive in nature and will be based on the following strategic objectives:

1. To create a high quality, well-connected and sustainable natural environment of green spaces and watercourses based on linkages by footpaths and cycleways;
2. Promotion of a high quality, well-connected and sustainable urban area with flexible, multi-functional places to enhance local distinctiveness and character for e.g. use of trees and planting within public spaces;

3. Protection of high value habitats and support for the enhancement of habitats of local importance; and
4. Integration of green infrastructure features to combat climate change impacts and flood control such as green corridors, green roofs and native planting.

Table 8 provides an example of the objectives which may be included within the identified LAPs and which may transpire as policies and actions for the urban areas. The delivery of these features and green infrastructure should also be linked into operational plans for these areas.

Table 8: Objectives to be included for LAPs

Feature	Green Infrastructure
Greenways	Provision of planting schemes in conjunction with planned pedestrian and cycle routes. Where these are planned within landscaped areas caution will be taken to retain mature planting already in place.
Public Realm	The enhancements of existing public spaces as green infrastructure “hubs” which can encourage use of these areas by the public. Integration of green environments within hospitals and health centres.
Biodiversity	Planting schemes with regeneration schemes and roads infrastructure. The use of vacant and derelict land as set aside areas and/ or rewilding. Native planting required in all landscaping schemes for proposed developments.
Climate Change	Integration of Sustainable Urban Drainage Systems (SUDS) into all developments and policies to reflect this integration. Identified flood area to be addressed within the core strategy and used as an important aspect of the overall green infrastructure network for urban areas. Flood defence works should benefit the green infrastructure network.

Policy Objective	
GI 7	To prepare specific Green Infrastructure Strategies for the Regional Growth Centres of Drogheda and Dundalk and integrate into the Local Area Plan for each settlement.

3.2.4 Development Management Guidance

3.2.4.1 Development Proposals

Developments proposed at a local level have an opportunity to put strategic objectives into practice. These proposals may be further advanced within the LAP's but should not be precluded from any other areas within County Louth. Louth County Council promotes green infrastructure integration based on:

- Biodiversity;
- Landscapes;
- Open spaces, parks and recreation;
- Heritage; and
- Water management.

Following on from the green infrastructure baseline assessment, recommendations which can be included within any development proposals to enhance the environment should be incorporated and cognisant of the promotion and integration of green infrastructure to enhance the quality, character and design of the proposal.

Table 9 below can be used during the assessment of a development proposal. The advantage of this relates to the retention and enhancement of existing green infrastructure and supports these overall policies and objectives for enhancing the quality of life.

3.2.4.2 Environmental Enhancement

- a) Assessment and enhancement of biodiversity features for development proposals should have regard to the following assessment included within Table 9.

Table 9: Summary of the Survey of Existing Biodiversity Features

Features	Description
Surrounding land cover and landscape character	The Corine Land Cover (CLC 2018) indicates that the Plan area includes land uses such as pasture, non- irrigated land, and discontinuous urban fabric and sport and leisure facilities. The Louth Landscape Character Assessment includes 9 areas of character which can help shape development proposals.
Connecting Features	Green Networks: Protection and/or integration of important hedgerows & treelines into development proposals. Green Routes: Inclusion of environmental enhancement features along the main connection route throughout urban areas and settlements in conjunction with green infrastructure such as cycle, pedestrian and bus routes.
Biodiversity Review	The inclusion of the green infrastructure assessment and proposals can provide great value for biodiversity and support movement of species. This includes the retention of valuable hedgerows, louth banks and nature corridors. They can be further enhanced by integrating with green routes, walkways cycleways etc. Louth is particularly rich with biodiversity due to its location along the coast, beside an SAC/ SPA, the number of amenity spaces, the existing and proposed recreational areas and the agricultural lands. Any development proposals should enhance rather than remove features of interest.
Integration of habitats	Habitats: Those of importance have been identified as green spaces or valuable habitats, as illustrated in the green infrastructure network and the settlement maps. They have the potential to contribute to the overall environmental quality of the Plan area, in addition to supporting the ecosystem services of the County. Any development proposals should integrate these habitats of importance according to 'A Habitat Guide in Ireland' (Fossit, 2000). Valuable habitats can support the SPA, SAC and provide additional support areas and valuable ecosystem services by preventing fragmentation.
Features of Value	Green Space: Aside from the existing green spaces provided within the Plan area a number of additional areas are identified as features of value, as listed below. These should be retained and developed in tandem with future development proposals. Public Green Space: Public green space provision in the settlements can enhance the quality of life for the residents with additional open space areas integrated into residential areas. A centrally located park can provide a range of facilities and prove to be favourable with the resident's. It should be well located and supported by good linkages to surrounding areas and integration of additional planting. Private Green Space: Undeveloped areas and gardens can benefit public health by providing informal passive recreation opportunities. The opportunity exists to incorporate valuable private garden areas to enhance economic value of residential developments. Trees: A number of trees and groups of trees of value may be subject to a Tree Preservation Order. Hedgerows: Hedgerows of importance have been mapped as important green infrastructure and shall be retained and incorporated into any proposed development areas. Wetlands & Watercourse: Support the environmental qualities of the area and other features of value.

Policy Objective	
GI 8	All future development proposals shall require, within the overall design scheme, the integration of environmental assets and existing biodiversity features including those identified in Table 9 of the Green Infrastructure Strategy, to enhance the quality, character and design of the proposal.

3.2.4.3 Landscape Design and Planting

Land use planning objectives transferred into a development proposal can incorporate useable green infrastructure proposals for the benefit of the proposed developments.

The integration of appropriate landscape layout can be used in the first instance in any masterplan schemes or proposals such as those illustrated in Figure 4.

Figure 4: Masterplan Proposals and Links to Proposed Development from the City of Stockholm



The result of using the sociotope analysis as a method for planning and design in a smaller scale



Following on from the overall landscape design and support for the green infrastructure network, the detail provided should include native planting such as tree planting referred to in Table 10.

Table 10: Native Planting Scheme

Aspect	Detail
<p>Tree Structure/ species-richness</p>	<p>Native trees to Ireland include :</p> <ul style="list-style-type: none"> • Alder, Ash, Aspen • Birch Silver, Birch Downey • Cherrywild • Hazel, Hawthorn, Holly • Oak Pedunculate, Oak Sessile • Rowan • Scots Pine, Strawberry tree • Willow, Wych elm, • Yew. <p>The species listed above should be included within any proposed planting development and further links are provided by the Tree Council in <i>“Our trees, a guide to growing Ireland’s native trees”</i>.</p> <p>The Native Woodland Scheme provides a grant to land owners eligible and partaking in the planting scheme. The scheme includes two elements. The first is for the protection and enhancement of existing native woodlands and the conversion, where appropriate, of existing non-native forests to native woodlands. The second supports the establishment of new native woodlands on greenfield sites.</p> <p>Element 2 is focused in particular on the following site types:</p> <ul style="list-style-type: none"> • Sites within areas regarded as being particularly sensitive from an environmental, landscape or amenity perspective; • Sites located immediately adjacent or close to existing designated native woodland; • Sites that create physical connectivity between existing native woodlands and other important habitats.

3.2.4.4 Public Realm

Environmental enhancement schemes can be in the form of both public and private areas and good public realm is appropriate for all areas which members of the public may utilise. Schemes can include hard (street furniture/ paving) and soft (planting) options.

Green infrastructure benefits should be enhanced by soft schemes and landscape details should promote the flow of species throughout all areas.

The area included within a Business Improvement District (BID) can be used to

deliver local business-led aspirations for ‘Greening for Growth’. An attractive town centre environment can entice visitors in to shop, work and play, therefore increasing revenue for the local business. The Market Square and Clanbrassil Street public realm enhancement has successfully transformed the central area of Dundalk as an attractive location for the public to gather. Figure 5 provides details of trees integrated into a townscape.

Figure 5: Example of Trees Integrated into the Townscape



(Source: Landscape Institute)

Policy Objective

GI 9

To require the integration of green infrastructure and inclusion of native planting schemes in all development proposals in landscaped areas, open spaces and areas of public space.

3.2.5 Climate Change

3.2.5.1 Sustainable Urban Drainage System (SUDS)

SUDS assist with adaptation measures and ensure that proposed developments can deal with any severe climate changes. It can alleviate storm surges and increased surface run off.

3.2.5.2 Flood Risk Assessments

Flood risk assessments of any spatial plan shall identify areas at risk of flooding as per ‘*The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009*’. These guidelines require that planning authorities shall:

- Identify whether and the degree to which flood risk is an issue,
- Identify flood zones (if not already available),
- Inform decisions in relation to zoning and planning applications,
- Develop appropriate flood risk mitigation and management measures for development sited in flood risk areas.

Green infrastructure can be supported through the planning process for flood areas. Flood defence measures should not adversely affect the movement of green infrastructure by unnecessary fragmentation.

3.2.5.3 Sustainable Development Patterns

The promotion of sustainable settlements and transportation strategies throughout County Louth can:

- Reduce energy demand,
- Reduce anthropogenic greenhouse gases, and
- Address the necessity of adaption to climate change.

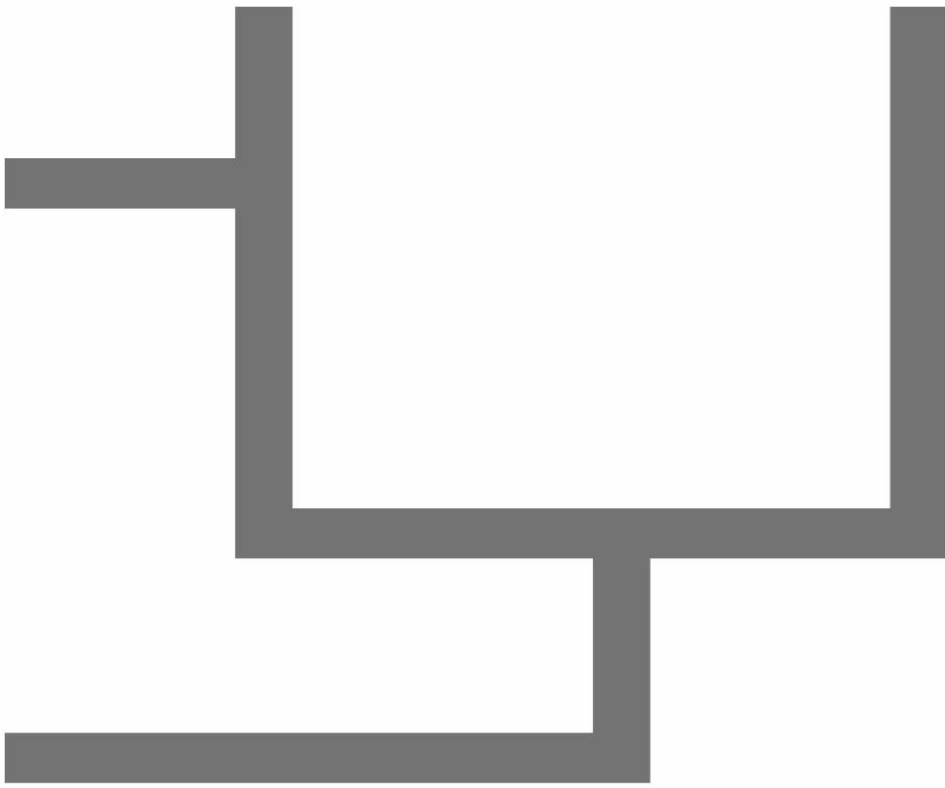
Green Infrastructure proposals can be supported in these strategies through the provision of greenways and support for green infrastructure.

Policy Objective	
GI 10	To require the integration of climate change mitigation measures in any future spatial plans and climate change adaptation measures in proposed developments.

4 CONCLUSION

Green infrastructure support and provision can manifest itself in many forms throughout the countryside, through settlements and in urban areas. This Strategy provides a first stage analysis of the network currently available in Louth. The retention of this network is particularly important in the protection of our European and nationally important biodiversity sites.

The policies provided for in this Strategy may assist in the protection of current features of interest and the provision of additional connectivity, where this is deemed necessary. Additional detailed guidance will further be provided during the drafting of Local Area Plans and other masterplans. The final aim shall always be to improve the resilience of County Louth within a changing environment.



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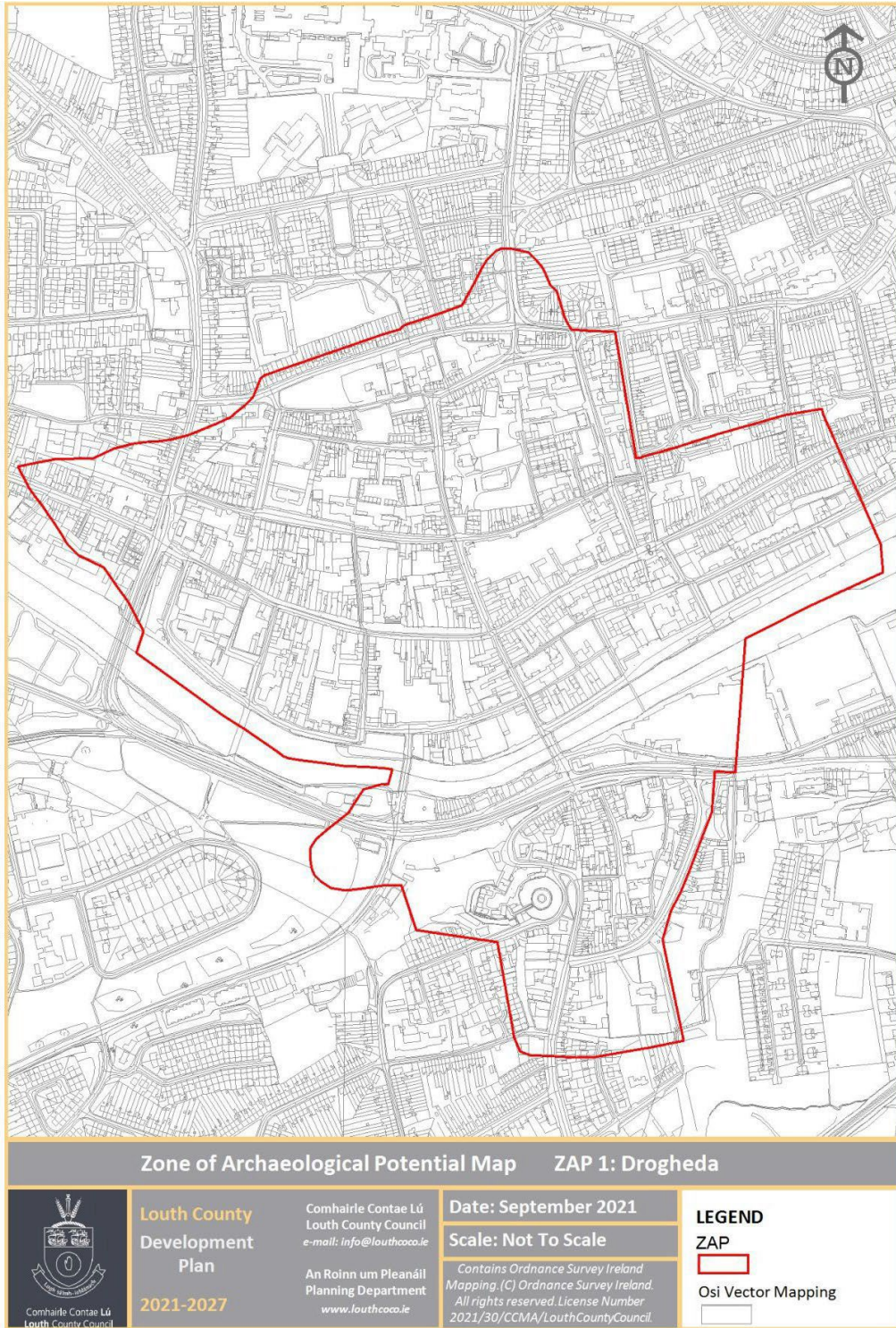
APPENDIX 9

Zones of Archaeological Potential
(ZAP)

Zone of Archaeological Potential		Map Ref. No.	Page No.
ZAP 1	Drogheda	Map 9.1	1
ZAP 2	Dundalk	Map 9.2a & b	2-3
ZAP 3	Ardee	Map 9.3	4
ZAP 4	Carlingford	Map 9.4	5
ZAP 5	Castlering	Map 9.5	6
ZAP 6	Castleroche	Map 9.6	7
ZAP 7	Collon	Map 9.7	8
ZAP 8	Dromiskin	Map 9.8	9
ZAP 9	Dunleer	Map 9.9	10
ZAP 10	Grange	Map 9.10	11
ZAP 11	Louth Village	Map 9.11	12
ZAP 12	Monasterboice	Map 9.12	13
ZAP 13	Termonfeckin	Map 9.13	14

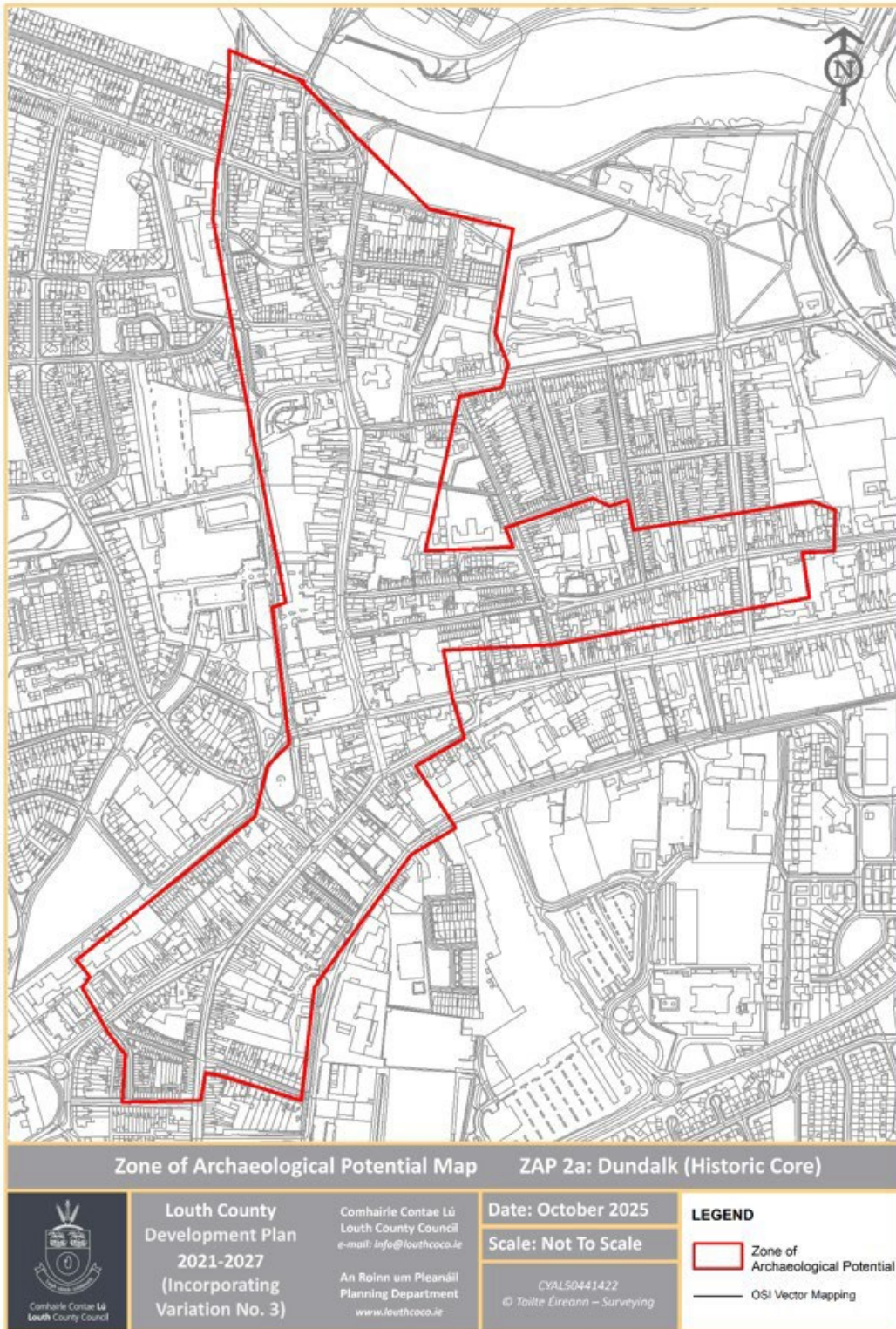
Appendix 9
Zones of Archaeological Potential

Map 9.1: Drogheda - Zone of Archaeological Potential

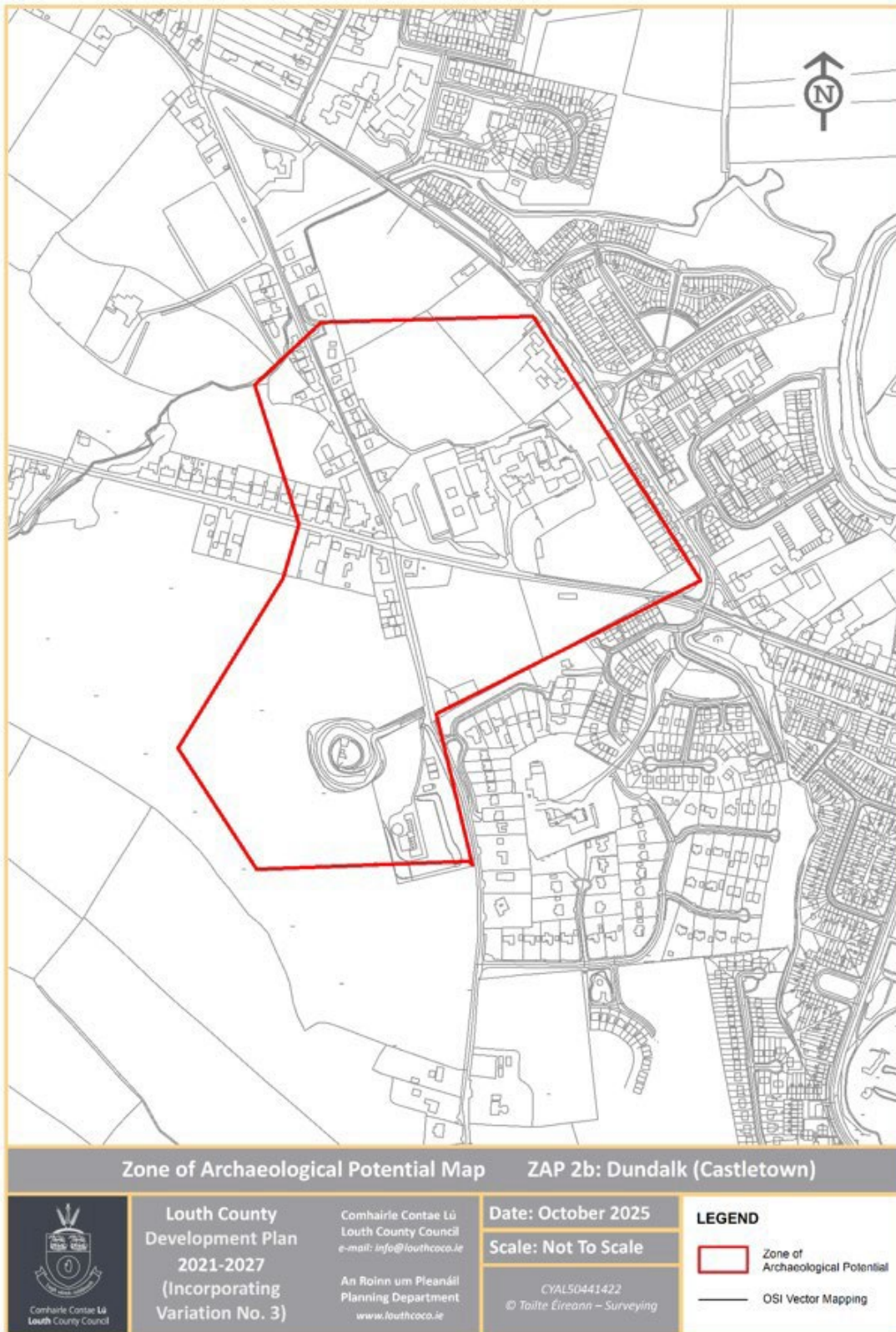


Appendix 9
Zones of Archaeological Potential

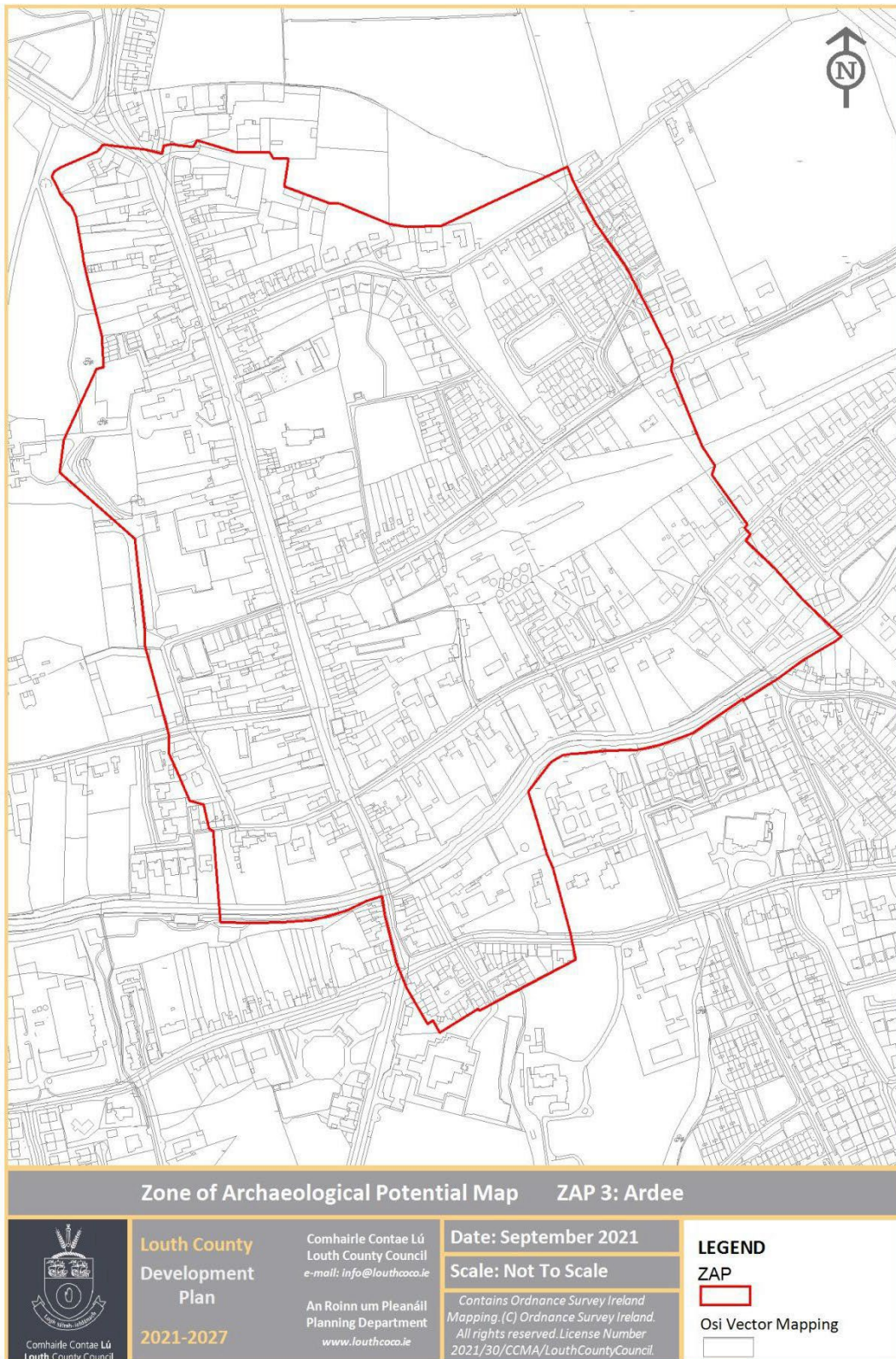
Map 9.2a: Dundalk Historic Core- Zone of Archaeological Potential



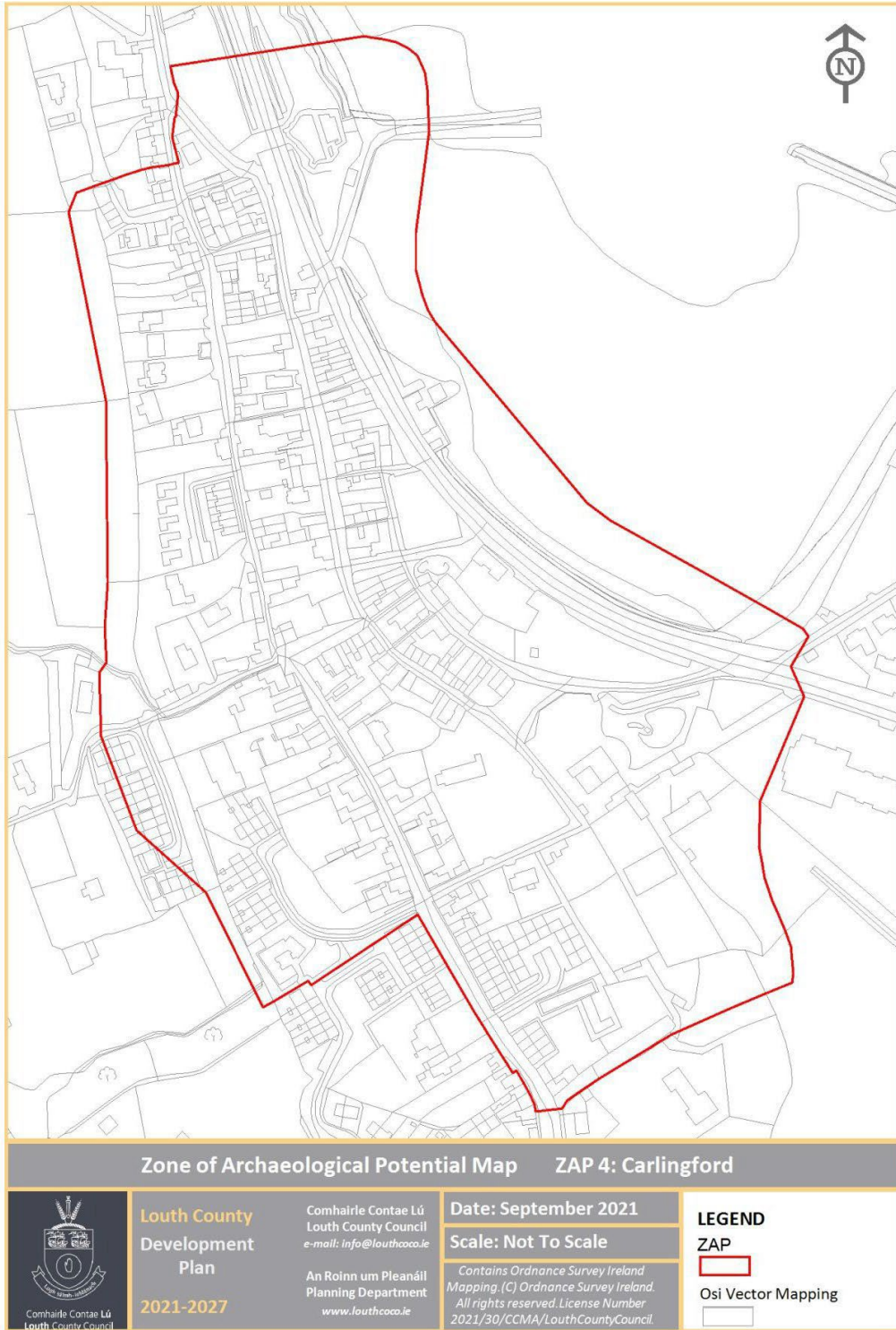
Map 9.2b: Dundalk- Castletown - Zone of Archaeological Potential



Map 9.3: Ardee - Zone of Archaeological Potential

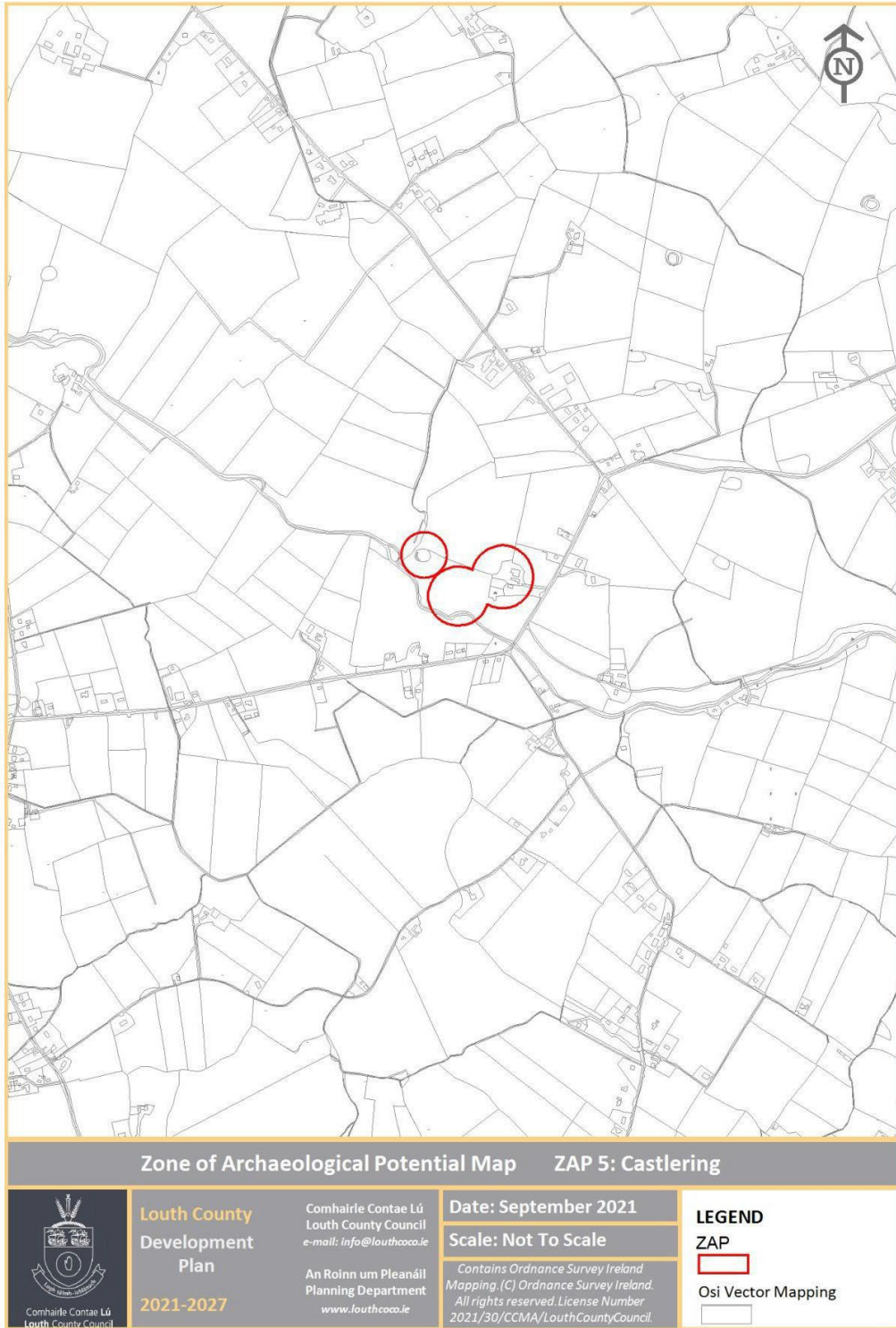


Map 9.4 Carlingford- Zone of Archaeological Potential



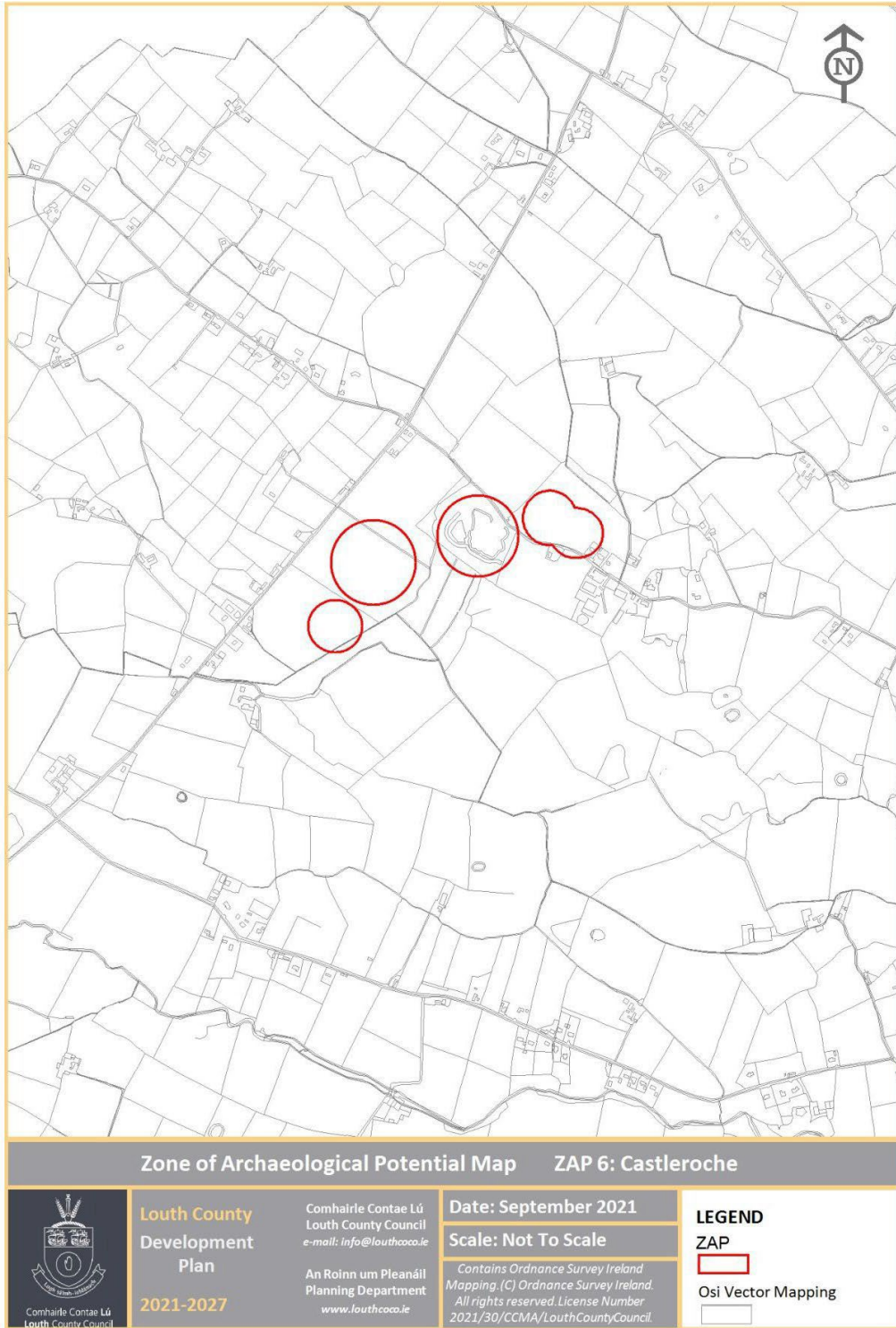
Appendix 9
Zones of Archaeological Potential

Map 9.6: Castleroche - Zone of Archaeological Potential



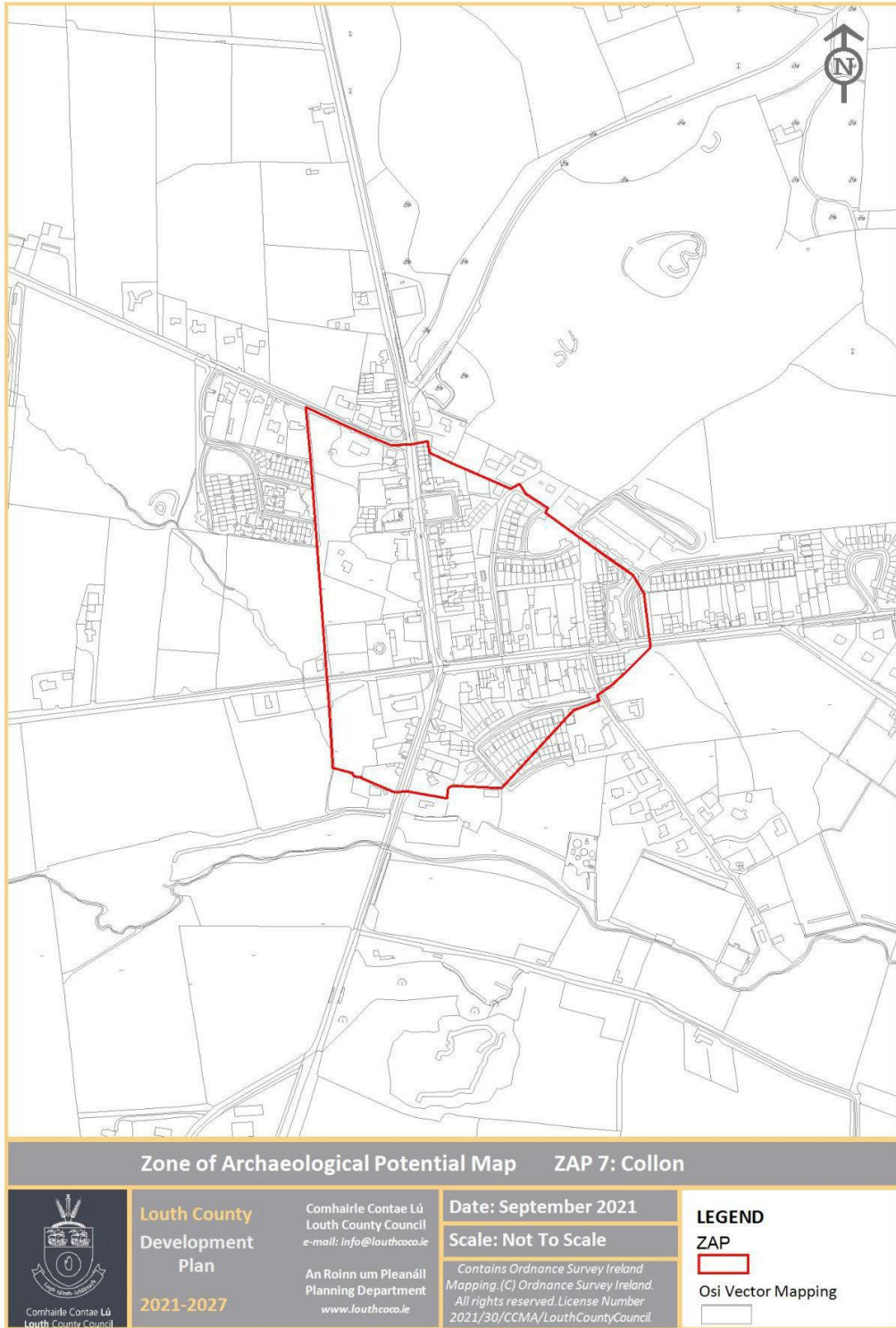
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Map 9.5: Castlering - Zone of Archaeological Potential



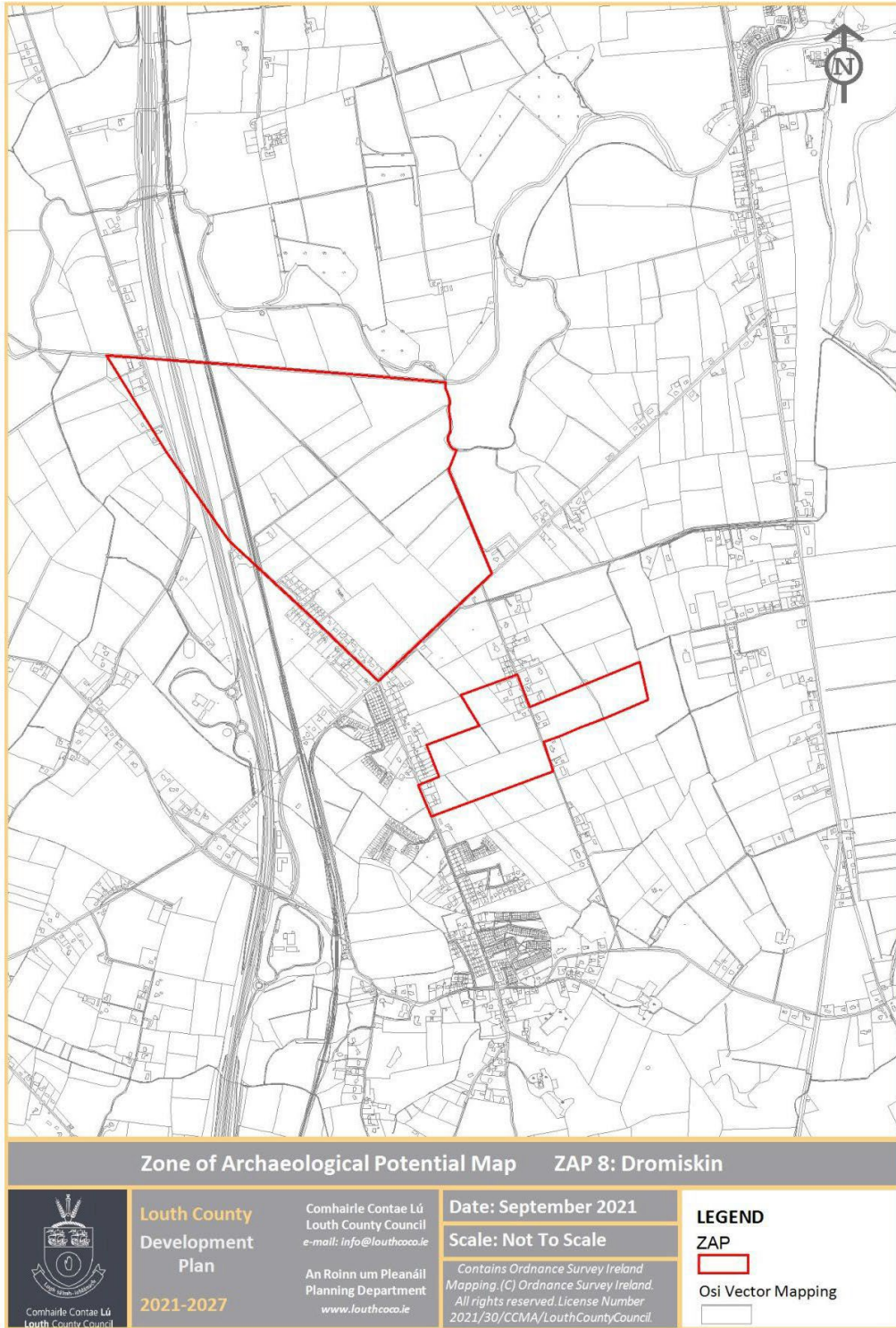
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Zones of Archaeological Potential

Map 9.7: Collon - Zone of Archaeological Potential



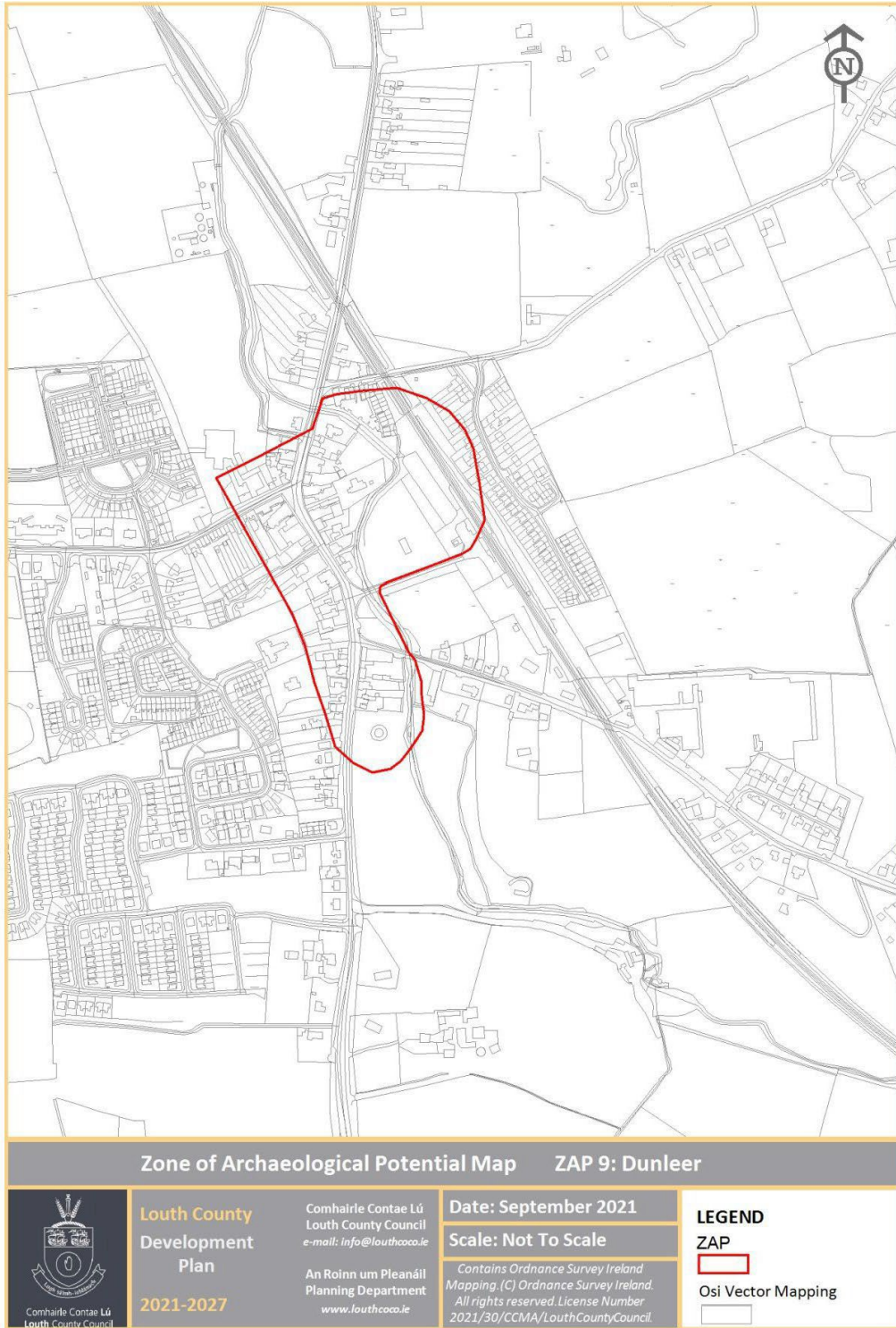
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Map 9.8: Dromiskin - Zone of Archaeological Potential



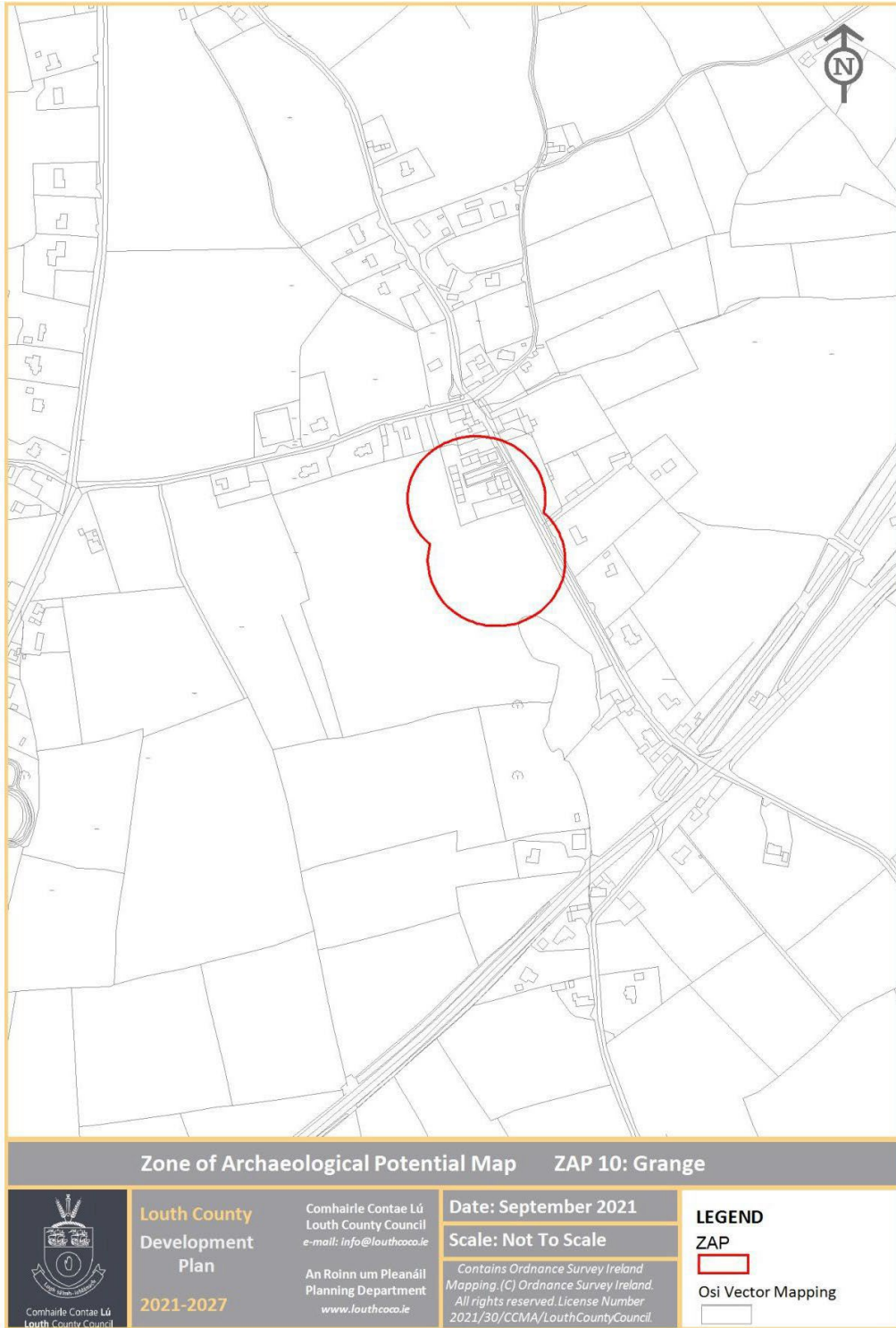
Appendix 9
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Map 9.9: Dunleer - Zone of Archaeological Potential



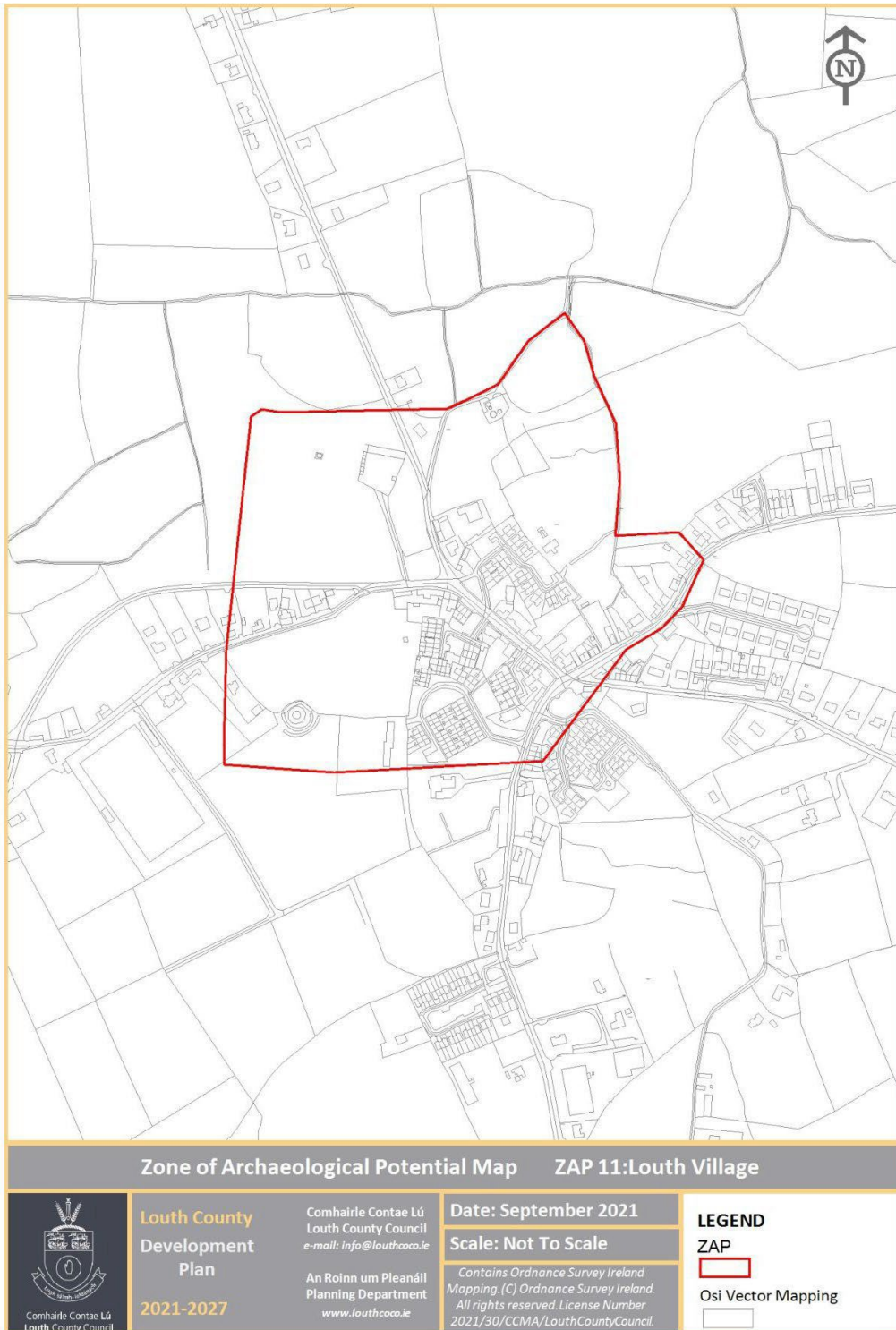
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Map 9.10: Grange - Zone of Archaeological Potential



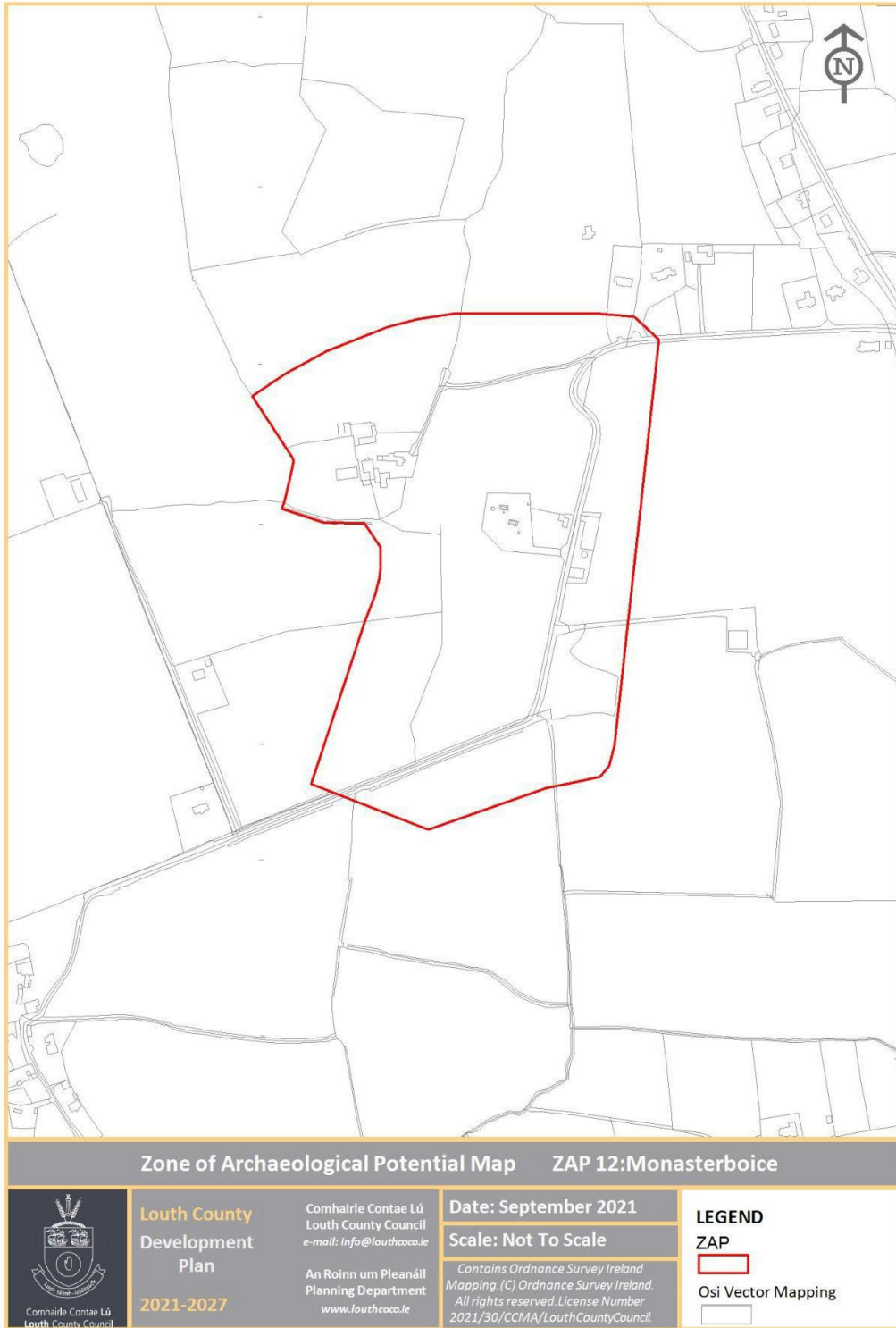
Appendix 9
Zones of Archaeological Potential

Map 9.11: Louth Village - Zone of Archaeological Potential



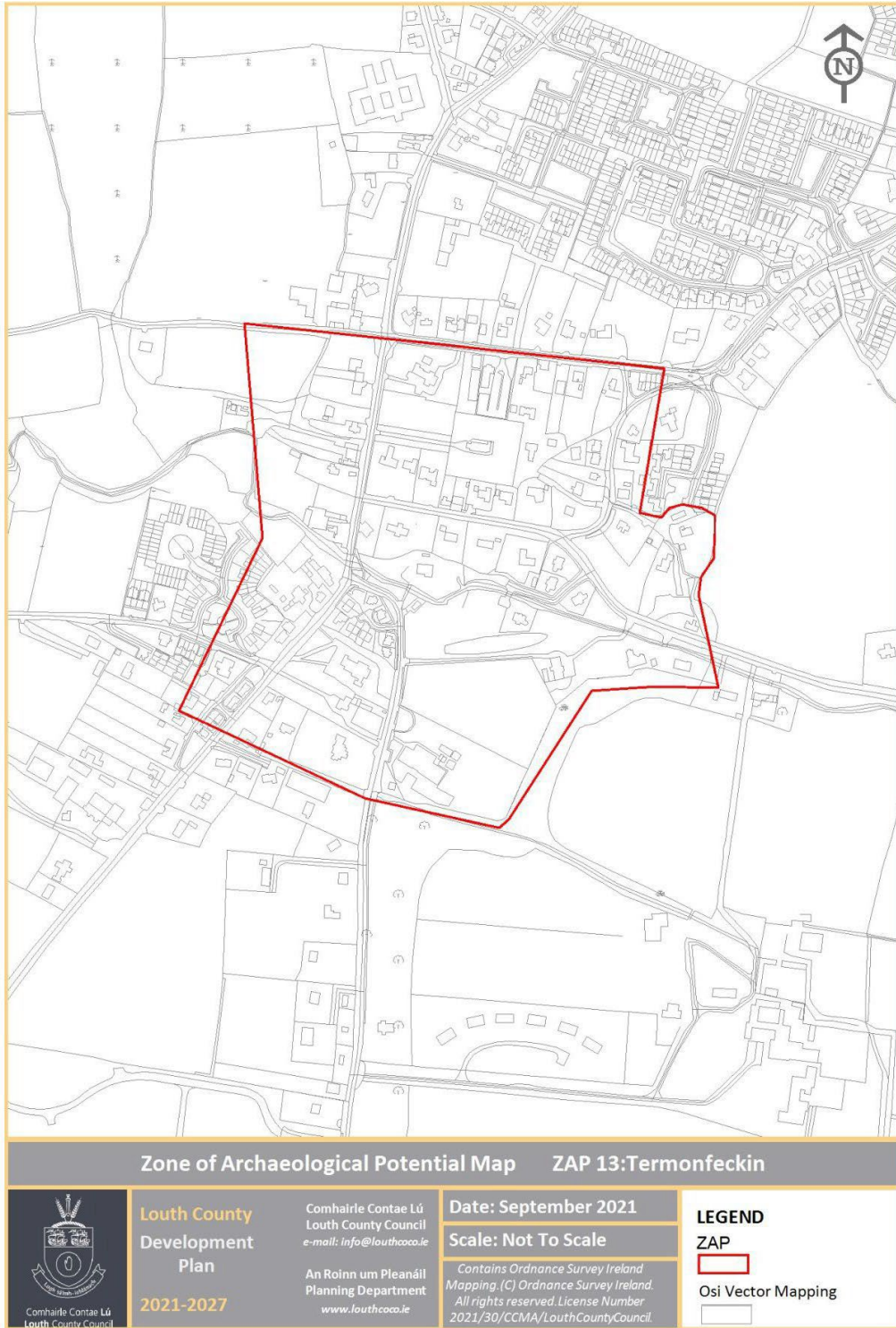
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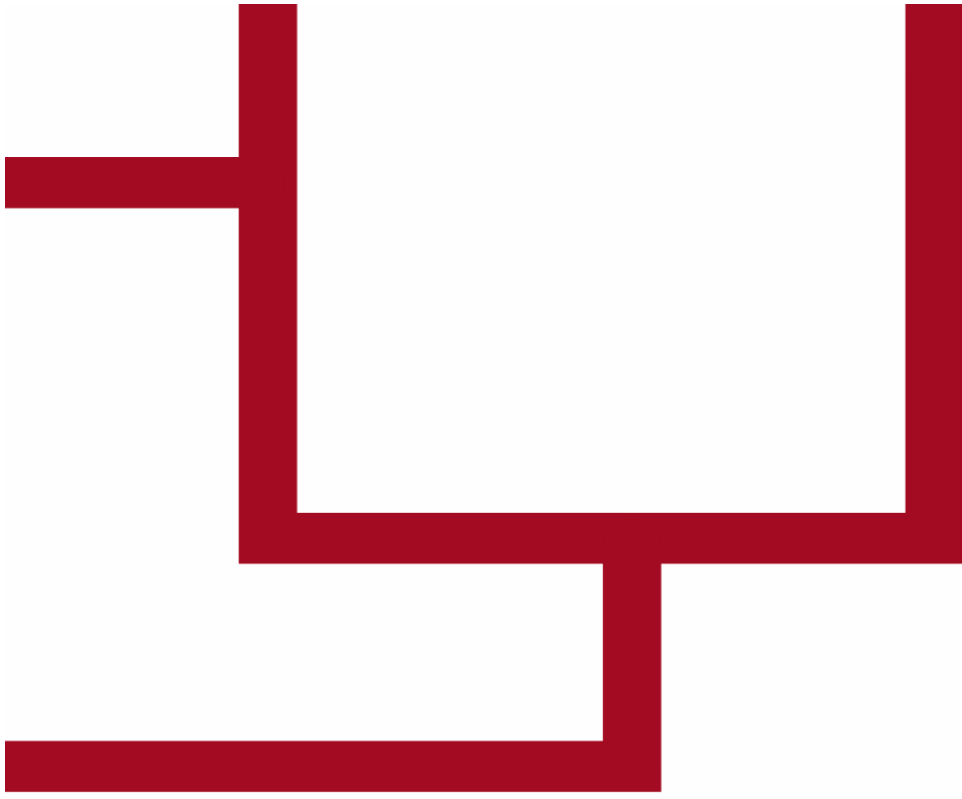
Map 9.12: Monasterboice - Zone of Archaeological Potential



Appendix 9
Zones of Archaeological Potential

Map 9.13: Termonfeckin - Zone of Archaeological Potential





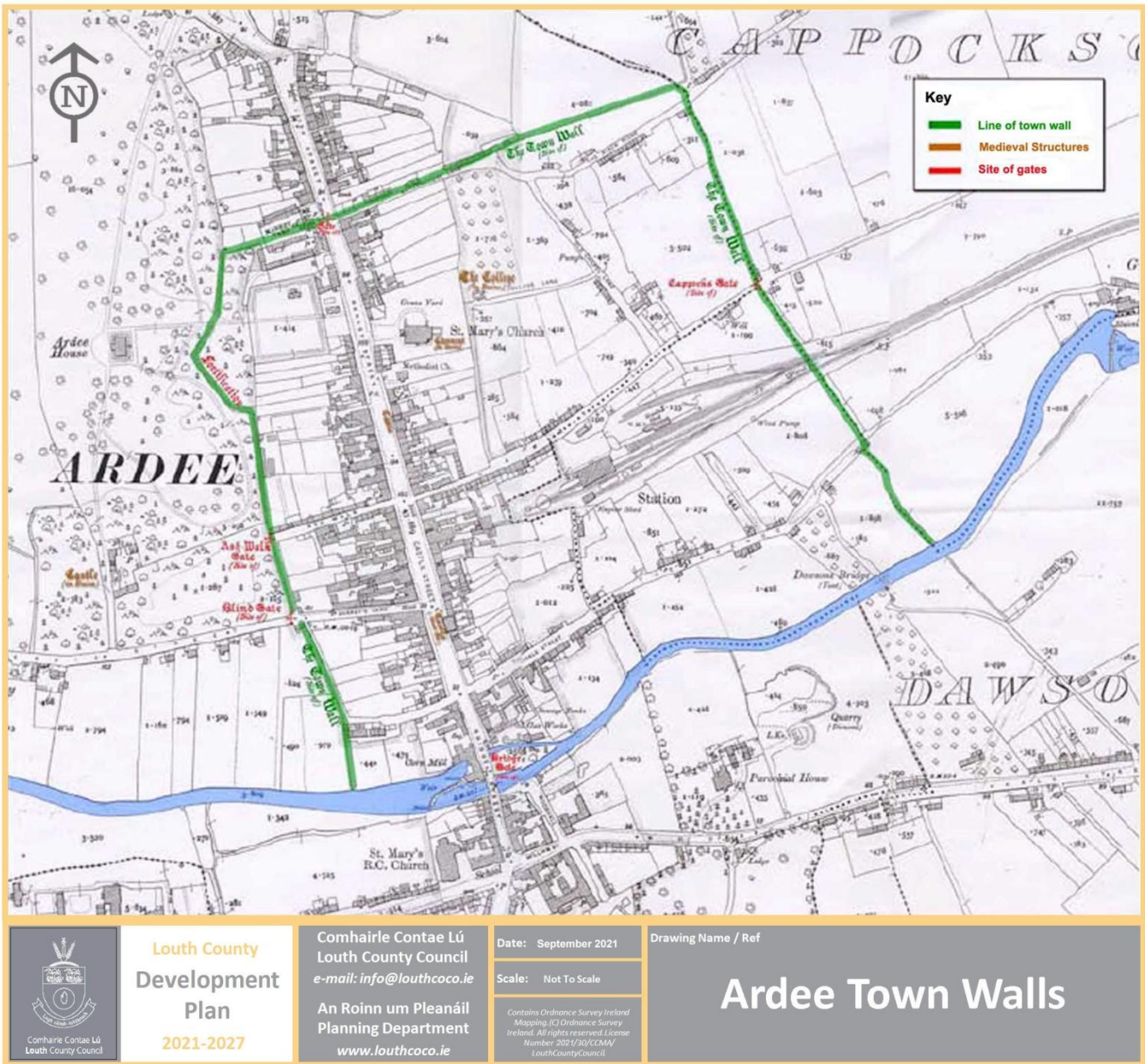
LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 10

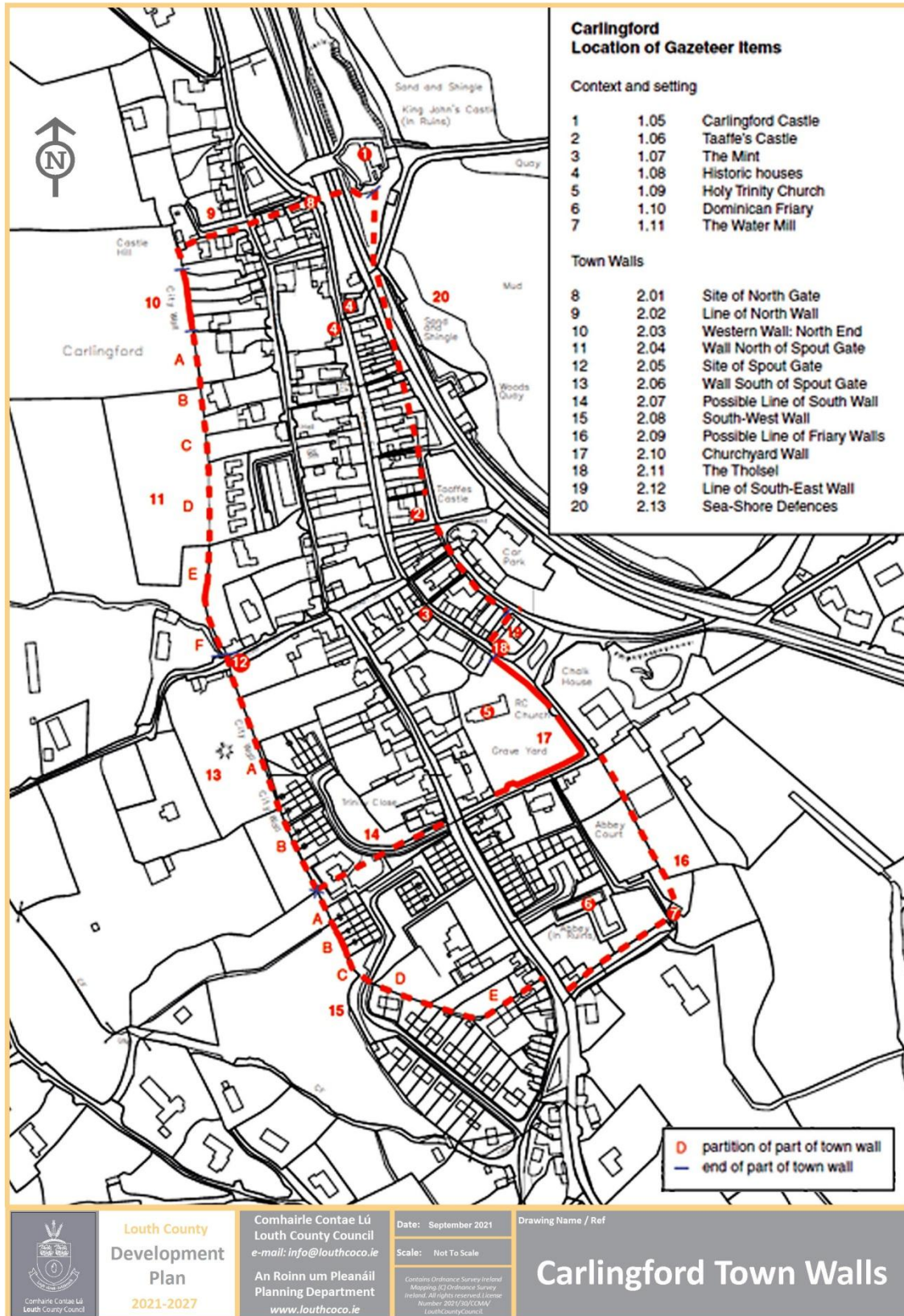
Walled Towns

Appendix 10
Walled Towns

Map 10.1 Ardee Town Walls

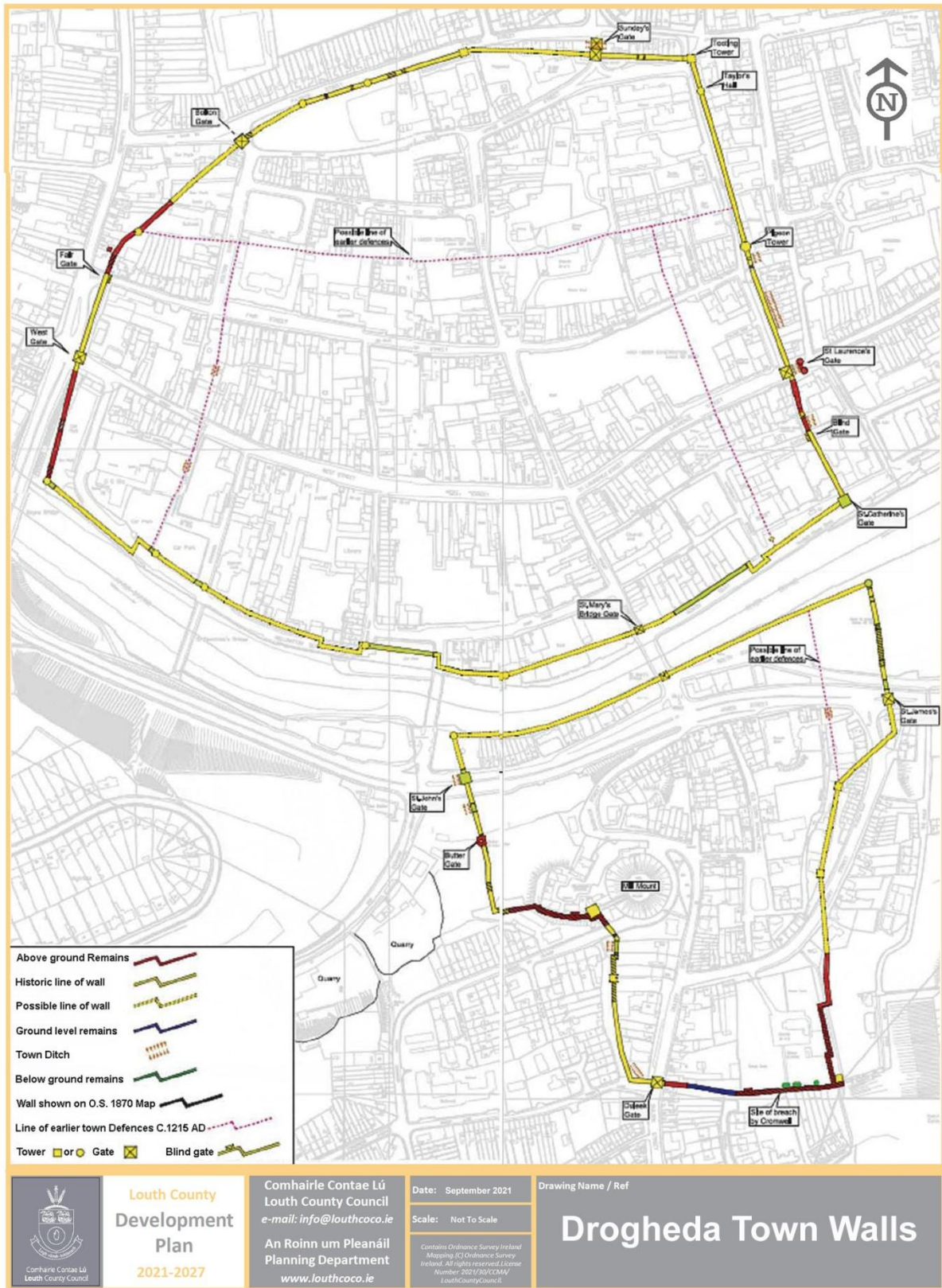


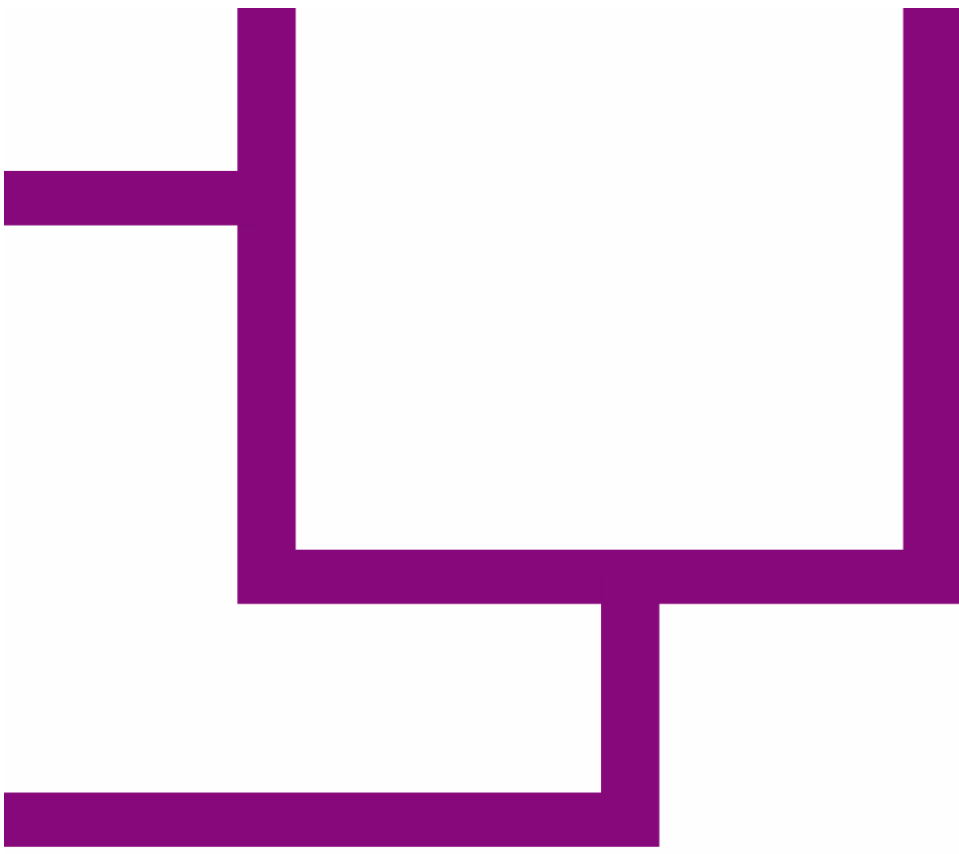
Map 10.2: Carlingford Town Walls



Appendix 10
Walled Towns

Map 10.3: Drogheda Town Walls





LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 11

Louth Architectural Conservation Areas
(ACAs)

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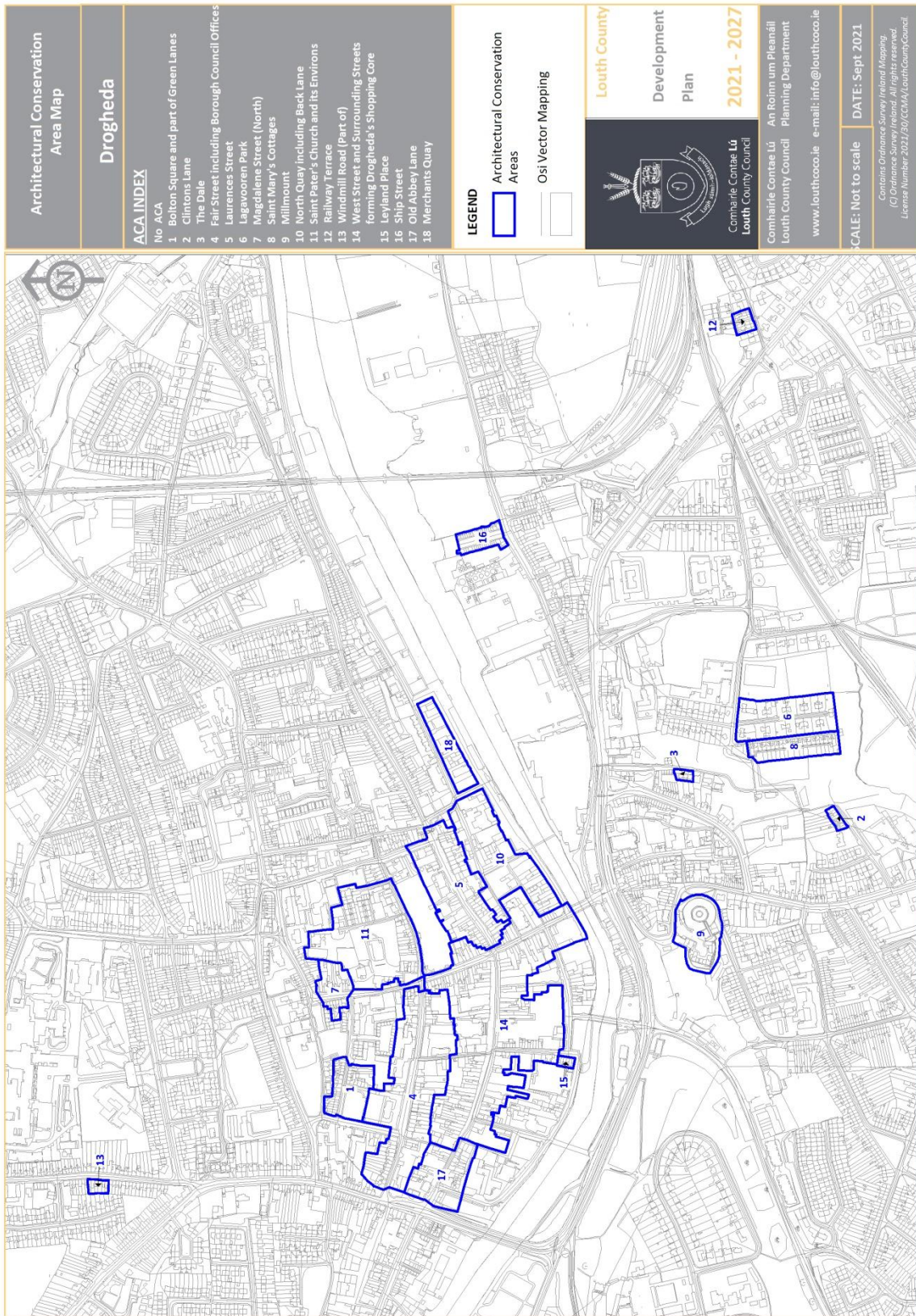
1 ARCHITECTURAL CONSERVATION AREAS, DROGHEDA

The 18 identified Architectural Conservation Areas in Drogheda are identified below and illustrated on Map 11.1

No.	Location
1	Bolton Square/Green Lanes
2	Clinton's Lane
3	The Dale
4	Fair Street
5	Laurence's Street
6	Legavoureen Park
7	Magdalene Street (North)
8	St. Mary's Cottages
9	Millmount
10	North Quays/Back Lanes
11	St. Peter's Church and its Environs
12	Railway Terrace
13	Windmill Road (part of)
14	West Street and surrounding shopping streets forming Drogheda's shopping core
15	Leyland Place
16	Ship Street
17	Old Abbey Lane
18	Merchant's Quay

Appendix 11
Louth Architectural Conservation Areas (ACAs)

Map 11.1 – Drogheda ACAs



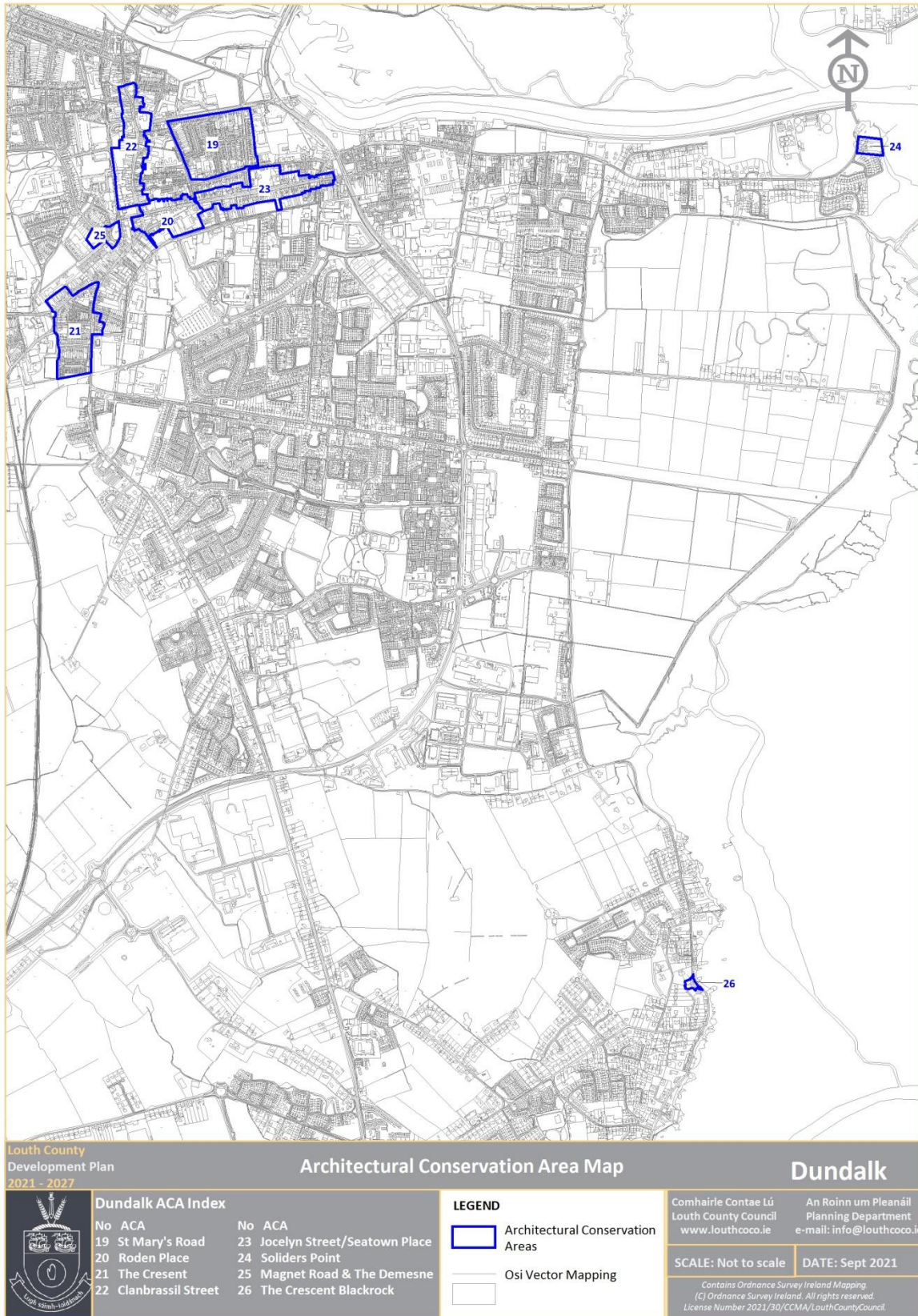
2 ARCHITECTURAL CONSERVATION AREAS, DUNDALK

The 8 identified Architectural Conservation Areas in Dundalk are identified below, illustrated on Map 11.2 and accompanied by Guidelines to Development.

No.	Location
19	St Mary's Road
20	Roden Place
21	The Crescent
22	Clanbrassil Street
23	Jocelyn Street / Seatown Place
24	Soldiers Point – Coastguard Houses
25	Magnet Road/The Demesne
26	The Crescent, Blackrock

Appendix 11
Louth Architectural Conservation Areas (ACAs)

Map 11.2 – Dundalk ACAs



3 ACA No. 19 - ST MARY'S ROAD

S



Mary's Rd, Chapel St, Seatown, Castle Rd, Broughton St, New St, Mary St, North, St. Bridget's Tce and St Patrick's Tce.

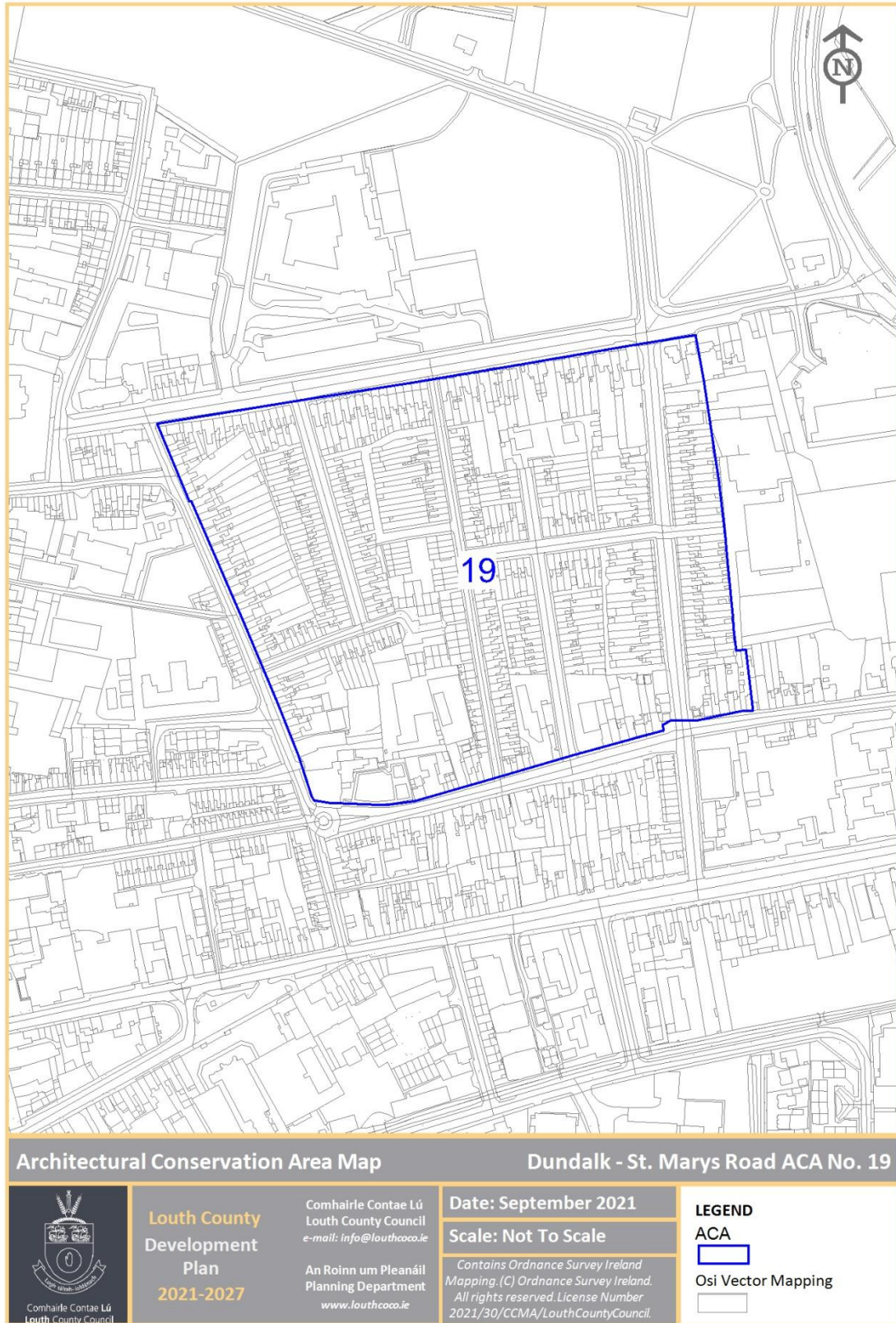
The area is a well laid out and ordered example of Victorian/ Edwardian urban housing, close to the main commercial centre of the town. It has a distinctive character of red brick terraces bounded by the wide and leafy St Mary's Road on the north and commercial areas to the west and south.

Although many of the houses have replacement windows and doors, in general the area has retained its integrity and most original front railings survive.

It is the intention of the Council by the designation of this Architectural Conservation Area to:

1. Protect and enhance the character of this urban housing area and the setting of the protected structures within the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within or adjacent to this area.
2. Encourage the preservation and reinstatement of traditional details and materials in the area. The replacement of existing timber sash windows with uPVC or aluminium will only be approved in exceptional circumstances.
3. Protect and enhance the relationship between buildings and open space, and to retain and protect decorative elements and features in the area such as railings and boundary walls.

Map 11.3 – ACA19 St. Mary’s Road



4 ACA No 20 - RODEN PLACE



Crowe St. Roden Place, Francis St, Earl St.

The area comprises the municipal centre of the town and contains buildings of National importance – the Court House, and St Patrick’s Pro-Cathedral, and a high number of buildings of regional importance all of which are in the RPS.

It is largely Georgian in character, with some flamboyant Victorian additions, in particular the Century Bar on the corner of Roden Place and Chapel Street.

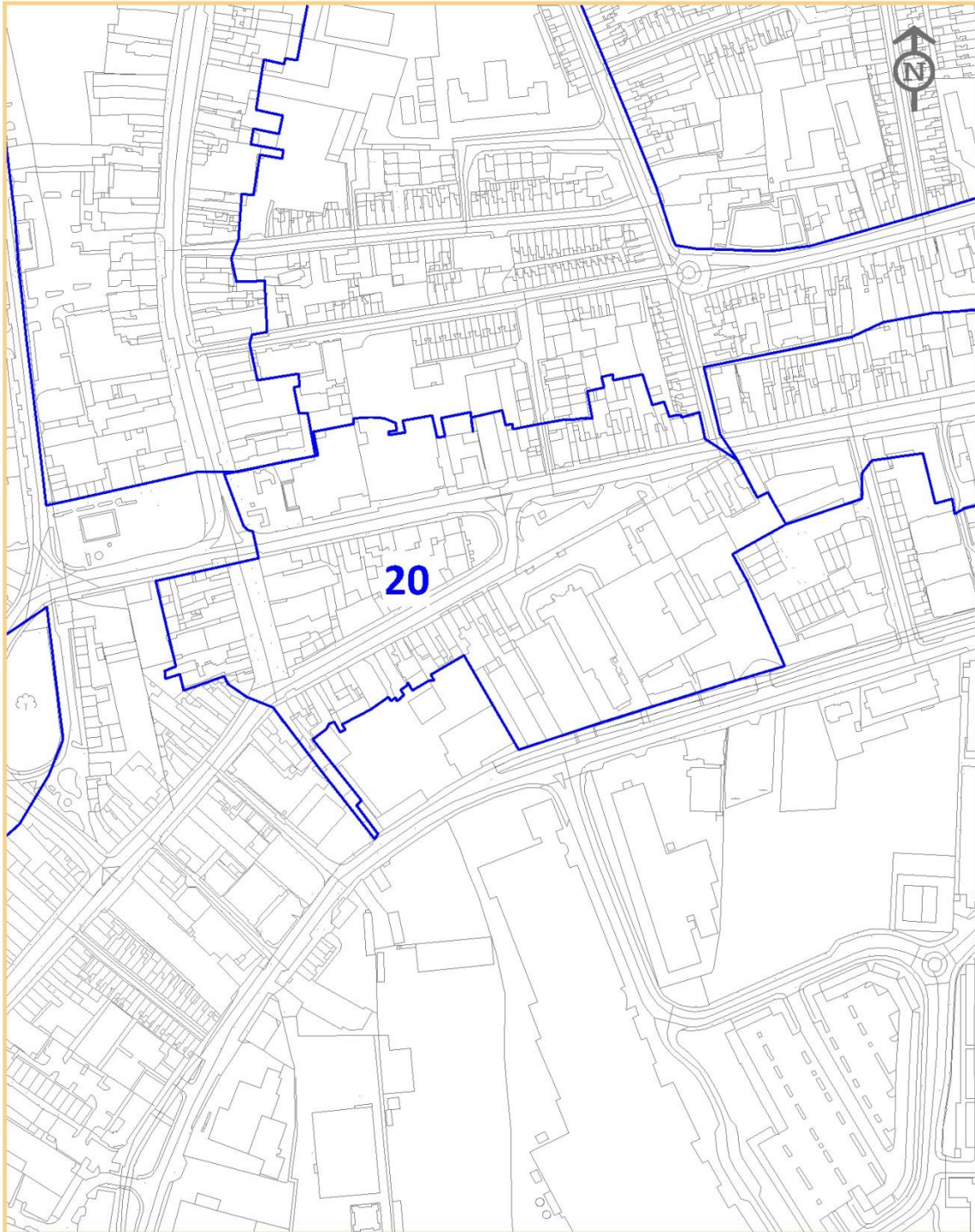
Although none of the street features survive, many of the building features, joinery, ironwork balconies, are original.

The primary purpose in the designation of this ACA is to protect the integrity of the streetscape and the setting of the buildings of National importance.

It is the intention of the council in the designation of this ACA:

1. To protect and enhance the character of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within or adjacent to this area.
2. To encourage the preservation and reinstatement of traditional details and materials appropriate to the style and period of the individual buildings in the area. The replacement of existing timber sash windows with uPVC or aluminium will only be approved in exceptional circumstances.
3. To retain and protect decorative elements and features in the area such as railings, stone steps, wrought iron balconies.

Map 11.4 – ACA20 Roden Place



Architectural Conservation Area Map

Dundalk - Roden Place ACA No. 20



Louth County
Development
Plan
2021-2027

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

An Roinn um Pleanáil
Planning Department
www.louthcoco.ie

Date: September 2021

Scale: Not To Scale

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LEGEND

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Osi Vector Mapping



5 ACA 21 - THE CRESCENT



The Crescent, Anne St., Dublin Street, Mary St South, Vincent Ave, Stapleton Place, Wynne's Terrace, Parnell Park Ave.

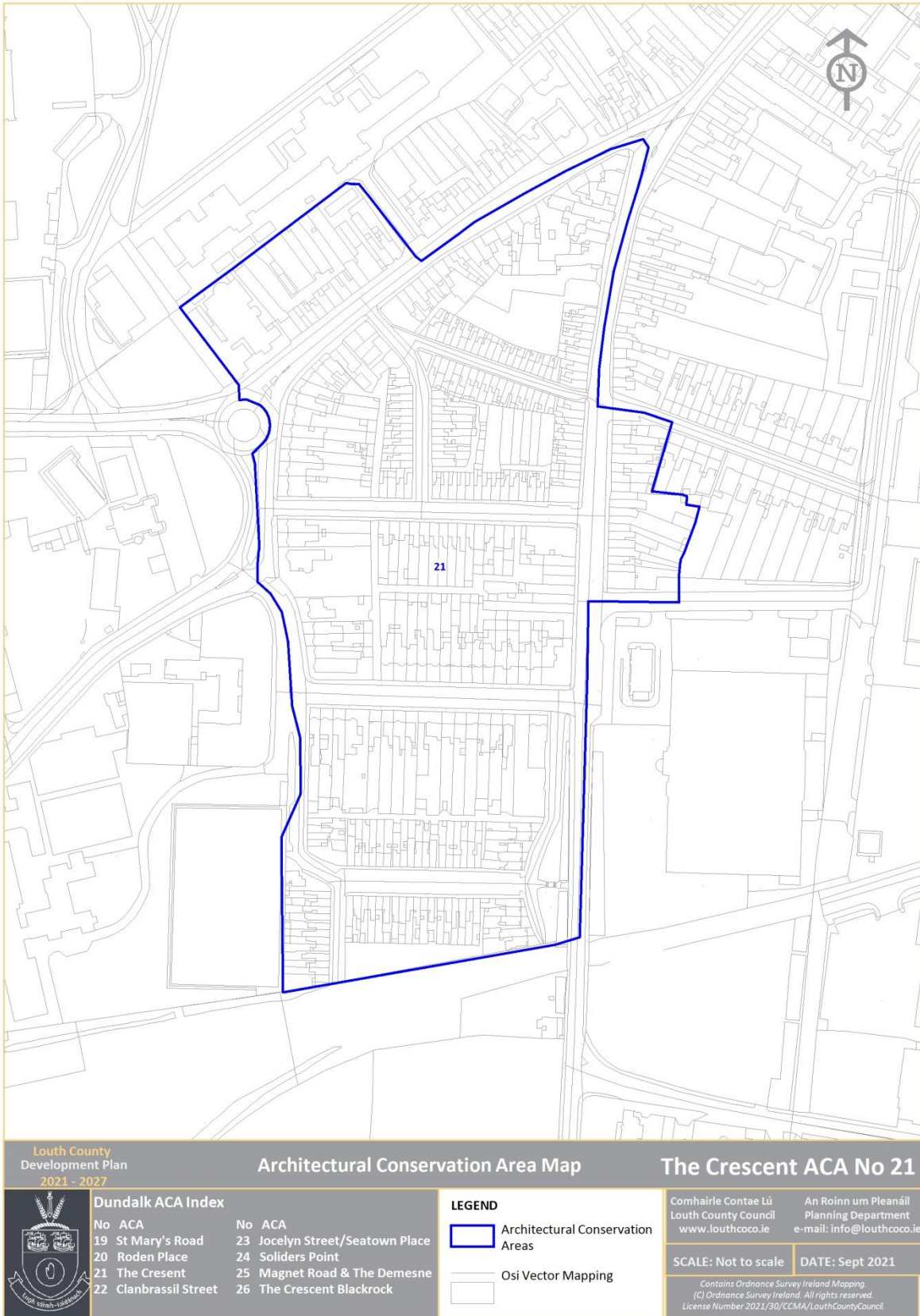
The primary purpose in the designation of this ACA is to protect and enhance the character of the urban housing area.

It is the intention of the Council by the designation of this Architectural Conservation Area to:

1. Protect and enhance the character of the area and the setting of the protected structures within the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within this area.
2. Encourage the preservation and reinstatement of traditional details and materials in the area. The replacement of existing timber sash windows with uPVC or aluminium will only be approved in exceptional circumstances.
3. Encourage the preservation of traditional shopfronts and the replacement of shopfronts which are inappropriate to the style and period of the building as a whole.
4. Protect and enhance the relationship between buildings and open space, and to retain and protect decorative elements and features in the area such as railings and boundary walls.

Appendix 11
Louth Architectural Conservation Areas (ACAs)

Map 11.5 – ACA21 The Crescent



6 ACA No 22 - CLANBRASSIL ST



Clanbrassil St, Church St., Market Square.

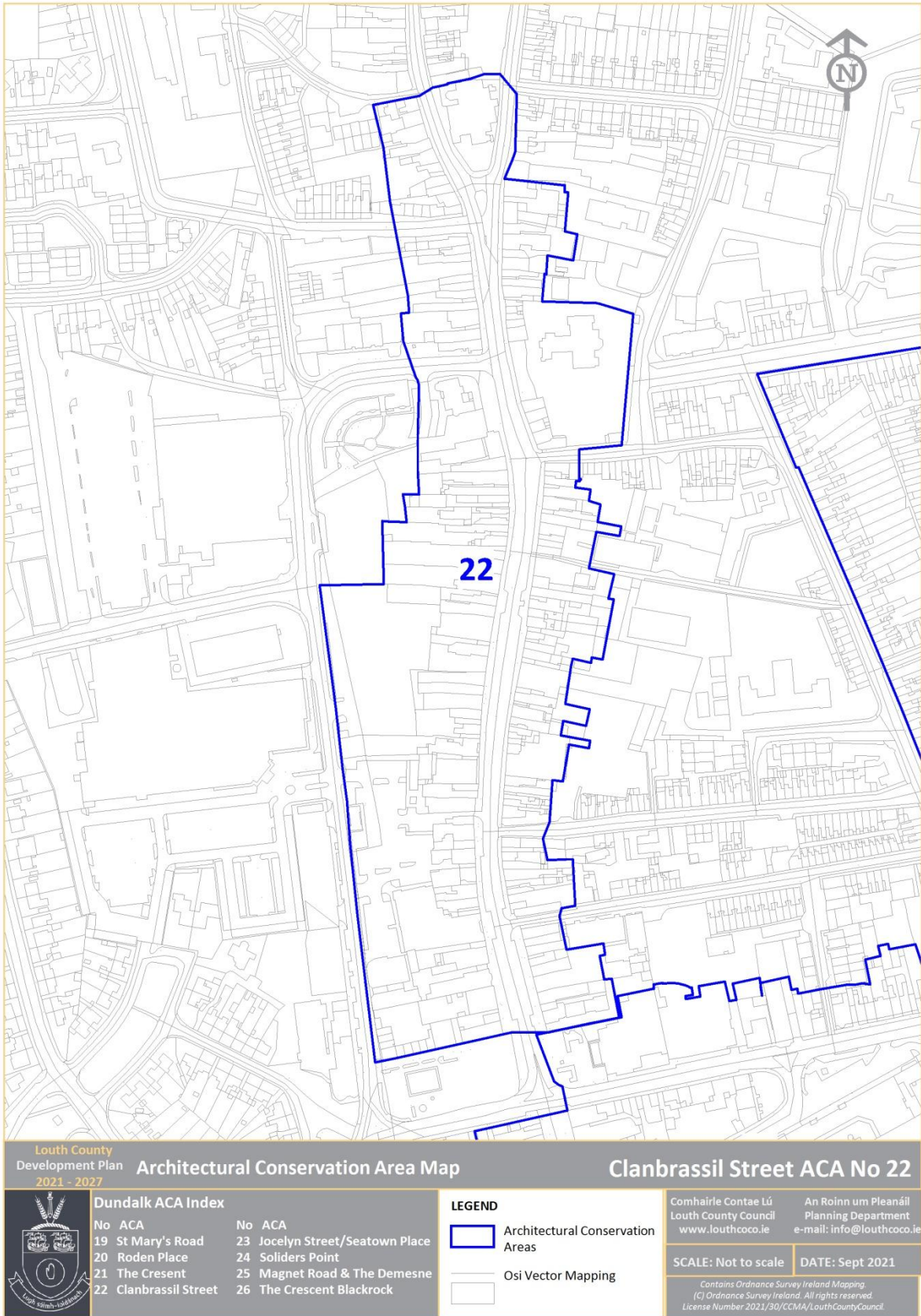
The area comprises the principal commercial streets of the town and contains a large number of protected structures. It commences on Church Street at St Nicholas Catholic church, includes the medieval church of St Nicholas and continues into Clanbrassil St, a long wide street of bold and ornate facades, principally of Victorian character. The south end of the street opens into Market Square, laid out by William Elgee in the 1740's, which faces the Court House.

The primary purpose in the designation of this ACA is to protect and enhance the character of the streetscape and the setting of the protected structures.

It is the intention of the Council in the designation of this ACA:

1. To protect and enhance the character and appearance of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within or adjacent to this area.
2. To encourage the preservation of traditional shopfronts and the replacement of shopfronts which are inappropriate to the style and period of the building.
3. To encourage the preservation and reinstatement of traditional details and materials appropriate to the style and period of the individual buildings in the area.
4. To protect and enhance the relationship between buildings and open space in particular around Market Square.

Map 11.6 – ACA22 Clanbrassil Street



7 ACA No. 23 - JOCELYN STREET / SEATOWN PLACE



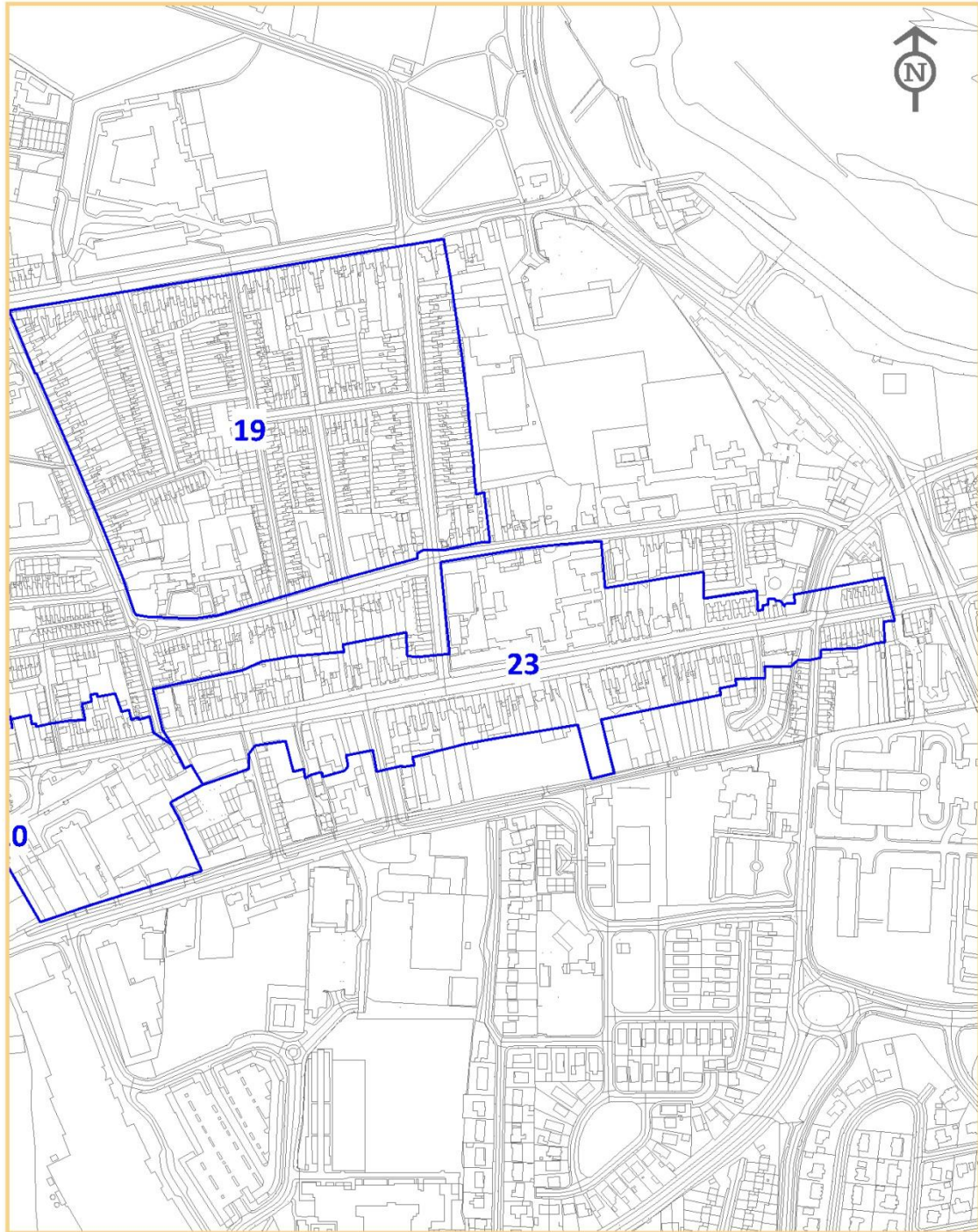
Jocelyn Street and Seatown Place are wide streets, laid out in the 1740's, with rows of C 18 and C 19, two and three-storey Georgian and Victorian Houses, some with basements, many of which are now used for commercial purposes. The street contains a significant number of buildings of regional importance and contained in the RPS, including a number of public buildings - the Methodist and Presbyterian Churches, the Convent of Mercy, the County Museum and Library.

The primary purpose in the designation of this ACA is to protect the integrity of the streetscape and the setting of the buildings of Regional importance.

It is the intention of the council in the designation of this ACA:

1. To protect and enhance the character of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within or adjacent to this area.
2. To encourage the preservation and reinstatement of traditional details and materials appropriate to the style and period of the individual buildings.
3. To retain and protect decorative elements and features in the area such as railings, stone steps and wrought iron balconies.

Map 11.7 – ACA23 Jocelyn Street / Seatown Place



Architectural Conservation Area Map Dundalk - Seatown ACA No. 23



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Date: September 2021

Scale: Not To Scale

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8 ACA 24 - SOLDIERS POINT

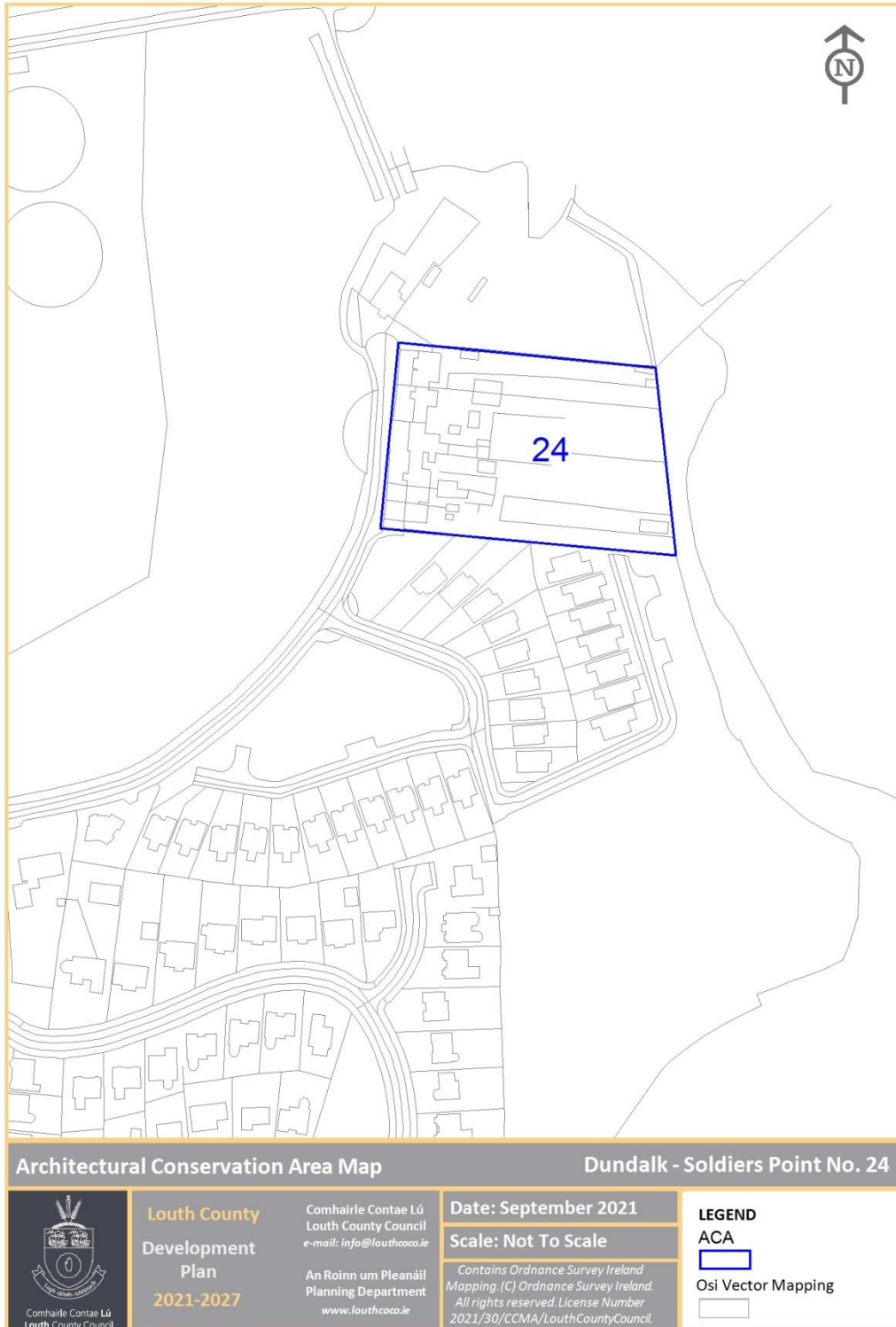
The area comprises of a row of nine houses, which were originally built in 1805 for the revenue commissioners. They later became the coastguard cottages in 1822. All cottages are two-storey, three-bay terraced houses, with slated roofs, and rendered exteriors. An assortment of front porches and sunrooms have been added and the original joinery is mostly replaced by hardwood, aluminium and uPVC. Many of the original renders have been replaced by dry-dash. The primary purpose in the designation of this ACA is to protect and enhance the character of the streetscape and the setting of the structures of local significance.

It is the intention of the Council in the designation of this ACA:

1. To protect and enhance the character and appearance of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within this area.
2. To encourage the preservation and reinstatement of traditional details and materials appropriate to the style and period of the buildings.
3. To protect and enhance the relationship between buildings and open space.

Appendix 11
Louth Architectural Conservation Areas (ACAs)

Map 11.8 – ACA24 Soldiers Point



9 ACA 25 - MAGNET ROAD & THE DEMESNE

The area comprises of buildings and open space which surround the section of Magnet Road between its junctions with Park Street and The Long Walk; and includes the red brick semi-detached dwellings at Nos. 1 & 2 Park Villas, the large grassed and wooded open space opposite the Demesne shopping arcade, the plastered semi-detached dwellings at Nos. 1 & 2 The Demesne and the former Revenue Commissioners Offices and Cinema building.

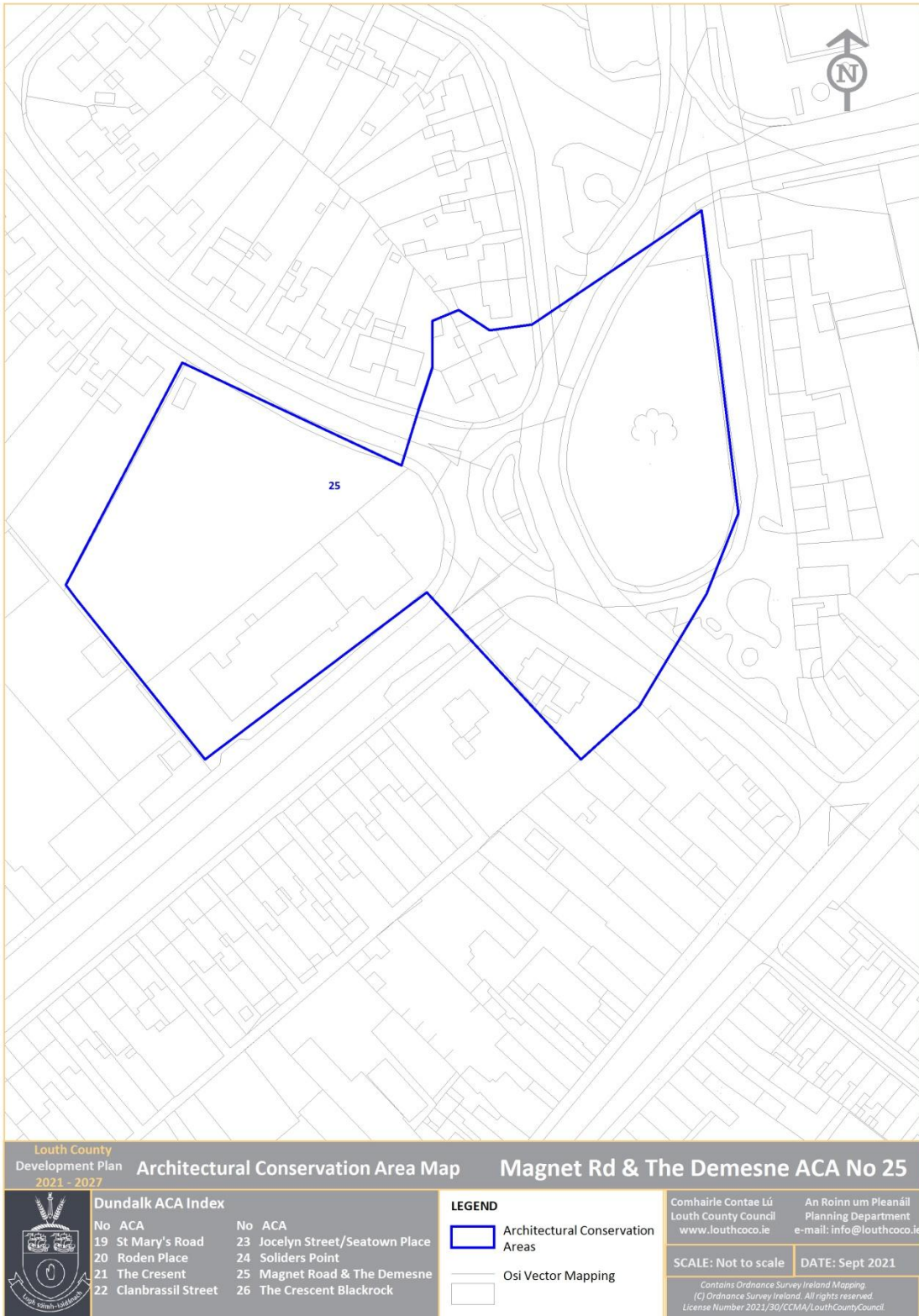
The former Revenue Commissioners Offices and Cinema building; which is listed of Local Importance; and the attractive grassed and planted open space opposite contribute to a uniquely contrasting urban setting. The primary purpose of this ACA is to protect the varied and attractive built and natural environment of this section of the Town Centre.

It is the intention of the Council in the designation of this ACA;

1. To protect and enhance the character and appearance of the area by giving consideration to the suitability of scale, style, construction materials, colour and decoration to be used in any proposals for new development, including alterations and extensions, taking place within this area.
2. To protect and enhance the relationship building the buildings and open space within this urban Town Centre context.

Appendix 11
Louth Architectural Conservation Areas (ACAs)

Map 11.9 – ACA25 Magnet Road



10 ACA 26 - THE CRESCENT BLACKROCK



Blackrock is located to the southeast of Dundalk town centre. The Crescent ACA is located on the northern approach to the village and faces north east across Dundalk Bay. It consists of a terrace of 6 houses, four of these being in a straight row, and the larger two on the southern end, are angled to enclose a space around a communal green to the front. The ACA includes the gardens and boundaries to the rear of the houses.

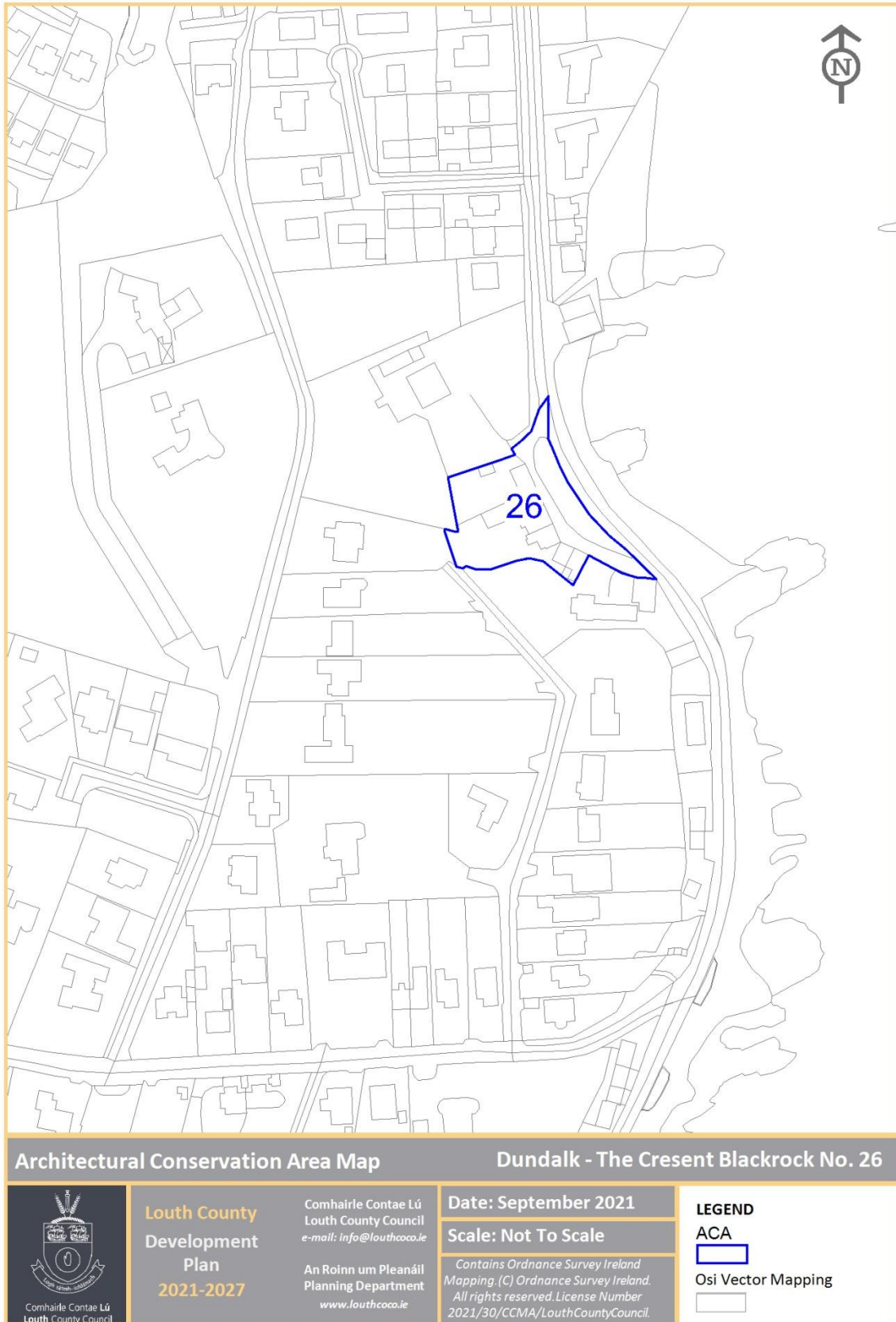
These houses are currently on the Louth Record of Protected Structures. It is considered that only the two larger houses are of regional importance, moreover the interiors of the four smaller houses are of no special interest.

Roofs are slated, wall finishes area painted plaster. Most of the original exterior joinery is gone; however the curved form of the terrace with its green area makes an attractive ensemble of dwellings and is positive addition to the streetscape and the architectural heritage of Blackrock.

1. To preserve the special character of the terrace and its setting.
2. To protect the setting of the terrace and the views towards the sea.
3. To require the preservation and re-instatement of traditional details and materials on existing buildings and in the streetscape, where improvements or maintenance works are being carried out.

Appendix 11
Louth Architectural Conservation Areas (ACAs)

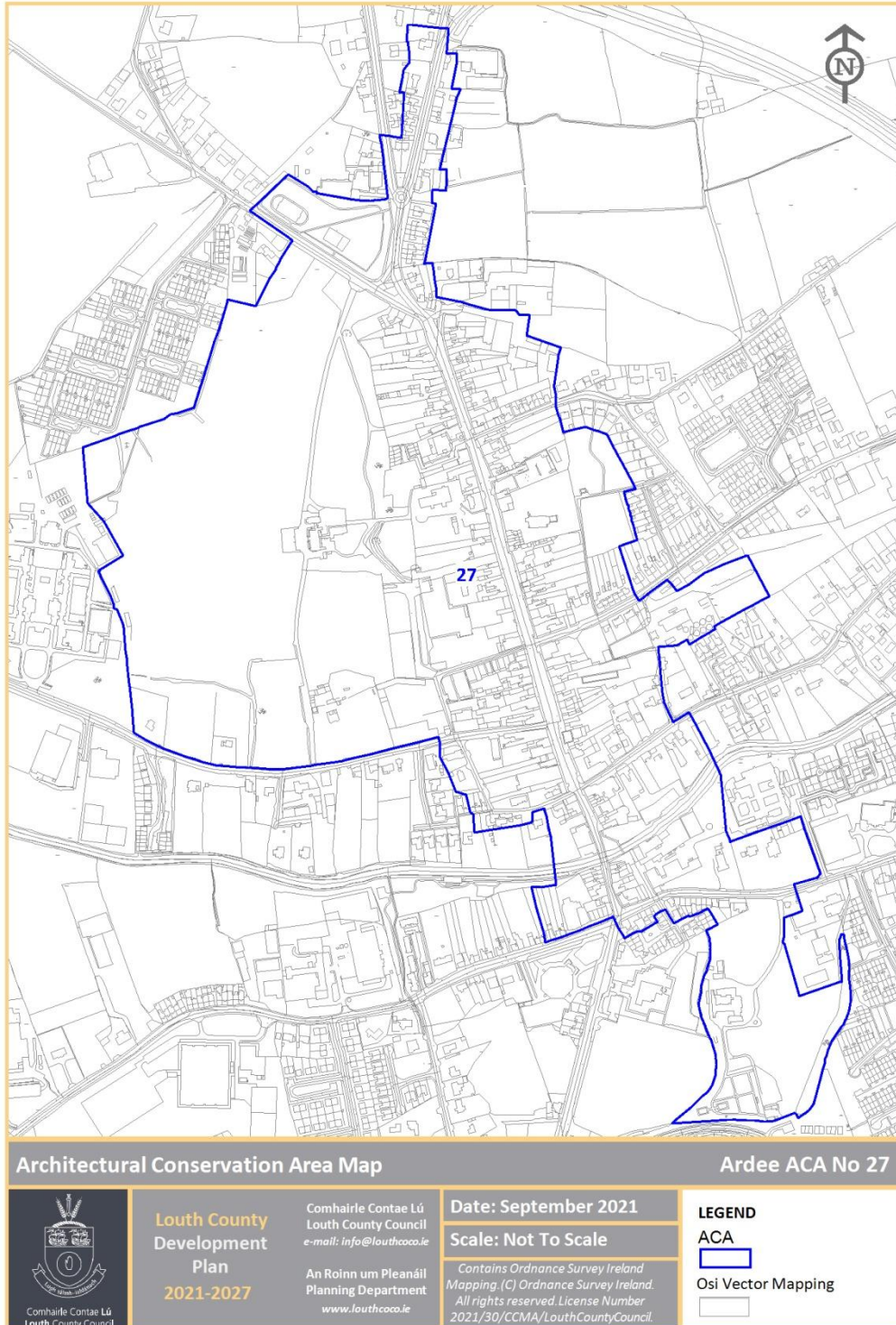
Map 11.10 – ACA26 The Crescent Blackrock



11 ARDEE HISTORIC CORE

Full details in relation to Ardee ACA are contained within Appendix 12.

Map 11.11: Ardee Architectural Conservation Area



12 Carlingford ACA - A Medieval Walled Town



12.1 LOCATION AND BOUNDARIES

“The town is situated at the foot of Slieve Foye along a narrow ledge of land where the mountain slopes to meet the sea. The medieval town lay between the castle, on the north, and the parish church, on the south, with its long axis aligned north-south, accommodating itself to the narrow corridor of low ground. Both the castle and church are on high points but it is the castle built on a rock outcrop projecting into Carlingford Lough and forming a sheltered harbour which dominates the town.”(Bradley)

The boundary of the ACA is based on the line of the medieval town walls and extends from the town wall on the west, to the coastline on the east, and from King John’s Castle on the North to the Mill Pond on the south.

12.2 HISTORICAL DEVELOPMENT OF THE AREA

The town was originally a harbour for the Vikings along the northern coast nestled against the backdrop of the Cooley Mountains. It was with the arrival of the Normans in 1185 that the first urban settlement was established. Its natural defensive position at the head of the Lough led Hugh de Lacy to construct King John’s Castle c.1200, and subsequently the town grew as an important trading centre. The mid-19th century saw the arrival of the railway and growth of the harbour and quay walls.

12.3 CHARACTER

The medieval character of the town is evident in the survival of the medieval street pattern which provides a striking sense of enclosure - its two parallel streets running north/south, cut by three cross streets, the principle being Market Street, and the narrow interconnecting laneways. A remarkable feature of the town is the number of medieval buildings surviving – King John’s Castle, the Dominican Abbey, the Mint, the Tholsel, Taaffe’s Castle.

Buildings front directly onto the street for the most part, although the larger houses such as Carlingford House, the Churches, Court house and Garda Station, are set back from the street line with boundary walls and railings.

The 18th, 19th and early 20th century buildings are generally simple vernacular terraces of two and three-storey houses, gable ended, plastered and painted, and some attractive shopfronts.

12.4 MATERIALS

Although the buildings are relatively unadorned, many retain original features such timber sash windows, raised plaster quoins and window surrounds, and with their slate roofs, make up the attractive streetscapes. Surviving medieval buildings have lost their traditional lime plaster finishes and the random rubble stonework of the walls are visible.

12.5 VIEWS

1. The most important views are of the town against the mountain backdrop, showing the relationship of the town and castle between mountain and water.
2. Views out from Carlingford across the Lough to County Down are also of importance for the appreciation of the context and setting of the town, including the harbour.

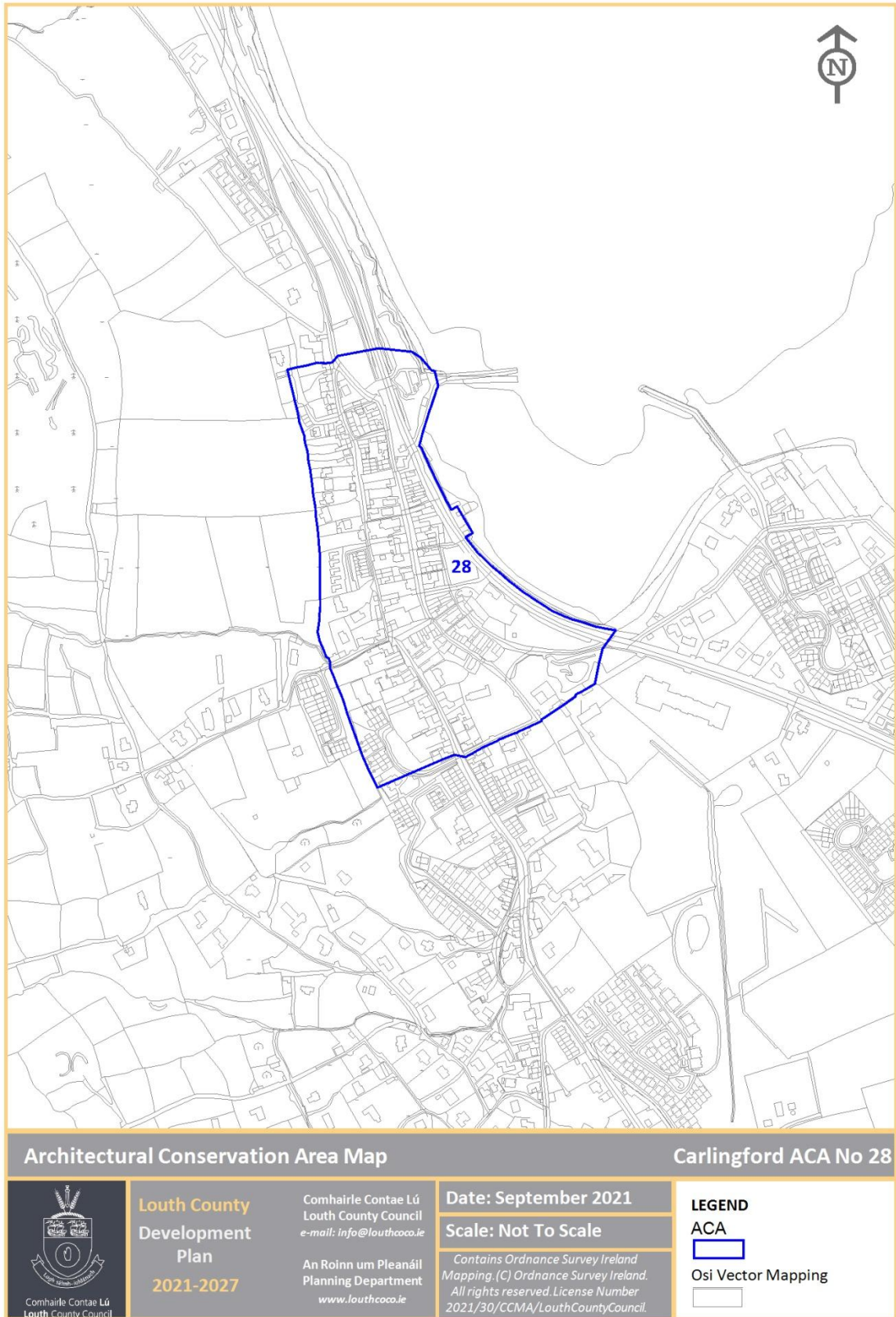
12.6 OBJECTIVES

1. To preserve the special character of the town, its medieval street pattern and its setting through positive management of changes to the built environment, in particular, by requiring that the height, scale, design and materials of any proposed development within the ACA and in the adjoining area should complement the character of the town and not diminish its distinctiveness of place.
2. To protect the landscape setting of the village and the views both inward and outward.
3. To encourage the removal of visually intrusive elements such as overhead cables and inappropriate signage.
4. To require the preservation and reinstatement of traditional details and materials on existing buildings and in the streetscape where improvements or maintenance works are being carried out.
5. To use appropriate materials, street furniture and lighting in any public development of the area.

12.7 REFERENCES:

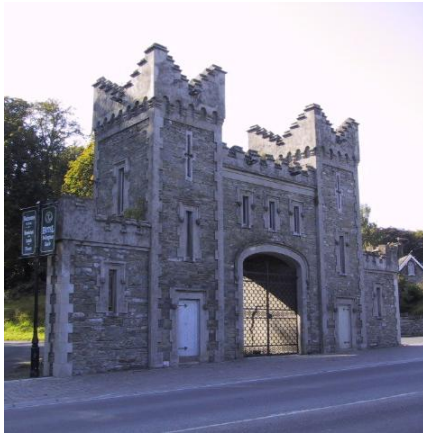
Bradley, John	Urban Archaeology Survey Part I, County Louth: Carlingford (unpublished report)
Oxford Archaeology	Carlingford Town Walls Conservation & Management Plan
Keith Simpson & Associates	Carlingford Architectural Conservation Area Character Appraisal 2007

Map 11.12: Carlingford Architectural Conservation Area



13 CASTLEBELLINGHAM ACA

An Estate Village



13.1 LOCATION AND BOUNDARIES

Castlebellingham ACA is centred on the old Dublin-Belfast Road which winds north-south through the town. The ACA starts on the south bank of the river, includes the bridge, mill, and mill race, Church of Ireland and Widows Cottages, the green, and the Main Street of the town as far as the intersection of roads at the northern end.

13.2 HISTORICAL DEVELOPMENT OF THE AREA

The town's history is linked with the Bellingham family and the brewing trade. The most prominent feature of the town is Bellingham Castle with its impressive entrance gate arch. Reminders of the brewing trade can be seen in the brewery grain store on the triangular green, recently converted to retail and residential uses.

13.3 CHARACTER

The deep river valley generates a strong focal point in the landscape drawing the countryside into the town. The urban form of Castlebellingham ACA is much as it was in the eighteenth and nineteenth century with the main road providing a series of pleasant views and interesting spaces – at the Gateway, the green, and terminating at the northern junction. The Castle, Church and estate cottages form a picturesque grouping near the river.

The main street is made up of a combination of residential and commercial buildings linked in terraces, with an occasional detached house, all generally two storeys in height, with only one, three storey house on the Annagassan Road. The roofs are pitched and gabled. Of particular notes are the Widows' Cottages with their highly decorative chimneystacks, barge boards, and windows.

13.4 MATERIALS

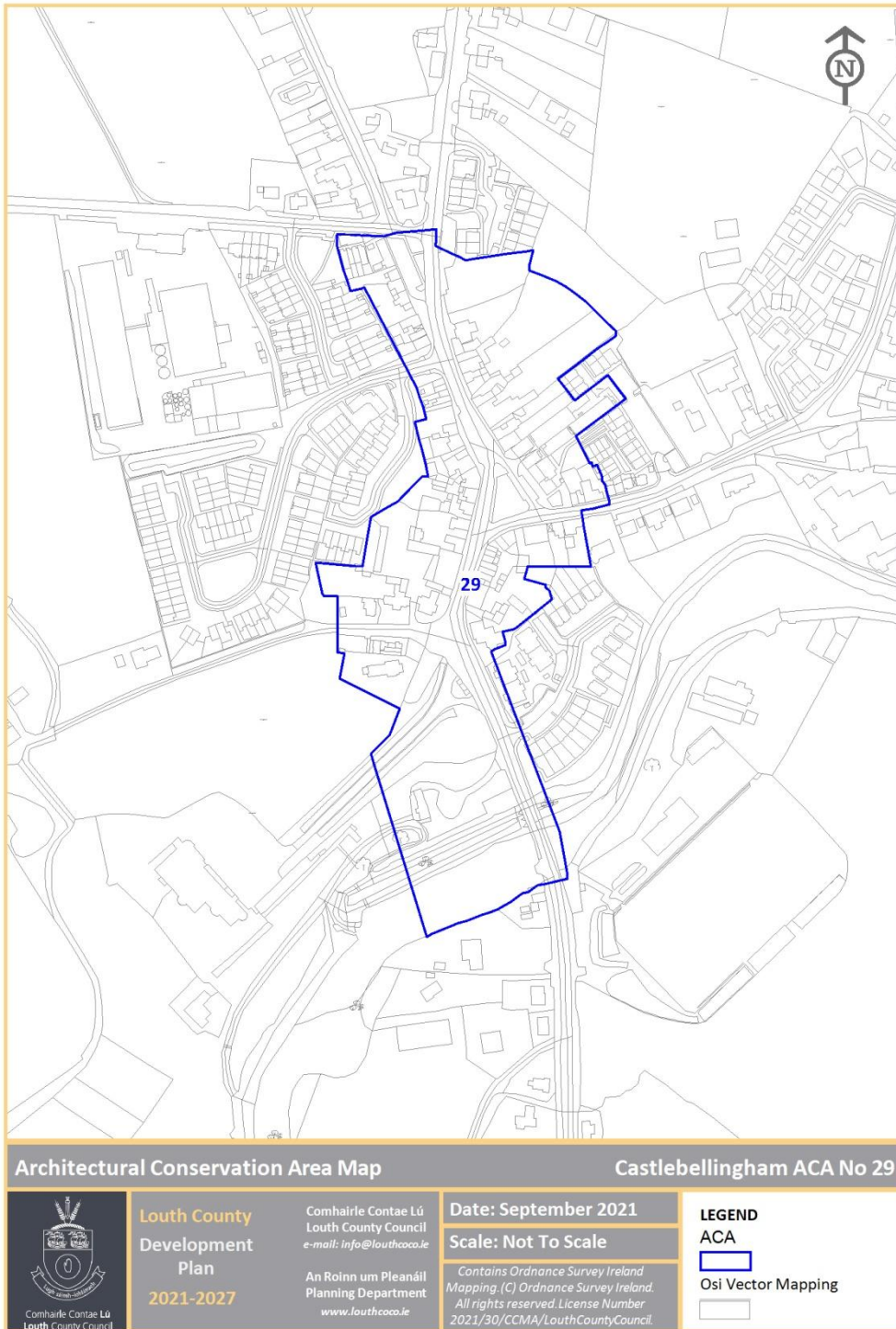
The prevailing materials in Castlebellingham, as in most Irish small towns are slated roofs and plastered facades with timber windows and shopfronts. The Church of Ireland is quite typically built of stone, and there are attractive stone boundary walls to the graveyard and from the Castle entrance area to the bridge. Castlebellingham is unusual however, for the inclusion of a number of brick buildings, particularly the brewery buildings, which formed the industrial core of the town, and the estate cottages which are of high quality stonework with brick trim.

13.5 OBJECTIVES

1. To preserve the special character of the town and its setting through positive management of changes to the built environment, in particular, by requiring that the height, scale, design and materials of any proposed development within the town and in the surrounding area should complement its character and not diminish its distinctiveness of place.
2. To protect the landscape setting of the village and the views inwards.
3. To preserve the historic street pattern and character of the village, by the retention of buildings and materials as described above, and the retention of existing boundary features, walls.
4. To require the preservation and reinstatement of traditional details and materials on existing buildings and in the streetscape where improvements or maintenance works are being carried out.
5. To use appropriate materials, street furniture and lighting in any public development of the area.

Appendix 11
Louth Architectural Conservation Areas (ACAs)

Map 11.13: Castlebellingham Architectural Conservation Area



14 COLLON ACA

An Estate Village



14.1 LOCATION AND BOUNDARIES

The village of Collon is built on a steep hill around the intersection of the N2, Dublin to Derry road, and the R168 road to Drogheda, with an outlook over the valley. The boundaries of the ACA extend from the Round House at the north end of the town, to the river at the south, and from the Mattock Inn on Drogheda Street to the rear of the Church of Ireland graveyard on the west.

14.2 HISTORICAL DEVELOPMENT OF THE AREA

The town and manor of Collon once belonged to the Cistercian order of Mellifont Abbey until the dissolution of the monasteries under Henry II. Development took place in the 18th century with the arrival of industry, sited to take advantage of the river. Between 1780 and 1790 a spinning mill, hosiery factory and weaving company were established by the Rt. Hon. John Foster.

After the famine many corn mills in the district converted to milling flax.

14.3 MATERIALS

Buildings generally have plastered walls, traditionally a lime render would have been used, often with a limewash finish. In a limited number of cases, most notably the Erasmus School, the rubble stonework is exposed, otherwise rubble stone is confined to boundary walls or outbuildings. Both churches have fine ashlar limestone to the front facades. There are some good examples of ironwork, typically in the gates to the former parochial house, and railings to Collon House and Elmview.

Timber is used for windows and doors and as such forms standard elements of the shop-fronts. Many buildings within the ACA retain their natural slate roofs which add to the visual richness of the area.

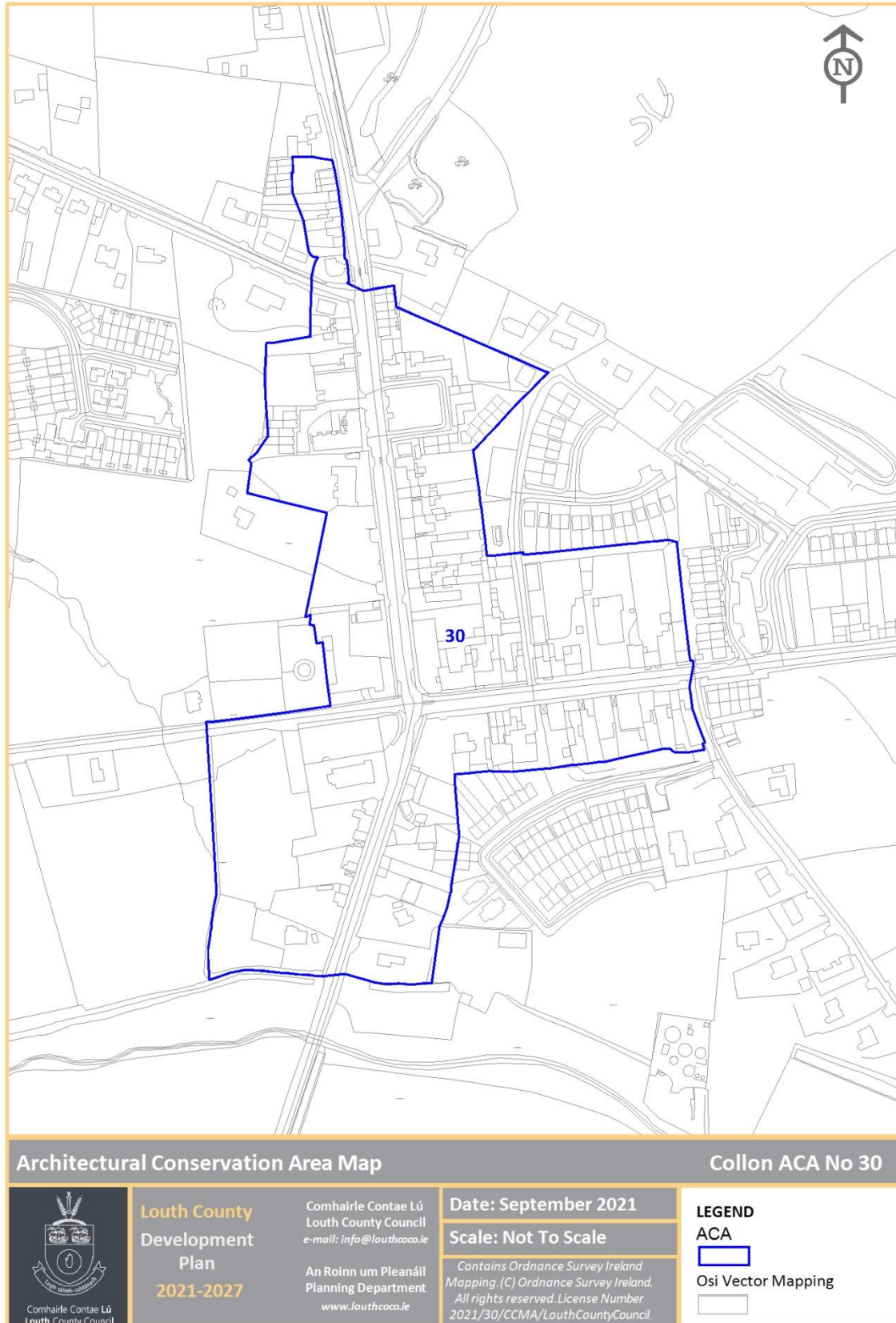
14.4 CHARACTER

The overall present impression is of a Regency character, the best preserved in the County, attributed to the local landlord, Lord Oriel, who built the main street in the 'English style'. A significant early Georgian three storey house (built 1740) gives solidity to the north east corner of the junction. The green, designed for an open air market, is set back from the road and creates a focus for the north end of the town. Later Victorian and early 20th century buildings have in general been consistent with the earlier buildings and blended well into the mix. Buildings both front onto the street or are set back with a boundary of railings, or railings and boundary wall. There is a gap in the streetscape on the north-west side.

14.5 OBJECTIVES

1. To preserve the special character of the town and its setting through positive management of changes to the built environment, in particular, by requiring that the height, scale, design and materials of any proposed development within the village and in the surrounding area should complement the character of the town and not diminish its distinctiveness of place.
2. To protect the landscape setting of the town and the views outwards.
3. To preserve the historic street pattern and Regency character of the town, by the retention of buildings and materials described above, and the retention of existing boundary features, walls, and railings.
4. To encourage the removal of visually intrusive elements such as overhead cables and inappropriate signage.
5. To require the preservation and reinstatement of traditional details and materials on existing buildings and in the streetscape where improvements or maintenance works are being carried out.
6. To use appropriate materials, street furniture and lighting in any public development of the area.

Map 11.14: Collon Architectural Conservation Area



15 GREENORE ACA



15.1 LOCATION AND BOUNDARIES

Greenore is located on the northern shore of the Cooley peninsula. The ACA starts at the bungalows on the southern outskirts, and includes Euston Street, Anglesey Terrace, and the coastguard houses.

15.2 HISTORICAL DEVELOPMENT OF THE AREA

Greenore was constructed to provide an alternative passenger train and ferry route from Ireland to England. The village was planned, designed and purpose built in a previously isolated, rural location in the second half of the nineteenth century by the London North – West Railway company to provide it with a direct route to Ireland, midway between the major ports of Dublin and Belfast. The harbour complex, pier and railway station were designed by James Barton, a pupil of John MacNeill – engineer for the Great Northern Railway line. The railway company was responsible for building the port for its ferries and railway lines to connect to the Irish Rail system in addition to a hotel, houses for the staff, and a school for the children was added, and in the late 1890's, a golf course and bungalows for the officers.

15.3 CHARACTER

Although Greenore ceased to operate as passenger port in 1952 this remarkable group of buildings survives in an almost complete state, the major casualty of recent years being the hotel. Euston Street is the heart of the village, it is home to many Protected Structures and consists of two storey former railway workers houses built in approximately 1872/1873, of local grey carboniferous limestone, with yellow English brick reveals. Farther west is Anglesey Terrace with its houses overlooking the Golf Course. South of the village are the fine houses, referred to as the 'bungalows' originally for the managerial elite of the railway and port company.

These Arts and Crafts inspired houses which were built by the Great Northern Railway architect MA Mills form a marked contrast with the typical architecture of the village. Greenore is an outstanding example of a purpose-built, English-style industrial village in a coastal setting. The stone and brick terraces of Euston Street, brick schoolhouse, and timber frame bungalows are one of the finest groupings in Ireland.

15.4 MATERIALS

While the area is notable for the high quality stonework of Euston Street with its brick dressings, a lighter note is struck in the plasterwork of the coastguard houses, and delicate ironwork of lamp standards and decorative ironwork railings. Stone boundary walls surround the semi-detached and detached houses at the southern end, and form the eastern boundary of the ACA along the lane to the rear of Euston Street.

15.5 VIEWS

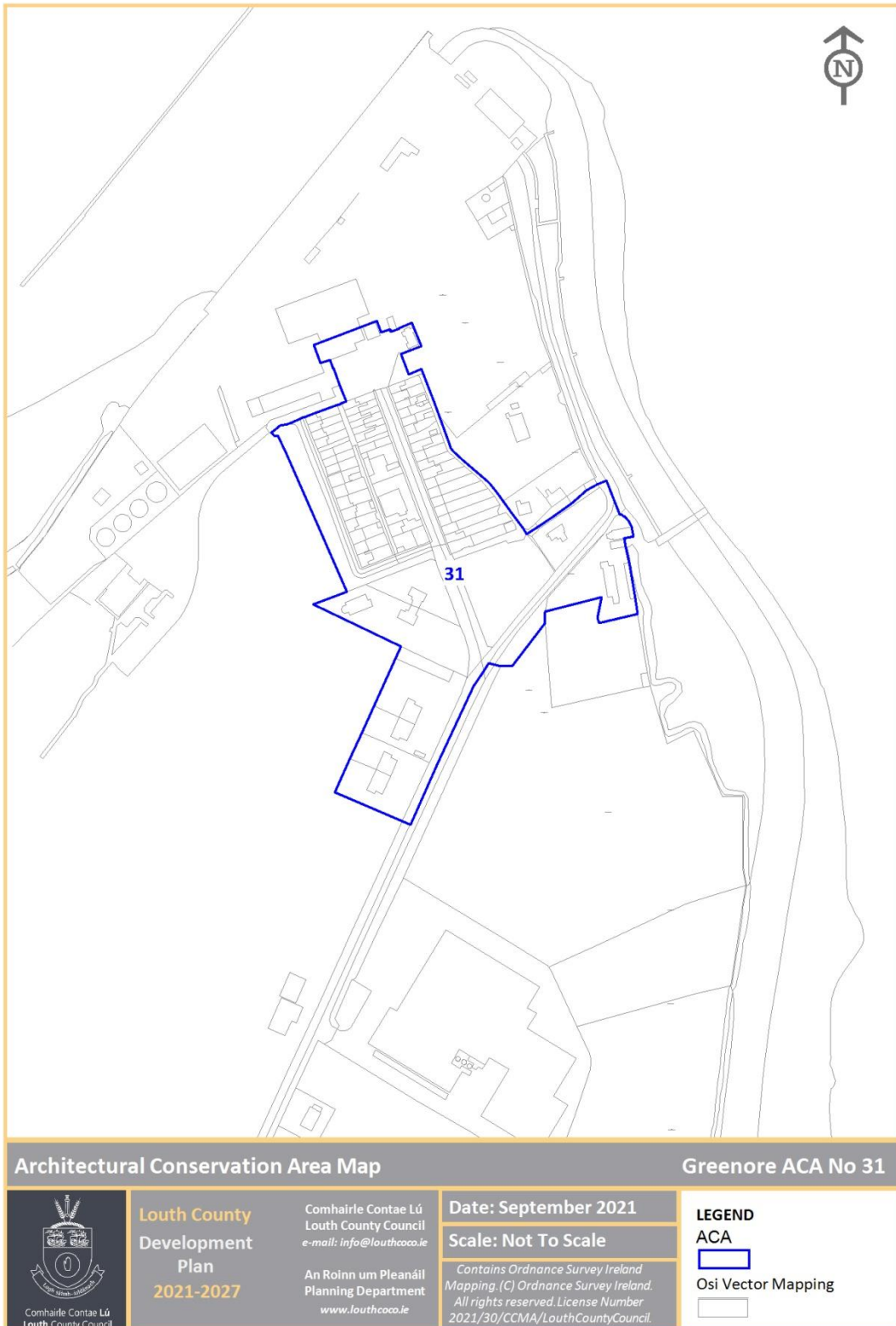
1. Along Euston Street, north to the Mournes.
2. Eastward from the coastguard houses and the seafront.

15.6 OBJECTIVES

1. To preserve the special character of the village and its setting through positive management of changes to the built environment, in particular, by requiring that the height, scale, design and materials of any proposed development within the village and in the surrounding area should complement the character of the village and not diminish its distinctiveness of place.
2. To protect the landscape setting of the village and the views outwards.
3. To preserve the historic street pattern and character of the village, by the retention of buildings and materials as described above, and the retention of existing boundary features, walls, and railings.
4. To require the preservation and reinstatement of traditional details and materials on existing buildings and in the streetscape where improvements or maintenance works are being carried out.
5. To use appropriate materials, street furniture and lighting in any public development of the area.

Appendix 11
Louth Architectural Conservation Areas (ACAs)

Map 11.15: Greenore Architectural Conservation Area



16 MONASTERBOICE ACA

Monastic Site



16.1 LOCATION AND BOUNDARIES

The area of ACA covers the overall historic settlement, with its souterrain sites, and is largely unspoilt and free from modern development. There is archaeological evidence for enclosures and surviving deposits in the ground. Traces of the circular earthen ramparts which once enclosed the monastery can be seen from the top of the tower.

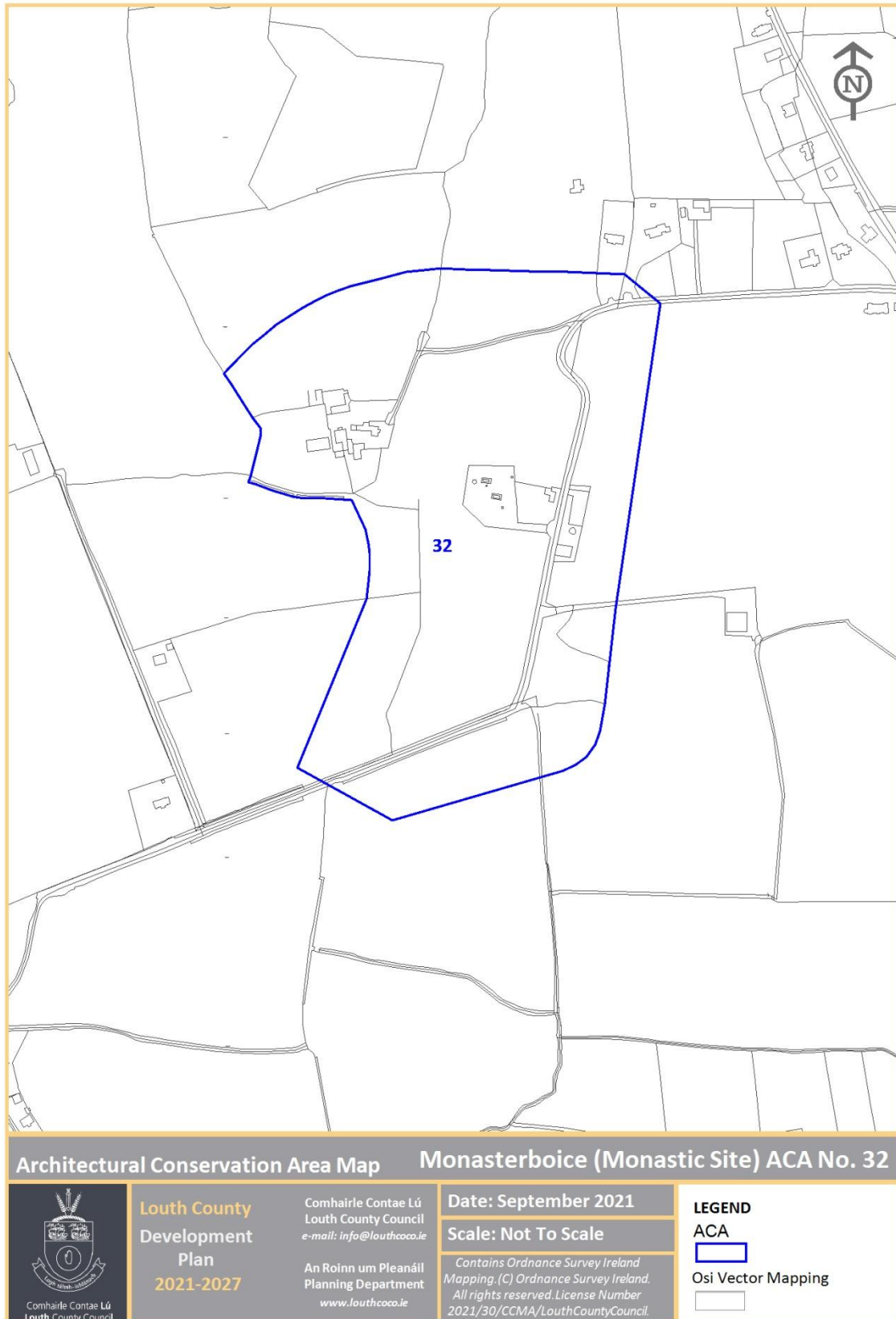
16.2 HISTORICAL DEVELOPMENT OF THE AREA

This uniquely important early medieval monastic site was founded by St Buíthe about 500AD and was an important centre up to the twelfth century, when its importance was eclipsed by the foundation nearby of the first Cistercian abbey in Ireland at Mellifont. The principle monuments are the Early Christian Round Tower, High Crosses, and Medieval church ruins. Muiredach's Cross and the Tall Cross, which date from the late ninth or early tenth century are among the most remarkable works of early Irish Art. These are beautifully carved with scenes from scripture and, as some of the finest examples of their type, are of undoubted international importance. The Round Tower is 35m high and in very good condition.

16.3 OBJECTIVE

1. To protect the landscape setting of the mediaeval structures and ensure that the Round Tower remains the dominant vertical feature of the skyline.

Map 11.16: Monasterboice Architectural Conservation Area



17 NEWTOWN MONASTERBOICE ACA

A Clachan Settlement



17.1 LOCATION AND BOUNDARIES

Newtown Monasterboice is located off the N1 to the north of the town of Drogheda. The ACA covers the area of the village to the rear boundaries of the plots.

17.2 HISTORICAL DEVELOPMENT OF THE AREA

A clachan refers to a small settlement of clustered houses with no church, and usually, no shop or school. There would normally have been ties of kinship between the families in a clachan.

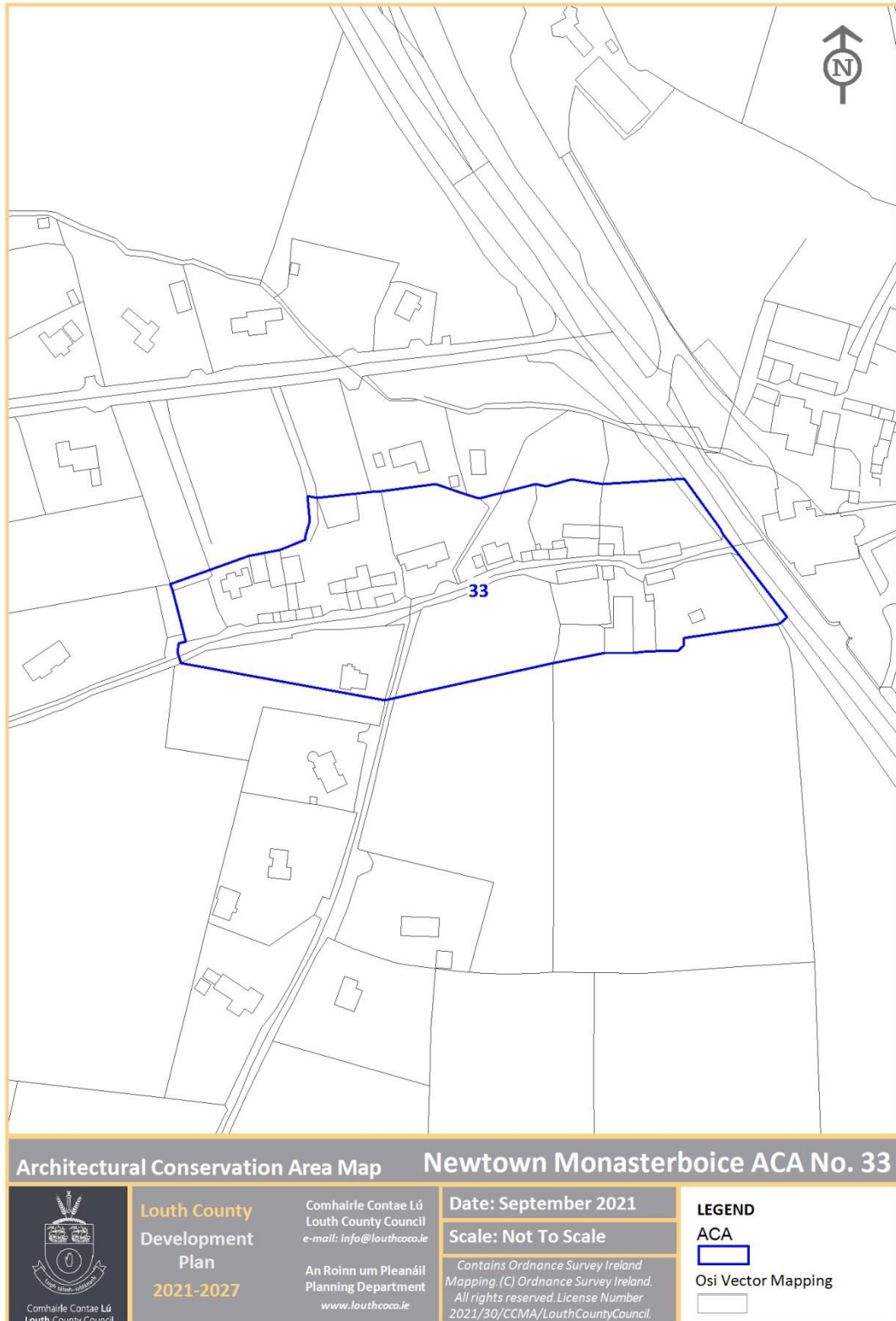
17.3 CHARACTER AND MATERIALS

Although a considerable number of new houses were built in the area in the 20th century, the character has survived to a reasonable extent. The roadway is narrow and winding, with good and varied examples of stone walls and pleasant tree-lined views. The original buildings are vernacular, with single, 1 ½ or two storey dwellings with adjoining outbuildings, the roofs are slated, thatched or corrugated iron, walls are stone, natural, plastered or whitewashed.

17.4 OBJECTIVES

1. To preserve the special character of the clachan and its setting through positive management of changes to the built environment, in particular, by requiring that the height, scale, design and materials of any proposed development within the clachan should complement its character.
2. To preserve the street pattern and character of the clachan, by the retention of buildings and materials as described above, and the retention of existing boundary features.
3. To require the preservation and reinstatement of traditional details and materials on existing buildings and in the streetscape where improvements or maintenance works are being carried out.
4. To use appropriate materials, street furniture and lighting in any public development of the area

Map 11.17: Newtown Monasterboice Architectural Conservation Area



18 SALTERSTOWN ACA

A Clachan Settlement



18.1 LOCATION AND BOUNDARIES

Salterstown is located 2 km northeast of Annagassan. The ACA covers the area of the village to the rear boundaries of the plots.

18.2 HISTORICAL DEVELOPMENT OF THE AREA

A clachan refers to a small settlement of clustered houses with no church, and usually, no shop or school. There would normally have been ties of kinship between the families in a clachan.

Salterstown is remarkable in that it has continued to evolve slowly, with new houses being built during the 20th century, but its traditional character has largely survived.

18.3 CHARACTER AND MATERIALS

The buildings are vernacular, with single, 1 ½ or two storey dwellings with adjoining outbuildings, the roofs are slated, thatched or corrugated iron, walls are stone, natural, plastered or whitewashed.

There are some good and varied examples of stone walls within the settlement and pleasant tree-lined views.

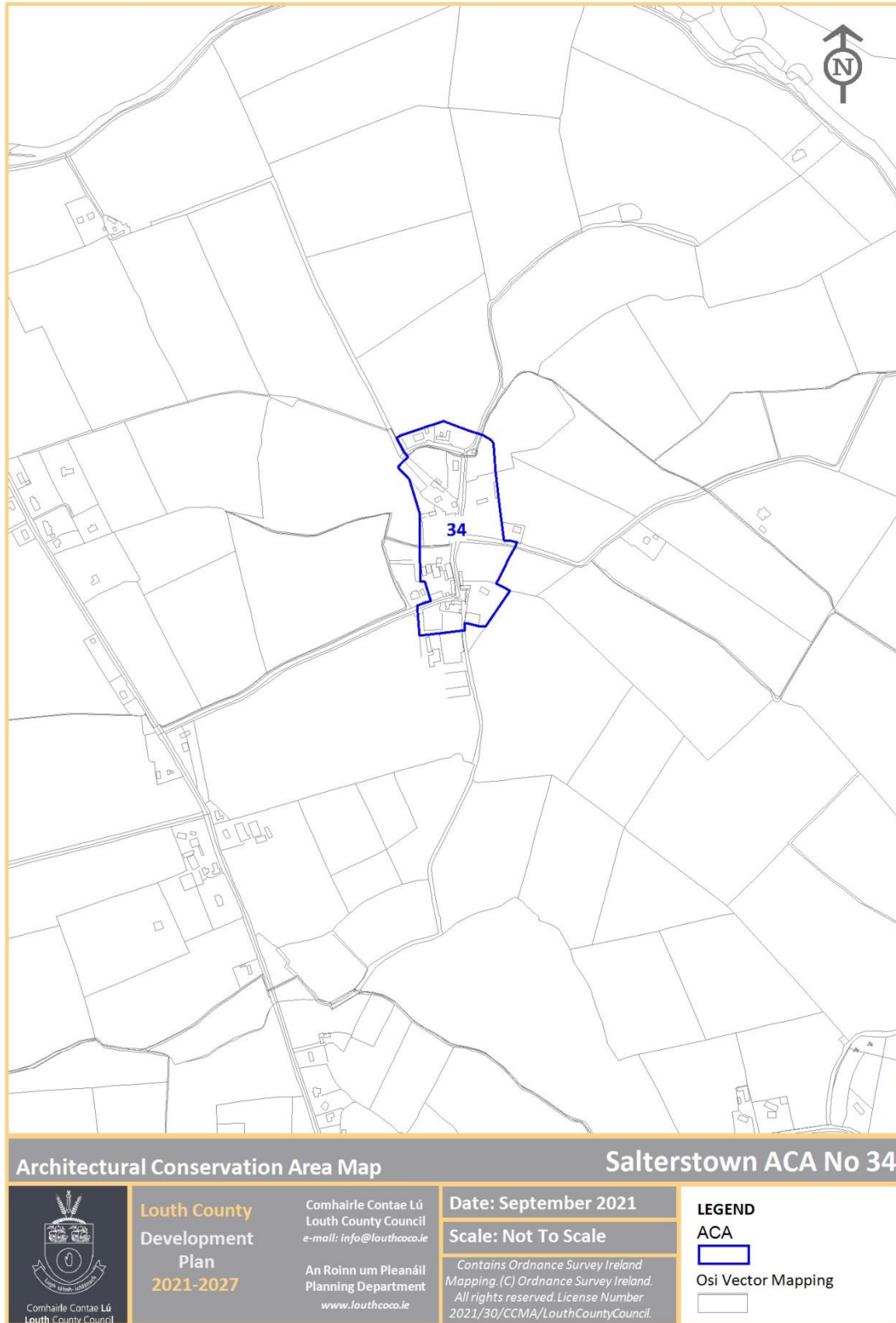
18.4 OBJECTIVES

1. To preserve the special character of the clachan and its setting through positive management of changes to the built environment, in particular, by requiring that the height, scale, design and materials of any proposed development within the clachan and in the surrounding area should complement the character of the clachan and not diminish its distinctiveness of place.

Appendix 11
Louth Architectural Conservation Areas (ACAs)

2. To protect the landscape setting of the clachan and the views outwards.
3. To preserve the historic street pattern and character of the clachan , by the retention of buildings and materials as described above, and the retention of existing boundary features, walls, and railings.
4. To require the preservation and reinstatement of traditional details and materials on existing buildings and in the clachan where improvements or maintenance works are being carried out.
5. To use appropriate materials, street furniture and lighting in any public development of the area.

Map 11.18: Salterstown Architectural Conservation Area



19 WHITESTOWN ACA



19.1 LOCATION AND BOUNDARIES

Whitestown is located on the south eastern tip of the Cooley peninsula, close to the coast. The ACA covers the historic area of the settlement to the rear of all plots and includes a buffer zone on all approach roads.

19.2 HISTORICAL DEVELOPMENT OF THE AREA

A clachan refers to a small settlement of clustered houses with no church, and usually, no shop or school. There would normally have been ties of kinship between the families in a clachan.

Whitestown is remarkable in that it has continued to evolve slowly, with new houses being built during the 20th century, but its traditional character has survived.

19.3 CHARACTER

The clachan consists of a single street, with clusters of buildings forming secondary spaces and courtyard areas set back from the street. Some houses face onto the street, some are end-on, producing a varied street edge.

The buildings are vernacular, with single, 1½ or two storey dwellings with adjoining outbuildings, both gables and frontages face the road creating semi-enclosed spaces. The roads are not defined by kerbs, but edged with grassed verges, or change surface gently to meet the buildings.

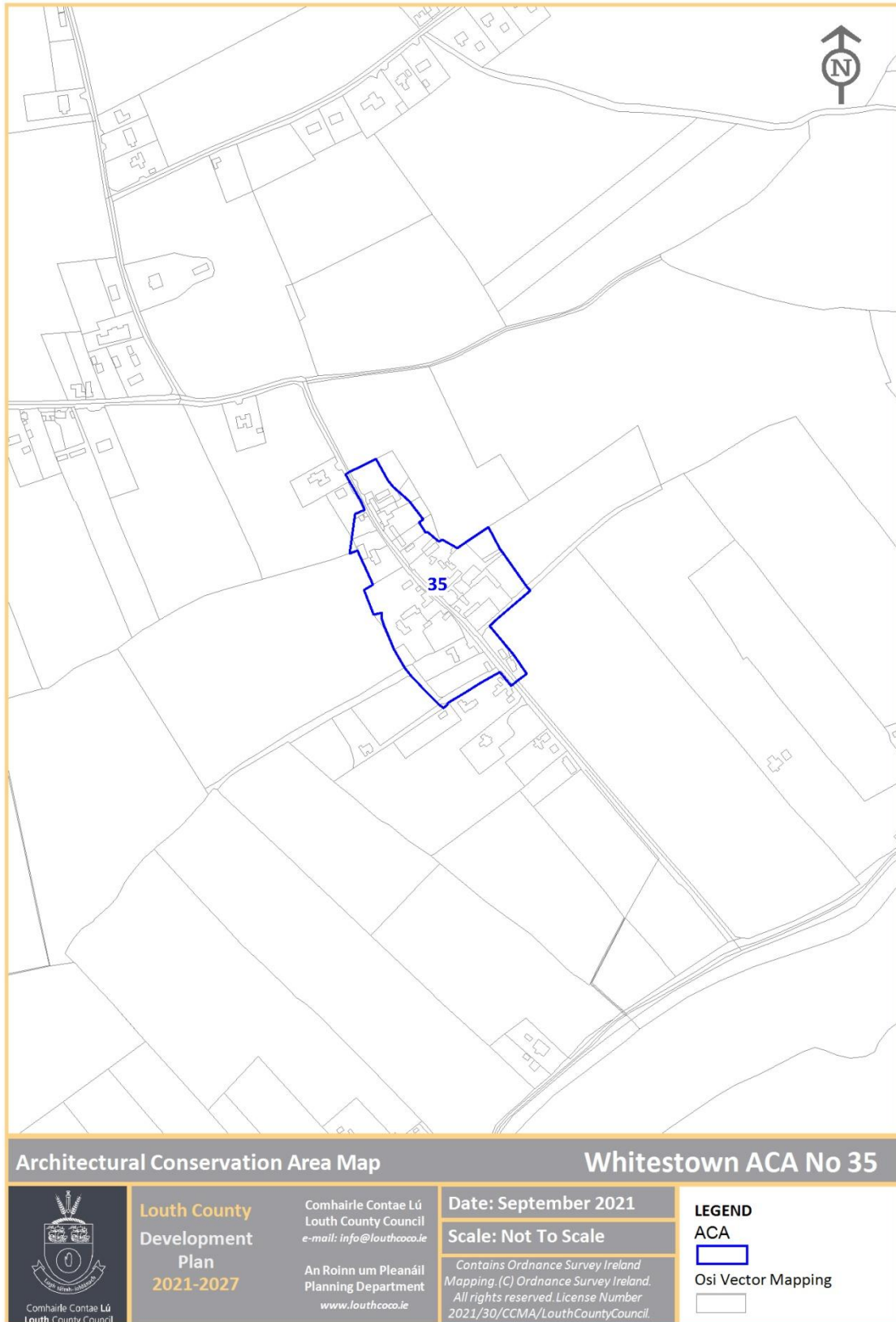
19.4 MATERIALS

The roofs are slated, thatched or corrugated iron, walls are stone, natural, plastered or whitewashed.

19.5 OBJECTIVES

1. To preserve the special character of the clachan through positive management of changes to the built environment, in particular, by requiring that the height, scale, layout, design and materials of any proposed development within the clachan should be consistent with the character of the clachan and not diminish its distinctiveness of place.
2. To protect the integrity of the clachan and its landscape setting, by limiting the extent of development along the approach roads to the village, and requiring that any new development on its periphery should be compatible in layout, form and materials with the existing character of the ACA.
3. To preserve the historic building pattern and character of the clachan, by the retention of buildings and materials as described above, and the retention of existing boundary features, walls, and railings.
4. To encourage the retention or re-use where appropriate of intact structures, repair or reinstatement of derelict or disused structures, and to permit infill development where this is sensitive to the character of the settlement.
5. To require the preservation and reinstatement of traditional details and materials on existing buildings and in the streetscape where improvements or maintenance works are being carried out.

Map 11.19 Whitestown Architectural Conservation Area



20 TOWNLEY HALL DEMESNE ACA



20.1 LOCATION AND BOUNDARIES

Townley Hall is located approximately 4km to the west of Drogheda on the Drogheda to Slane Road (N51) on the north side of the river Boyne, south-west of the village of Tullyallen and to the west of King William's Glen. It is situated on the higher ground to the north of the Brú na Bóinne UNESCO World Heritage Site and to the north of the Oldbridge Estate which is owned by the State. The ACA covers the historic demesne including a number of gate lodges, the old church, a school & Glebe House.

20.2 HISTORICAL DEVELOPMENT OF THE AREA

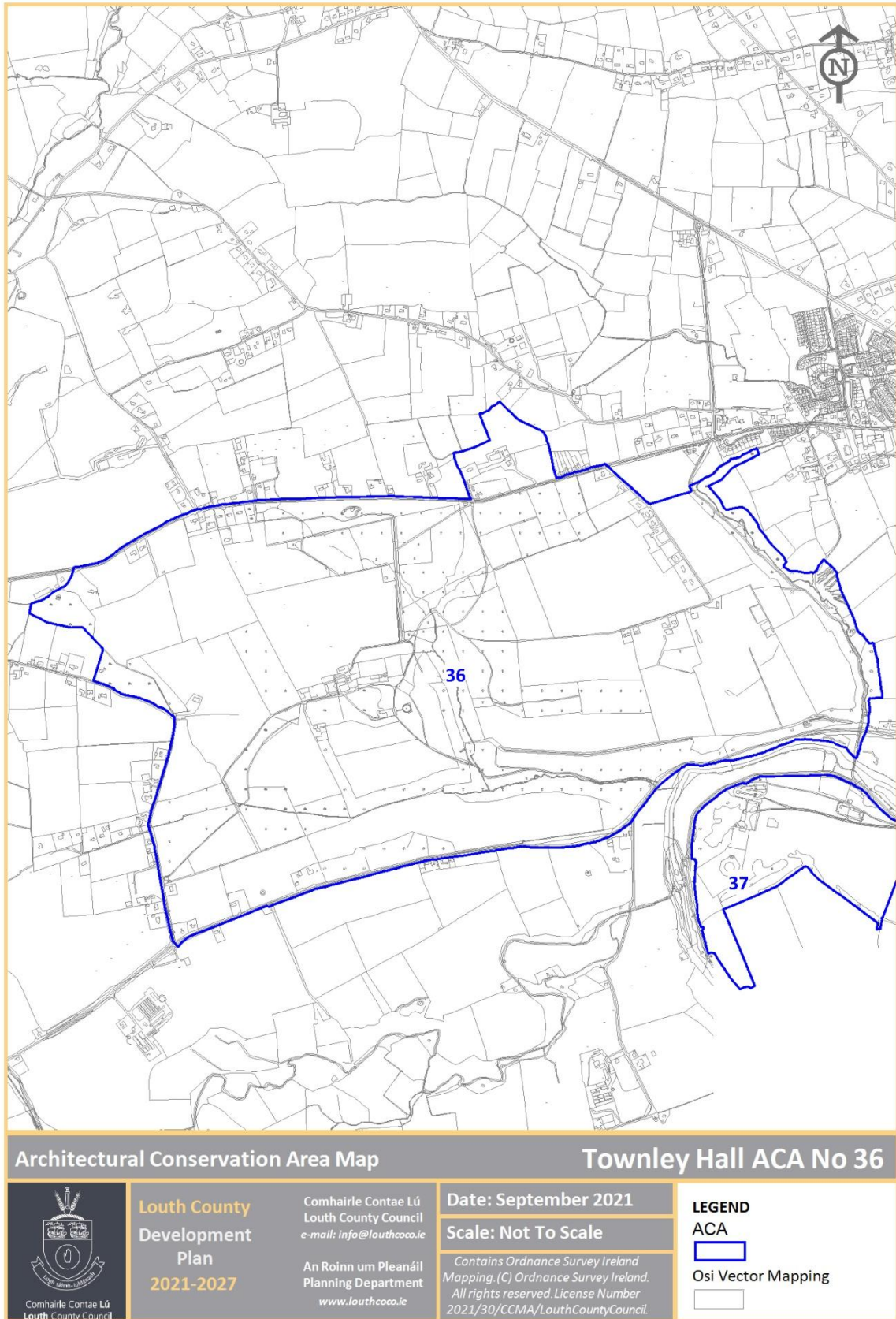
Townley Hall comprises of the demesne of the nationally important protected structures. The surviving informal landscape park for important house c.1798 by architect Francis Johnston; is noted in 'Gardener's Magazine' (1827) as "one of the most magnificent demesnes in the Kingdom".

It sits in secluded private grounds, approached by a long wooded avenue. Commissioned as a private home for the Townley Balfour family, the house is set on elevated site in parkland, with woodland and shelter belts beyond. The setting of the house is intact and the demesne retains its original layout. There are fine mature trees and more recent planting near the house. Coillte manages much of the woodland and part is a forest park, with public access. A lot of the demesne is traditional farmland, but a golf course and many dwellings have been developed along its outskirts. www.townleyhall.ie

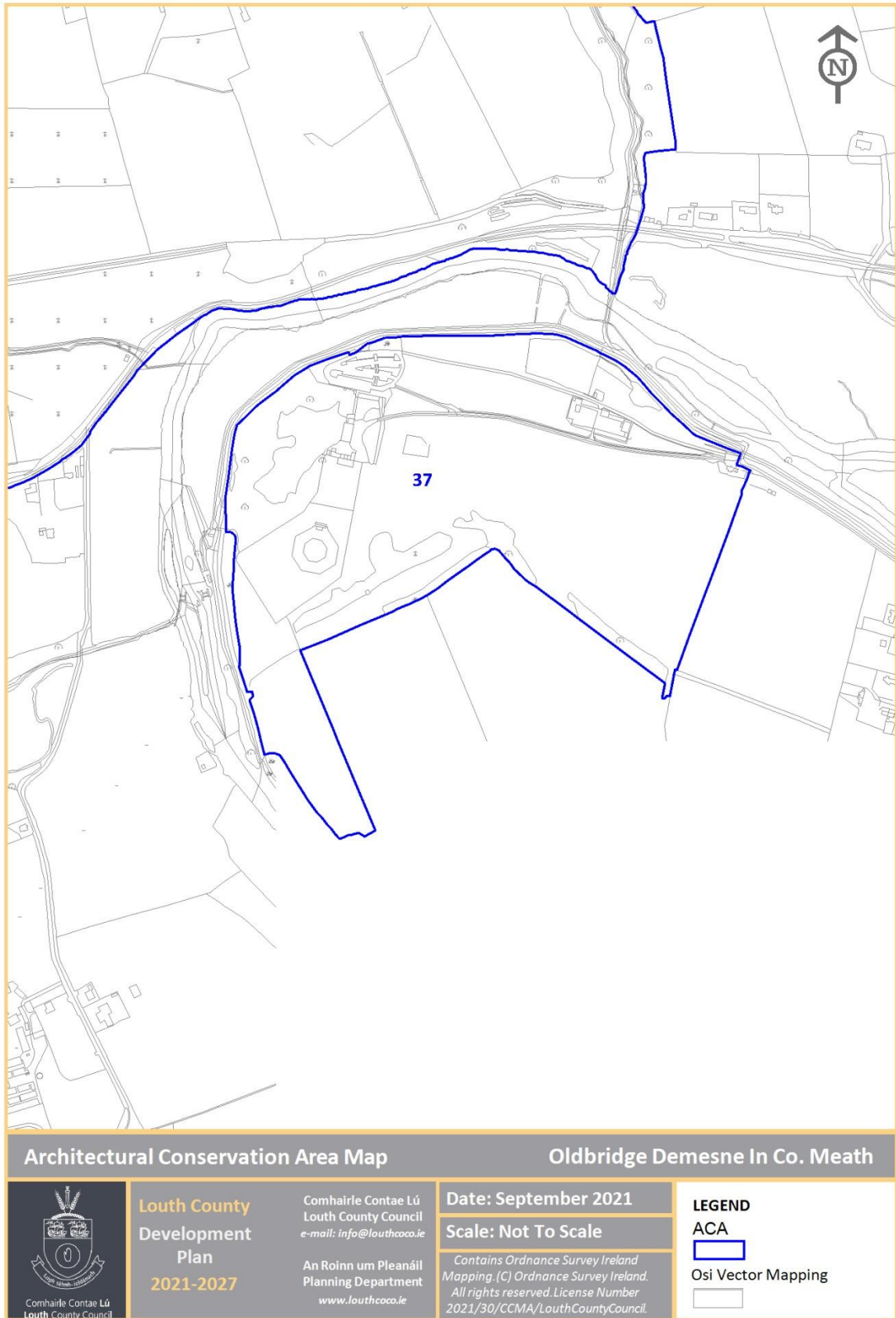
20.3 OBJECTIVES

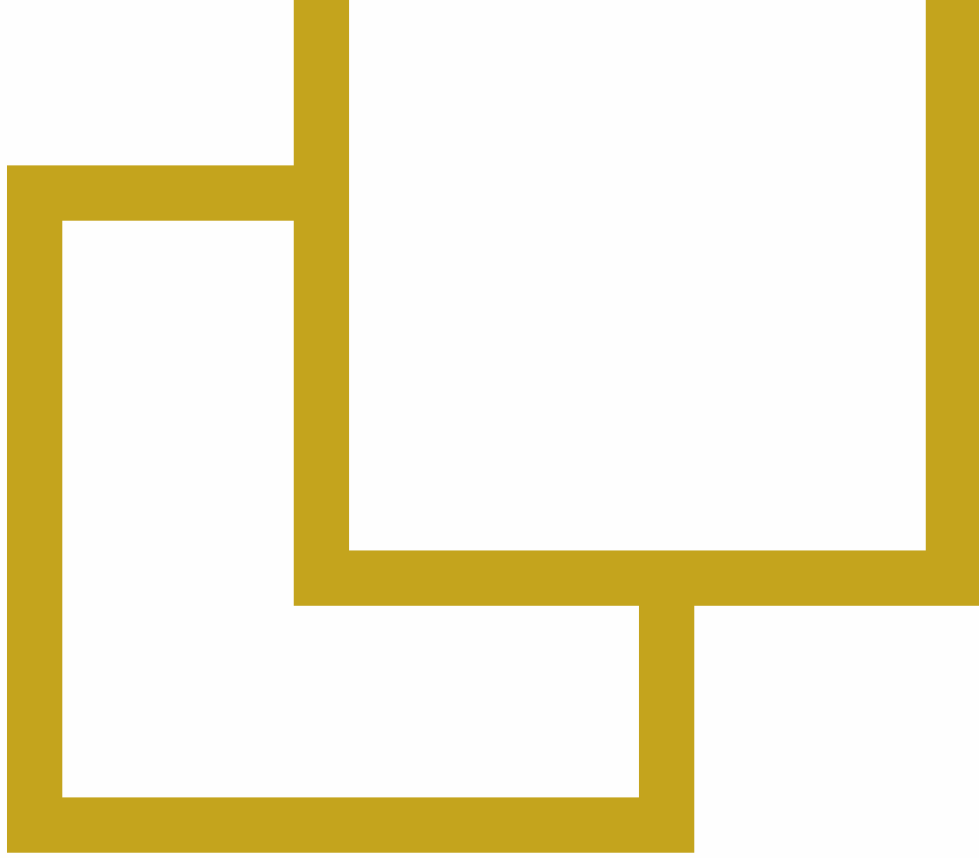
1. To preserve the character of the demesne, its designed landscape and built features by limiting the extent of new development permitted within the demesne and requiring that any such development respect the setting and special qualities of the demesne.
2. To require that all works, whether of maintenance and repair, additions or alterations to existing buildings or built features within the demesne shall protect the character of those buildings and features by the use of appropriate materials and workmanship.

Map 11.20: Townley Hall Architectural Conservation Area



Map 11.21: Oldbridge Demesne County Meath





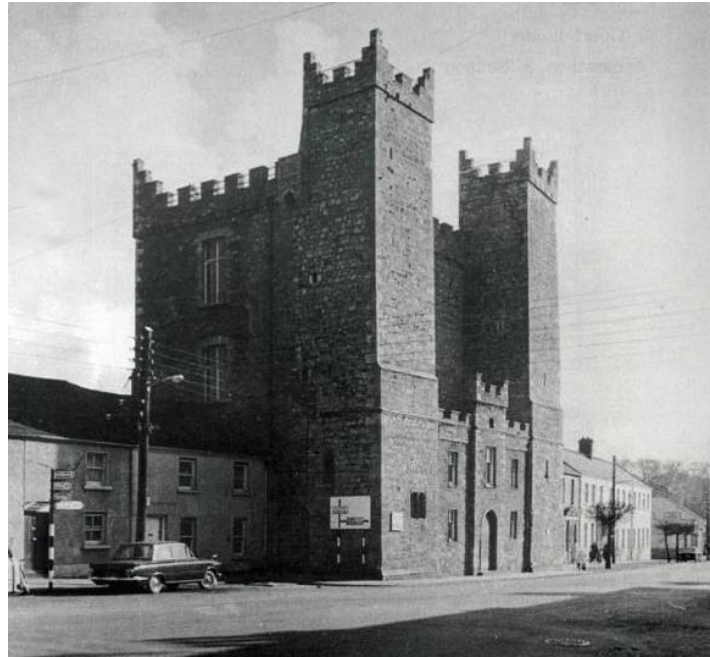
LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 12

Ardee - ACA Character Appraisal



*for Louth County Council
with support from
the Heritage Council*



Ardee

Architectural Conservation Area
Ardee, Co Louth

CHARACTER APPRAISAL

1.0 Preface

This assessment of the special character of Ardee Architectural Conservation Area was prepared in 2011 and revised in September 2013 by Lotts Architecture and Urbanism. The study was commissioned by Louth County Council and its progress was guided by Brendan McSherry, Louth Heritage Officer and Angela Dullaghan, Conservation Officer.

Richard McLoughlin

Lotts Architecture and Urbanism Ltd.

September 2013

Acknowledgements

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2.0 Introduction

2.1 Architectural Conservation Areas

Planning legislation allows a planning authority to include objectives in its development plan to preserve the character of places, areas, groups of structures, or townscapes that:

- Are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or
- Contribute to the appreciation of protected structures.

Such areas, places or groups are known as Architectural Conservation Areas, or ACAs. Thirty six ACAs have been designated in County Louth.

An ACA could be an historic town centre, a distinctive streetscape, a terrace of houses, or it might be a wider group of structures associated with a specific building such as a country house or an old mill.

The aim of ACA designation is to preserve and enhance the character of the area or group. The form and arrangement of buildings, structures and landscape features within an ACA are important in how they contribute to the character of the area or group. Historic materials, architectural features, prevailing heights, building lines and plots sizes, as well as the scale and arrangement of streets and open spaces all make a contribution to the character of an ACA.

For this reason, the external appearance of buildings and the features of the open space are protected in an ACA. Planning permission is required for any works that would have an impact on the character of an ACA. Importantly, works which in other locations would meet the criteria for Exempted Development as outlined in the Planning Regulations will require planning permission if they are within an ACA.

Designation as an ACA does not prevent alterations, extensions or new build within the area, but aims to ensure that any new development respects or enhances the special character of the ACA. Works must therefore be carried out in consultation with the planning department and conservation officer, and this is usually through a planning application.

This document is one in a series that set out to define the special character of each individual ACA and give guidance to homeowners, developers, architects and planning professionals on the type of works that would require planning permission in that specific area.

2.2 Location and Setting of ACA

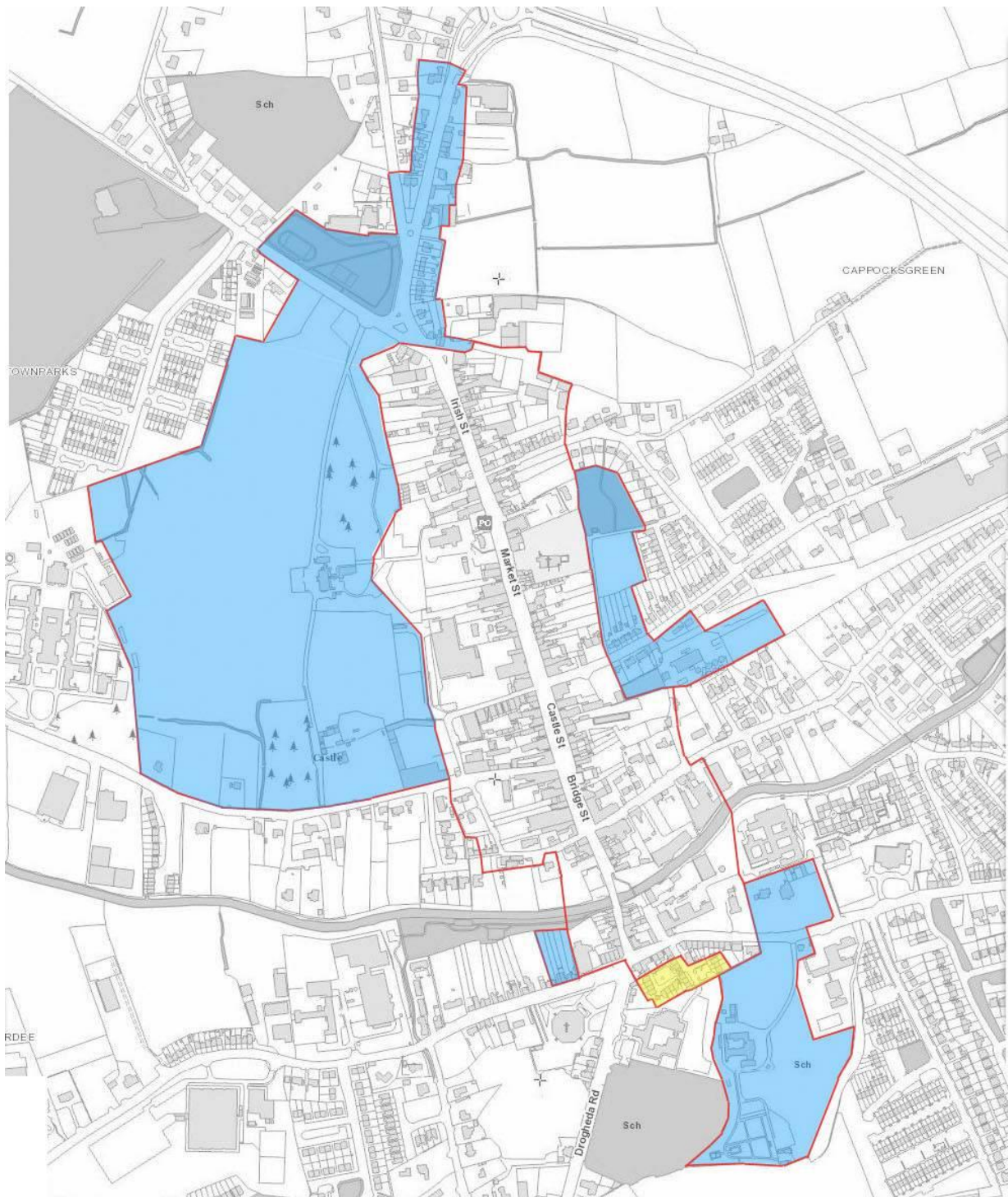
Ardee, in Irish Baile Átha Fhirdhia, is a small market town situated in the west of County Louth. It lies at the junction of the Dublin to Monaghan road (N2) and the Dundalk to Kells road (N52), 16.5km north of Slane, and 17.5 km south east of Dundalk. The town lies 8km west of the M1 motorway, to which it is connected by the N33. These busy national routes bring a lot of traffic into and through Ardee. The town is served by regional routes R170 to Dunleer to the east and R171 to Louth village in the north.

Ardee is organised around a main axis that runs roughly north-south, named variously along its length as Irish Street, Market Street, Castle Street and Bridge Street. A number of approach roads gather at either end of this axis and several others branch off perpendicular to it along its length.

Louth County Council's Landscape Character Assessment (LCA) of December 2002 locates Ardee in a landscape area called the 'Muirhevna Plain'. This is described having 'flat undulating features drained by the meandering lazy rivers of the Fane, Glyde, White and Dee rivers'. Ardee lies on topography that slopes downwards from south to north. The River Dee (An Nith in Irish) flows from west to east to flow into the Irish Sea at Annagassan. The river runs to the south of the old town and is crossed by a historic bridge at the southern end of the main street.

The Landscape Character Assessment notes the rich tree cover in Ardee. The various groups of mature broad leaf trees and the river corridor create rich visual and ecological assets that contribute much to defining the special character of the town. Specimen trees also include cedars and Scots pine.

Fig. 1: Proposed alteration of ACA boundary



3.0 Historical Development of Ardee

3.1 Historical Overview

Ardee, known as Atherdee into the nineteenth century, derives its name from the Irish *Áth Fhirdia*, 'the Ford of Ferdia'. The ford, an ancient river crossing located upstream from the present bridge is held to be the site of the heroic three-day single combat in which the Connacht warrior Ferdia was slain by his friend and foster brother Cúchulainn, as recorded in the *Táin Bó Culaigne* or Cattle Raid of Cooley, the epic tale in the Ulster Cycle of Irish mythology.

The town originated as a Norman settlement dating from the late twelfth century, and received five murage grants between 1376 and 1416. Ardee is one of the best examples of a medieval market town in Ireland, and its early footprint still endures today, with the broad linear pattern of Market Street and Castle Street forming the main artery through the town, intersected by narrower streets and laneways running east and west to the former line of the town walls. Long burgage plots are still evident, with a tight network of rubble stone walls delineating the former holdings.

The townscape is dominated by the fortified houses of Ardee Castle (formerly St Leger's) and Hatch Castle, robust reminders of its medieval past. Architects involved in the town's development include Thomas Duff, J.J. McCarthy and the nineteenth-century county surveyor John Neville.

3.2 Medieval Period

The early settlement was established soon after the Norman Invasion by Gilbert Pipard, who accompanied King John to Ireland in 1185. Developments of this time included the Pipard castle at Castleguard to the east of the town, which as late as 1795 still contained vestiges of two octagonal buildings, and the foundation in 1207 of a monastery and hospital for the *Fratres Cruciferi* or Crutched Friars. A Carmelite monastery was founded by Ralph Pipard in the early 1300s in the east of the town on the River Dee. In 1315 the Scottish invasion of Edward Bruce passed through the town, and the medieval parish church or St Mary, in which the townspeople had taken refuge, was destroyed.

During the later Middle Ages Ardee was an outpost at the northern edge of the Pale bordering Gaelic Ulster, where it was highly vulnerable to attack and was used as rallying point of the English on regular raids against the Ulster Irish. Murage grants given in the early fifteenth century triggered the first major building phase within the town, which saw market areas laid out and streets paved. The town was encompassed by walls as far as the River Dee, with an area of almost 62 acres enclosed. There were six gates in all, Irish Gate, Head Gate, Ash Gate, Blind Gate, Bridge Gate and Cappock's Gate to the east, which survives to the present day in a fragmentary state, the only surviving remains of a gate in the town.

Once established, the walls seem to have acted as the bounds of the town until the end of the medieval period, when the extramural suburb of Irish Street was formed to the north, but the town was not entirely built up inside the defences leaving large tracts of undeveloped areas.

While there is clear evidence for high stone walls on the western side, the side facing away from the Pale, the form of enclosure on the eastern side is less clear, and it is possible that this was an earthen bank rather than a wall of stone. The linear form of the town and the strong building line on its eastern side might indicate that there was once a wall on this line, and that the eastern area was an extension which was never fully walled in or developed. One explanation for the open area within the town would be as a refuge of English settlers driven into the town during periods of conflict.

At some point before the end of the seventeenth century Irish Street was taken into the town and a gate built at its northern end, but it does not appear that the town walls were extended to enclose this suburb.

The footprint within the walls emerged as a linear pattern, with a broad thoroughfare running north–south through the town, formed by the combination of Irish Street, Market Street, Castle Street and Bridge Street, and a number of narrow streets and laneways intersecting it. The smaller streets of Ash Walk and Lamb’s Lane forming a cross-street were referred to in 1540 as the ‘great cross of the town’. Market Street is mentioned in early sources in 1344 and was the site of the medieval market place where the market-cross (1450) would have originally stood. The layout of many of the burgage plots in the town would appear to have survived, as reflected in the nature of the narrow plots with rubble stone dividing walls to the rear of the both sides of the main street.

Fig. 2: Reconstruction of historical layout by John Bradley (1984)

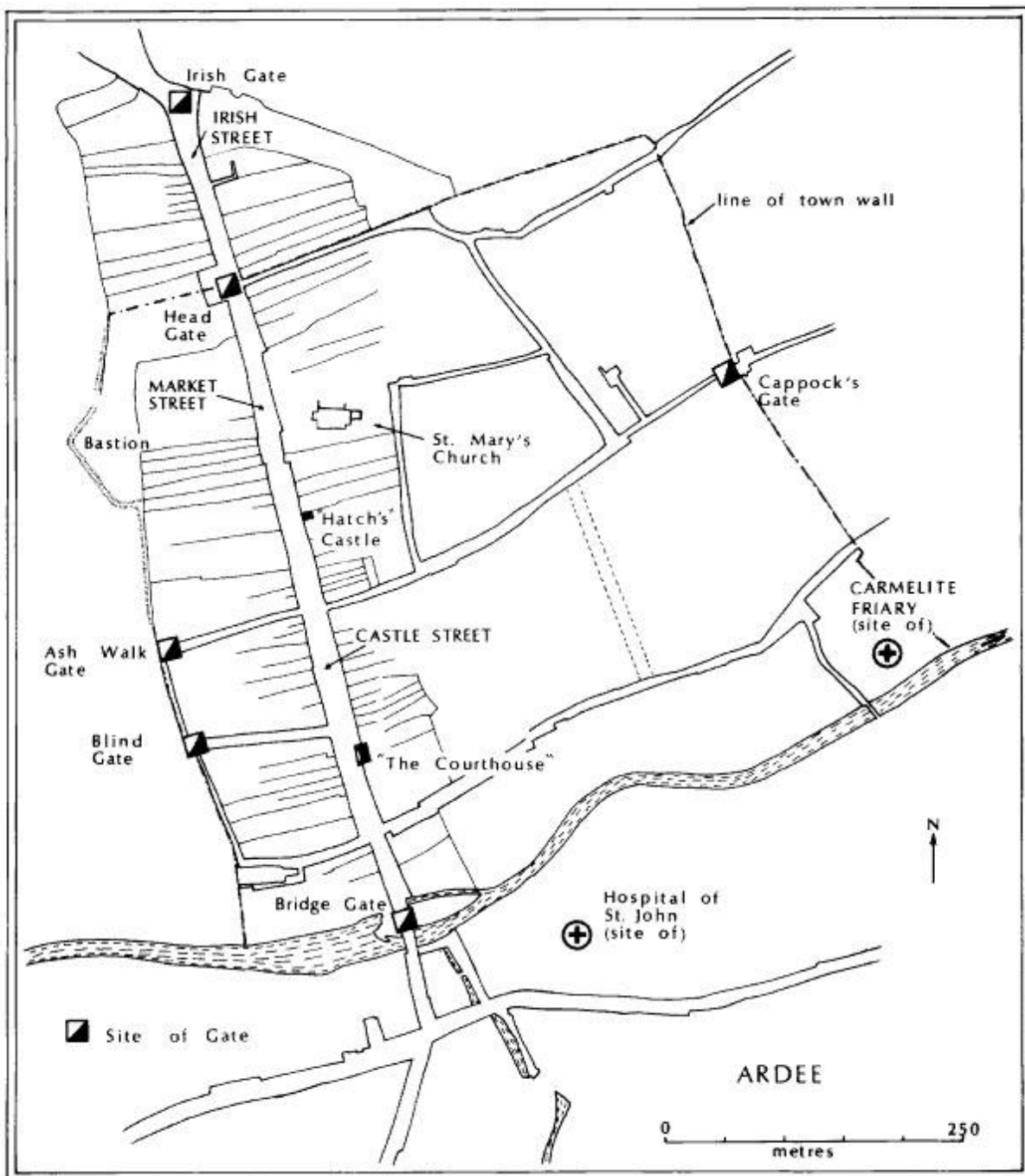


Fig. 3: Ruins of St Mary’s Church from Grose’s Antiquities (1791-6)

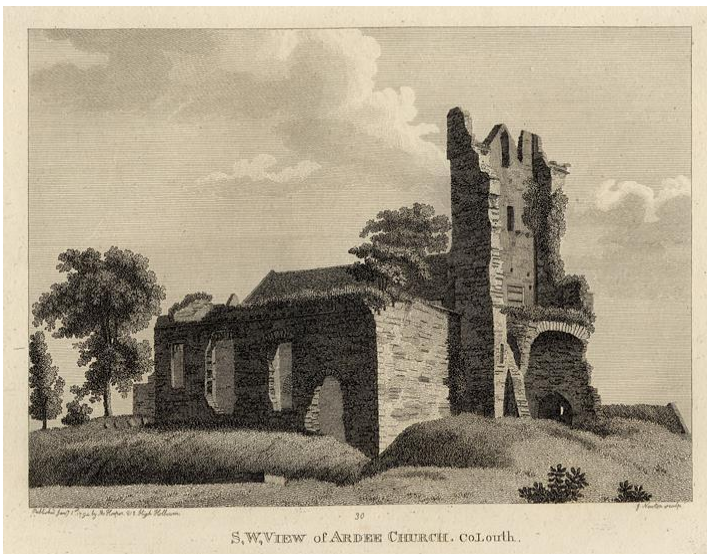
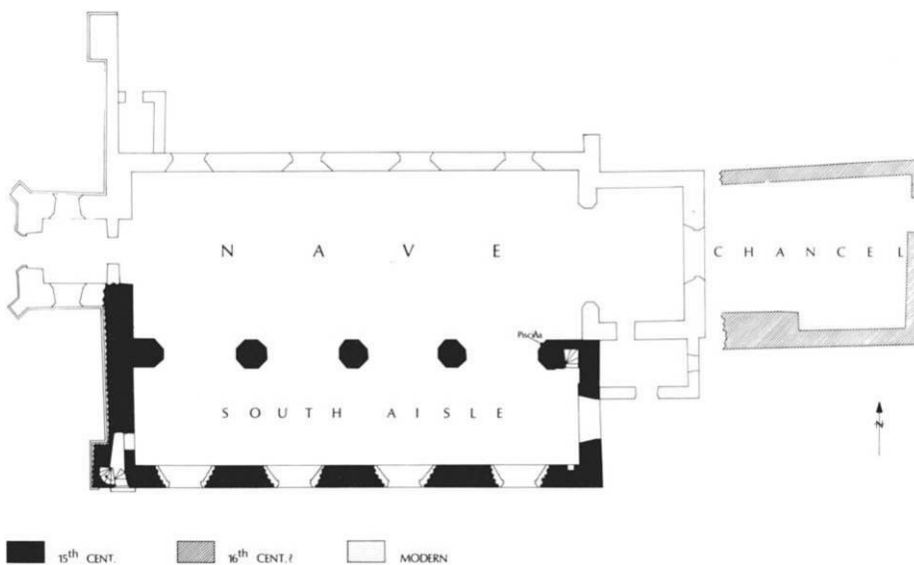


Fig. 4: Plan of St Mary’s church, from Bradley



The parish church of St Mary and two chantries had been founded in the fourteenth century. The ruined south aisle, depicted in Grose’s Antiquities of c.1791-6 (Fig. 7), were later integrated into the present Church of Ireland Church (Lhs017-006 NIAH 13823052). The unroofed ruin of the Chantry College, established before 1487 by Walter Verdun chaplain of Ardee, survives east of the church site, being the southern part of the original structure, and one of the few chantries to survive in this country. Ardee Castle at the south end of Castle Street (Lhs017-017 NIAH 13823004), formerly St Leger’s Castle, replaced an earlier structure founded by Roger Pipard in 1207. It is the largest fortified medieval townhouse to survive in the country, although its function changed through the centuries.

Fig. 5: Ardee Castle, section and elevation from Murtagh



Fig. 6: Photograph of Ardee Castle, formerly St Leger's Castle, c. 1970

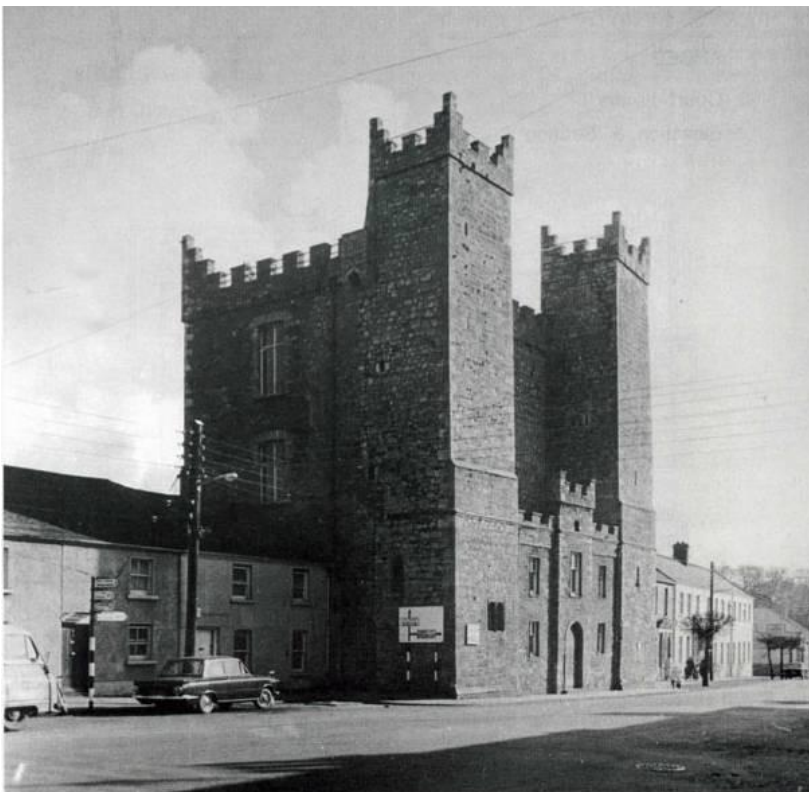
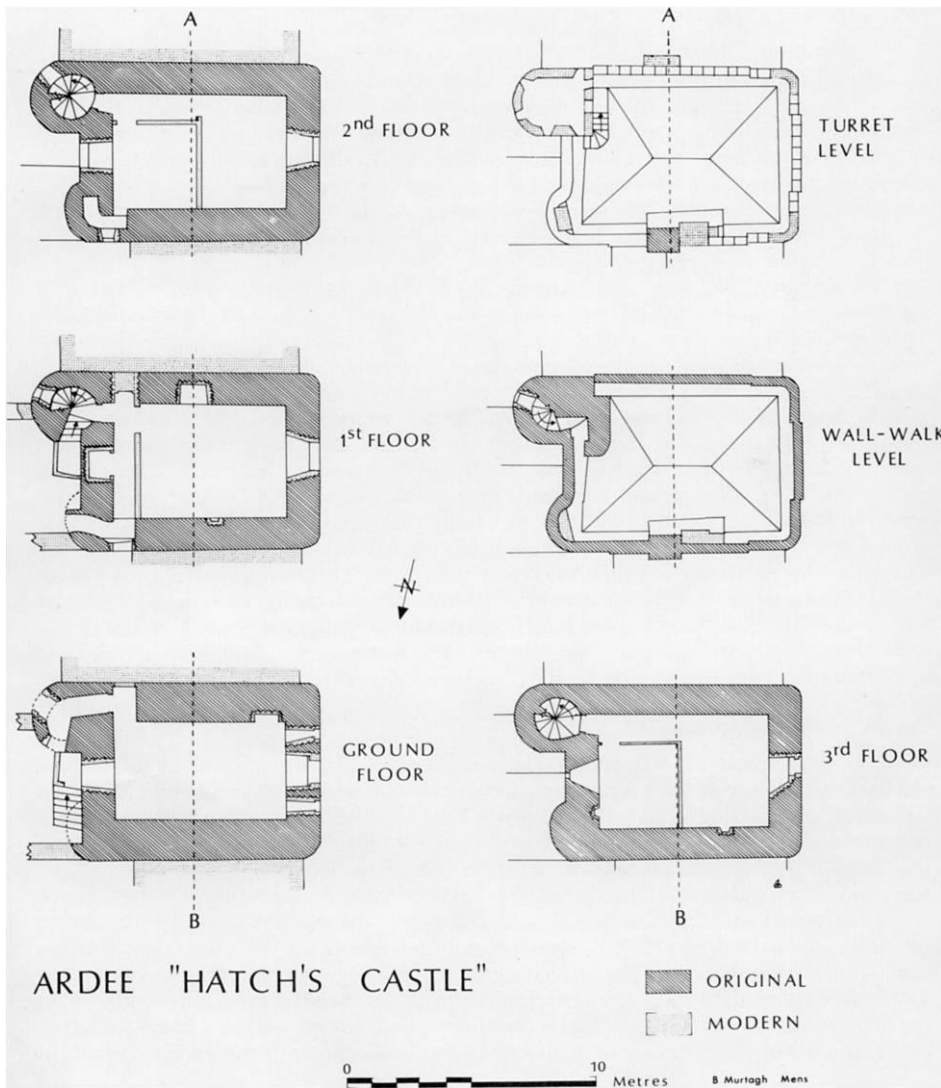


Plate 192—Tower house, 'The Courthouse', at Townparks, Ardee (No. 1137)

Hatch's Castle (further north) was built two or three hundred years later and remained a residence for the Hatch family who modernised the tower house and added revival battlements, window openings and hooded mouldings in the early nineteenth century (Lhs017-009 NIAH 13823055).

Fig. 7: Floor plans of Hatch's Castle, from Murtagh



3.3 Seventeenth and Eighteenth Centuries

A market charter was granted to the town in the seventeenth century and the current town is largely made up of the urban footprint and street architecture which emerged in the ensuing period. The Down Survey, drawn up in 1657 as part of the Cromwellian plantation, shows little detail, but the river appears to form the eastern boundary of Ardee. An extramural religious house is shown to the west of the walled town as a building with a cross on its roof. This tower house (Lhs017-037 SMR:LH017-009) dating from the fifteenth-century survives today forming part of the farmyard of the demesne of Ardee House now St Joseph's Hospital (Lhs017-035 13823055) to the north of Jervis Street.

Fig. 8: Down Survey map of Ardee, 1657

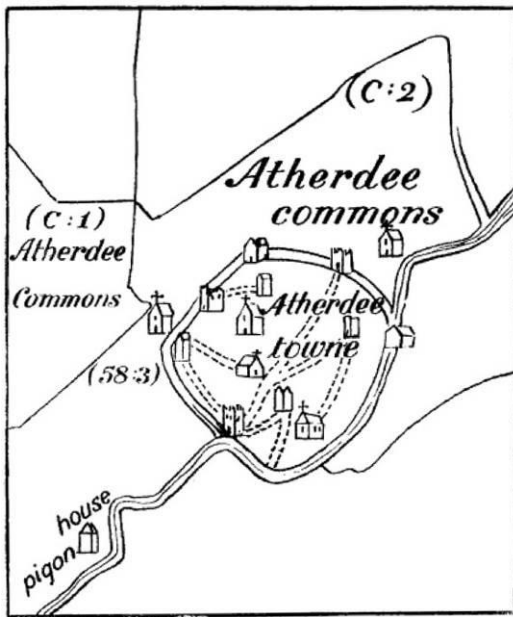


Fig. 9: Extract from 1908 OS map showing location of 14th century tower house within Ardee Demesne, relative to former Ash Gate

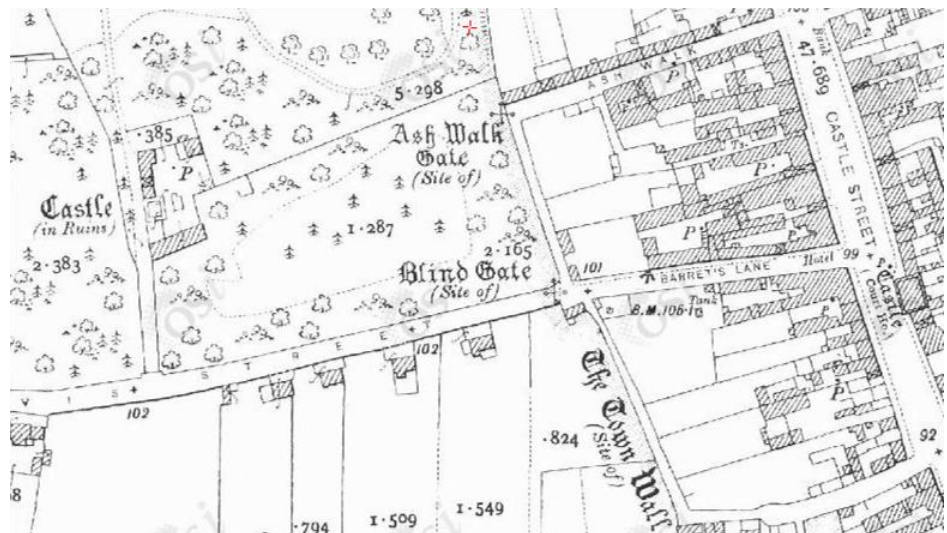
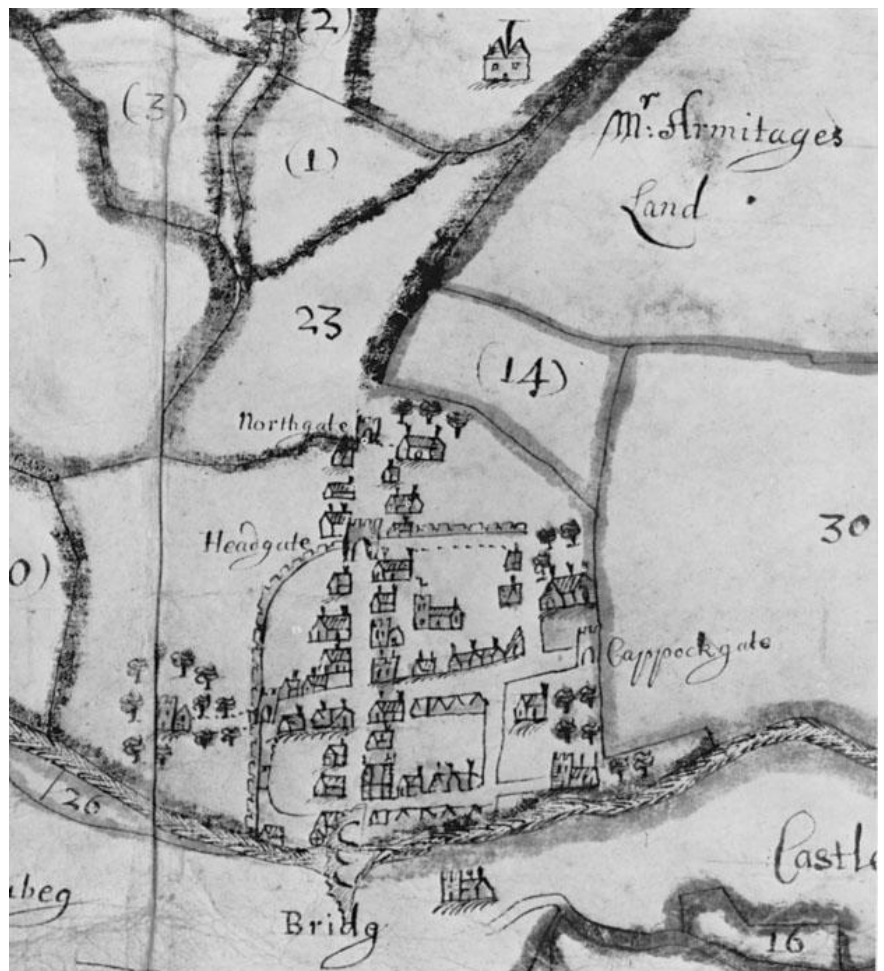


Fig. 10: 14th century tower house within farmyard of Ardee Demesne.

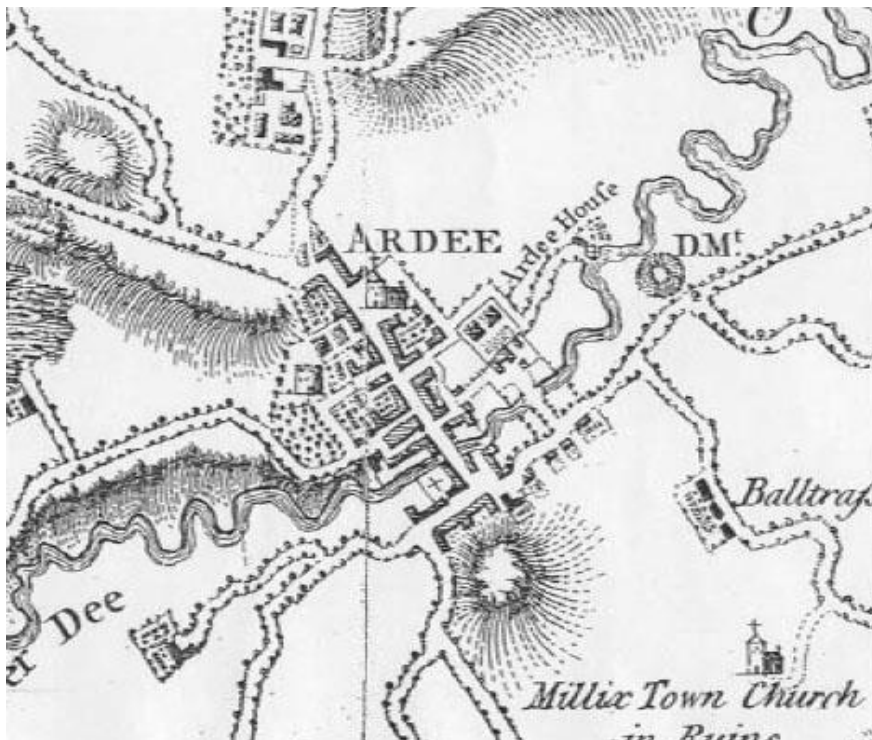


Fig. 11: Richardson map of 1677



Richardson's map of 1677 depicts the town in considerable detail. The main street is shown leading from a triple-arched stone bridge of over the river in the south to Head Gate in the north and beyond to the extramural suburb around Irish Street, with North Gate at its northern end. Town walls are shown on the north and west sides only, with Ash Gate and Cappock Gate connected by what is now Sean O'Carroll Street and Ash Walk. The eastern boundary is marked but not indicated as walled. The religious house referred to above is shown to the west surrounded by trees with an extramural extension of Ash Walk leading from Ash Gate. Tierney Street, St Mary's Church, The Carmelite Priory and south of the river the Hospital of St John are also shown.

Fig. 12: Extract from Matthew Wren's Map of the County of Louth, 1766



A fortification in the form of a pointed artillery bastion on the western wall of the town is believed to have been constructed by French engineers in the army of James II during the Williamite-Jacobite War of 1689-91. The mass of this feature can still be seen between Market Street and the former Ardee House, a substantial red brick structure of classical design at the centre of a landscaped demesne to the west of the town, built and laid out c.1780 for the Ruxton family, whose ancestor Captain John Ruxton was granted the lands of the Flemings of Slane by Cromwell.

Matthew Wren's map of 1766 shows the evolving town in this period, and marks an earlier Ardee House on the east of the town, probably that shown on Richardson's map, adjoining the Cappock Gate.

During the eighteenth century, in addition to the two castles towering over the east side of the main street, the town was dominated by the market house, sited centrally on the main street.

A typically plain building with a raised arcade through which carts and cattle could pass, it also served as a sessions-house and town assembly at the upper level. It was replaced by a later building in the early nineteenth century.

Ardee was situated in a very fertile corn district at that time and there were many flour mills and early malting houses. An extensive milling and tannery was built on the corner of Bridge Street and William Street at a later period.

3.4 Nineteenth Century Developments

In the early nineteenth century a series of improvements enhanced the major buildings fronting the main thoroughfare of the town. In 1804 St Leger's Castle, a massive four-storey rectangular house with projecting towers, was in ruins when acquired by the Louth Grand Jury. Between 1805 and 1810 the structure was extensively rebuilt as a courthouse and a bridewell.

The tower interrupts the natural line of Castle Street and projects imposingly into the street. Despite the nineteenth-century renovations the building retains its ground-floor barrel vaults, a spiral stair and some small corbelled rooms. The old bridewell was replaced in 1863 by John Neville's austere building to the rear.

Fig. 13: Main streets and courthouse, Lawrence Collection, c. 1900



The free-standing market house was rebuilt in 1810 on a newly laid out market square on the west side of Market Street. This was an elegant, low and elongated classical building, with screen walls, a clock tower and cupola. It was used as a centre for municipal affairs, and for religious activities when St Mary's Parish Church was undergoing reconstruction. The building survived until 1987 when it was replaced by the present structure.

Fig. 14: Ardee market house and square, Lawrence Collection, c. 1900



During the same period (c. 1810) the ruins of St Mary's Parish Church, were incorporated into a new structure for the Church of Ireland (NIAH 13823052). This was substantially rebuilt again in 1899 and a picturesque crenellated façade, which gave symmetry to the older structure, is now a notable landmark breaking the street-front of the east side of Market Street.

St Mary's Catholic Church, attributed to Thomas Duff, was built on John Street in 1829, probably to replace a simpler structure on the same site, marked as a cross on Wren's map of 1766. The main body of the chapel is screened to the front by a battlemented three-bay entrance front, its character is derived from its colourful coursed rubblestone and limestone trim. J.J. McCarthy extended the building in 1864, and it was deconsecrated just over a hundred years later (Lhs017-036 NIAH 13823026).

Fig. 15: St Mary's Catholic Church on John Street, Lawrence Collection, c. 1900



The three-arched bridge shown on Richardson's map of 1677 map was replaced by a simple, single-span road bridge in the mid nineteenth century (Lhs017-056 NIAH 13823008).

Although the town of Ardee did not expand significantly beyond the extent recorded on Wren's 1766 map, the face of the town did change considerably as a result of the changes described above and a number of new public buildings, which included a police barracks, post office, two schools, and the Ardee Union workhouse, parts of which survive on John Street (Lhs017-063 NIAH 13823025). The polychrome brick railway station and station master's house on Lambs Lane were built in 1896 (Lhs017-040 NIAH 13823059 and Lhs017-039 13823060) as the terminus of a branch off the Dublin-Belfast railway line, which remained in use for goods until 1975.

Fig. 16: Main Street and Hatch's castle, Lawrence Collection, c. 1900



Historical photographs taken at the end of the nineteenth-century show streets of Ardee lined with low, unassuming two-storey houses and commercial buildings in a typical Irish vernacular punctuated with elegant timber shopfronts and ample carriage arches, which still distinguish the streetscape today. Historian and geographer John Bradley suggests that it is very likely that some of the existing structures in the town incorporate earlier structures, the like of which have been identified in other medieval towns such as in Carlingford.

Notable shops and public houses include the former bakery on the corner of Castle Street and Tisdale Street (now Tierney Street) which contains a very fine curved glass window display and Hamills on Bridge Street designed by Paul Cahill c.1900. The latter is faced with elaborate faience tiles with mouldings and decoration in deep relief, and also contains robust curved glass windows. This is one of the few surviving examples of faience majolica in the country (Lhs017-024 NIAH 13823028).

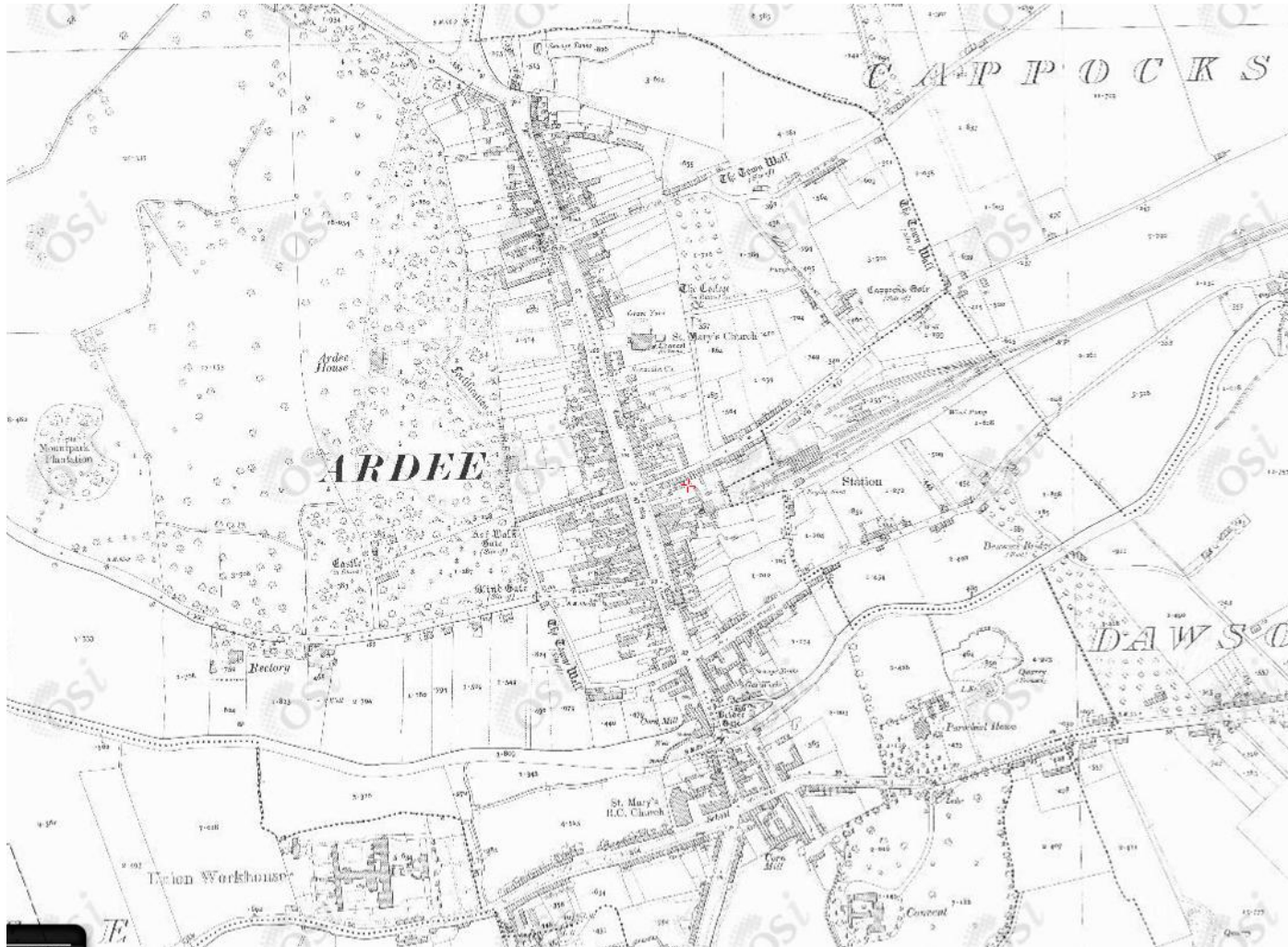
Many street house and commercial premises had small industrial buildings to their rear, primarily granaries, breweries and tanneries. Several of these modest but well-built stone buildings still survive today.

Three detailed maps of the town chart the development of the town over the course of the nineteenth century, the Ordnance Survey (OS) first edition of 1835, the Griffith valuation town plan of 1854, and the 25 inch OS map of 1908 (see Figs. 16 and 17 below, and extracts in Section 4). Notable changes over this period include the disappearance of College Lane east of St Mary's Church, the realignment of Moorhall south of the river, and the arrival of the railway.

Fig. 17: Extract from first edition Ordnance Survey map of 1835 (enlarged from original scale of 6" to 1 mile).
Map may be viewed at large scale on www.osi.ie



Fig. 18: Extract from Ordnance Survey map of 1908 (enlarged from original scale of 25" to 1 mile).
Map may be viewed at large scale on www.osi.ie



3.5 Twentieth Century

Comparison of the Ordnance Survey map of 1908 with Bradley's reconstruction of the medieval town plan shows that Ardee was a spacious walled town, which by the beginning of the twentieth century had not expanded into the area enclosed by the town wall. Much of the area within the circuit of the former walls remained as open space until recent decades, with development extending to the eastern side of the town.

A notable change to the architectural landscape of the main street came at turn of the twentieth century in the form of the imposing bank buildings for Bank of Ireland on Castle Street (Lhs017-011 NIAH 13823001) and Ulster Bank on Irish Street (Lhs017-003 NIAH 13823051), which counterbalanced the historic primacy of the two castles in the streetscape.

Although several shopfronts maintained their original features, and many architectural features of high quality remain, the unfortunate and widespread loss of shopfronts and erosion of fine details such as sash windows and original doors over the latter half of the twentieth century have diminished the architectural character of Market and Castle Street, which had developed over eighteenth and nineteenth-century, as seen in photographs of the earlier part of the century.

A new Catholic church, the Church of the Nativity of Our Lady, by Guy Moloney & Associates was built in 1974 on John Street (Lhs017-062 NIAH 13823024) to replace the older now deconsecrated chapel.

Fig. 19: Hatch's castle and Main Street c. 1950



Fig. 20: Ardee Castle, formerly St. Ledger's castle, c. 1950



3.6 Historical Sources

- J. Bradley, Ardee, an archaeological study, Journal of the County Louth archaeological & historical society, Vol. 20, No.4 (1984), 267-296
- P.J. Geraghty, Ardee and its market square, Journal of the County Louth archaeological & historical society, Vol. 22, No. 1 (1989), 54-66.
- C. Casey & A. Rowan, Buildings of Ireland: North Leinster (London, 1993)
- P.J. Geraghty, Urban Improvement and the Erection of Municipal Buildings in County Louth during the Eighteenth and Nineteenth Centuries, Journal of the County Louth archaeological & historical society, Vol. 23, No. 3 (1995), 295-317.
- C. Casey, An introduction to the architectural heritage of County Louth (National Inventory of Architectural Heritage, Dublin, 2008).
- Websites:
- www.buildingsofireland.ie
- www.osi.ie
- griffiths.askaboutireland.ie

4.0 Statutory Protection and Planning Objectives

In addition to the protection afforded by the ACA designation, some individual structures within the ACA are protected in their own right by other statutory designations.

4.1 Protected Structures in the ACA

The structures listed below, many of which lie within the boundary of the Architectural Conservation Area are included in the Louth County Council Record of Protected Structures (RPS), Volume 3 in the County Development Plan 2021-2027.

In addition to the protection conferred by the ACA, these structures and their attendant grounds, known as their curtilage, are protected in their own right under Part IV of the Planning and Development Act 2000 (as amended)

Lhs 017-002	J. Malone, Irish Street, shop
Lhs 017-003	Ulster Bank, Irish Street, bank
Lhs 017-004a	Stone Warehouse at rear of Ulster Bank, Irish Street,
Lhs 017-004b	Samson Electric, Irish Street, warehouse
Lhs 017-005	First Active, Market Street, office
Lhs 017-006	St Mary's Church of Ireland, Market Street, church
Lhs 017-007	Former Wesleyan Chapel, Market Street, former chapel
Lhs 017-008	House, Market Street
Lhs 017-009	Hatch Castle, Market Street, towerhouse
Lhs 017-0010	House, Market Street
Lhs 017-0011	Bank of Ireland, Castle Street, bank
Lhs 017-0012	Kearney's Drapery Store, Castle Street, shop
Lhs 017-0013	Liscou, Castle Street, shop
Lhs 017-0014	J. Kiernan Solicitor, Castle Street, office
Lhs 017-0015a	House, Castle Street
Lhs 017-0015b	House, Castle Street
Lhs 017-0016	Water pump, Castle Street
Lhs 017-0017	Ardee Castle, Castle Street, castle
Lhs 017-0018	Ardee Bread Company, Castle Street, shop
Lhs 017-0019	Lanney's, Castle Street, shop

Lhs 017-0020	Ardee Fireplaces, Castle Street, shop
Lhs 017-0021	Sweeny Byrne/Imbue, Castle Street, shop
Lhs 017-0022	Allied Irish Bank, Castle Street, bank
Lhs 017-0023a	House, Bridge Street
Lhs 017-0023b	House, Bridge Street
Lhs 017-0023c	House, Bridge Street
Lhs 017-0023d	House, Bridge Street
Lhs 017-0024	Hamill's Public House, Bridge Street, public house
Lhs 017-0025a	House, Bridge Street
Lhs 017-0025b	House, Bridge Street
Lhs 017-0027a	House, Market House Lane, cottage
Lhs 017-0027b	House, Market House Lane, cottage
Lhs 017-0027c	House, Market House Lane, cottage
Lhs 017-0027d	House, Market House Lane, cottage
Lhs 017-0027e	House, Market House Lane, cottage
Lhs 017-0027f	House, Market House Lane, cottage
Lhs 017-0027g	House, Market House Lane, cottage
Lhs 017-0028	Chantry College, College Park, ruin
Lhs 017-0029a	House, St.Vincent's Road, cottage
Lhs 017-0029b	House, St.Vincent's Road, cottage
Lhs 017-0029c	House, St.Vincent's Road, cottage
Lhs 017-0029d	House, St.Vincent's Road, cottage
Lhs 017-0029e	House, St.Vincent's Road, cottage
Lhs 017-0029g	House, St.Vincent's Road, cottage
Lhs 017-0029g	House, St.Vincent's Road, cottage
Lhs 017-0029h	House, St.Vincent's Road, cottage
Lhs 017-0030	Cappock's Gate, Ardee Town Wall (see also RMP)
Lhs 017-0031	De La Salle Monastery, Moore Hall, monastery
Lhs 017-0032	Parochial House, Moore Hall, house

Lhs 017-0033	Convent of Mercy, Moore Hall, convent
Lhs 017-0033b	Convent of Mercy, former school, now convent
Lhs 017-0033c	Convent of Mercy, gates
Lhs 017-0033d	Convent of Mercy, gate lodge
Lhs 017-0033e	Convent of Mercy, school
Lhs 017-0033f	Convent of Mercy, chapel
Lhs 017-0034	Castle Guard Fort Dawson's Demesne (see also RMP)
Lhs 017-0035	St. Joseph's Hospital, Fair Green Road, hospital
Lhs 017-0036	St Mary's former church, John Street, church
Lhs 017-0037	Tower House, Kells Road (see also RMP)
Lhs 017-0038	St Brigid's Hospital, Kells Road
Lhs 017-0038b	St Brigid's Hospital Chapel, Kells Road
Lhs 017-0039	Former railway station, Sean O'Carroll Street
Lhs 017-0040	Former station master's house, Sean O'Carroll Street
Lhs 017-0041	Former locomotive shed, Sean O'Carroll Street
Lhs 017-0042	V1 Clothing, Castle Street, shop
Lhs 017-0043	U4Coffee, Castle Street, shop
Lhs 017-0044	Ferdia Arms, Castle Street, public house
Lhs 017-0045	Anderson's, Irish Street, public house
Lhs 017-0046	House, William Street
Lhs 017-0047	House, Irish Street
Lhs 017-0048	House, 20 Irish Street
Lhs 017-0049	Annie's, William Street, house
Lhs 017-0053	Warehouse, Market Street
Lhs 017-0055	Sheridan Services, Castle Street, house
Lhs 017-0056	Bridge, Bridge Street
Lhs 017-0057	Ardee Clinic, Bridge Street, house
Lhs 017-0059	Bridge Leisure, Bridge Street, granary
Lhs 017-0060	Odea Agri Seeds, Moore Hall, warehouse

Lhs 017-0061	Ardee Monastery School, Drogheda Road
Lhs 017-0062	Church of the Nativity, John Street
Lhs 017-0063	Ardee Workhouse, now Farrell's Factory, John Street
Lhs 017-0064	Stone Gate, John Street
Lhs 017-0065	Cuchulainn House, Bridge Street, house
Lhs 017-0070	Sir Frederick Foster Memorial, Market Square
Lhs 017-0072	Manor Mill Cappocksgreen
Lhs 017-0073	House, Castle Street
Lhs 017-0075	St. Joseph's Terrace, Lambs Lane, house
Lhs 017-0082	House, Irish Street
Lhs 017-0083	House, Irish Street

4.2 Historic Designed Landscapes

The NIAH Survey of Historic Gardens and Designed Landscapes includes the grounds of Ardee District Hospital and of the Red House, Ardee, with identity numbers LH0002 and LH0064 respectively. The hospital landscape includes the eighteenth-century former Ardee House, its demesne and the earlier tower house which survives within the complex.

4.3 Recorded Monuments in the ACA

The following archaeological sites, features and artefacts within the Ardee ACA are listed in the Record of Monuments and Places (RMP) as Recorded Monuments and are thereby protected under the National Monuments Acts of 1930 to 2004:

RMP No LH017-101	Historic town
RMP No LH017-009	Castle-tower house
RMP No LH017-101001	Town defences
RMP No LH017-101011	Graveslab
RMP No LH017-101006	College
RMP No LH017-101007	Church
RMP No LH017-101008	Building
RMP No LH017-101009	Cross
RMP No LH017-101010	Font
RMP No LH017-101012	Graveslab

RMP No LH017-101013	Architectural fragment
RMP No LH017-101015	Castle-tower house
RMP No LH017-101018	Castle-tower house
RMP No LH017-101022	Religious house
RMP No LH017-101023	Midden
RMP No LH017-101025	Graveyard
RMP No LH017-101026	Graveslab
RMP No LH017-101027	Graveslab
RMP No LH017-101028	Building
RMP No LH017-101033	Building
RMP No LH017-101030	Kiln-pottery
RMP No LH017-101031	Kiln-pottery
RMP No LH017-101032	Burial
RMP No LH017-101034	Excavation

4.4 Ardee Local Area Plan (LAP) 2010-2016

Under section 19(1) of The Planning and Development Act, 2000, the LAP is part of the Louth County Development Plan 2009-2015 with specific focus on the town of Ardee. The LAP zones land for particular uses and provides a policy framework for individual planning decisions.

The ten strategic objectives of the plan described in Section 1.11 include an objective in regard to the heritage of the built environment. The objectives of the Ardee ACA are described in Section 6.9. The plan is accompanied by a Land Use Zoning Map.

4.5 Ardee Age Friendly Town Strategy

Louth has been designated the first Age Friendly county in Ireland and Ardee as the first Age Friendly Town. This is an initiative piloted by the World Health Organisation (WHO). Policies for Ardee are reflected in the Louth Age Friendly County Strategy 2009 and they highlight challenges faced by elderly living in and visiting the town.

5.0 Description of Historic Built Environment

5.1 Defining Characteristics

The special character of the Ardee ACA can be defined under the following distinctive attributes:

- Layout
- Socio-economic functions
- Building types, scale and materials
- Quality and treatment of open spaces.

Fig. 21: Ardee Castle and Castle Street



5.1.1 Layout

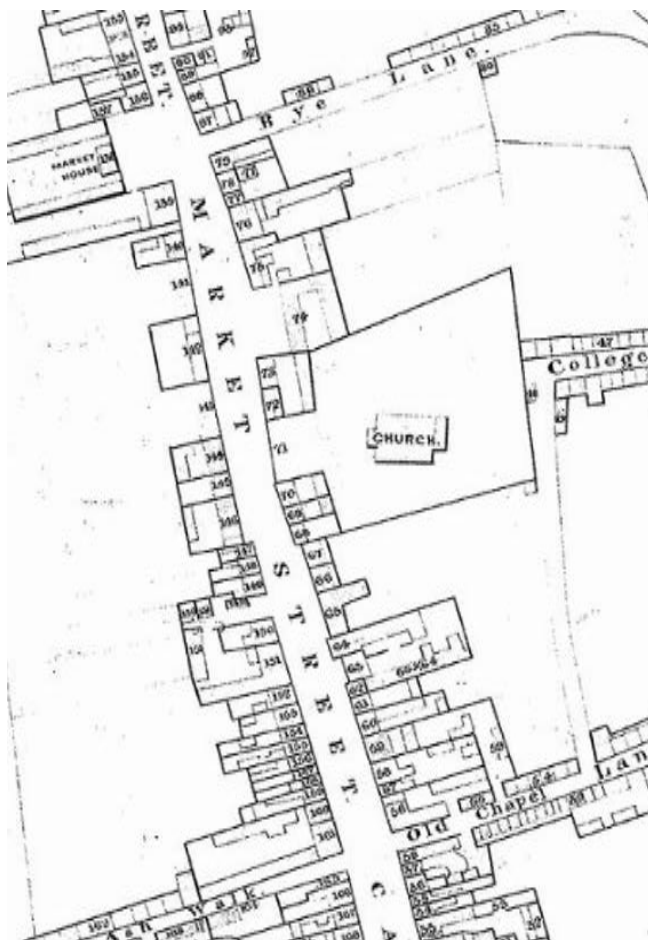
The morphology of Ardee is regular but informal, the result of its medieval origin as a planned defensive outpost of loosely rectangular form, overlaid with subsequent informal development over the centuries.

The town consists of a wide north-south street forming the main route from the bridge through the town, which though straight is informal in character and slightly varying in width, and a series of narrow secondary side lanes broadly perpendicular to the main route, three to the west and three to the east, their position determined by medieval gates in the defensive circuit, as well as some other historic connecting lanes.

An important element of the development of the layout are the more irregular areas of expansion outside the original walls at the north and south end, consisting of the Irish town at the Fair Green, with forking streets leading into the rural hinterland, and the informal area of intimate scale to the south of the river.

The position of the medieval town defences, though not readily perceptible on the ground is a primary character of the town layout. The defences ran on three sides, which with the river formed a broadly rectangular enclosure. A standing wall ran to the rear of the plots on the western side of the main street, and crossed it at Market Square where the library now stands. The subdivision of the areas between these is in long narrow parcels known as 'burgage plots' perpendicular to the main street. This type of site division survives to a large extent in the modern town of Ardee, and is one of its defining characteristics.

Fig. 22: Extract from Griffith Town Plan of 1854, showing characteristic irregularity of the Market Street, and narrow side lanes



The path of the former defensive enclosure can be traced in places along property boundaries and routes, and its course is important in the understanding of the historic town. A number of gates located on the main and secondary streets, though mostly gone, are significant features of the town layout, their positions being of particular importance as they form a connection to the historic form of the town.

The main street lies in the western half of the walled town, and the eastern part is more open, traversed by a series of paths which survive from medieval times, one of which, College Lane was built up until the mid-nineteenth century.

The rectilinear layout is not a strict right-angled arrangement and side roads are laid out at slightly skewed angles relative to the main street or with shallow curves or varying width along their length. The slight irregularity in the orthogonal arrangement adds an informal character, a distinctive feature typical of towns of medieval origin.

5.1.2 Socio-Economic Functions

Uses associated with Ardee's role as a traditional market town contribute to its historic architectural character.

Ardee is the main town serving mid Louth, as well as neighbouring areas in Co Meath. It provides a centre of employment as well as commercial, administrative and other services to its population and to the surrounding rural hinterland. Over the latter half of the twentieth century the trend was for traders and professionals to move away from the town centre, as happened in most other Irish market towns.

Though residential use is still an important component of the ACA, most residential houses in the ACA are located in the side streets, and most of the town's population now live outside the immediate core.

The area now designated an ACA was formerly characterised by the close mix of shops at street level with family accommodation above or adjoining it, and there were many other dwellings opening directly to the street. This mix is important to preserve the character of the town, and those properties still used as family dwellings make a strong contribution to the architectural character of the town.

Most of the shops were traditionally small units and were located on the main street. Some plots have historic warehouses located to the rear of the street-side buildings, reached through arched openings from the street.

As well as Catholic and Protestant churches, Ardee contains a county council administrative building, a court house, a fire station, hospital, Garda station, several banks, schools, a convent.

5.1.3 Building Types, Scale and Materials

The quality of the historic building stock in the Ardee ACA reflect its historic, architectural and social heritage and give form to its architectural character.

Fig. 23: Houses to east side of Irish Street



The street architecture of the town follows a clear hierarchy. The wide main street is the primary artery, lined with predominantly two-storey and occasional three-storey buildings, all arranged in orderly continuous rows of consistent building line and restrained expression, generally rendered and having vertical window openings with shopfronts or elaborate doorcases at ground level, the street frontage modulated by arched and gated openings giving access to the rear.

Commercial buildings which intersperse the streetscape are marked by more conscious design in their expression, scale, detailing and choice of materials. This homogenous arrangement is interrupted by two medieval tower houses, which break the prevailing continuity by their increased height, striking castellated profile, and in the case of the Ardee Castle, by standing proudly forward of the building line.

The side streets branching off the main street have less continuity in their buildings. The sense of continuity in the main street and contrasting discontinuity in the side streets are important characteristics of the ACA.

The town centre and the outlying streets within the ACA are punctuated by a number of civic and religious buildings, which are good examples of their types, exhibiting architectural expression and decoration of high quality. Aside from Hatch's Castle and Ardee Castle, St Mary's Church of Ireland church is significantly located on the highest point in the main street, and the former Catholic church is the primary feature of John Street.

Larger nineteenth-century commercial bank buildings break prevailing eaves height on the main street or express a larger scale in the treatment of their elevations. These 'special' buildings give hierarchy to the long continuous runs of houses and shops, they enrich characteristic views as well as the general skyline of the ACA, and this contrast in scale and architectural detail is an important character feature of the ACA.

A group of religious buildings to the south east of the ACA dominate the character of their immediate area forming an ecclesiastical sector of particular character, encompassing the Convent of Mercy complex, the De La Salle building and parochial house to the south of the town.

Fig. 24: Houses on east side of Castle Street



The muted palette and homogeneity of materials in the ACA is typical of buildings in rural Irish towns. Rendered and painted elevations are the mainstay of street scenes. The prevailing materials are rendered walls, many buildings having window surrounds of stucco. Most have little and simple decoration, though some the more special buildings have elaborate plasterwork marking richer or commercial uses. Roofs are typically of natural Welsh slate, though many have been replaced over the years with modern coverings.

Slate roofs are detailed without fascia or bargeboards and this emphasises the plain clear forms of the buildings, lending a neat appearance in contrast to the suburban detailing of more recent buildings, having fascia and soffits to eaves, and gable ends with oversailing verges, inappropriate details which undermine the simplicity of the prevailing historic character. Chimney stacks are an essential character feature of the skyline of the ACA, cases where these have been removed constitute a weakening of the historic architectural character of the town.

Fig. 25: Detail of shopfront on Castle Street



Red brick elevations are present, but represent an exception rather than the rule, being used in later one-off designs such as the Bank of Ireland, the railway station, a later commercial building now 'Footloose' or in the eighteenth-century Ardee House, and its extensions to form the district hospital.

Public and religious buildings predominantly have elevations of exposed rubble limestone some with ashlar dressings, examples being Hatch's Castle, Ardee Castle, St Mary's Church of Ireland church, the former Catholic Church and the Convent of Mercy.

Some of the buildings retain historic timber doors or sash windows and any surviving joinery is of therefore of crucial historic importance to the character of Ardee.

The general built fabric of Ardee ACA conforms to the following typologies:

- Two-storey 18th and 19th century houses of more formal appearance with slate roofs, rendered walls and vertical windows.
- Two and three storey 19th century shops, commercial premises and banks with varying degrees of architectural decoration and articulation.
- 19th century shops and public houses of varying degrees of richness in elevation treatment
- Single-storey 18th and 19th century vernacular houses in secondary streets.
- Rubble stone warehouses, outbuildings, farm buildings, mill buildings and corrugated-iron barns
- Carriage arches giving access to rear yards

One-off buildings include:

- Fourteenth century tower house within Ardee Demesne, formerly an extramural religious house, due west of the Ash Gate.
- St Mary's Church, a 14th century south aisle integrated into an early 19th century Gothic Revival Church of Ireland church, set in a churchyard with fine trees.
- Chantry College, a ruined 15th century stone structure, east of St Mary's Church.
- Ardee Castle, a late medieval tower house with corner towers and later crenellated parapets.
- Hatch's Castle, a small 15th-16th century tower house.
- Ardee House, a three-storey 18th century country house of classical design, set in a designed landscaped in the English Landscape style.
- St Mary's former Catholic Church in John Street, an early 19th century Gothic Revival church with rectangular stone front.
- A former 19th century modest stone Methodist church.
- St Mary's Convent of Mercy, a two and three storey 19th century complex of stone buildings, with tower and chapel, set within landscaped grounds with outlying gate lodge.
- De la Salle monastery, a two storey 19th century building with rendered elevations.
- The parochial house, a two storey 19th century residence with hipped slate roof and rendered elevations.
- Late nineteenth century former railway station buildings of polychrome brick.

5.1.4 Quality and treatment of Open Space

The main public space in Ardee is the main axis composed of Castle Street, Market Street and Irish Street. The width of the space and the reflection of its natural topography with views to the hills beyond are strong characteristics of the ACA. Most buildings on this axis open directly onto the footpath, whilst in the secondary streets there is a less formal mix of direct frontage and setbacks.

Fig. 26: Irish Street looking north



Simplicity is the key design characteristic of the open spaces in Ardee, typical of towns of this size throughout Ireland. Unfortunately, there are no visible remains of historic paving materials in the ACA, which historic photographs show to have included cobbled drains and stone paving. Modern street surfaces are for the most part tarmac and footpaths are of modern unit paving of precast concrete.

The main north-south streets have lost most of the historic street trees, planted since the Laurence Collection photographs, at some point during the twentieth century. A formal open space on the west side of Market Street, formerly the market place where the market house of 1810 was once located, marks the historic position of the northern or Head Gate. A classical monument of 1861 at the centre of this space designed by Thomas Farrell (1827-1900) commemorates a local landowner Sir Frederick Foster, and makes a strong architectural statement. The most significant boundary treatment in the street is to the front of the Church of Ireland, marked by high ironwork railings and gates.

Green spaces within the ACA include the Church of Ireland churchyard, a more recent green area adjoining it around the ruin of the Chantry College', a small riverside park adjoining the bridge, the former fair green. Outside the town core three expansive designed landscapes form the demesne of Ardee House, and the landscaped grounds of the Convent of Mercy and of the Red House.

Built features of the open spaces include the 19th century single-arched stone bridge and numerous gates, walls and railings marking entrances and boundaries, including the demesne walls to the former Ardee House and boundaries to the De La Salle monastery, the Parochial house and Convent of Mercy, with cast iron gates.

Trees contribute significantly to defining the outer boundaries of public spaces in Ardee ACA and signal the presence of the River Dee. The abundance, size and maturity of the trees contribute significantly to the special character of the ACA.

A historic weir once located to the west of the bridge no longer survives, the area east of the bridge, once an island in the River Dee with a channel to the north feeding a corn mill, is now a small park of intimate scale alongside the bridge.

Fig. 27: Historic street furniture on Market Street



Fig. 28: Park on former island in River Dee



5.2 Street by Street Appraisal

5.2.1 Dundalk Road and Carrick Road

The OS map of 1835, the Griffith valuation town plan of 1854 and the OS map of 1908 all show these northerly approach roads into Ardee as largely undeveloped. There was a dispensary on the Carrick Road, and on the Dundalk Road a Protestant boy's school on the western side, run by the Erasmus Smith Trust, and a girl's school on the eastern side, later a Sunday School. All three of these buildings remain today, the boy's school now integrated into the Educate Together National School.

Today these streets mark an important historic transition between the urban core of Ardee and the landscape to the north of the town. An informal collection of single and two-storey structures align the Dundalk Road, mostly on the street line on the east side. A small development of mid-twentieth century houses known as Moore Park occupies the angle between the streets, composed of paired houses forming a U-plan with entrances in the inner corners, distinguished by good architectural detail, red brick ground floors and hipped tile roofs.

The structures along Dundalk Street frame views to Ardee Demesne and the Fair Green, marking the point where Irish Street leads into the urban core of the town. Structures of particularly strong architectural character are a number of single-storey cottages, Branigan's shop, and a vernacular farmhouse and corrugated-roofed outbuilding to the east of the roundabout.

Fig. 29: Extract from Griffith valuation town plan, surveyed 1854

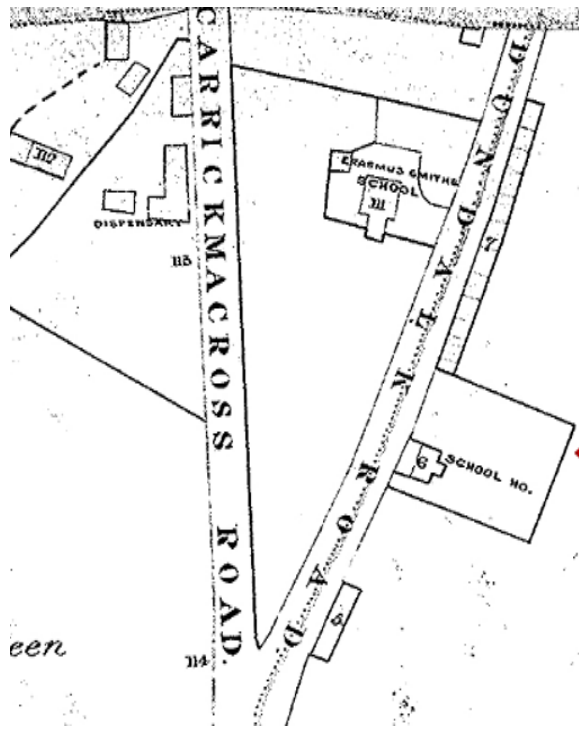


Fig. 30: Dundalk Road looking south to the Fair Green



Fig. 31: Paired houses on the west side of Dundalk Road



Fig. 32: Vernacular farm on east side of Dundalk Road at Fair Green



Fig. 33: Former shop on east side of Dundalk Road



5.2.2 Fair Green

The Fair Green is today a public park, bounded by the Carrick Road and Golf Links Road. Fair greens often developed in Irish towns as informal spaces outside the town core. The triangular green can be seen Wren's map of 1766 and in more detail in the nineteenth century maps, situated just outside the North or Irish Gate, between converging routes leading out into the rural hinterland. This space is an important location marking the entrance to the urban core and demonstrating the historical evolution of the town. It is bounded on the south side by the demesne wall and entrance to Ardee Demesne, the demesne trees strongly marking the presence of the park landscape beyond.

Fig. 34: Extract from 1908 OS map showing the Fair Green



A two-storey terrace continuing the line of the demesne wall presents an urban elevation to the approach from the north and west.

The boundary of the Fair Green itself is marked with large mature trees which determine the mature character of the park.

Fig. 35: Buildings south of the Fair Green intersection



Fig. 36: The fair green looking towards Dundalk Road



5.2.3 Irish Street

Irish Street developed as an extramural suburb outside the north end of the medieval town, clearly shown on Richardson's map of 1677. It stretches from the area beside the Fair Green in the north to the former market place in the south, and is the first of four segments which make up the main north-south thoroughfare of Ardee.

The street is characterised by rows of two-storey houses and shops lining a street space which widens gradually to the north, the site of the medieval North or Irish Gate. The straight line of the north-south axis was historically terminated here by a row of houses facing down the street. Today a pair of two-storey houses survive from this row, angled in the direction of the Fair Green, and it is probable that the gate stood in the centre of the space which they address.

Fig. 37: Extract from 1835 OS map showing Irish Street

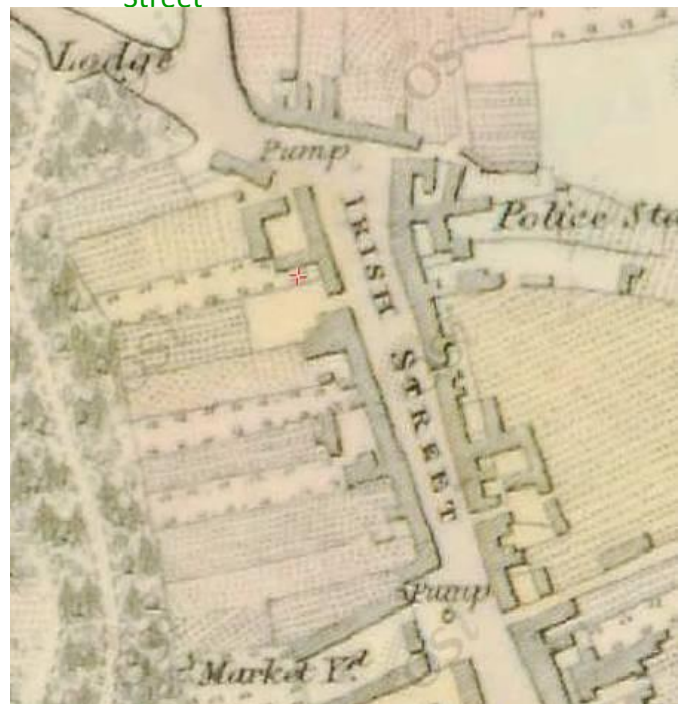


Fig. 38: Houses on west of Irish Street



The structures along the street are relatively uniform in size, scale and architectural expression. This architectural and spatial definition is lost in a stretch of the north-west side of the street where an unsympathetic modern structure is set back from the existing building line.

The structures are a mix of small shops and dwellings and some have arched and gated street access to the properties behind. The roofs are pitched and lend definition to the street space. The southern end of Irish Street is marked by a large three storey Ulster Bank building on the east side of the street and a large type two-storey building on the west side that marks one corner of the former market place. This portion of Irish Street sets the character of the main thoroughfare that will vary as it progresses south through the ACA.

Fig. 39: Ulster Bank building



Fig. 40: Anderson's Public House

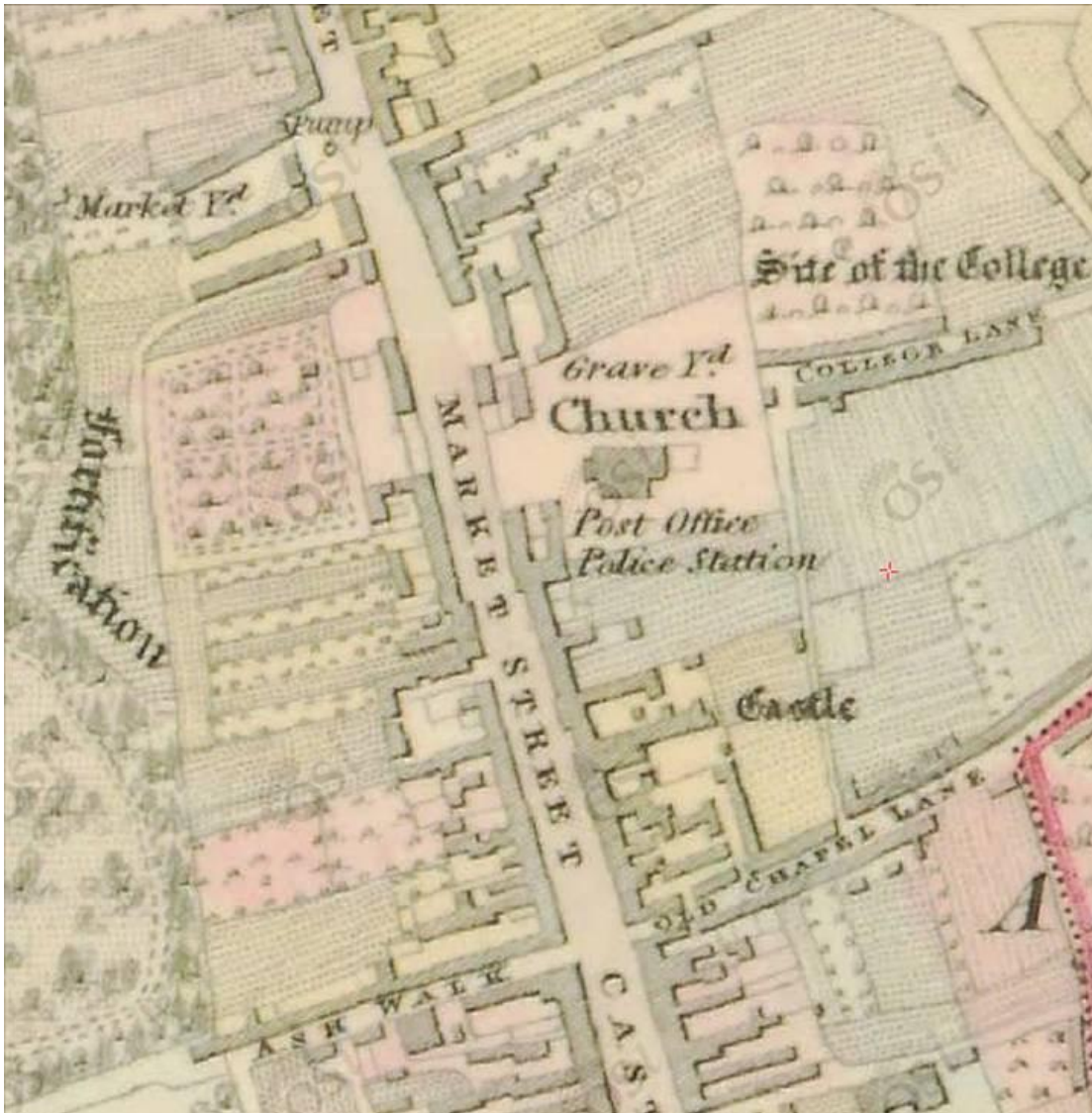


Fig. 41: Cast-iron street sign



5.2.4 Market Street

Fig. 42: Market Street in extract from Griffith Town Plan, surveyed 1854



Market Street is the part of the main street which extends from the former Market Square, site of the medieval Head Gate, to Sean O'Carroll Street and Ash Walk, formerly narrow side lanes leading to Cappock's Gate and Ash Gate respectively. The street is defined to both sides by a more or less continuous line of buildings of different size, architectural style and function, the building line forming an irregular line typical of streets of medieval origin. The street ascends from the north towards a high mid-point at St Mary's Church of Ireland church, from where it falls slightly to the south.

Fig. 43: Market Square and Market Street



The market place, laid out in 1810 and formerly addressed by a classical market house (see Fig. 13) retains little of its historic character and is now a cluttered and inharmonious space. The former elegance of this square is recalled by the fountain, a striking classical monument at its centre dating to 1861, representing Sir Frederick Foster, designed by the Irish sculptor Thomas Farrell (1827-1900) and similar in style to his monuments to William Smith O'Brien and Sir Thomas Gray in O'Connell Street, Dublin.

Today the square suffers from use as a car park, has confused hard and soft landscaping and no coherent scheme of street furniture or signage. The present library building which replaced the market house, has a formal symmetrical elevation, but lacks a suitable sense of scale or architectural expression.

Fig. 44: Monument in Market Square



The street boundary to St Mary’s Church of Ireland church commands the highest point of Market Street and the church itself is on higher ground again. The churchyard extends behind the houses on either side and the open frontage is bounded high wrought-iron railings. The churchyard is an ancient site with a rich layering of features, including artefacts of medieval origin, the south aisle of the church itself dating to the fourteenth century. The slightly raised site allows views to Hatch’s Castle and to the Chantry College to the east and these connections enable a clear appreciation of the medieval origin of the town, and enrich the experience of its long history.

Fig. 45: St Mary’s Church of Ireland church

Fig. 46: Railings to St Mary’s Church



Fig. 47: Medieval Cross at St Mary’s Church



On the west side a single-storey symmetrical health centre is set back from the street with a small car park alongside, a situation which weakens the architectural definition of Market Street. Future redevelopment of the car park should ideally reinstate the building line in this area and incorporate a pedestrian linkage to the former Ardee House (now the St. Joseph’s hospital). These sites correspond to a former pedestrian route which linked Ardee House (now the St Joseph’s hospital) to St Mary’s Church via a walled garden fitted in between the plots on the western side of the street.

Fig. 48: Extract from OS map of 1908 showing connection to Ardee House



The street line south of St Mary's Church is broken by a setback in front of the former Methodist chapel of 1852 (NIAH 13823053). The church as a modest stone gable and double windows, the opening in the street building edge affords a view of the tower of St Mary's from the southern part of Market Street. This is an important view as the tower cannot be easily seen from close up street except from directly in front of the main entrance.

Fig. 49: St Mary's Church Tower over railings to former Methodist Church



Market Street is part of the medieval thoroughfare and has a busy and urban character reflected in more individual architectural expression than seen in Irish Street. Rich architectural details and larger buildings are characteristic of the street.

The continuous terrace character of the eastern side of the street is interrupted by Hatch's Castle the medieval stone tower. On the western side a three-storey building with a pyramidal roof and classical architectural detail continuing to the side elevations takes on a tower-like presence echoing the Hatch's Castle opposite.

The street has suffered from some developments of unsympathetic character that serve to fragment the unity of the historic street scale and architectural expression.

Fig. 50: Market Street with Hatch's Castle and three-storey building opposite

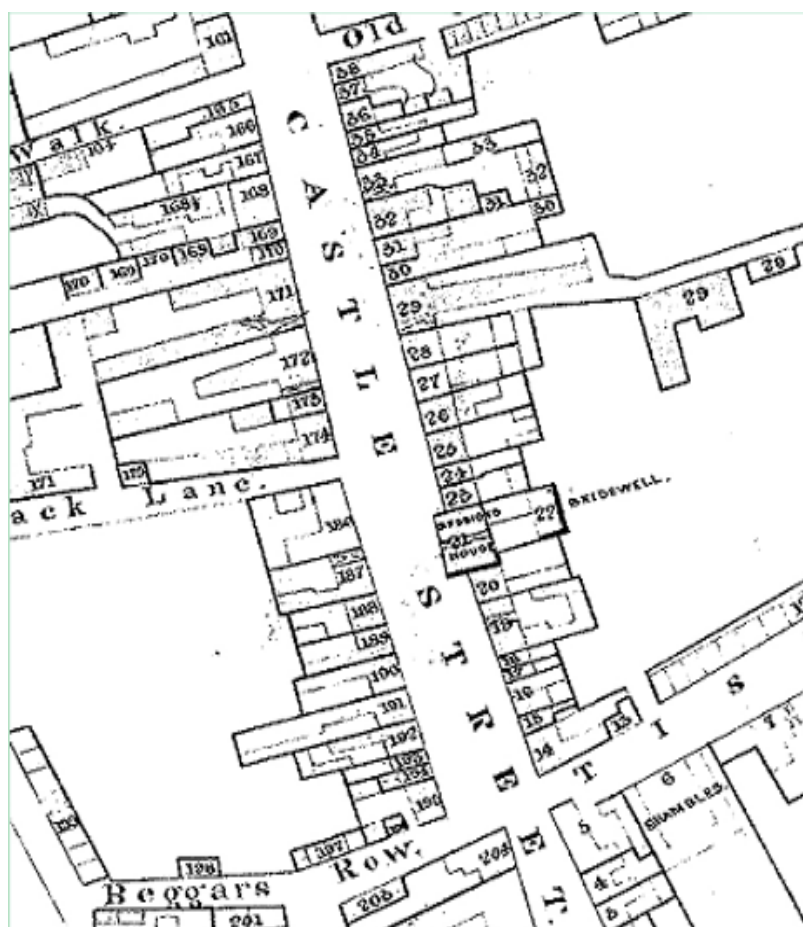


Fig. 51: Hatch's Castle, Market Street



5.2.5 Castle Street

Fig. 52: Castle Street in extract from Griffith Town Plan, surveyed 1854



Castle Street is the southern half of the medieval thoroughfare of Ardee within the original town defences. It stretches from the junction with Sean O'Carroll Street (formerly Old Chapel Lane or Lamb's Lane) and Ash Walk in the north to the junction with Tierney Street (formerly Beggar's Row and Tisdale Street) in the south.

The northern portion of this continues the character of variety of scales, functions and architectural expression found in Market Street. The southern portion returns to a smaller scale and stylistic continuity more typical of Irish Street. The street continues its gradual fall towards the river from its highest point in Market Street opposite St Mary's Church. When seen from the south the structures present prominent gables, chimneys and roofs stepping up above one another, and this is a significant character attribute of the urban form.

Fig. 53: Castle Street, west side looking north



The primary feature of Castle Street is Ardee Castle, later the court house. The castle, set within a terrace of two storey houses with the former judge's quarters (Lhs017-073NIAH 13823005) to the south, stands proud of the building line, presenting its side elevations to the street to the north and south. The modest scale and form of the adjoining houses serves to emphasise the contrast in scale between the castle and its context. The houses are therefore of key important to the character of the street.

Fig. 54: Castle Street looking south



A small but prominent two-storey redbrick bank building marks the eastern corner with Sean O'Carroll Street. It has a symmetrical elevation with elaborate brick, stone and plaster banding and a projecting eaves with decorative timber brackets in a finely balanced Arts-and-Crafts influenced composition.

The view south from Castle Street leads to Bridge Street and is closed in the far distance by the mature trees set in the elevated grounds of the Convent of Mercy. This visual relationship is an important element defining the special character of Castle Street.

Fig. 55: Doorway on Castle Street



5.2.6 Bridge Street

Fig. 56: Bridge Street from OS map of 1908



Bridge Street extends across both sides of the bridge from Tierney Street in the medieval town to William Street and John Street on the south of the river. Historically the Bridge Gate stood on the northern end of the bridge, being the southern entrance to the fortified town. Richardson's 1677 map shows a triple-arched bridge and a mill. The maps of 1835 and 1854 show a widening of the river on the east of the bridge retained by a weir to power a mill on the west of the bridge. By 1908 this had become an island with a mill race to the north, and now the mill race has gone and the island is small riverside park entered alongside the bridge, with a collection of mature trees that signal the presence of the river, attractively sited beside the finely wrought elevation of the bridge.



Fig. 57: Bridge Street looking south from Castle Street

The street itself forms the continuation of Castle Street, but narrower in width, and is defined by a closed uniform line of modest two-storey houses which open directly to the footpath. A large five-bay three-storey Georgian house with a good quality stone doorcase, probably associated with the mill, dominates the western side north of the now vacant site where the mill once stood. This vacant site upsets the characteristic definition of the street edge, and future redevelopment should aim to reinstate the building line.

Fig. 58: Hamill's public house on the west side of Bridge Street



Most of the buildings are modest and similar to the types that characterise Irish Street at the other end of the town core. Hamill's public house one of a red brick pair, is one of the most important buildings in the town, having a rare highly moulded ceramic tiled shopfront with bowed windows either side of an arched entrance. The street forms a gentle curve with a picturesque arrangement of buildings that lead the eye to Ardee Court House to the north and to the junction with Moore Hall Street to the south. Bridge Street continues the use of building types and sizes found elsewhere on the main thoroughfare, it signals the presence of the river with a bridge and park and channels picturesque views to the north and south.

Fig. 59: Bridge seen from site of the former mill building



5.2.7 Plots to rear of main thoroughfare

Historically the main north-south street was the location of all commercial and activity in the town. The products traded in the shops facing the street were produced, handled and stored in the long burgage plots to the rear, which also provided living accommodation and stabling, as well as having productive gardens to support the households. A good many such outbuildings and warehouses survive today, some of substantial size. Warehouses and rear outbuildings are often of rubble stone with brick dressing and some yards continue through a second covered passageway to a second yard. The rear sites were reached through archways in the front buildings, many having painted timber gates, or in some cases through narrow passageways between houses. The archways are a distinctive architectural feature of the streetscape, and the rear sites are a key aspect of the architectural and social history of the ACA.

Fig. 60: Rubble stone wall with cut stone gate detailing



Fig. 61: Warehouses to rear of Ulster Bank, Market Street



Fig. 62: Former dwelling to rear of Market Street



5.2.8 Markethouse Lane

Market House Lane, once called Bye Lane, is a narrow side lane, which ran inside the original town wall, shown on Richardson's 1677 map. A vacant dwelling and warehouse at the western end adjoining Market Street demonstrate the hierarchy of the historic built fabric of the town core, and reflect the historic character of the side lanes which has now largely disappeared, yet which is important to the understanding of the ACA.

Beyond this to the east a row of single-storey cottages holds the north side of the street with only a boundary wall to the opposite south side. The historic character of the lane further east has been lost with the presence of ubiquitous suburban style houses.

Markethouse Lane frames a view to the west of the present library with the large scale trees of Ardee demesne in the background.

Fig. 63: Smaller scale buildings characteristic of secondary streets



Fig. 64: Row of cottages in Markethouse Lane



5.2.9 Sean O'Carroll Street

Formerly Old Chapel Lane, part of a network of lanes within the less developed eastern section of the medieval walled town, and later developed as Lamb's Lane, Sean O'Carroll Street still retains the late nineteenth-century former railway station, shed and rail platform, set back from the road, and the station master's house. Rows of cottages once aligned the street but today only the early twentieth-century Railway Terrace remains on the site of earlier cottages, distinguished by good architectural detail and composition. The Castle Street end, once a side lane resembling Market House Lane has been widened in the twentieth century, and frames the view to Ash Walk with the large trees in Ardee demesne forming the backdrop.

Fig. 65: End house of Railway Terrace with sash windows and railings



Fig. 66: Former Railway station



Fig. 67: Former Station Good Shed



5.2.10 College Lane

College Lane takes its name from the surviving ruin of a part of the 15th century Chantry College associated with St Mary's Church. The lane opens off Carroll Street as a pedestrian lane running alongside a stone wall behind the plots on Market Street, the plot behind Hatch's Castle having a blocked opening and plaque bearing the inscription 'M.W. HATCH /OCTR 1906'. The lane was lined by buildings, probably cottages, until at least 1854, and today only the unroofed college building survives, set in a small park. Fine trees punctuate the cemetery and rear gardens of the properties on Market Street.

Fig. 68: Buildings on Chapel Lane shown on Griffith town plan of 1854

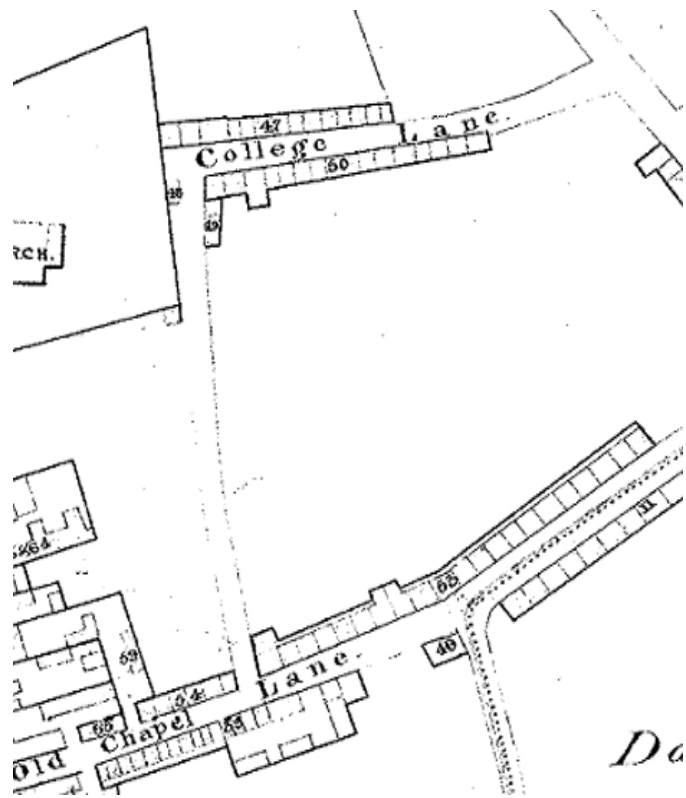


Fig. 69: Ruin of the Chantry College with St Mary's Church



Fig. 70: Blocked doorway to rear of Hatch's Castle site



5.2.11 Ash Walk

Ash Walk connected the main junction in the medieval town with the gate, Ash Gate, one of two eastern entrances to the town. Today the street is an access route to a large shopping centre that lies to the back of Market Street to the west. Recent two-storey shops and commercial premises have replaced historic structures so that the only remaining historic frontage to the street are the much altered side elevation of The Railway Bar forming the north corner to Market Street and the gable of a shop forming the opposite corner. These two corners define the historic street proportions reflecting the hierarchy between the wide main thoroughfare and the narrow side lanes, and represent an important surviving feature of the medieval town plan.

Fig. 71: South elevation of the Railway Bar on Ash Walk



5.2.12 Barret's Lane

Barret's Lane, mistakenly referred to as Barrack Lane on Griffith's town plan, historically led to the Blind Gate. It is a typical Ardee side street with a narrow street profile defined by the main buildings on Castle Street and their long rear outbuildings forming the building line into the lane. These buildings have rendered elevations with few openings and natural slate roofs, giving the east end of the lane a simple utilitarian character. This changes at the site of the Blind Gate where the street becomes Jervis Street at the junction with the lane known as Boat Trench, where a number of modern commercial buildings and a Garda Station are gathered, the corner distinguished by a distinctive curved corner building. The view to Castle Street is an important characteristic of the street with Ardee Castle visible above the roofscape and a narrow glimpse of Castle Street itself.

Fig. 72: View west towards Castle Street



Fig. 73: Building at the corner of Barret's Lane and The Boat Trench



5.2.13 The Boat Trench

The character of the Boat Trench is of a quiet unassuming lane serving backlands to properties to the rear of Bridge Street. The northern stretch of lane was once the line of the town wall. The lane is bordered by single storey outbuildings with rendered walls and corrugated metal roofs. An interesting stretch of single storey cottages lies to the west of the lane turn and lends it a residential character. The picturesque and low-key character of the southern portion of the lane is supported by large mature trees that emphasise its narrow street profile. The northern stretch of lane suffers from poor quality border treatment and loss of historic character.

Fig. 74: View west from Bridge Street



Fig. 75: Row of cottages at western lane turn



5.2.14 Tierney Street

Formerly Tisdale Street, Tierney Street is the widest side street off the main north-south thoroughfare. The street once had a continuous building line on the south side, but this has been eroded by removal of structures and new developments. It retains a narrow opening to Bridge Street characteristic of other historic side street junctions in Ardee, as well as a number of single and two-storey buildings that give good definition to the street. The north side of the street is occupied by suburban-type houses, some with large setbacks which do not contribute to its historic character.

Fig. 76: Two-storey dwelling to south side of the street



Fig. 77: Tierney Street looking west to Bridge Street



Fig. 78: Rear view of Ardee Castle from Tierney Street



Fig. 79: Finlay's Funeral home to the south-east end of the street



5.2.15 Riverside walk and Moorhall (West)

Fig. 80: Extract from OS map of 1835 showing expansion south of the Dee



The town of Ardee had already expanded south of the river by 1766, as seen on Wren's map, and the western part of Moorhall, running parallel to Bridge Street can be identified on that map. The 1835 OS map shows this area as an industrial enclave with a series of mills, kilns and tan yard, powered by the River Dee and a mill race descending from high ground to the south and running along Moorhall, with bridges at each end and at the end of what is now William Street.

Today Moorhall is a short street of intimate quality free of traffic connecting to the banks of the River Dee, but retaining this distinctly industrial character bordered by tall historic warehouse buildings of exposed stone and rendered finish. The view to the north is closed by dense trees in the small park, formerly an island in the River Dee, and a timber footbridge leads across to the park. The view to the south is to the elevated Convent of Mercy, which can be seen through a border belt of trees in its grounds.

Fig. 81: Warehouses on Moorhall with park on former island in the River Dee.



The riverside bank is bordered by a limestone wall and affords views to the park opposite as well as the bridge in Bridge Street. The bank is wide in places with mature trees that echo the character of the park. A riverside walk connects across Bridge Street to a linear park the south bank of the river west of Bridge Street, once the location of a weir, mill race and mill building, none of which survive. The linear park affords fine views of the historic stone bridge and trees on the former island as well as the rear of the former St Mary's Catholic church.

Fig. 82: Historic stone bridge in Bridge Street seen from the west



Fig. 83: Stone riverside wall and view east to park on former island



Fig. 84: Trees define the parkside character of the river north of Moor Hall



5.2.16 William Street and Moorhall Street (East)

William Street was originally a short street, but since the realignment of the western part of Moorhall Street in the latter part of the nineteenth century it now forms part of an east-west route south of the river. This route of which John Street is also part, became the site for a series of nineteenth century buildings associated with the Catholic Church, including the former church, a school, parochial house and Convent of Mercy, their position outside the historic town core being a recurring feature of Irish towns, reflecting the later development of Catholic institutions.

Fig. 85: Extract from 1908 OS map showing realigned Moorhall

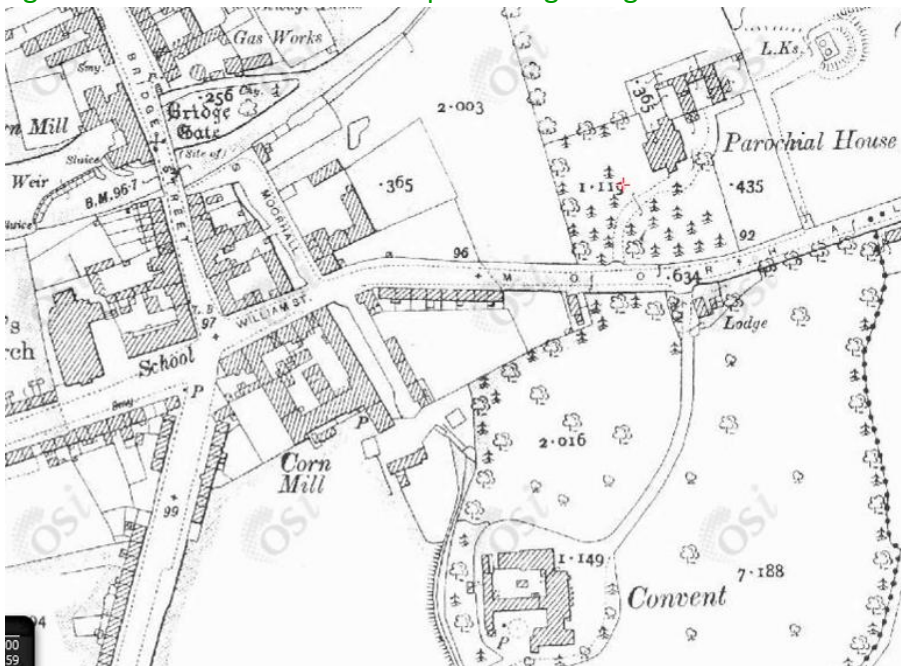


Fig. 86: Terrace of houses to the south of William Street



The south side of William Street is defined by a row of fine two-storey houses and shops. The north side has a varied building line of one, two and three-storey structures. Both sides give a strong and urban character to the street that contrasts to the more peripheral character of Moorhall to the east. The houses on the north side retain covered passageways characteristic of other historic streets in Ardee. Some fine door and window details remain. The street frames good views to the west to the former St Mary's Catholic Church and to the grounds of the religious institutions with many their mature trees to the east.

The character of Moorhall Street, the continuation of William Street to the west is defined by stone boundary walls, a row of single-storey cottages and large mature trees in the grounds of the neighbouring religious institutions. The trees can be glimpsed above the row houses and have a strong presence in the street space. The De La Salle building, Parochial House and Convent of Mercy with its gate lodge can be glimpsed from the street. The strongest characteristic of this stretch of Moorhall Street is of a park landscape with stone boundary walls and cast iron entrance gates.

Fig. 87: De La Salle House



Fig. 88: Moorhall Street looking west



Fig. 89: Gate lodge and trees to the Convent of Mercy



5.2.17 John Street

John Street gives important definition to the southwestern approach to the ACA. The former St Mary's Catholic Church dominates this part of the street with an imposing early Gothic Revival screen elevation. This is flanked to the west by a row of historic single-storey houses. The historic structures to the east of the former church no longer survive. The linear row of dwellings and broad elevation of the church serve to direct the open street space towards Bridge Street and are an important urban ensemble.

The end gable of the row houses at the church is made of stone and echoes the stone elevation of the church itself. The boundary of the church site to the street is formed with cast iron railings, piers and arched openings of stone.

Fig. 90: Former St Mary's Catholic church and adjoining cottages



5.2.18 Convent of Mercy

Apart from its interesting historic buildings this complex has large grounds with substantial borders of tree shelter belts and free standing specimen trees. The effect is one of a picturesque park landscape. It echoes strongly Ardee demesne to the west of the town. This landscape defines much of the historic character of Moorhall Street and the trees contribute as a backdrop to important views within the town.

Fig. 91: Convent to the west



5.2.19 Ardee Demesne

Ardee house, built for the Ruxton family has had an important role in the development of Ardee since the eighteenth century, and a number of physical connections to the town once existed. The large scale of the parkland plays an important visual role as a backdrop to views within the town and emphasises the importance of trees throughout Ardee.

The historic defensive bastion between the former Ardee House and the town, said to date to c. 1690, can be seen from the supermarket car park west of Castle Street.

The demesne centres on the historic 18th century house and also encompasses a 15th century tower house to the south. The demesne walls give important definition to the surrounding areas and streets.

Fig. 92: Western side of shelter belt east of Ardee House



Fig. 93: View of the former Ardee House from the south



Fig. 94: Site of the defensive bastion from the south, said to date to c. 1690



5.2.20 Views

The following views are significant features of the ACA:

- View south along Irish Street
- Views south from Market Street towards Ardee Castle.
- Views south from Castle Street and Bridge Street across the bridge, closed in the far distance by the mature trees set in the elevated grounds of the Convent of Mercy.
- View north from Bridge Street towards Ardee Castle.
- View north from lower part of Castle Street towards Ardee Castle.
- Views north from Castle Street to Market Street.
- Views north from Market Street to Irish Street.
- Views from and towards the Fair Green.
- View from St Mary's Churchyard to Hatch's Castle.
- View from St Mary's Churchyard to the Chantry College.
- Views to the rear of both castles from side and back lanes.

Fig. 95: View to Hatch's Castle from St Mary's churchyard



Fig. 96: View to Chantry College from St Mary's churchyard



Fig. 97: Ardee Castle from Bridge Street



Fig. 98: Rear view of Hatch's castle



Fig. 99: Rear view of Ardee Castle



Fig. 100: View to Hatch Castle from Castle Street



6.0 Summary of Special Character

- Ardee has retained the characteristic charm of a smaller market town. It has a strong setting in the rural landscape, sited in a wider rolling terrain, the relationship between the built and designed landscape environment of the town and the rural landscape beyond remains strong.
- Underlying natural landscape: The River Dee and the rising ground to the south of the town are key defining features of the larger scale natural landscape, which contribute significantly to the special character of the town.
- Archaeological significance: Ardee traces its name back to the pre-historical period, and the foundation of the town to the Norman invasion. As a walled town which has been settled throughout the medieval period it is of great archaeological interest. It contains many standing medieval structures which add great depth to its historical interest and value. The town defences developed further in the seventh century with the addition of a bastion fortification during the Williamite-Jacobite War.
- Morphology of the Town: The historic layout was defined by the walled enclosure with gated entrances to routes from the north, south, east and west. The location of the walls can be traced in the present day layout. The main thoroughfare evolved to lie in a north-south direction. In recent times the town has been restricted in its growth to the west by Ardee demesne and to an extent to the south by the grounds of the Convent of Mercy and other religious institutions.
- Architectural Significance: Ardee contains many significant buildings from the fourteenth to the nineteenth centuries. These include infrastructural, defensive, administrative, religious, commercial, industrial and domestic structures of different types, both vernacular and of formal design. The compact urban layout allows for appreciation of these buildings in a richly varied context. The informal mix of functions is significant in forming an intact and historically authentic architectural setting of informal simplicity and differing scales which defines the character of the town.

- **Architectural Character:** Ardee is a good example of an Irish town in which many houses conform to a simple typology of rendered street architecture with slate roofs and simple sharp detailing. In addition many outbuildings and warehouses have exposed stonework walls. These are interspersed with more elaborate structures with fine detailing and expressive use of stone and brick as building materials. The intrinsic value of the architecture lies in the mix of appealing historic formality and informality, contextual grouping and the survival of early detailing.
- **Vernacular Architecture:** The informality of the town is reinforced by the survival of many vernacular buildings. These simple buildings reinforce the character of Ardee as a small rural market town.
- **Tree planting:** Rows and groups of trees in the ACA play a very important role in defining the spatial character of Ardee. These belong to characteristic landscape layouts as in the case of Ardee Demesne to the west, in the grounds of the religious institutions to the south, as well as marking the course of the river through the town. Some street planting remains as do individual specimen trees to rear gardens.
- **Built landscape features:** Walls, gates and railings give strong boundary definition to properties and add considerable diversity to the streetscape.
- **Social and Cultural Heritage:** The intact nature of the fabric of the town and the continuity of uses provide valuable insight into the social history of the Ardee.

Fig. 101: Tiling to shop entrance on Castle Street



Fig. 102: Decorative stucco bracket to shopfront on Castle Street



7.0 Implications for Planning and Development

7.1 Planning Control

The objective of Architectural Conservation Area designation is to protect the special character of an area through the careful control and positive management of change in the built environment.

7.1.1 Limits to Exempted Development

The Planning & Development Act 2000 (as amended) requires that planning permission be obtained for all development works, except for those deemed to be Exempted Development. In Architectural Conservation Areas only works which do not affect the special character are exempt, and many interventions which may otherwise be exempt will require permission. Section 82(1) and (2) of the Act defines exempted development in the context of an ACA:

- (1) Notwithstanding section 4 (1)(h), the carrying out of works to the exterior of a structure located in an architectural conservation area shall be exempted development only if those works would not materially affect the character of the area.

- (2) In considering an application for permission for development in relation to land situated in an architectural conservation area, a planning authority, or the Board on appeal, shall take into account the material effect (if any) that the proposed development would be likely to have on the character of the architectural conservation area.

Assigning ACA status therefore imposes restrictions on works to the exteriors of structures within the designated boundary. Planning permission is required for any new-build works to visible sides of buildings or for changes to original materials, such as windows, wall finishes, boundary walls, roof coverings etc. New infill development and alterations to existing structures are subject to planning permission, and only proposals which respect or enhance the special character of the area can be granted permission.

More detailed direction is given in the following section on the type of works that will or will not require planning permission.

7.1.2 Protected Structures

Planning permission is required for all works that would materially affect the character of a protected structure, or any element of the structure including its curtilage, which contributes to its special character. Works to a protected structure that constitute essential repairs or maintenance require written agreement from the Conservation Officer. This can be sought in the form of a declaration from Louth County Council under Section 57 of the Planning & Development Act 2000. A declaration issued under this section sets out the type of works the Planning Authority considers would or would not affect the character of a structure or any elements which contribute to its special interest.

Fig. 103: Ionic detail to doorcase on William Street



7.1.3 Non-protected Structures

Owners and occupiers of non-protected structures located within the ACA should be aware that works, which in the opinion of the Planning Authority would materially affect the character of the Architectural Conservation Area will require specific grant of planning permission under Section 82(1) of the Planning & Development Act 2000.

7.1.4 Public Domain

Works in the public domain are generally carried out by the Louth County Council and its subcontractors, or by statutory undertakers such as gas, electricity or telecommunication network companies, in consultation with the local authority. Larger scale works will require permission under Part 8 of the Planning and Development Regulations.

Agencies and service-providers carrying out works to the public realm e.g. footpaths, planting, street furniture, parking schemes, public lighting, etc., are required to consider the special character of the area as identified in this document, new infrastructure should not be positioned where it will detract from the special character of Protected Structures or the ACA. Agencies and service-providers should consult with the planning department of Louth County Council and the Conservation Officer for Louth Local Authorities. Only materials appropriate to the character of the ACA should be permitted.

Private sector utilities should employ professional conservation advice to minimise and mitigate the impact of any proposed intervention.

7.2 Works which do not affect the character of the ACA

7.2.1 Maintenance & Repairs

Planning permission is not required for regular maintenance and necessary repair works, such as to roofs, rainwater goods or windows within the ACA, as long as original materials are retained, and necessary replacement is strictly limited to damaged fabric, and made on a like-for-like basis.

7.2.2 Internal Alterations

ACA designation for Ardee does not prevent internal changes or re-arrangements to those buildings within the area that are not Protected Structures (see list of Protected Structures in Section 3.1 of this document), and as long as these changes do not impact on the exterior of the building.

7.2.3 Restoration of Character

Where original materials have been removed and replaced with modern or inappropriate alternatives, the restoration or reinstatement of these features will not require planning permission where the method, materials and details for the works have been agreed with the Conservation Officer.

Fig. 104: Traditional stone masonry wall on Dundalk Road



7.3 Works which affect the character of the ACA

7.3.1 Roofs

Roofing Materials: The removal of the original roofing material, ridge tiles, chimneys, bargeboards, eaves details, cast-iron gutters and downpipes, and their replacement with modern materials can seriously damage the character of the ACA. Original coverings and elements can generally be repaired and reused and should always be retained as they are essential to the character of the area. Where original roofing materials have been lost, replacement with historically correct materials will be encouraged. Materials used in repairs should also be historically correct to prevent incremental erosion of the character of the ACA.

Fig. 105: Loss of chimneys upsets the proportions of this Georgian house



Chimneys: Chimney stacks are an essential component of the roofscape in a historic urban environment. Removal of stacks will not be deemed acceptable, and any external alteration will require permission.

Roof Lights: The installation of roof lights is only acceptable on hidden roof pitches, as they can fundamentally alter the visual character of the streetscape.

Dormer Windows: There is not a tradition of dormer windows within the Ardee ACA. Dormers would fundamentally change the special character of the town and are therefore only acceptable on hidden pitches.

Eaves Fascias, Soffits and Bargeboards: Most traditional buildings in the ACA were built without timber eaves details, and this historic detail should be retained if roof coverings are renewed. Verge details at gable ends typically have no bargeboards and render extends to the underside of the roof slates, forming a neat junction characteristic of Irish traditional buildings. This detail should always be retained. Projecting eaves or verges should be avoided except in buildings where this was the historic detail. UPVC fascias or bargeboards should never be used within the ACA. A few buildings have projecting eaves and gable bargeboards. These tend to be used in Gothic Revival or Arts and Crafts influenced buildings. In these cases the detail is an important element in defining the character of the building and should always be retained.

Roof pitch: The alteration of the roof profile affects the character of the building and changes to the angle, ridge height, eaves level or span of roofs would not be deemed acceptable within the ACA.

Fig. 106: Typical slate roof detail without overhang at eaves and verge



Fig. 107: Decorative bargeboards to convent gate lodge



7.3.2 External Walls

Rainwater Goods: Historic gutters, downpipes and hopper-heads, generally of cast-iron, constitute a significant enrichment of the character of the ACA. All intact surviving elements of rainwater goods should be retained, and only individual components which are damaged beyond repair should be replaced. All replacements should be like-for-like to match the surviving elements. Where historic rainwater goods have been inappropriately replaced, the historic type should be reinstated in any associated works.

Fig. 108: Down pipe with decorative fixings, Bridge Street



Alterations to facades: Alterations to historic facades or window openings will affect the character of the exterior and may not be permitted. Previous unsympathetic alterations will be required to be reversed where a proposal affects that part of the historic structure.

Brickwork Elevations: Any proposal to restore historic brick facades must retain the historic patina and character of the façade. Renewal of pointing to facades of exposed brick can substantially alter the appearance of a building. Such work must retain intact historic pointing mortar, and care must be taken to use the correct material and detail. Removal of earlier inappropriate pointing can result in damage to the host brickwork. Pointing work will generally require planning permission, unless carried out in consultation with the Conservation Officer.

Fig. 109: Cut stonework to former Methodist Church



Stonework Elevations: Renewal of pointing to exposed stonework can substantially alter the character of a building. Such work must retain intact historic pointing mortar, and care must be taken to use the correct material and detail. This work will generally require planning permission, unless carried out in consultation with the Conservation Officer.

Fig. 110: Traditional rendered elevation



Removal of Render: The loss of historic external render damages the authentic character of the ACA and removes a water-resisting surface that protects rendered buildings from decay. The removal of render in such cases would be deemed unacceptable. Removal of render from buildings may be acceptable where it can be conclusively demonstrated that the underlying substrate was intended to be exposed. In particular the reinstatement of brick facades may be considered desirable in order to restore the former character of a street. Removal of render in such cases will only be considered acceptable where the historic substrate will not suffer inordinate damage and only where agreed with the Conservation Officer.

Fig. 111: Decorative render detail, Irish Street



Un-rendered elevations: Some structures have traditionally had exposed stone or brick facades. The addition of external render to these houses damages the authentic character of the town and may add a water-resisting surface that hinders the free exit of water from the building. The addition of render in such cases would be deemed unacceptable.

Fig. 112: Exposed brick and rubble stone wall



Unpainted buildings and features: Some structures within the ACA have a render finish that was always intended to remain unpainted. Such renders add to the aged patina of the ACA and should not be painted over. Similarly, structures originally constructed with exposed cut-stone or brick were not intended to be painted and later removal of such paint can damage the external surface of the material.

Painting: Painted finishes are a characteristic feature of the ACA. Repainting of facades, shopfronts, doorcases and other features can alter the character of the ACA and should be undertaken in consultation with the Conservation Officer. Muted colours will be preferred and garish colours or painting of shopfronts or facades for brand identity should be avoided. Modern chemical based paints can have a detrimental effect on historic buildings by trapping moisture in the fabric causing dampness and decay. For this reason external paints used in historic buildings must be breathable.

Fig. 113: The non-historic paint scheme obscures the quality of this doorcase



Cleaning: Abrasive cleaning methods such as sandblasting damage the external surface of natural building materials. They often remove the hand-tooled surface from stonework or the protective fired surface from bricks, leading to porosity and harmful water ingress. Generally sandblasting of external walls is not advised on historic buildings. Other non-abrasive cleaning methods may be appropriate, but these must be non-destructive and must preserve the aged appearance of historic buildings. Cleaning measures will always require planning permission or consultation with the Conservation Officer.

External Cladding: Most historic buildings in Ardee tend to have a rendered finish, outbuildings and warehouses are of exposed stone and a few buildings are of brick. The alteration of the original finish by cladding external walls with stone, tiling or timber is generally not acceptable in the historic buildings of the ACA. Original historic external finishes must always be retained. Any proposal for the alteration of the existing finishes will require planning permission, and changes which affect the special character of the ACA will not be acceptable. However the addition of cladding to more modern structures may be considered, but only in consultation with the conservation officer and area planner.

Rear Elevations: In many instances the rear elevations of buildings play a key role in the character of the group. It is important to note the ACA protection pertains to the rear as well as to the front of buildings in an ACA.

Fig. 114: Rear of house on Bridge Street seen from Moorhall



Satellite antenna, TV aerials and other communications devices: The addition of such installations to the front elevations or roofs of structures within the ACA would be considered to have a negative impact on the character of the area. Satellite dishes should not be visible on the front elevation of buildings. Planning permission is required for the erection of a satellite dish on the front elevation of any property, whether in an ACA or not. Less visible methods of TV reception, such as cable, should be used and where the existing aerials have become redundant they should be removed.

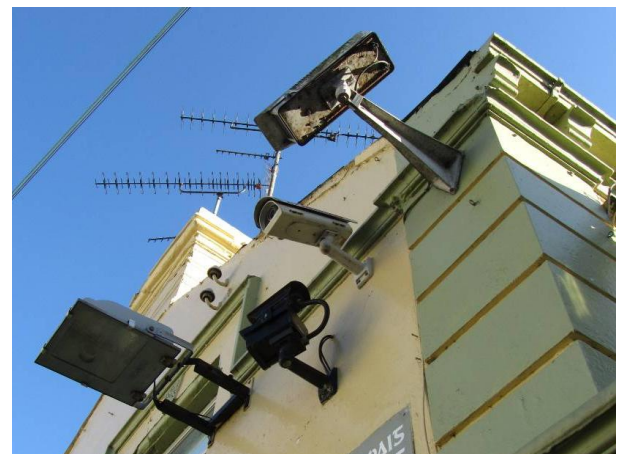


Fig. 115: Proliferation of fittings diminishes the character of the ACA

7.3.3 Windows & Doors

Alteration of Openings: Enlargement of window or door openings or the removal of stone sills or doorsteps can alter the prevailing proportions of the townscape, and result in incremental loss of historic materials on whose texture and authenticity the special character to the village relies. Any proposed change to openings would therefore require planning permission.

Fig. 116: Decorative fanlight on Irish Street



Replacement of Windows or External Doors: Original timber or metal windows, doors and fanlights are key features which enrich the character of the ACA. Examples of authentic historic fenestration and external doors are becoming relatively rare and their retention is therefore crucial to the preservation of the character of the ACA. Decayed timber windows can in most cases be repaired and cannot be accepted as a reason for replacement. Replacement of original windows and doors with modern artificial materials such as uPVC or aluminium has a particularly negative impact and will always be deemed unacceptable.

Where windows and doors have been altered or replaced prior to ACA designation, the reinstatement of windows of correct historic design will be encouraged, and where planning applications are made for the buildings concerned such reinstatement may be made a condition of permission. Any alteration to windows or doors within the ACA requires planning permission.

Fig. 117: Historic windows are perhaps the single most important element of an historic streetscape



Fig. 118: Historic doors, formal and vernacular, add richness to an ACA



Ironwork: Window guards, balconettes, grilles, bootscrapers, and other ironwork fittings are essential to the palette of materials in the ACA, and may not be removed or altered. Repairs should follow best conservation practice using traditional techniques, and welding should be avoided. Any such work must be undertaken in consultation with the planning authority.

Fig. 119: Archway doors are key character features of the historic town



Fig. 120: Ironwork window guard on Castle Street

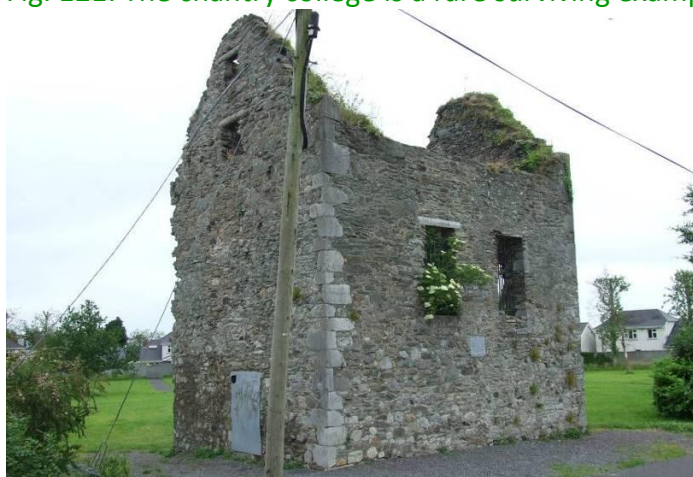


7.3.4 Medieval Structures

Archaeology: The entire ACA lies within a designated Zone of Archaeological Interest, and any excavation work below ground level may uncover archaeological material.

Standing structures: In addition to below-ground archaeology, all standing structures built before 1700 or containing any pre-1700 fabric are protected under National Monuments legislation. Any works must be carried out in consultation with the National Monuments Section of the Department of Arts Heritage and the Gaeltacht. Medieval structures are key to the appreciation of the character of the ACA, and due to their great rarity must be given very careful consideration in any repair or development proposal.

Fig. 121: The chantry college is a rare surviving example of its type



7.3.5 Vernacular Buildings

Vernacular houses and functional buildings built of simple materials in unpretentious style are an important component of the special character of the Ardee ACA and demolition or replacement of vernacular buildings is therefore not acceptable. Raising of eaves levels, alteration of roof pitches or insertion of dormer windows fundamentally change the character of vernacular buildings and are similarly unacceptable. Alterations to provide modern facilities must be carried out in sympathy with the historic value of these buildings. Alterations to increase the size of vernacular houses are not always appropriate and must be confined to the rears of houses. Reinstatement of traditional vernacular features such as lime-washed external walls, timber sheeted doors and sash windows will be encouraged, but must conform to correct historic detail in form, material and technique.

Fig. 122: Vernacular shop on Irish Street adds to the variety of the streetscape



7.3.6 Shopfronts

Historic shopfronts: A considerable number of historic shopfronts survive throughout the ACA, varying from modest to elaborate detail, and contribute strongly to the special character of the Ardee ACA. Alterations to historic shopfronts should be restricted to a minimum and will require planning permission.

Fig. 123: Elaborate shopfront on Castle Street



Fig. 124: Traditional timber shop front on Castle Street



Painting of historic shopfronts: Repainting in the historic colour, or in another appropriate muted tone, may not affect the character of a shopfront, and may be undertaken with the approval of the conservation officer. Paint may not be stripped from historic shopfront elements without approval of the conservation officer, as earlier layers, in particular overpainted traces of former signage, can be of particular interest.

Existing non-historic shopfronts: Alterations to any shopfront in the ACA will require planning permission. Care must always be taken in works to seemingly non-historic shopfronts in historic buildings, as concealed features of earlier frontages may be concealed beneath. Such concealed features as may come to light in works shopfronts must be notified to the conservation officer, even in cases where planning permission has been obtained.

New shopfronts: Insertion of shopfronts in historic buildings where none has previously existed can damage the special character of the ACA and will normally be seen as unacceptable. New shopfronts, whether in contemporary or traditional style should reflect the principle of historic examples and be restricted in size to enclose a display window and entrance door only. New shop fronts should not rise higher than the prevailing height in the street and should not alter or obscure architectural details of the original building such as sills, stringcourses, windows, doorways, etc. New signage boards to shopfronts in the ACA, whether in contemporary or traditional style, must reflect the detail of historic examples. Deep fascias and off-the-shelf brackets should be avoided.

Replacement shopfronts: Shopfronts may only be replaced where the replaced frontage is not historic. Surviving components of historic shopfronts, such as pilasters or vitrolite signage fascias, should always be retained.

Shopfronts of contemporary design: Shopfronts of contemporary design can enhance the layered character of the ACA if properly considered. Where non-traditional designs are proposed, a design statement should be submitted outlining the rationale and concept of the design and demonstrating the intended contribution to the character of the ACA.

Fig. 125: Traditional shopfront on Irish Street



Fig. 126: Both elaborate and simple details add to the character of the town



Fig. 127: Inappropriate alterations obscuring a decorative shopfront



Awnings: Historic awnings are a feature of nineteenth century display windows and should be retained where they survive. Where new canopies or awnings are deemed acceptable, they should be made of heavy-duty cotton material with painted metal or timber hardware. Plastic should not be used.

7.3.7 Signage and External fittings

New signage: Signage may only be permitted on shopfronts. Such signage should be of appropriate design to complement or enhance the structure, and should not be overtly dominant on the streetscape. Internally illuminated and plastic fascia boxes will not be considered acceptable. Standard corporate signage which would detract from the character of the ACA should be adapted in scale, colour or material colour to be more in keeping with the area.

Outdoor Advertising Billboards: Care should be taken that outdoor advertising does not detract from the special character of the ACA. Billboards which conceal historic features or impinge on significant views will not be deemed acceptable.

Shutters: The design of security shutters should complement rather than damage the character of the building and the ACA. Metal roller shutters with visible boxes are not acceptable within the ACA boundaries. Shutter boxes should be positioned discreetly behind the fascia board, or sliding lattice grills be positioned behind the shop window. Security shutters should not cover the whole commercial frontage but only the vulnerable glazed areas. Where appropriate to the type of shop or to the historic interior arrangement, security shutters should be placed behind the window display.

Where external security screens are deemed acceptable they should be of transparent open chain-link grille design rather than solid or perforated shutters, which are not transparent when viewed obliquely. Shutters and grilles should be painted or finished in colour to complement the rest of the exterior.

External Seating and Screening: Planning permission and a Section 254 license are required for external seating. Seats should be of wood, painted metal or other traditional material which enhance the visual appearance of the ACA. Plastic is not an acceptable material for seating. Enclosing ropes and canvas windbreaks can incrementally damage the special character of an ACA and must be carefully considered and assessed as part of the overall level of existing street furniture. Screens to enclose external seating areas should be made of heavy-duty cotton, glazed or metal panels and should not be used for advertising purposes.

Other External Elements to Commercial Premises: Canopies, vending machines, newspaper receptacles, etc. can damage the special character of an ACA, and can only be accepted to a limited degree. Where canopies or awnings are deemed acceptable in the ACA, they should not be made of plastic but of heavy-duty cotton material with painted metal or timber hardware. Planning permission is required for external vending machines, ATMs, newspaper receptacles, storage bays etc. Commercial premises should limit the clutter of temporary external retail furniture, such as external heaters, bins, menu-boards, etc. Such fittings are only acceptable where their design complements or enhances the character of the area.

7.3.8 Boundary Treatments

Alteration or removal of historic railings, boundary walls, piers, gates, etc. always requires planning permission. Loss of such features can be seriously damaging to the character of the ACA and is therefore not acceptable. Reinstatement of lost features such as ironwork details to correct historic detail will be encouraged by the planning authority, or required by condition where appropriate when granting permission for developments within the ACA.

Fig. 128: Railings and steps on Bridge Street



Fig. 129: Decorative ironwork on Dundalk Road



7.3.9 Demolition

Demolition of any building visible within the ACA, whether it is a Protected Structure or not, will require planning permission. Demolition will only be permitted where the structure makes no material contribution to the character or appearance of the area, or does not have the potential to do so through reinstatement of historic features. There will be a presumption in favour of retaining any structure that makes a positive contribution to the character of the ACA to avoid incremental loss or damage to its special character.

Where permission is sought for demolition on the grounds of structural defects or failure, a condition report produced by a suitably qualified and experienced conservation professional, supported by photographs and drawings indicating locations of defects will be required. Justification on structural grounds for any demolition within the ACA must include details of repairs or remedial works normally used in similar circumstances demonstrating why they are not suitable in that instance. A full photographic record and measured survey will be required before any demolition commences.

Façade Retention: Although interiors are not protected within an ACA 'façade retention' will not be considered an acceptable approach, except in cases where only the façade survives.

7.3.10 New Build Interventions

Plot Size: New buildings should follow existing plot boundaries to retain the existing grain which is an important determining factor of the special character of the ACA. In larger developments on sites where former individual boundaries have already been removed, the original plot divisions should be articulated in the volume and composition of the new buildings, both to the front and the rear.

Fig. 130: New buildings which ignore the established building line and plot sizes damage the character of the street space



New and Infill Developments: Designation as an ACA puts an onus on prospective developers to produce a high standard of architectural design, which respects or enhances the particular qualities of the area. New buildings should be designed to blend into the streetscape using the prevailing materials, proportions and massing. Buildings should follow the eaves heights, roof pitches, building lines which predominate in the surrounding context. Chimney stacks should be included where these are a feature of the roofscape. Windows should be of matching proportions and alignments at head and sill, and the window-to-wall ratio should be derived from the historic buildings forming the context of the infill site. Contemporary interpretations and detail which allow the new building to be identified as an addition should be favoured over pastiche styles in order to avoid undermining the authenticity of ACA.

Alternative Design Approach: New buildings which depart from the proportions and façade arrangements typical of the context must be of a very high standard of architectural design and must positively contribute to the character of the area. A design impact statement outlining the concept of the design and providing justification for the proposal, demonstrating a considered response to the scale, materials and grain of the ACA must accompany any such application.

Materials and Features: Only materials of good visual quality and durability may be used in new developments. Features which are not typical of the historic buildings of the village should be avoided. These include roof lights, standard-issue concrete sills or copings, top-hung casement windows, pressed aluminium gutters or uPVC features of any kind. Roofs should be covered with natural slate, lead or other roofing materials which enhance the character of the ACA.

Extensions to Front or Side: All new additions to the front or visible elevations of structures within the ACA will require planning permission. Very careful consideration will be given to applications for extensions to the side or front of a structure within the ACA, as these can be particularly detrimental to the character of the area.

Rear Extensions: Additions to the rears of properties can often be visible from other parts of the ACA and can affect its character. Rear extensions which may otherwise constitute exempted development can materially affect the external appearance of a building within the ACA and would in that case require planning permission. Extensions should be designed to minimise their visibility from any public area in the ACA, they should be subsidiary to the main building, of an appropriate scale, and should follow the guidance for new infill buildings given above.

7.3.11 Amalgamation of Properties or Sites

Amalgamation of Structures: Joining buildings together into one functional unit requires planning permission irrespective of whether located in an ACA or not. Any proposals for the amalgamation of properties within the ACA will be considered with regard to the impact of the change on the special character of the ACA, whether in its visual appearance or characteristic use. Original entrances should therefore remain in use to maintain an active and vibrant street frontage. Treatment of facades to joined buildings should emphasise the individual plot. Paint finishes or shopfronts should not aim to present adjoining buildings which have been joined in the same ownership in a uniform manner.

Amalgamation of Plots: Any proposed development of a group of sites within the ACA, especially at an increased density, must respect the scale, mass, height, and design of adjoining buildings and of the whole streetscape. This does not preclude modern design but should reflect the predominant and historically significant grain of the town, informally arranged buildings of intimate scale and narrow frontage. Developments which span across former individual plot boundaries, should be articulated in their volume and facades to reflect the historic plot divisions, both to the front and the rear, avoiding wide frontages of continuous height. The demolition of buildings that contribute positively to the character of the ACA is not acceptable. All such buildings should be retained and incorporated sensitively into any proposed re-development with respect for their historic and architectural qualities and original plot form.

Fig. 96: left: boundary stone walls



Fig. 97: right: cast iron gates and stone piers



7.3.12 External Lighting

Proposals for the illumination at night of buildings and other features within the ACA requires the consent of Louth County Council. The method of lighting, i.e. type of fitting, fixing method and type of light, must be specified by the applicant in seeking permission and should be designed so that it does not affect public lighting levels, result in light pollution, or negatively impact on other structures in the ACA.

7.3.13 Views

Key views as outlined in this document must be preserved and any works within the ACA should not adversely impact on or block these views. These views will be considered for 'Protected View' status in the next review of the Local Area Plan.

7.4 Works To The Public Realm

7.4.1 Works by the Local Authority

Most works undertaken in the public realm are carried out by Louth County Council, or for it by subcontractors. These works include road opening works for drainage, water supply and metering, road resurfacing, paving works, accessibility improvements, street lighting, street furniture, controls and signage for traffic and pedestrians, parking provision and meters, etc. Larger-scale works will require planning approval under Part 8 of the Planning and Development Regulations 2001. The Conservation Officer should always be consulted in this process.

In smaller scale interventions, the relevant engineering department should consult closely with the Conservation Officer to ensure that any unavoidable impact on the character of the ACA is suitably mitigated.

Where subcontractors are used, the tender documents should inform bidding companies of the constraints imposed by working within an ACA. Subcontractors should be carefully overseen or should be required to engage professional conservation advice in any interventions within a historic context.

7.4.2 Works by Statutory Undertakers

Infrastructure for supply of gas, electricity, telecommunications, cable tv, etc. is provided by a range of providers, and all of which can have a damaging impact on the historic built environment.

Utility and service providers are each governed by different legislation, but all must consult to a greater or lesser degree with the local roads authority and obtain permission for any road-opening works.

The road authority as the overseeing body should inform the relevant service provider of the constraints imposed on work within an ACA, and should consult with the Planning Department and the Conservation Officer for Louth Local Authorities before approving interventions.

Private sector utilities should be required to employ professional conservation advice to minimise and mitigate the impact of any proposed intervention in a historic context.

7.4.3 Historic Paving & Street Furniture

Alterations to paving and street furniture should be in keeping with the visual simplicity of the town. Where historic evidence of street furniture does not survive, new elements should be chosen to be high quality and low-key. Conspicuous arrays of litter bins or bollards should be avoided through the use of integrated designs to minimise clutter. The impact of necessary items should be mitigated by careful consideration of their position in the streetscape. The Conservation Officer of Louth Local Authorities should be consulted before any works commence, to ensure that works do not adversely affect, but rather enhance the character of the area.

7.4.4 Drainage

Sewers culverts etc. which are not visible contribute nonetheless to the historic character and civil engineering heritage of the ACA. Works to this infrastructure should be respectful of historic features and should favour repair over replacement.

7.4.5 Street Lighting

The street lighting in parts of the ACA is utilitarian roadway lighting. Consideration should be given to improving the lighting scheme with lower lamp standards to produce a more intimate lighting which would reinforce the town character.

7.4.6 Traffic and Management Signage

The roads in Ardee are in the care of Louth County Council. There is considerable traffic due to the strategic location of the town in the network of national and local roads. It is important that all signage and other traffic management features be carefully sited to cause the minimum impact. Traffic engineers should consult the Conservation Officer regarding any changes or improvements proposed.

7.4.7 Management of Parking

Parking has a generally negative effect on the character of the ACA in the areas where it is provided. Cars detract from the historic character of streets, and impede proper appreciation of historic buildings and spaces. In addition off-street surface car parks also add to the degradation of the character of the town. Parking is provided throughout the ACA in different arrangements. This should be revised when possible to allow structures to regain their historic boundaries or to be free of cluttering vehicles. Site boundaries, understanding of historic plot sizes and landscape features should not be sacrificed to providing parking spaces.

Fig. 131: Civic space devoted to car park use



To enhance the character of the ACA, the exclusion of parking from key positions in the ACA might be considered. The configuration of parking bays in sensitive areas should be designed for the best possible presentation when cars are not present. For disabled-accessible parking spaces alternatives to blue surfacing should be provided.

Fig. 132: Open expanse of car parking causing loss of street definition



Fig. 133: Loss of rear boundary definition



Fig. 134: Loss of front boundary definition



7.4.8 Planting & Landscaping

Good quality landscape design can enhance the setting of historic buildings and improve the appreciation of the urban spaces. Such designs should employ good quality natural materials which are already found in the streetscape, or are in sympathy with its scale and materials.

The quantity and quality of planting and trees within the ACA is an essential contributing element of its special character. Good quality planting maintenance and design can support this in the present and into the future. This also applies to areas in private property that are not in the street space such as front and rear gardens as they can be seen from public routes and are part of the larger landscape makeup of Ardee. The Conservation Officer should be consulted in the design of any such schemes, to ensure that the impact on the historic character of the village is acceptable.

Fig. 135: Rear gardens with hedges and mature native and exotic trees contribute significantly to the less public views in the ACA.



Fig. 136: Need for replacement trees and protection from vehicles



7.4.9 Service Utilities

Where underground services are proposed beneath historic paving, this should be carefully lifted by suitably skilled operatives and laid in the original position and detail. Where cabling on facades is not avoidable, these should be placed neatly in discreet positions using dark coloured cable as approved by the Conservation Officer.

7.4.10 Wires and Distribution Poles

Overhead electricity supply and telephone cables and poles detract significantly from the character of Ardee. The Council should facilitate and support any initiatives to place overhead services underground within the historic ACA. The removal of redundant services and signage from the facades of buildings should also be encouraged.

Fig. 137: Obtrusive overhead cables on Irish Street



NOTE:

Some of the works listed overleaf require planning permission irrespective of whether they are located within an ACA or not, but are included to highlight the need for careful consideration of the design of the proposed works to ensure that they do not impact negatively on the character of the area.

The guidance given above is not in itself a comprehensive list of all works, in all circumstances, that require planning permission, but identifies those works that would impact on the character of the ACA. Development works would still have to adhere to the general provisions of the Planning and Development Act 2000 (as amended) and Planning Regulations. The Area Planner and Conservation Officer of Louth County Council can be consulted if there is any doubt as to whether planning permission is required or not.

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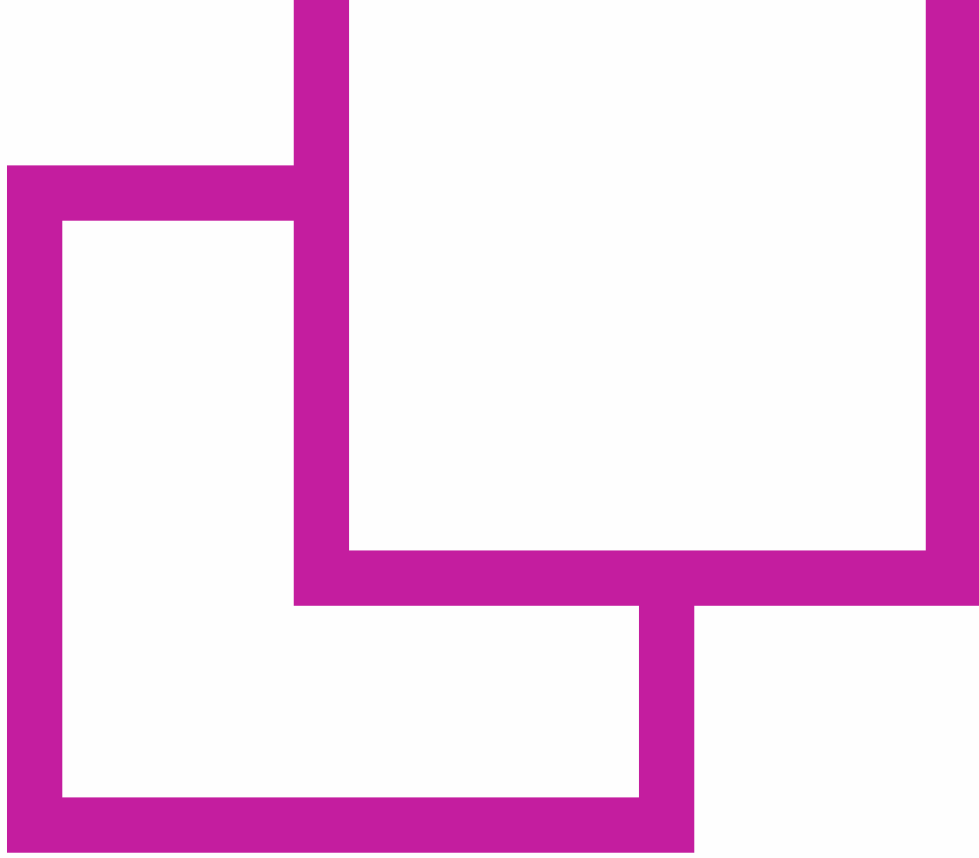
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LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 13

Guidelines for Works in Architectural Conservation Areas

GUIDELINES

**FOR WORKS IN ARCHITECTURAL
CONSERVATION AREAS**



ACA



REPLACEMENT OF EXISTING BUILDINGS

The reuse of existing buildings is preferable to replacement. Applications for demolition of buildings that contribute to the character of an ACA will only be granted in exceptional circumstances. The onus will be upon the applicant to justify the demolition of the building. The Council will always start from the premise that the structure should be retained.

Where replacement buildings are deemed acceptable in towns or villages, new buildings should take into account existing plots, where possible, in order to retain the existing grain, character and vibrancy of the ACA.

Where buildings have a negative impact on the character of an ACA, demolition of existing and replacement with buildings of more appropriate design may be desirable (the current condition arising from low levels of maintenance including fire damage will not normally be considered as a negative impact). The replacement buildings should respect their setting.

Where permission is sought for demolition on the grounds of structural defects or failure, a report containing photographs and drawing(s) either captioned to clearly identify the location, or cross referenced to plans, and prepared by a suitably qualified and experienced professional regarding the existing condition should be submitted. As part of the justification for any demolition within the ACA on structural grounds, details will be required of repairs/remedial works normally used in similar circumstances and details of why they are not suitable in that instance.

Details of the design including materials proposed for replacement building(s) will be required in any case where demolition is considered, proposals for a replacement building will be assessed as set out below as part of the consideration of an application for demolition.

Corner buildings in towns can provide identity and points of orientation, consideration will be given to allowing for appropriate designs to emphasise these locations, which may not be acceptable in other locations.

REFURBISHMENT OR ALTERATION OF EXISTING BUILDINGS



Retention of the original fabric of the building is preferable to replacement. Where replacement materials must be used they will be in the first instance in keeping with the predominant traditional materials used within the ACA, or alternatively as agreed with the conservation office of Louth County Council.



Where new buildings or alterations at roof level are proposed, consideration should be given to the effect of the proposals on the character of the area with regard to roof shape, pitch, angle and length, height, and eaves details, such that they are in keeping with the character of the area.



The provision of dormers, and roof lights may be acceptable where they are in keeping with tradition of the area and which contribute to the existing character. Roof lights should be located on hidden pitches where possible. Where used on roof slopes which are visible from public areas, roof lights, if permitted, should be conservation grade.



Ventilation of roof spaces should be via eaves vents where possible.



Where breaking through internally between adjacent buildings in an ACA, both fronts are to maintain an active function, the disruption of historic material is to be kept to a minimum such that the character is not negatively impacted upon, this is preferable to demolition of one or both structures.

ROOF-SCAPE AND CHIMNEYS

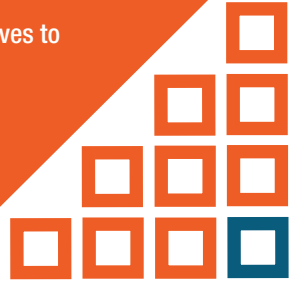
- Roof extensions where deemed to be appropriate should always complement the appearance of the existing and adjacent buildings in keeping with the character as set out in the character appraisal or character statement for the ACA.
- Changes to roof pitch angle, ridge height and span of roof can have a significant impact on character, and would be unacceptable to existing buildings except where the changes involve the reinstatement or enhancement of character.
- Telecommunications equipment, ductwork, lift shafts, or other roof plant require planning permission. These should be sensitively located and must not adversely affect the character of the building or where appropriate the roofscape of the ACA.
- The use of modern roofing or recladding materials will not be acceptable where it impacts upon the character of the ACA.
- Chimney stacks and pots are intrinsic to the character of Irish towns and villages and should be retained.
- Where replacement buildings or substantial changes to roof structures are permitted within town and village ACAs the use of chimney stacks or other vertical elements in the design should be considered to retain existing patterns and to punctuate the roofscape.
- In cases where dormers are deemed to be in keeping with the character of an area and therefore acceptable, traditional forms in keeping with the character of the building and the ACA will be preferred.

FAÇADES

- ◆ Where repairs are to be carried out to traditional renders, the material, its style and detailing should match the original as far as possible. See advice notes or seek advice from the conservation office of the Council for technical details. Sample panels may be requested to assess appropriateness.
- ◆ The stripping of render to expose the underlying stone is normally inappropriate and will be unacceptable within the ACA.
- ◆ Re-pointing of brick buildings require a method statement to be submitted to the council as part of the planning application and may require a sample panel for assessment by the conservation office.
- ◆ Replacement of traditional finishes with modern style materials will not be considered to be in keeping with the character and will therefore not be granted planning permission other than in exceptional cases.

OVERHEAD WIRE-SCAPE AND DISTRIBUTION POLES

- ◆ The Council will facilitate where possible and support any initiatives to underground overhead services in the historic town and village centre ACAs.
- ◆ The removal of redundant services from the façades of buildings will be encouraged.



EXTERNAL LIGHTING OF BUILDINGS AND FEATURES

All external lighting of buildings, trees and other feature illumination should be designed such that it does not contribute to general lighting, result in light pollution and negatively impact on the general rural character of Demesne or village ACAs.

Lighting of certain landmark buildings and structures would be acceptable to the council. The method of lighting i.e. type of fitting, fixing method and type of light would need to be specified by the applicant in seeking permission.

ADVERTISEMENTS AND SIGNAGE

- Advertisements to the exteriors of structures within an ACA require planning permission. An application will provide details of impact on the character of the building to which they are attached, adjacent buildings and to the ACA in general. Details of the fixing method will also be required to ensure minimisation of irreversible impacts on the building in question as part of the planning application.
- Signage fixed flat to the façade of a building is normally preferable to those fixed on brackets perpendicular to the façade.
- Advertising on canopies will not generally be acceptable in an ACA.

OPENINGS

Applications for alteration to existing opening sizes and proportions, or for additional openings in traditional buildings within ACAs will only be considered in exceptional circumstances and where they do not detract from the character of the area.

The replacement of timber windows and doors with modern materials such as PVC or aluminium will not be acceptable within an ACA.

Where original or old glass survives in windows it should be retained and/or incorporated into repaired/replaced windows.

Replacement of PVC and Aluminium window frames and doors with timber will be encouraged and facilitated where possible by the Council.

External roller shutters will not be permitted within the ACA's. Alternative methods of security should be used.

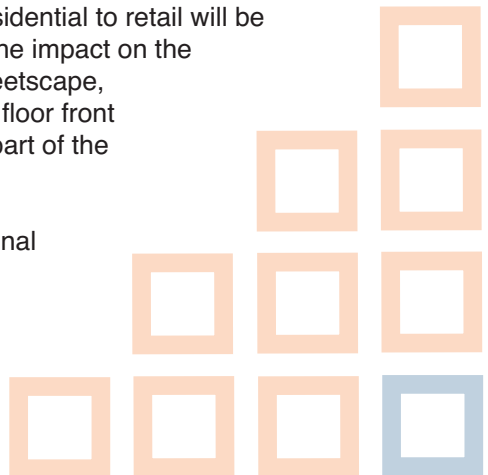
SHOPFRONTS

Detailed guidance notes on shopfront will be available separately

USES:

Applications for change of use from residential to retail will be required to provide an assessment of the impact on the structure and its character, and the streetscape, particularly where breaking out ground floor front wall or the provision of signage forms part of the application.

Alterations such as the removal of original external limestone steps, railings or other external features, and provision of new openings for additional access to upper floors will be considered in relation to its impact on character.



TRAFFIC, STREET FURNITURE, PLANTING

- ◆ Any changes to traffic management and parking within ACAs will take into account its designation as an ACA and will seek to retain or improve the character of the ACA in the design and provision of Pay and Display machines, signage, ramps, renewed surfaces, dished pavements etc.
- ◆ The Council will actively promote the retention of all surviving original kerbing and cobbles in the ACAs.
- ◆ Where agreement is reached with the Council for works to dish footpaths, original kerbs will not be removed, they will be lowered in full and not cut or removed.
- ◆ Post boxes, seats, water pumps and other street furniture where in keeping with the character of the ACA will be retained in-situ.
- ◆ New street furniture when being provided will be of high quality reflecting the area's status as an ACA, of appropriate (preferably local) materials co-ordinated within each ACA.

DEMESNES

Development within Demesne ACAs should take into account the setting of structures within the Demesne, mature trees and the original landscape design intentions which are to be respected.

The location of Car parking facilities in Demesne ACAs should be carefully considered to avoid interruption of elements of the designed landscape such as original avenues or designed vistas, and should be screened with appropriate planting and landscaping.

GUIDELINES

FOR WORKS IN ARCHITECTURAL CONSERVATION AREAS

If you have further queries regarding ACA designation please contact:

The Planning Section,
County Hall,
Millennium Centre,
Dundalk, Co. Louth

Phone: 042 935 3180
Fax: 042 932 0080
e-mail: planning@louthcoco.ie
website: www.louthcoco.ie

Drogheda Borough Council,
Fair Street,
Drogheda,
Co. Louth

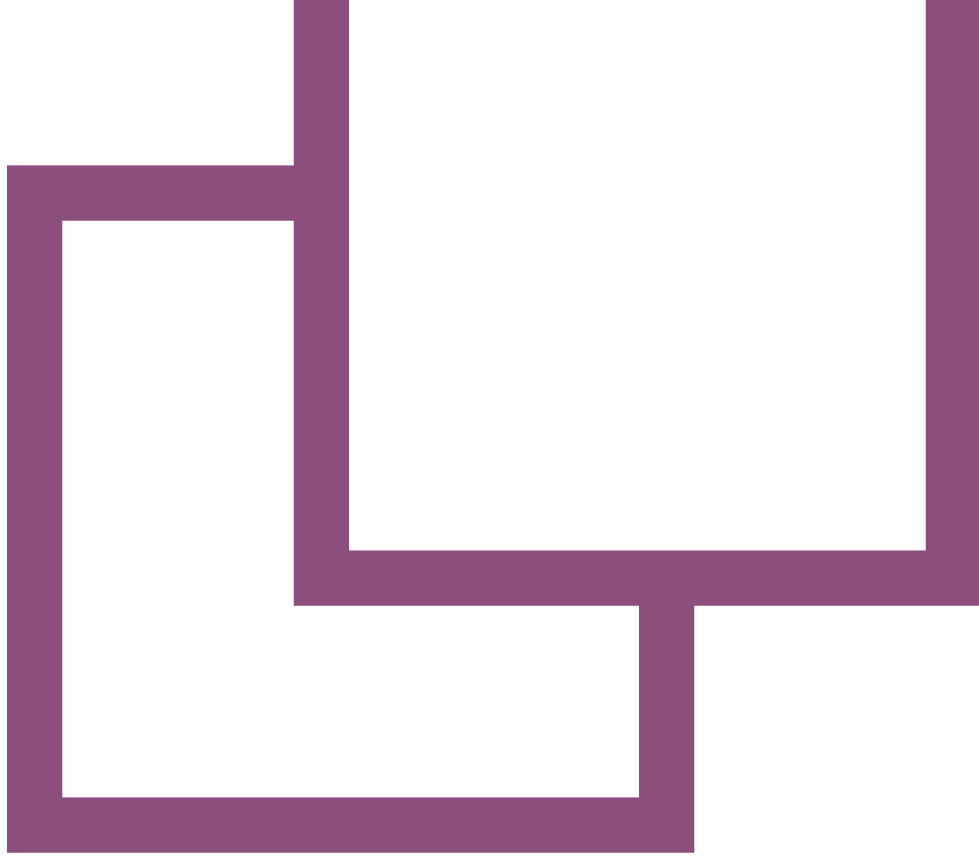
Phone: 041 983 3511
Fax: 041 983 9306
e-mail: info@droghedaboro.ie
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Dundalk Town Council
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Phone: 042 9332276
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LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 14

A Guide to ACAs in Louth

A GUIDE TO

Architectural Conservation Areas

“An architectural conservation area is a place, area, group of structures or townscape which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest in its own rights, or contributes to the appreciation of protected structures.”

LOUTH



ACA



Architectural Conservation Areas are of great importance for the protection and enjoyment of our environment.

Some were originally described as Conservation Areas in earlier development plans, but since the introduction of the legislation on the protection of the Architectural Heritage, on 1st January 2000, these earlier conservation areas have been renamed, their boundaries altered and designated as ACAs. New ACAs have been also been designated.

They vary in their nature and character and can cover areas as diverse as the historic centres in our towns and villages, terraces of early 20th Century houses, mills and their associated weirs, stretches of canal with their locks and lock houses, and the demesnes of country houses.

The special character of these areas does not lie in the buildings alone. The historic layout of roads, paths and boundaries, mix of uses, gardens, parks and greens, trees and street furniture, landmarks and views all contribute to the special sense of place.



Roden Place, Dundalk

How do I know if I live in an Architectural Conservation Area?

The Planning Authority's development plan includes a description of the ACAs in its area and maps which show the exact boundaries. You can see these in your local planning office, and they will also be available on the Local Authority website.

www.louthcoco.ie

How is an ACA designated?

Planning authorities are required by the Planning and Development Act, 2000 to include objectives for the conservation of the character of Architectural Conservation Areas. The designation of an ACA is done during a review of a County or Town Development Plan, or as a variation to the Plan. They are not attached to Local Area plans, but may be referred to. Any changes to the boundaries of an ACA, or changes in objectives, must be done as a variation or subsequent review of the plan.

This is a list of all the Architectural Conservation Areas in Louth:

In Drogheda - there are 17 ACAs

1. Bolton Square / Green Lanes
2. Clinton's Lane
3. The Dale
4. Fair Street
5. Laurence's Street
6. Legavoureen Park
7. Magdalene Street (north)
8. St. Mary's Cottages
9. Millmount
10. North Quay / Back Lanes
11. St Peter's Church of Ireland and Environs
12. Railway Terrace
13. Windmill Road (part)
14. West Street and central shopping core
15. Leyland Place
16. Ship Street
17. Old Abbey Lane

In Dundalk there are seven ACAs

1. St Mary's Road
2. Roden Place
3. The Crescent
4. Clanbrassil Street
5. Jocelyn Street
6. Soldiers Point coastguard houses
7. Demesne/Magnet Road

In the County Council's operational area there are eight ACAs

1. Ardee
2. Carlingford
3. Collon
4. Milltown (Grangebellew)
5. Monasterboice
6. Newtown Monasterboice
7. Salterstown
8. Whitestown



Salterstown

Can I have a say in the matter?

Yes. When the development plan for your area is being reviewed it is advertised in the newspapers and the plan will be on public display. You can send your comments to the relevant Planning Department on all aspects of the plan, including ACAs.



Pump in Collon

How are ACAs protected?

This is done by:

- ◆ Defining the character that merits protection, including the open spaces.
- ◆ The use of planning controls over demolition and alterations within the area.
- ◆ Giving careful consideration to the impact of any new development proposal on the character of the area.

Designating an area as an ACA does not prohibit all new development. However, permission for new development will only be granted if it can be shown that the development will not be detrimental to the character of the area. The design of the new development will be of particular importance and it is preferable to minimise the visual impact. The more unified the character of the area the greater will be the need to retain that uniformity of design. Where there is a mixture of styles, a new building should ideally demonstrate a high standard of contemporary design which would be complementary to the overall pattern of the area. Existing building heights and materials should also be respected unless it can be demonstrated that a particular site deserves an extraordinary treatment.

Are Trees Protected in an ACA?

Trees can make an important contribution to the quality of the area, and while the removal of a single tree might not have much impact, removal of a stand of trees along the roadside or in a green space could make a significant difference.

What needs planning permission?

The protection of an ACA relates to the external appearance. As an ACA includes the rear of buildings and the open spaces most works to the outside of a building or structure in an ACA will need planning permission.

If, for example you proposed to build a small extension, change the roof materials or windows, install a roof light or satellite dish, form a parking space, strip off plaster, or erect signage you will probably need permission.

Planning permission will not be needed for works to the interior unless it involves a change of use. Normal repair and maintenance work will not require permission unless it uses materials or details which are not appropriate to the structure.

If you are in any doubt as to whether or not planning permission is required for any proposed works to a building or structure, please check with the planning authority before you start.

General guidance for works in ACAs is being prepared and will be available on the Local Authority website or from any planning office in County Louth.

Suppose I want to demolish a building within an ACA?

Planning permission will be needed for demolition of any building within an ACA. An application for demolition of any building will need to include reasons for the demolition, a survey of the existing building with photographs and a brief architectural appraisal. In the case of a building which makes a positive contribution to the character of the area it will also be necessary to include a condition survey.

What about archaeology?

Since ACAs are often in the historic centre of towns and villages, they frequently also include or overlap with areas of archaeological potential. Where excavations are being carried out within the zone of a recorded monument it is necessary to give two months' notice to the National Monuments section of the Department of the Environment, Heritage and Local Government.



Do I need special materials or architectural advice?

Most buildings in Architectural Conservation Areas are constructed of traditional materials such as stone, plaster, slate and brick, with timber windows and doors. Particular local materials and forms of detailing can be a significant part of the appearance of the area and it is best to use these traditional materials for any alterations to existing buildings.

If you are considering innovative designs you should consult an architect. The Royal Institute of Architects of Ireland keep a register of architects with conservation skills, and can help you find one with particular skills in a style, period or building type. The Irish Georgian Society has a register of traditional skills and trades, and your Local Authority Conservation Officer also maintains a list of consultants and tradespeople with conservation knowledge.



Monasterboice



Dundalk



Carlingford

Checklist

Checklist



Find out if you live in an ACA by contacting the Planning Authority



If you live in a Protected Structure you should have received a notice when the building was first placed on the Record, however, if you are buying an older building you should always check the record of protected structures in the development plan for the area.



If you are thinking of carrying out any work (however minor) check with the planning authority to see if -



Planning permission is required for the works you are considering



Find out if a conservation area appraisal exists that can guide change

It is better to get advice from the planning authority before you begin work than to have the work halted, removed or amended at a later date. This will save you time and money.

*If you have further queries regarding
ACA designation please contact:*

The Planning Section,
County Hall, Millennium Centre,
Dundalk, Co Louth

Phone: 042 935 3180
Fax: 042 932 0080
e-mail: planning@louthcoco.ie
website: www.louthcoco.ie

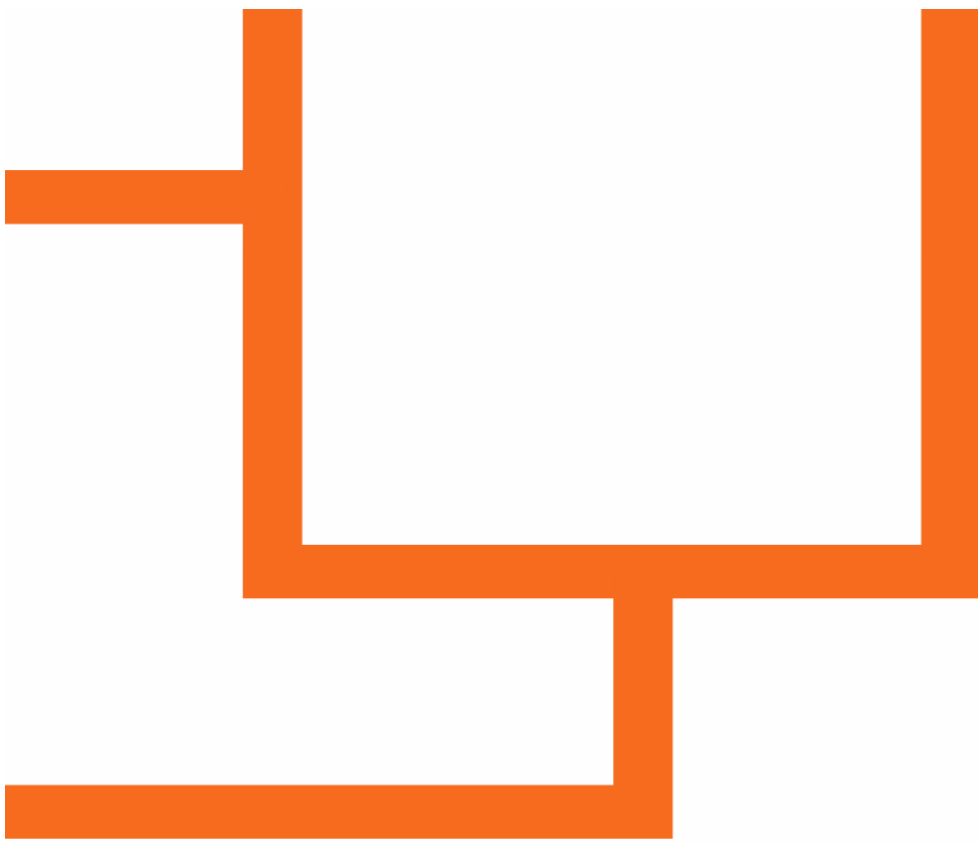
Architectural Conservation Areas in **LOUTH**



Designed by: Vision Design, Dundalk: 00353 42 933 0690



For more information please contact:



LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 15

DM Guidelines for ACAs

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2 DEVELOPMENT MANAGEMENT GUIDELINES FOR ACA'S

The following guidelines relate to development within ACA's

2.1 PLOT WIDTHS

The following guidelines will apply to plot widths:

- New developments should have regard to the historically narrow plot sizes;
- New developments which extend over more than one historic plot, should address the design through variations in the façade composition that echo the historic plot pattern.
- Where plot amalgamation is considered necessary to accommodate new development the existing narrow land uses and the narrow plot frontage should be reflected in the streetscape design.

2.2 BUILDING LINES

The following principles in relation to building lines will apply:

- Maintain existing and established building lines where they exist.
- Create new building lines where they do not already exist in the case of extensive brownfield sites.

2.3 BUILDING LINES MAY BE RELAXED IN THE FOLLOWING CIRCUMSTANCES:

- For innovative design solutions where it can be demonstrated that the design will positively enhance the townscape.
- Where the provision of public or civic space are to be proposed.
- To accentuate an important building.

2.4 BUILDING HEIGHTS

The following principles will generally apply:

- The general range of building heights and number of storeys which are evident in the street should be retained.
- Stepping up of corner buildings or buildings creating significant landmarks will be permitted.
- In general, the difference in a buildings height from traditional buildings should not exceed one and a half storeys.
- Applications for modifications or variations to buildings does not in itself provide a justification for height increases. An alteration or extension to the existing roofline may still be unacceptable.

The following will be taken into account in assessing applications for higher buildings:

- The degree to which its prominence is justified in the townscape – traditionally, only significant public buildings received such prominence;
- The extent to which the building detracts or enhances important landmarks and views;
 - The extent to which the building detracts from or enhances the character of open space or public realm;
 - The degree of intrusion or obtrusion of skyline and the impact on the topography of the street;
 - Issues of shadow, significant loss of light and micro-climatic impacts;
 - The extent to which an imbalance in height is created between opposite sides of the street. This may not be relevant where there is future scope for the redevelopment of the opposite side too;
 - The extent to which the alteration to the façade or roofline impacts adversely upon the architectural integrity of the building and the area.
 - The quality of the existing or neighbouring buildings.

2.5 SKYLINE IN ACA AREA

The height and form of a building will have a direct influence on the skyline of the ACA. Features such as chimneys also add interest and variety to the skyline. Rooflines should normally respond to the articulation of the rest of the façade and it should therefore be possible to read the width of the plot division from the bottom to the top.

Design of buildings within ACAs shall have regard to the following:

- In many modern architectural solutions, rooftops tend to be flat and extended over a considerable distance (i.e. a building with a long façade). It can result in monotonous rooftops which should therefore be relieved with variations in building height at appropriate locations such as the stepping up heights at the centre of a uniform composition or at the corners.
- The roofline should reflect the rhythm, harmony and scale of the entire street frontage, with the roofline picking up the subdivisions of the façade.
- Materials should be chosen for their appropriateness to the character of the area i.e., red dyed tiles would be inappropriate in the town centre where natural Welsh slate predominate.
- Machine and mechanical plant rooms should be designed as an integral part of the building and should not cause disruption in the roofscape.

2.6 ROOF EXTENSIONS

In general terms, the Council will not permit a roof extension if it is considered that it would:

- Harm the architectural integrity, proportions or uniformity of a building or significant group of buildings.
- Harm a significant or sensitive view.
- Reduce the visual interest generated by a varied skyline, or where the building has features that were designed to be silhouetted against the sky.
- Result in the loss of historic roof forms.

2.7 EXTENSIONS AND ALTERATIONS MAY BE CONSIDERED ACCEPTABLE WHERE:

- The scale of the proposed extension is appropriate to the scale and character of the existing property or is not visible from a public place;
- The proposed addition is of a high standard of contemporary or traditional design where appropriate;
- Steps have been taken to prevent the build up of visual clutter apparent from the street at high level.
- Permission will not be granted for other rooftop structures where these intrude into significant or sensitive public views, harm the character of a building or an area, or adversely affect the amenity of adjoining properties.

2.8 ADVERTISING STRUCTURES

- Policy to encourage removal of large advertisement structures if the opportunity arises.
- Policy to prohibit electronic video display screen in or adjacent to ACAs where they would impinge on, or negatively affect, the Character of the ACA.
- Advertisement structures within an ACA should not interfere with any structures that contribute to the architectural amenity/character of the ACA.
- All advertising structures should relate to the authorised uses in the building and should assimilate with the overall design of the shop-front and should be restricted to the fascia level. Additional advertising fixtures above ground floor level or on gable ends should be avoided.
- Generally, only the name and street number of the shop should be included, preferably hand-painted, on the fascia panel.
- The provision of temporary advertising structures on or projecting from any part of the façade, or hanging between buildings should not be erected without written approval of the planning authority.

2.9 DEMOLITION OR ALTERATION

The Council will not permit the demolition or alteration of buildings within designated ACAs unless it can be demonstrated that all of the below criteria is applicable:

- The building is in a very poor state of repair;
- All efforts have been made to sustain existing uses or find new ones, and these efforts have failed;
- Redevelopment of the site would greatly benefit the community and would outweigh the loss of the building/structure resulting from demolition;
- The building is unsafe and cannot be made safe.

2.10 SHOPFRONTS AND SHUTTERS

- Proposals for new contemporary shopfronts will be considered by the planning authority, where the design is of a high quality and achieves a balance of finish and textures establishing a sense of character in contemporary design.
- Historic robust materials such as smooth render finish, granite, limestone, brick, and timber, cast-iron, brass and copper can be integrated with lightweight contemporary materials such as stainless steel and glass. Glass, in particular, introduces reflective properties which add in a sense of playfulness and liveliness across facades.
- Design needs to be imaginative within the constraints of the existing building, enhancing its character rather than conflicting with it. In most cases, an appropriate modern proposal is preferred to inaccurate historical representations or pastiche.

2.11 SHOPFRONT GUIDELINES:

The guidelines below apply not only to retail premises but also to commercial, medical, medical-related and other premises providing services. In all cases, existing signage, tiled shopfronts, wrought ironwork, stonework, plasterwork detailing and any original features shall be retained on retail and commercial premises.

- Signage forms an integral part of the overall design for the shopfront and should be restricted to the fascia level. Generally, only the name and street number of the shop should be included, preferably hand-painted, on the fascia panel.
- The size, shape and position of shopfront signage should reflect the scale and façade of the building on which they are situated.
- Illumination by bracket or wash lighting is preferred to internally illuminated signage.
- All lettering is to be legible and in keeping with the character with the building.
- Minimum lettering should be used.
- Preferred signage locations are to position lettering:
 - Directly to the glazing,
 - To the bulkhead behind the glazing,
 - To architectural feature like doors,
 - Behind the glass.
- Lettering or logos should not be affixed directly to the glazing of any shop or business windows, other than etched lettering. All sign displays inside the shop should be kept back a minimum distance of 500mm from the glazing. Lettering or logos should not obstruct the window display or exceed one quarter of the area of the window through which the advertisements are exhibited
- Corporate, mass-produced signage using bright colours with plastic shopfronts and plastic fascias will not be acceptable within the ACAs
- Projecting signs shall not generally be permitted as a profusion of such signs in a confined area can lead to visual clutter in the streetscape. However, positive consideration may be given to the use of a projecting sign if a building is in multiple occupancy and the proposed sign would lead to a significant overall reduction in the number and scale of advertisement structures on or projecting from the face of the building.

In these circumstances, the following guidelines must be observed:

- Not more than one projecting sign should be displayed on a building,
- Signs should not be fixed directly to the face of a building but should be fixed by a bracket,
- Projecting signs should be fixed at fascia height adjacent to the access to the upper floors,
- Signs should be individually designed to complement the scale, materials and design of the building,
- Signs should not obscure important features of a building or adjacent buildings.

2.12 COLOURS

- The colours used in shopfronts and buildings in the ACAs should be complementary to the character of the area, that of the building and adjoining buildings.
- Loud, garish colours which clash with the colours and tones of the building and adjoining buildings should be avoided. Painting over brickwork or stonework is not acceptable.
- Corporate design packages, including colour and material palates and signage, will generally not be acceptable unless fully compatible with, and complementary to, the character of the building and adjoining buildings. The context for the proposal is considered more important than uniformity between branches of one company.

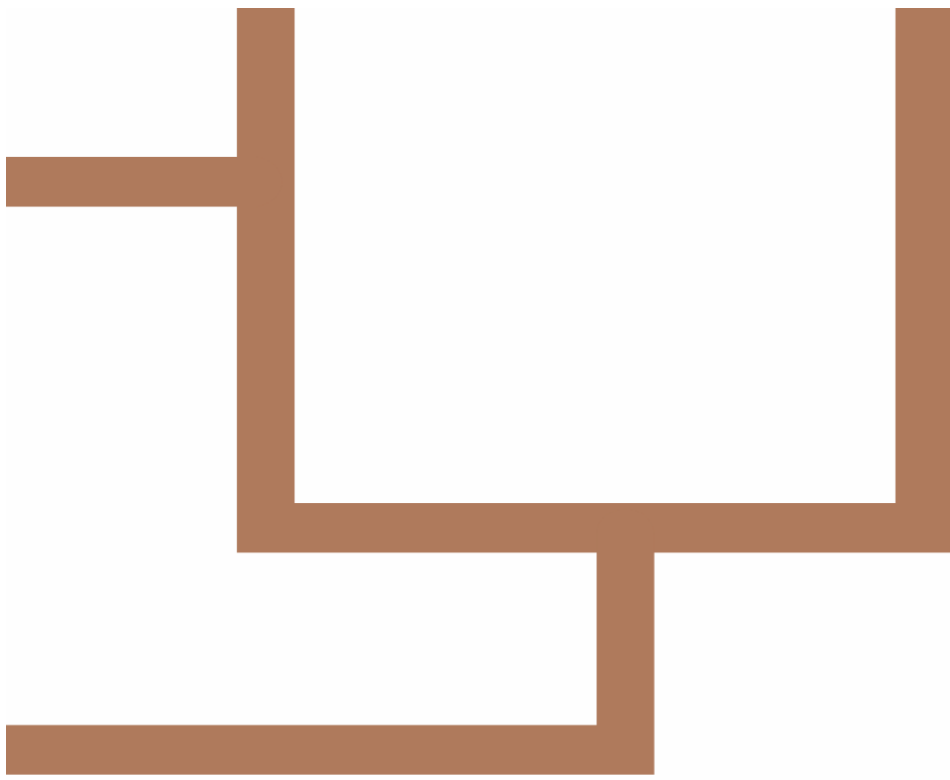
2.13 SECURITY FEATURES

- The installation of security shutters requires planning permission
- The use of such shutters is discouraged as these can visually detract from the lively ambience of a shopping street at night.
- The location of rollers on the exterior of the shopfront will not be permitted.
- Alternatives to roller shutters such as demountable open grilles will be considered where security needs are involved.
- Where security shutters are considered essential because of the nature of the business, they may be permitted provided they meet the following criteria:
 - They must be open grill type, not solid, or perforated.
 - They must be painted or coloured to match the shopfront scheme.
 - Where possible, they must be housed behind the window display.
- A security hatch or slot of a sufficient scale to accept newspaper deliveries shall be incorporated into the design of new shopfronts, as appropriate. Such a feature shall be located at or immediately above the level of the stall riser and should not interfere with the general proportions and presentation of the front façade of the shopfront.

2.14 RELATIONSHIP WITH OVERHEAD BUILDING

- A shopfront is an integral part of the building of which it forms part and therefore it should relate to the architectural character of the upper floors in respect of proportion, scale and alignment.
- Excessively deep fascias should be avoided, particularly where these obscure detailed elements such as console brackets and cornices. The fascia shall not encroach on or above first floor level or extend uninterrupted across a number of buildings.

The design of a new shopfront should relate to the architectural characteristics of the building of which it forms part, relating sympathetically to the upper floors in structural concept, proportion, scale and vertical alignment.



LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 16

Characteristics of Vernacular Buildings

Appendix 16
Characteristics of Vernacular Buildings

	Vernacular Architecture	Formal Architecture
Builder	From immediate locality Name rarely known	Usually from some distance away Name often known
Original Owner	Farmer, labourer, fisherman Often the builder	Includes wealthy & professional people Rarely the builder
Scale	Relatively small buildings	Often much larger buildings
Costs	Relatively low	Usually considerably higher
Design	Drawn from tradition Simple shapes, roofs Thick walls Little ornamentation	Often designed professionally Often complex shapes, roofs Usually much thinner walls Often ornamented, e.g. with carved bargeboards to gables
Inspiration	Tradition Strong regional character	Mainly influenced by architectural styles Designs can usually be found anywhere
Climate & Siting	Very carefully considered	Much less considered
Layout	One of two traditional plans No formal hall One room deep Kitchen is the hub of the house Small number of rooms	Can be of greatly differing type Usually a formal hall Frequently two rooms deep Kitchen is an ancillary room More rooms and more variety
Materials	From immediate locality Include mud, straw, wattle Rarely include fired brick, cement and metals Often un-sawn roof timbers Rarely produced industrially Majority originally thatched	Often transported some distance Rarely Include mud, straw, wattle Frequently include fired brick, cement, metals Usually sawn or squared timbers Often produced industrially Thatch used rarely, as ornament
Survival	Heavily rural	Greater proportion is urban
Dating	Rarely datable No longer built since c. 1900	Usually a precise date known Continues to be built today
Protection	Few protected by law	Proportionately more protected



LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 17

Implementation of Ministerial Guidelines

Appendix 17
Implementation of Ministerial Guidelines

Under Section 28 of the Planning and Development Act, 2000 (as amended) the Council is required to append a statement to the development plan including information which demonstrates how the Council has implemented the policies and objectives of the Ministerial Planning Guidelines. Or if applicable, that the Council has formed the opinion that it is not possible to implement certain policies and objectives of the Minister for stated reasons.

The following table demonstrates how the Louth County Development Plan 2021-2027 implements pertinent Ministerial Planning Guidelines issued under Section 28 of the Act.

The Louth County Development Plan 2021-2027 is referred to hereunder as ‘the Plan’.

Section 28 Guidelines	Louth County Development 2021-2027
Architectural Heritage Protection – Guidelines for Planning Authorities (DAHG, 2011)	These Guidelines are referenced in Chapter 9 Built Heritage and Culture, of this Plan.
Childcare Facility Guidelines for Planning Authorities (DHPLG, 2001)	Chapter 4 - Community Facilities, but specifically Section 4.11 and Policy SC 35 – SC 38 and Chapter 13 Development Management Guidelines, have regard to the provisions of these Guidelines (Section 13.12.1).
Design Manual for Urban Roads and Street	Chapter 3 - Housing (Sections 3.13) Chapter 7 Movement (7.3.2) and Chapter 13 Development Management Guidelines have incorporated the provisions of the Guidelines (16.16).
Development Plan Guidelines for Planning Authorities (DEHLG, 2007)	<p>The Plan has been prepared having regard to the Development Plan Guidelines in particular in relation to both the plan-making process and format of the Plan.</p> <p>In addition, the Plan has had regard to more recent legislative and amendments which have affected the plan preparation process since the publication of the Guidelines in 2007.</p> <p>In particular the requirement for the preparation of Chapter 2 Core Strategy which was introduced by the Planning and Development (Amendment) Act 2010.</p>
Development Management Guidelines for Planning Authorities (DEHLG, 2007)	Chapter 13 of the Plan focuses on Development Management Guidelines which sets out development standards for new developments. The format and content of this Chapter was informed by the Guidelines.
Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment, Guidelines for Regional Authorities and Planning Authorities (DEHLG, 2004)	<p>These Guidelines informed the preparation of the Strategic Environmental Assessment (SEA) of the Plan.</p> <p>The resulting Environmental Report has been published as a separate document in conjunction with this Plan and is included in Volume 5.</p>

Appendix 17
Implementation of Ministerial Guidelines

Section 28 Guidelines	Louth County Development 2021-2027
Landscape and Landscape Assessment- (DELG 2000)	Chapter 8 Natural Heritage, Biodiversity and Green Infrastructure, Section 8.1.9 and the Louth Landscape Character Assessment 2002 were both prepared in accordance with the Guidelines.
Provision of Schools and the Planning System (DEHLG, 2008)	Chapter 4 Community Facilities (Sections 4.5 & 4.10) & Chapter 13 Development Management Guidelines incorporate the provisions of the Guidelines (13.8.25 & 13.12.3).
Quality Housing for Sustainable Communities – Design Guidelines (2007)	Chapter 3- Housing and Chapter 13 Development Management Guidelines, Section 13.8 both refer specifically to these Guidelines.
Quarries and Ancillary Activities (DEHLG,2004)	Chapter 11 Environment, Natural Resources and the Coast (Section 11.4.2) Policy objective ENV 40 and Chapter 13 Development Management Standards (Section 13.17.1), incorporate the provisions of these Guidelines into the Plan.
Retail Planning Guidelines, Guidelines for Planning Authorities and Retail Design Manual (DECLG, 2012)	Chapter 5 Economy and Employment sets out the Council’s Retail Strategy that includes a number of policies and objectives that have been informed by these Guidelines. The Retail Strategy sets out the retail hierarchy for the County in and is included in Appendix 4 of this Plan.
Spatial Planning and National Roads, Guidelines for Planning Authorities (DECLG, 2012)	These guidelines informed the formulation of Chapter 7 Movement as referenced in Section 7.3.2.
Sustainable Residential Development in Urban Areas and Urban Design Manual Best Practice Guide (DEHLG, 2009)	Chapter 3- Housing, (Section 3.11 & 3.13) Policy objectives HOU – 18-25 and Chapter 13 Development Management Guidelines both refer specifically to these Guidelines.
Sustainable Rural Housing Guidelines (DEHLG 2005)	The rural housing policy set out in Chapter 3 Housing, Section 3.17 - was framed in accordance with these Guidelines.
Sustainable Urban Housing – Design Standards for New Apartments (DHPLG2018)	The Housing Chapter provides guidance and criteria for apartment developments, with further guidance and standards provided in Chapter 13 Development Management Guidelines, Section 13.8.28. This guidance is in accordance with these Design Standards.
Telecommunications Antennae and Support Structures Guidelines (DELG, 1996), Circular Letter PI07/12	Chapter 10 Infrastructure and Public Utilities, Section 10.4.2.4 sets out the Council’s policies on Telecommunications and was informed by these Guidelines.
The Planning System and Flood Risk Management (DELG, 2009)	A Strategic Flood Risk Assessment (SFRA) was undertaken for the Plan area having regard to the Guidelines and is contained in Volume 5.

Appendix 17
Implementation of Ministerial Guidelines

Section 28 Guidelines	Louth County Development 2021-2027
Tree Preservation Guidelines (DHPLG)	Chapter 8, Natural Heritage, Biodiversity and Green Infrastructure and in particular section 8.1.10 have regard to these guidelines.
Urban Development and Building Heights Guidelines for Planning Authorities, 2018	Chapter 3 Housing and Chapter 13 Development Management Guidelines, (Section 13.8.6) both refer specifically to these Guidelines.
Wind Energy Development Guidelines 2006 & Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change, 2017 (DHPCLG)	Chapter 10 Infrastructure and Public Utilities, Section 10.6 and Chapter 13 Development Management Guidelines, Section 13.18.1 sets out the Council's policies on Wind Energy and was framed by these Guidelines.



LOUTH COUNTY DEVELOPMENT PLAN 2021-2027

APPENDIX 18

Dundalk Character Areas

(Incorporated into the CDP under Variation 3 to the CDP)

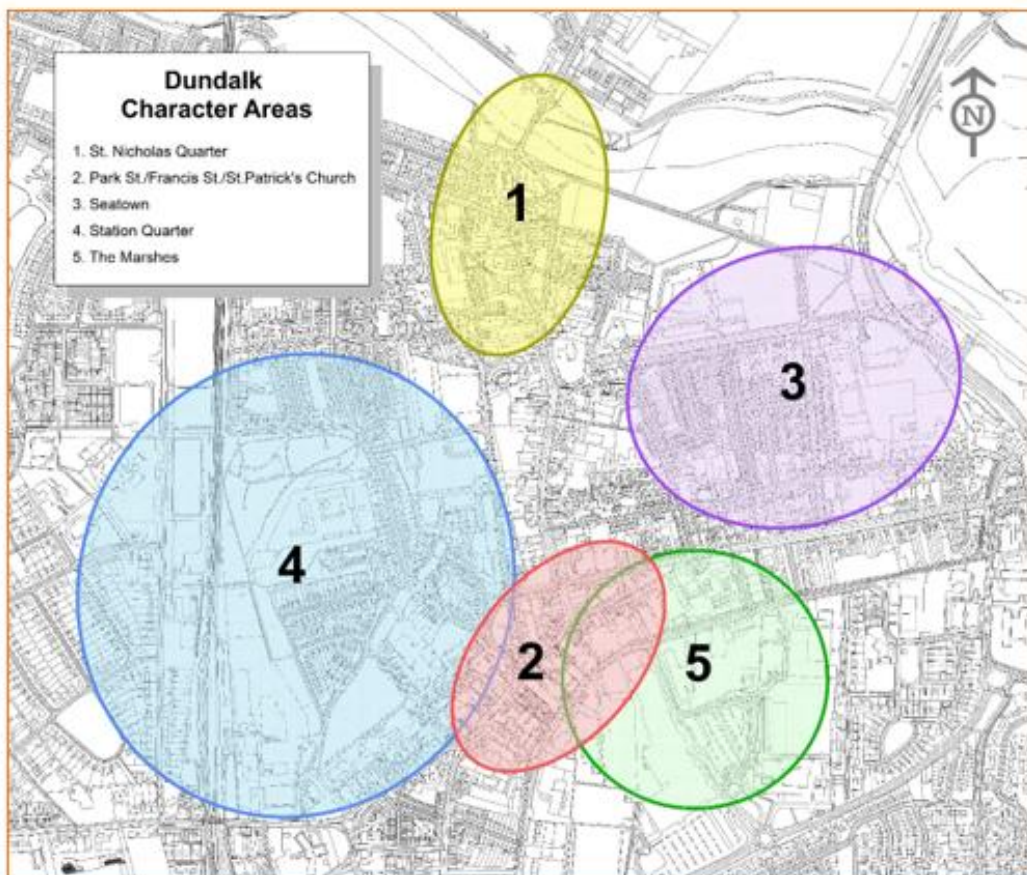
Character Areas

This Plan has identified five distinctive areas within and in the vicinity of Dundalk's urban core, each with their own unique and distinct character. Within these areas there are opportunities for small scale redevelopment and infill projects, public realm improvements and active travel measures:

1. St. Nicholas Quarter;
2. Park Street/Francis Street and St. Patrick's Church;
3. Seatown;
4. The Station Quarter; and
5. The Marshes.

It is considered that strengthening and enhancing these areas, as well as improving connectivity and permeability with the town centre, has the potential to increase footfall and enhance the vitality and vibrancy of Dundalk. It is acknowledged that there is an overlap between some of the Key Development Areas and the Character Areas. This overlap is a reflection of the importance of these areas in the rejuvenation of the town centre and surrounding area.

Figure 3.1: Dundalk Character Area



No. 1: St Nicholas Quarter

Study Area

Primarily focused on the Bridge and Linenhall Streets and the Castletown River to the north. The Council is supporting the regeneration of this area through the progression of the St. Nicholas Quarter and Backland Regeneration Project. This project is being funded through the Urban Regeneration and Development Fund. See Chapter 3, Section 3.2.3 of the Dundalk LAP for more details.

Key Focal Points

St. Nicholas Church of Ireland formed the heart of the 'Newtown', is a key landmark in the area and provides a vista along St. Mary's Road. St. Nicholas' Catholic Church terminates views along Clanbrassil Street. The Castletown River to the north is a key feature of the area. There is a five-storey building to the north of Bridge Street which can be viewed from a number of vantage points in the vicinity.

Character

The Clanbrassil Street public realm project extending as far as St. Nicholas's Catholic Church, with its environmental improvements and new civic space, has significantly improved the streetscape and brought new life to the northern part of the town. However, the area from St. Nicholas' Church to the Castletown River is in need of regeneration. The area facing the Castletown River is dominated visually by a confluence of roads, above ground utility infrastructure, vacant properties, and a general lack of ground floor animation.

The area has a tight urban grain, comprising of narrow frontages with underutilised vacant backland plots. Many noteworthy examples of traditional shopfronts are present, which contribute positively to the area's character.

Opportunities

Identity: Build on the success of the new identity for the St. Nicholas' Quarter and rejuvenate the area from St. Nicholas' Catholic Church to the river.

Community: Ensure a platform for a thriving, functioning town and inclusivity for all members of the community.

Heritage: Enhance and build upon the heritage and history of Dundalk.

Connectivity: Create a quality townscape which links to and mirrors other areas of the town - Market Square, Clanbrassil Street; Church Street, Castletown Road, and the Newry Road.

Gateway: Redefine the northern access point to Dundalk Town Centre.

Sustainability: Optimise the balance between users considering vehicles, cyclists, and pedestrians.

No. 2: Park Street /Francis Street and St Patrick’s Church

Study Area

Area includes the entire length of Park Street (from its junction with Anne Street/the Dublin Road as far as Earl Street, the whole of Francis Street and St Patrick’s Church). It has also been identified as a Key Development Area in the Dundalk LAP. See Chapter 3, Section 3.2.5 of the Dundalk LAP for more details.

Key Focal Points

Attractive views of the Cooley Mountains and the spire of St. Patrick’s Church are available as you travel northeast along Park and Francis Street and provide a strong sense of place. The former Dunnes and bank buildings are key focal points along Park Street. When travelling eastward along Francis Street the 3-storey buildings on either side and mature treed landscape associated with ‘The Crescent’ and ‘Kellys Monument’ enhance the ambiance of the character area.

Character

Located south of Clanbrassil Street, Park Street is a busy vehicular thoroughfare with three significant road junctions. The street is located a short walk from the bus and train stations, Dundalk’s town centre and the Marshes shopping centre. Park Street’s northeast to southwest orientation allows both sides of the street to benefit from direct sunlight. The street features a wide variety of commercial uses with a notable hospitality offering.

Park Street’s built environment presents an eclectic mixture of modern design and vernacular buildings, some of which retain their original shopfronts. Francis Street boasts numerous protected structures which contribute positively to its character, these are intermingled with re-development opportunities including a ‘gap site’ on its northern side and ‘Williamson’s Mall’. The area immediately in front of St. Patrick’s Church is dominated by hard standing associated with surface car parking.

Opportunities

Permeability: Improving the pedestrian environment and public realm at the Earl Street, Francis Street, Magnet Road, and Anne Street/Dublin Road junctions. Enhance permeability to the bus and train stations and with the Marshes Shopping Centre either through Williamson’s Mall and/or via the back lanes/ streets to the south.

Public Realm: Develop a cohesive public realm scheme for the entire length of Park and Francis Street and the area in front of St Patrick’s Church. This should incorporate underground cabling and widening of the footpath to maximise sunlight gain as well as public realm improvements. Painting of buildings and extension of the ‘SEEK’ project would improve the visual amenity of the area.

Sustainability: Promote and encourage the re-use of the former Dunnes Site and Bank building. The Dunnes building has been vacant since 2009, it offers a substantial floor plate and surface car parking in the vicinity. The former bank building is currently for rent/ sale, located equidistant between the Arts Centre and Old Goal it provides an opportunity to introduce a community/ arts use.

Williamson's Mall is located along Francis Street and has been identified as an Opportunity Site. It has the potential to provide a vital link between the traditional town core and The Marshes Shopping Centre. The development of the gap site along Francis Street will enhance the built environment and improve vibrancy.

Promotion: There is an agglomeration of eateries, public houses, and night clubs along Park Street. The clustering of entertainment facilities creates synergy and is an important element of Dundalk's nighttime economy, Park Street could potentially be promoted as a 'golden mile'.

No.3: Seatown

Study Area

Located to the north-east of Dundalk, this study area is bounded to the north by St. Helena's Park, incorporates Mary Street and Castle Road to the west, Seatown and Mill Street to the south, the Inner Relief Road and part of the designated Key Development Area of Dundalk Port to the east. The Seatown area is largely dominated by Georgian and Victorian red brick.

Key Focal Points

The area is primarily defined by the established residential communities. Historically, Jocelyn Street and Seatown Place, along its southern boundary, formed an important arterial link from the town's Market Square eastwards to the Cavalry Barracks and the quay at Dundalk harbour. The windmill along Seatown Place provides a focal point.

Character

The area has suffered from severance because of the Inner Relief Road, a wide corridor with fast flowing traffic, which has effectively cut the town centre and residential area, from the historic quays and waterfront. When travelling along the Inner Relief Road the surrounding built form at the various junctions is ad-hoc and makes no reference or connection to the town centre or the Quays/Port area.

Opportunities

Sustainability: Optimise the balance between users considering vehicles, cyclists, and pedestrians.

Connectivity: Improve connectivity and entice visitors to the town centre and the Port/Quays area through the provision of traffic calming measures and public realm improvements

Open Space: Establish a network of public open spaces which have strong connections to the town centre, including St Helena's Park and the Quays area.

No.4: The Station Quarter

Study Area

The Station Quarter is centred on the bus and railway station and the intervening areas which includes Park Street, the Longwalk and the urban park at Ice House Hill.

Key Focal Points

The bus and railway stations, distillery and railway line are the key landmarks in the area. The railway line defines the character area and presents a barrier to pedestrians, cyclists, and vehicles access from Cox's/Ard Easmuinn area to the town centre. Within the character area there are currently two access points that cross the railway line, one vehicular and one pedestrian.

Character

The presence of Clarke Train Station and the Longwalk Bus Station create a distinct and unique transport hub.

The Great Northern Distillery and Railway Station forms the eastern gateway into the town along St. Dominick's Road, providing the only vehicular crossing on the railway line in the character area. The stone railway bridge and tree lined banks on either side of the railway line below provide an attractive feature.

Ice House Hill is one of the main urban parks in Dundalk. The railway line severs the park from the mainly residential development to the west in Mount Avenue, a pedestrian underpass provides the only crossing point from the park to the residential area.

Opportunities

Permeability: Clarke Railway Station and the Longwalk Bus Station are in close proximity to Dundalk's town centre. An opportunity exists to upgrade the bus station thereby improving connectivity for those residing, working, or visiting the town. There is the potential to improve permeability between the bus and train. It is anticipated that such investment would attract additional footfall into Dundalk town centre.

Connectivity: Improve connectivity by delivering of a high-quality cycle route on Ard Easmuinn Road junction with Castleblayney Road (R934) to the Friary School.

Open Space: Establish a network of public open space which has strong connections to the town centre, including Ice House Hill urban park.

No. 5: The Marshes

Study Area

The area is centred around the Marshes shopping centre, bound to the west and north by the Ramparts Road, to the east by Meadow Grove Estate, to the west Hill Street and by the Long Avenue area to the south.

Key Focal Points

St. Patrick's Church provides the reference point between The Marshes and the rest of the town centre. Large retail and warehouse type developments are characteristic of the area. The Ramparts River which is partially culverted runs parallel with the northern side of Ramparts Road and is an important natural feature in the area.

Character

The area is characterised by the Marshes shopping centre and new housing development to the west.

There are large scale warehouse and retail units along the Ramparts Road, arranged in a loose urban form and typically surrounded by large areas of surface car parking. Developments are generally set back from the public road. The Marshes area has limited linkages (through Williamsons Mall and a surface car park) with Dundalk's town centre.

Opportunities

Permeability: Enhance permeability thereby encouraging those utilising the Marshes shopping Centre to avail of the retail and services in the town centre, and vice versa.


Urban Design: Transform Ramparts Road into a boulevard, establish a new strong building line, with high quality, fine grained active frontage blocks. Introduction of buildings of height in this area may also assist in establishing a stronger sense of enclosure and improve the overall streetscape (height 2.5 - 5 storey). Surface car parking should be located behind buildings and opportunities to engage with the river should be provided.

Public Realm: Maximise the setting of the Ramparts River through public realm improvements.



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