

10. TRANSPORTATION & INFRASTRUCTURE

10.1 Transportation

10.1.1 Introduction and Context

A comprehensive and efficient transportation infrastructure is an essential component in the future development of any urban area. This is particularly so in high growth areas like Dundalk, where increased car travel demand has placed unprecedented pressure on transport infrastructure. This Chapter gives effect to Strategic Objective No 2.

S02

Direct new development to the existing settlement structure; in accordance with the development strategy and other plan policies, relating development to accessibility to promote energy efficiency and helping to secure quality urban infrastructure and services.

The aim is to promote containment, consolidating and reinforcing the existing settlement patterns to help ensure an efficient use of existing services, facilities and infrastructure.

Previous development plans placed the provision of infrastructure for the private car as the priority with less emphasis about basic mobility (non-mechanical mobility). It is now widely recognised that basic mobility needs must come first and prioritising the needs of the car is not the solution for the transportation needs of a community. The provision of basic infrastructure should be accompanied by other transport-conscious planning strategies that encourage the use of alternative means of transport.

The Plan draws a balance between facilitating the private car where appropriate, and promoting alternative means of transport. The car has a rightful, but not dominant role in the urban transport system. This Plan constitutes a sustainable approach to the future development of the transportation system in Dundalk and its environs.

10.1.2. A Sustainable Approach

'Sustainable Transport 'helps to reduce environmental impacts of transport infrastructure; contributes to economic prosperity by maximising transport efficiency and enhances social well-being by providing greater mobility for people.'

(Dole, ENFO Information Sheet on Sustainable Transport, 1999)

The Policy of the Council will be to:

TR 1

promote sustainability by reducing mobility demands and promoting transport-conscious planning strategies.

TR 2

actively co-operate with relevant bodies in the development of a sustainable and integrated transportation system for Dundalk.

While most development plans identify the road network as the key structural element, a sustainable design should take the circulation of people on foot and bicycle and the effectiveness of public transport as starting points. The overall objective is to reduce the level of car reliance and to reduce the need to travel - with the social benefits of increasing transport choice for all groups in the population, and enhancing local security and community.

Dundalk has been developing spatially in ways, which are convenient for car use and less convenient for other means of access. As housing, jobs and other activities have moved further away from the town centre, so the density and structure of built-up areas has loosened, and therefore car usage has increased.

Typical transport-conscious planning strategies include more compact urban fabrics with rich mixtures of uses so that living, working, schooling and leisure can all take place within walking or cycling distance and public transport supportive densities.

10.1.3 Pedestrians and Cyclists

The building of new roads has presented opportunities in the past which have not been fully realised because freed up road space eventually became reoccupied by cars. Ownership and usage are likely to increase further, suggesting that similar problems could occur. The allocation of more road space to pedestrians and other modes of transport should help to reduce traffic congestion, particularly in the town centre. This may involve the installation of cycle / bus lanes and pedestrian priority / pedestrianisation onto existing road space.



TR 3 *Encourage alternative means of transport*

The Council will seek to encourage a shift in emphasis in an effort to make Dundalk a town where pedestrians and cyclists can easily co-exist with other modes of transport. In doing so the Council will seek to

increase the connectivity of the urban network in order to promote walking and cycling.

It is well known that motorcar traffic is responsible for a great part of the energy consumption and air pollution. What is less well known is that urban structures, such as cul-de-sac based developments, which provide for a high degree of access and mobility by car, are inherently incompatible with structures served predominantly by other modes of transport.

TR 4 Safeguarding the public nature of Streets and roads

The Council will seek to safeguard the public character of roads and streets within the town, particularly within housing estates, ensuring that, wherever possible, a street leads into another street and

- a) encourage better connectivity, discourage the building of cul-de-sacs, except where there is no practical alternative and investigate ways of creating access through existing cul-de-sacs for pedestrians, cyclists and public transport; If cul-de-sacing is necessary then an appropriate turning circle must be provided.***
- b) improve the network of routes by removing obstacles to pedestrian movement and opening up new pedestrian routes***
- c) seek to ensure ease of access/egress for public transport in all residential developments. If cul-de-sacing is necessary then an appropriate turning circle must be provided.***

The Council will seek to create a clear image of the place by means of signage; interpretation of how buildings relate to spaces; definitive routes; the creation of distinct quarters; street furniture design; public art; publicity, marketing and the creation of vistas & landmarks.

A well-designed urban pattern has a network of connected spaces and routes for all modes of transport. There is a tension between the conventions of cul-de-sac housing layouts, with alley links often blocked to reduce danger and escape routes, and the need for a dense network of routes giving good 'permeability' and maximum access of any place to any other.

TR 5 Increase Sense of Safety

Increase the sense of safety of public spaces in order to encourage walking and cycling.

A deterrent to the promotion of walking as a mode of transport is the issue of safety, especially with regards to vulnerable groups. A lot of services and facilities are within walking distance in a town of Dundalk's



size. More direct walking routes should be created which should have appropriate signage, rest benches, effective lighting with interesting features along the way.

TR 6 Encourage Safer Routes

Make pedestrian and cycle routes safe and accessible for all including vulnerable groups and individuals.

- a) promote a Safe Routes to School initiative****
- b) make public spaces safer by laying them out so that they are open to public view***
- c) discourage the separation of pedestrians and vehicles at different levels, e.g. elevated pedestrian footbridges and underground passageways***
- d) ensure that streets, footpaths and public spaces have an adequate street lighting.***

Streets, footpaths and public spaces are safer by laying them out so that passers-by and people in nearby buildings overlook them. Buildings should be laid out so as to create continuous frontages around the perimeter of a block, wherever appropriate. This makes a clear distinction between private space on the one hand, and streets and public spaces on the other, avoiding dead areas of land which no one uses or cares for. Buildings and places should be capable of being used for a range of activities at different times of the day and the occupation of ground floors by uses, which relate directly to pedestrians in town and neighbourhood centres should be encouraged.

TR 7 Promote and Encourage Cycling as an alternative means of transport

Promote cycling as a mode of travel and encourage greater adherence to the cycle parking standards contained in Table 10.2

Cycling is a healthy, environmentally friendly and most significantly, an efficient mode of transport in these congested times. A typical journey from the top of Clanbrassil Street to Dundalk Shopping centre would not take much more the 10 minutes by bicycle, difficult to do using any other mode at peak times. Cycling can become an important means by which to travel to school, work, shops and other facilities, as well as being a popular leisure activity. Safety when cycling and security of parked bicycles are two issues that should be addressed if cycling is to become a mode of transport popular enough to impact upon car traffic congestion levels.

Finally, in order to implement these policies the Council recognise that it is important to liaise with relevant organisations, including Sli na Slainte, the Irish Cycling Federation and disabled representatives, to promote their interests in an overall transport strategy.

****A Safe Routes to School Initiative identifies measures to increase the safety of children travelling to school by their own means, (walking or cycling).***

10.1.4 Public Transport

Public transport within Dundalk consists of bus services run by Bus Éireann and Halpenny Buses. Regular services operate between the town centre and Muirhevnamor,



Bay Estate, Cox's Demesne, Fatima and Blackrock. These services operate on either a half hourly or an hourly basis and in good traffic conditions take approximately 15 minutes. Bus Éireann operate four or five return services per day to the surrounding villages within the study area and to other neighbouring towns. These services can only be promoted as a realistic alternative if they comprehensively cover the town, and can compete with other modes in terms of efficiency. Iarnród Éireann are currently undertaking work at Dundalk Station, which will increase the daily capacity from 750 to 1350 commuters. Improving public transport facilities and capacity is a priority to ensuring the future sustainable growth and development of Dundalk and its environs.

Public transport is provided in the form of bus and rail services to locations further afield. Dundalk is on the main Belfast to Dublin railway line at a distance, which is commutable to both cities. This Enterprise Service has recently been upgraded and is now one of the most attractive public transport services in the country. Further efforts should be made to increase the frequency of services as at present congestion occurs at peak times.

While unlikely to arise as an issue during the period of this plan, nonetheless as a long term issue, the suitability or otherwise of the present train location must come into focus. In a greatly expanded Dundalk, a new location for main line trains might be desirable with the existing station serving local freight and passenger transport needs (e.g. A possible link by Rail or Tram to Blackrock).

TR 8 Enhancing Public Transport

The Council will encourage and assist in the enhancement of a public transport system in Dundalk in order to improve general accessibility to, from and within the town, and therefore reduce the impact of the private car on the urban environment.

In order to achieve this, it is policy of the Council, in co-operation with other agencies and subject to availability of the necessary finance, to secure an improved service.

TR 9 Liaison with relevant transport bodies

The Council will seek to co-operate and liaise with the relevant transport bodies and authorities to secure improvements to the public transport system within and throughout Dundalk and its environs, through

- a) introducing physical quality public transport measures, e.g. bus priority measures.**
- b) improving the connectivity of the urban network in order to promote public transport.**
- c) promoting public transport supportive densities.**
- d) encourage the provision of bus shelters**

To further encourage the use of public transport, operators will be encouraged to provide shelters for the convenience of their customers (e.g. shelters at bus stops and taxi ranks)

In addition, the Council considers that the existence of railway lines and the associated station and marshalling facilities must be protected from redevelopment, which would preclude their use in future as an operational transportation network. The emerging National Spatial Strategy seeks to promote the use of rail as a sustainable mode of transportation. Dundalk is already served by an existing railway line and station. It is therefore paramount to ensure that existing facilities are not lost and are capable of contributing fully to any future railway expansion plans. It is important to ensure that any proposed development will not jeopardise the future development of any railway or transportation system.

TR 10 Protecting the Railway lines

The Council will seek to safeguard and protect the existing railway lines and associated facilities from redevelopment for non-rail or non-transportation related purposes.

10.1.5 Private Transport

Efforts must be made to reduce the reliance on the private car because further growth in its use cannot be sustained into the future. At the same time, car users must also be provided for in terms of traffic management, car parking and road infrastructure improvements and provision. This is not to increase the capacity of the road network but rather to improve connectivity. The outcome will be to produce a co-existence between modes of travel, with none being dominant over the other.

TR11 Short-term Parking

The Council will encourage the provision of parking for short-term shopping, for business requirements and for the needs of local residents, rather than long-term commuter parking requirements.

Investigate, through partnership with the private sector, the possibility of providing public car parking within walking distance of the town centre facilities, subject to the protection of the amenities and built form of the town centre and the capacity of the surrounding streets to accommodate the generated traffic.

One of the most effective tools for the control of car usage is the restriction and limitation of parking with associated traffic management measures. The Council has already adopted this policy with the introduction of disc parking. Parking is now limited to two hours, which can have the effect of discouraging on street parking. The provision of better car parks at suitable locations within or on the periphery of the town centre is an essential ingredient for the reduction of on-street congestion.

TR12 Providing for accessible developments in accordance with the Standards

Development will be encouraged where it provides for integration and connection to enable access by all modes of transport and such development will only be permitted where the traffic generated can be accommodated without causing any material impact to the transportation networks.

In an effort to reduce car journeys associated with new developments, related parking should meet the parking standards as set out in Table 10.1

- If the proposed parking provision is higher than the standard, a levy may be charged in order to accommodate traffic surplus, subject to a Traffic Impact Assessment being carried out by the developer. The Council may reassess this levy if development related parking is in a strategic location where it can be used by the general public at all times. In this case, the pricing rate will be agreed by the Council and this rate will be subject to its control through an appropriate agreement.***
- If the parking provision is lower than this standard, a levy will be charged in order to accommodate parking deficits.***
- The levies may be reduced if the Council consider that the development will have a positive impact on the public realm, especially in urban renewal and derelict sites within the town centre.***

A high level of parking provision at new developments also encourages the use of cars. Developments, which are likely to create significant traffic levels, can have detrimental effects on the existing road network. Careful consideration should be given to the calculation of traffic generation as a result of a development, the capability of the existing network to cope with such generation and the necessary mitigation measures required to keep traffic generation to a minimum.

TR 13 Rational use of existing network and traffic calming

The Council will seek to rationalise the use of the existing road network in order to enhance accessibility for all modes of transport and decrease the impact of the private car on the urban environment

Traffic calming measures will be implemented, where it is appropriate, as part of an overall transport strategy for Dundalk and its environs.

All new residential developments, should where appropriate include suitable traffic calming measures

Another major source of traffic congestion, particularly at morning peak time, is the school car journey. Congestion is noticeably less during school holidays. Children should be encouraged to walk, cycle or take the school bus in an effort to discourage unnecessary car journeys. At present a child must live more than three miles from the school to qualify for free or subsidised school bus travel. Children living within two miles or less from their school are within a distance for walking or cycling. Parents are reluctant for safety reasons to let their children embark on this journey alone. In future, steps must be taken to supervise groups of children on their way to school by bicycle or on foot, as well as improving the school bus service through introducing a 'Safe Routes to School initiative'. The Schools, the local community, public transport providers and Council could in partnership, draw up plans this initiative.

Traffic calming, including the possibility of 20 mph zones, are also effective in improving road safety in general but particularly around schools. As well as the safety aspect it can also enhance the environmental appearance and create a 'home zone'¹. Schemes should be designed with the approval of the Gardaí, emergency services and bus operators.

TR14 Proposed undertaking of Integrated Landuse and Transportation Strategy.

The Council will proposed and assist in the preparation of a Transport Strategy to be put in place with land uses integrated into the process, in line with Dundalk's Gateway Status and to fulfil National Spatial Strategy requirements.

10.1.6 Local Transport Strategy

TR15 Proposed undertaking of Transport Strategy for Dundalk and Environs.

The Council will propose and assist in the preparation of a transport strategy for the town and its environs, which will support and build upon the previous traffic study, which has been recently undertaken² and approved

The transport study should have a broad remit to enable consideration of the full spectrum of traffic related issues which affect Dundalk and the traffic subcommittee of Dundalk Town Council should play a key consultative role in the study

¹ Please refer to Volume 2 Appendix 8

² by M. C. O'Sullivan.

Overall, the Councils believe that in order to implement the above policies it should be done in the form of a Local Transport Strategy for the town and its environs. This strategy would co-ordinate the implementation of the policies and go into more detail on issues such as pedestrian priority, one-way systems, traffic calming and locations for cycle, bus and pedestrian routes. It should also suggest ways for the relevant parties to liaise with the Council in implementing the road proposals within the town. The strategy should help to create a balanced, efficient and sustainable transport system for the town and its environs.

10.2 Infrastructure

10.2.1 Transportation

Dundalk will soon benefit from improvements to road infrastructure, both around and within the town. The western by-pass will be completed in the near future and will greatly assist in removing through-traffic, which presently uses either the inner relief road or the original Dublin to Belfast Road through the centre of the town. It is important to ensure that any proposed development will not generate local-based traffic along the M1 motorway. Careful consideration of new land uses adjacent to the M1 motorway interchanges should be made. The Council also supports the provisions of a grade separated interchange at the Armagh Road.

IN 1 Safeguard the function of M1 Motorway

Safeguard the strategic / regional function of the M1 motorway and protect and enhance the environmental benefits it will create in Dundalk.

The completion of the latest section of the M1 (EO1 Rosslare – Larne Euro route from Dunleer to Dundalk) has already resulted in traffic reduction benefits for the villages on the old Dublin Road. Similar benefits will result in Dundalk, presenting opportunities to remove traffic congestion from the town so as to provide for a cleaner, quieter, safer and greener environment for the town's people.

With the completion of the bypass the current inner relief road will change in function to become the distribution spine of the town.

A plan has also been drawn up for the construction of a series of roads within the town itself. These roads will represent the third level in the road hierarchy of the town. Their purpose is to provide better connectivity and to enable development in already zoned areas.

A new road has been confirmed on the route of the disused railway line from Hill Street Bridge to the Inner Relief Road. Hill Street Bridge will be removed to be replaced by an at grade roundabout. Another connector road is proposed from this road to Ramparts Road. The Red Barns Road will be

reconstructed and widened with the provision of a footway over its entire length.

New roads will service zoned residential land to the west of the town within the route of the by-pass. The developers of this land shall contribute to the construction of these roads. The main section of a proposed distributor route will run roughly parallel to the western by-pass. This road should be heavily landscaped and allow for cross connections.

IN 2 Liase with local interests for Road building

The Council will liase with landowners; developers and all interested parties in the implementation of this road-building programme and include it as part of a Local Transport Strategy.

The Council will seek to ensure that a new system of roads will result in connections and linkages between primary and secondary roads so as not to encourage locally based traffic onto the motorway. There will be a sufficient number of access points onto the primary route from the secondary system for all modes of transport. Road building shall not result in communities being severed and traffic speeds should reflect the residential character of the area.

Other roads are proposed which should provide better linkages within the town and create alternative routes, helping to divert traffic away from the already congested town centre. This will also help to make the town centre a more pedestrian friendly environment.

IN 3 Implementation of Infrastructure Programmes

It is the policy of the Council, in co-operation with other agencies and subject to the availability of necessary finance, to:

- a) implement road building programmes agreed in the Local Transport Strategy; to include:
 - St Alphonsus/Hill Street link
 - Mount Avenue link road
 - North-Western road infrastructure
 - Finnabair Retail Park road infrastructure
 - Western road infrastructure
 - Access to southern link road infrastructure
 - Mullagharlin to Clermont link road
 - Tom Bellew Avenue to Hoeys Lane
 - Red Barns Road realignment
- b) safeguard the necessary land areas for the development of any proposed roads as agreed in the Local Transport Strategy;
- c) improve existing roads to improve sight lines in the interests of traffic improvement and safety and ensure all new roads are constructed to provide for the convenience and safety of all its users, subject to the Local Transportation Strategy;
- d) minimize the impact and disturbance of new road building on existing communities.

Under Part 5, Section 176 of the Planning and Development Act, 2000 (as amended), the Minister may identify development, which may have significant effects on the environment. This comes under Article 24 of the European Communities (Environmental Impact Assessment) Regulations, 1989 (S.I. No. 349 of 1989). All significant new road schemes should be subject to an Environmental Impact Assessment (EIA) under this legislation. Other road schemes may require an EIA where the Local Planning Authority considers that the road would cause significant environmental impact in accordance with the EIA regulations. The aim of the assessment is to identify and predict (for a given proposed scheme) any impacts of consequence; to describe the means and extent by which they can be reduced or ameliorated. It is also to interpret and communicate information about the impacts; and to provide input into the decision-making and the planning process. An Environmental Impact Statement (EIS) is a key component of the impact assessment procedure.

Proper liaison will be required between all interested parties involved in the road building process, which shall be in adherence to policy IN3.

IN 4 Facilitation of infrastructure improvements

The Council will facilitate minor transport infrastructure improvements, such as traffic calming, provision of bus facilities provision of lay-by for buses or the erection of cycle stands, in accordance with recommendations in the proposed Local Transport Strategy.

Infrastructure should be put in place to calm traffic and suggest that the pedestrian has priority. This may include traffic calming measures and the provision of more pedestrian crossing points. Although traffic levels should be reduced within the town centre, the Council do not wish to completely remove cars as they can actually help with safety by providing “eyes on the street” at less busy times. A reduction or removal of traffic from shopping areas would be preferable but only at busy shopping times.

The provision of infrastructure by the Council shall be distributed so that each mode of transport will receive equal benefit without one being dominant over the other. These are issues that will be addressed in a Local Transport Strategy.

10.3 Sanitary Services

This section covers sanitary services - water, drainage and wastewater treatment and disposal.

Dundalk has witnessed high levels of growth since 1996 and this has led to increased pressure for residential and other developments. A significant proportion of the zoned land does not yet have the necessary infrastructure to accommodate development. Pressure has continued to grow for the provision of additional infrastructure, especially to the south west of Dundalk where a

PPP has been formed in the interests of achieving the provision of infrastructure in this area. The provision of the necessary infrastructure is a prerequisite to development.

10.3.1 Water and Drainage

Most of Dundalk's potable water is supplied mainly from the Cavan Hill Water Treatment Plant near Knockbridge. The current capacity of this plant is 31,104m³/day, although this capacity may be increased through the installation of Lamella Plates (up to 36,400 m³/day. At present the plant is only required to operate at 60% capacity (approximately 16,000 to 18,000m³/day) to serve the town. In addition to this, the town is also supplied from the Castletown Mount facility, which is capable of supplying a maximum of 5,000m³/day. However during dry spells, this plant occasionally needs to be taken out of operation to allow recovery and this can take several weeks depending upon the prevailing weather conditions.

The quality of the potable water supplied from both these treatment plants must meet the standards set down in the European Communities (Quality of Water Intended for Human Consumption) Regulations 1988, as governed by EU Directive 80/778 EEC on Drinking Water Quality. The 1988 Regulations will be superseded by the European Commission (Drinking Water Regulations 2000 (SI No 439) as governed by EU Council Directive 98/83/EC. These new regulations have been in effective since 1st January 2004.

These plants produce water in accordance with "The Drinking Water Regulations, 1988" (the quality of water judged right for human consumption and meet the "Drinking Water Directive" (80/778EEC)

Currently a Network Analysis Scheme is being reviewed which will split the town into a number of zones for the purpose of leak detection. Any future schemes to upgrade the service in existing areas, such as the Southwest is likely to depend on the provision of a Public Private Partnership (P.P.P) agreement. The cost of provision to any future developments is likely to be met by the developer, although there is provision from a trunk water main for the Southwest Sector on the South side of the Ardee Road.

The Ramparts surface water scheme has involved a survey undertaken by the Consultants P.J. Tobins to determine the future capacity requirements for the Hill Street and proposed town centre developments. Future improvement schemes are dependent on obtaining PPP agreements to take them past the planning stage, such as the "Ardee Road and the Carrickmacross Road areas" improvement scheme. Improvements to the Newry Road area are now completed, as far as the Racecourse Road and any further improvements are dependent upon PPP agreements. Improvement to the Mount Avenue area has been completed under 'Contract Number 7'. This involved laying of foul and surface water pipes up to Mount Avenue.

IN5 Public Water Supply

The Council will continue the upgrading of the public water supply to the town through the introduction of leak detection, service connection, and mains rehabilitation systems together with other appropriate means.

There is a need to upgrade the public water supply system within the town to alleviate the problems associated with old and obsolete pipes. Water is an essential resource, which must be protected and efficiently used to allow for the future security of supply.

IN6 Public Mains Drainage

The Council, in respect to public mains drainage, will seek to:

- a) Upgrade the public mains drainage system through the provision of separate foul and surface water drainage systems.***
- b) Provide adequate public mains drainage facilities within the town to service existing and proposed development areas.***
- c) Ensure that all new developments are connected to the system where it is available.***

The provision of an efficient public mains drainage system is fundamental to the continued development of the area. The provision of an integrated system will reduce the potential impact of pollution from private treatment facilities and therefore secure a safe and clean local water supply. The Council is committed to reducing the impacts of wastewater on the local environment by the provision of an integrated system, which is monitored on an on-going basis.

IN7 Surface Water Considerations

The Council will adhere to the principles of sustainable development, utilising the precautionary principle as a basis for decision-making, in respect to developments that may impact on, or be impacted upon, by surface water considerations.

The precautionary principle seeks to reduce any potential impacts which development may have on the local environment. By adhering to the precautionary principle incidences of wastewater pollution will be minimised over time therefore securing a safe and clean environment for present and future generations.

IN8 Network Treatment Capacity

The Council will seek to develop, in association with the private sector, where required to facilitate new developments or preserve /enhance reserve capacity, the following:

- additional treatment and distribution capacity,***
- additional treatment at existing waste treatment plants,***
- network capacity and extensions***

The cost of development of such infrastructure shall be borne in full by developers.

In order to sustain future growth and development within Dundalk and the environs the provision of infrastructure, facilities and services must be secured. In this regard the provision of infrastructure and services will be a prerequisite to development.

IN9 Louth County Council Rural Water Strategic Plan

The Council will seek to facilitate the implementation of the Louth County Council Rural Water Strategic Plan where appropriate.

The programme will focus on upgrading existing water and sewage works and extensions to supply networks. It is divided into six areas as follows:

1. small schemes
2. capital grants for group water and sewerage schemes
3. grants for provision of essential water disinfection and filtration
4. take-over of group schemes
5. grants for the improvement or provision of individual water supplies to houses
6. annual subsidy towards operational cost of group water schemes

IN10 Sustainable Urban Drainage System

The Council will seek to adopt a Sustainable Urban Drainage system approach to Storm water drainage

In doing so the Council will seek to retain and protect existing morphological features, which contribute to the attenuation of surface water runoff.

SUDS is an alternative approach to conventional drainage design and implementation, it replicates natural drainage and deals with runoff where it occurs. Overall it has a less damaging effect on the environment.

IN11 Implementation of the Capital Programme

The Council will facilitate the implementation of the Capital Programme as set out in the National Development Plan (NDP) 2002-2006

The NDP has set aside approximately €2.2 million for the South and East Region to provide for water and wastewater treatment facilities. The investment is being provided to:

- Meet in full the requirements of the EU Urban Waste Water Treatment Directive
- Increase the quality and safety of public and group water supplies
- Tackle the pollution of rivers and lakes
- Strengthen infrastructure for increased economic growth
- Protect natural resources
- Promote regional development

IN12 Water Services Pricing

The Council will seek to implement the Water Services Pricing Policy in respect of all non-domestic consumers and to recover all attributable costs associated with maintenance and upgrading of supplies and networks through implementation apportioned on the basis of usage of the services.

In order to sustain future growth and development within Dundalk and the environs the provision of infrastructure, facilities and services must be secured. In this regard the provision of infrastructure and services will be a prerequisite to any industrial development.

IN13 Resisting the Culverting of Watercourses

The Council will discourage and resist the culverting of watercourses unless it can be demonstrated that other alternatives are impractical or disproportionately expensive.

The rivers and streams of the plan area are a unique resource which are intrinsically linked to the heritage of the plan area. Therefore these features should be fully incorporated into the overall design of the site and act as a natural feature.

IN14 Public Private Partnerships

It is the policy of the Council with regards to sanitary services to complete all ongoing water and drainage schemes and, through the provision of a Public Private Partnership (PPP) where appropriate, assist in the completion of all sanitary service provision so as to enable development throughout the lifetime of the plan.

The Council will continue to explore and implement new initiatives for Public Private Partnership projects in the Plan area, and maximise the use of the available funding for PPP initiatives.

PPP's are an effective means of ensuring infrastructure provision is met within the plan area. It allows for economic growth and development without impinging on the resources of the Council but working in partnership with the Council.

IN15 Pumping Stations

The Council will discourage the use of pumping stations to service new developments, except in the case where a substantial sub-catchment will become serviceable and where the entirety of the sub-catchment is zoned for development.

10.3.2 Waste Treatment and Disposal

The Soldiers Point Waste Treatment plant currently meets the town's drainage needs. This has been constructed to its Phase 1 capabilities and operates at a maximum of 18,088m³/day. For full treatment at 2.7DWF this is 48,838m³/day. This could serve a population equivalent of 179,535 (including industry). It is estimated that the plant currently operates at 70% of its current capacity. If the plant were to be upgraded to its second phase it could operate at the improved Dry Water Flow rate of 28,000m³/day maximum, or at 75,600m³/day at 2.7 times the DWF, serving an equivalent population of 224,033 (including industry). Originally it was intended that the plant be built to this second phase but after one of the town's two breweries withdrew, this has been indefinitely postponed and only phase one has been completed.

The sanitary services system is continuing to be upgraded and Map 8 displays the proposed sanitary service objectives over the plan period.

IN16 Waste Treatment

The Council will seek to undertake the following objectives:

- 1. provide an extension to the Civic Amenity Site at Newry Road**
- 2. provide a composting facility at the Civic Amenity Site at Newry Road**
- 3. provide sludge drying facilities at the sewage treatment plant**

Waste disposal and treatment is a critical issue at present and one, which requires proactive responses in order to alleviate the effects of waste on the local and national environment. The provision of recycling facilities within the Plan area must be supported to ensure the minimisation and reduction of waste.

A Waste Management Plan has been prepared by the Local Authorities for the region as required under Section 22 of the Waste Management Act, 1996 and in accordance with the Waste Management (Planning Regulations), 1997.

The plan provides a framework for the management of non-hazardous waste in the region in accordance with the current national and EU waste Legislation /policy. It will be subject to review five years after its adoption. The Government approach to waste management is set out in a policy statement - *Changing our Ways* 1998. The main thrust being to reduce the national dependence on landfill and aid local authorities in a transition to a modernised integrated waste strategy.

The Waste Management Plan 2000 recommends an integrated waste strategy for the region and the recommendations, which include policy on waste minimisation, waste recycling, energy recovery and reducing the role of landfill as a means of waste disposal.

IN17 The Council will require that all new developments, where appropriate, comply with the recommendations of the Waste Management Plan for

the North East Region 2000 and will also encourage the reduction reuse and recycling of waste where possible.

Local Authorities are required to ensure compliance with the Waste Management Act Regulations and will seek cost recovery of legal and related expenses in the Courts if necessary.

IN18 Effluent Treatment Systems for Single Dwellings

The Council will apply a general presumption against the granting of planning permission for single dwellings served by way of individual effluent treatment systems, other than in exceptional circumstances. Such exceptional circumstances are defined as set out in section 11.2.

The construction of single dwellings in the countryside not only affects views and prospects but also has a negative impact on the environment and natural resources. Poorly managed septic tanks can lead to localised water pollution and in turn impact upon ground water supplies.

10.3.3 Telecommunications

IN 19

It is the policy of the Council with regards the erection of masts, antennae and ancillary equipment for telecommunications purpose, to take into consideration the following:

- a) the visual impact of the telecommunications equipment particularly in scenic and residential areas***
- b) the co-location of antennae on existing support structures. Planning permission will only be granted where it can be demonstrated that no other suitable support structures are useable.***
- c) the safety aspect of locating such structures within the vicinity of land where the public presently gather or reside, or where there is that possibility in the future. As a precaution structures must be located at least 50 metres away.***

The document "Telecommunications, Antennae and Support Structures – Guidelines for Planning Authorities" published by the Department of the Environment in July 1996, offers the authority recommendations on telecommunications related development. In considering such applications the Planning Authority will follow these guidelines.

10.3.4 Alternative Energy

'Sustainable energy policy ensures security of energy supply in order to support economic and social development while protecting the environment'.

(DoELG Sustainable Development – A Strategy for Ireland 1997).

IN20 Renewable Energy

The Council will encourage the use and production of alternative and renewable energy sources, such as wind power, energy recovery or biomass, in an effort to reduce the use of fossil fuel and achieve the government target of 7% renewable energy production by 2005.

The Planning Authority will support the development of such sources where it is consistent with the proper planning and development of the area and will not have a significant visual or environmental impact. National guidelines will be taken into account when assessing proposals, such as the document on Wind Energy published by the Department of the Environment in September 1996 and the Strategy for Intensifying Wind Energy Deployment published by the Renewable Energy Strategy Group in April 2001.

10.3.5 Electricity Infrastructure

IN21 The development of secure and reliable electricity transmission infrastructure is recognized as a key factor for supporting economic development and attracting investment into the area. It is the policy of the planning authority to support the infrastructural renewal and development of electricity networks in the area. All networks shall be laid underground.

10.3.6. Developer Contributions

IN22 Developers, benefiting from infrastructure improvements shall make contributions, in accordance the Planning and Development Act 2000 (as amended), and the Council's scheme of charges. Developers will be expected to finance public works, which facilitate the development.

In the case of a transport infrastructure improvement, the developer shall assess its potential impact on existing transport infrastructure and agree suitable mitigation measures with the Council.

In addition to developer's contributions, joint venture schemes with the private sector associated with suitable developments will be considered in appropriate locations.

10.4 Parking Standards

Car parking spaces should generally be sited within established building lines in such a manner as to ensure minimal injury to the amenity of adjoining premises. Where parking will be open to public view, adequate landscaping and tree planting must be provided to counteract the appearance of the parking areas. All car-parking bays should be clearly demarcated.

Table 10.1 *Car Parking Requirements for New or Enlarged Developments Only*

Land Use	Car Parking Requirement (Spaces per Unit)
Dwelling	1-2
Apartment	1.3
Residential Institutions	1 per 2 units
Retail	1 per 20sqm. #
Bar / Lounge	1 per 5sqm. public space *
Dancehalls / Discos	1 per 5sqm. public space *
Restaurant / Café / Function Room	1 per 10sqm. public space *
Hotel / Motel / Guesthouse	1 per bedroom **
Office	1 per 40sqm. #
Bank / Financial Institution	1 per 30sqm. #
Industrial	1 per 50sqm. #
General Warehousing	1 per 100sqm. #
Retail Warehousing	1 per 40sqm. #
Cash-and-Carry / Showrooms	1 per 50sqm. #
Cinema / Conference Halls / Theatre	1 per 10 seats
Churches	1 per 10 seats
Schools	1 per classroom
Third Level Institutions	1 per classroom + 1 per 5 students
Hospitals	1 per 2 patient beds ##
Clinics and Group Medical Practices	5 spaces per consulting room
Leisure Centres	1 per 50sqm. public space *
Sports Grounds and Clubs	1 per 3 seats + 2 per court

Additional uses not mentioned above will be treated individually upon their merits on a case-by-case basis.

* Including Counter Service Area but excluding Toilets and Stores.

** Excluding Function Room / Restaurant.

Gross Floor Area (GFA).

Excludes Offices, Consulting Rooms, Reception Areas and other ancillary areas.

Car parking bays should be at least 5m by 2.5m, with circulation lanes at least 6m wide. Parallel on street bays should be at least 2.5m by 5m with a 1m buffer for each bay. Diagonal on street bays should also be at least 2.5 by 5m.

Parking places for disabled drivers should be provided at a rate of a minimum 1 space of appropriate dimensions in every 25 standard spaces (in those buildings not normally visited by the public), up to the first 100 spaces, thereafter, 1 space per every 100 standard spaces or part thereof.

For shops and for buildings to which the public has access, a minimum of 1 space of appropriate dimensions in the first 25 standard spaces; minimum 3 in 25-50 standard spaces; minimum 5 in 50-100 standard spaces and additional 3 per every 100 standard spaces and additional 3 per every 100 standard spaces in excess thereof at least 1 space per 25 spaces and should be located at convenient locations of the parking area.

Premises used by a high proportion of people with disabilities require a larger than average number of designated spaces. The parking requirement for such building types should be calculated in relation to the anticipated demand.

Car parks should be laid out in a clear and uniform manner, to clearly distinguish between parking and pedestrian areas. Designated car parking spaces may be arranged perpendicular or parallel to the kerb and dropped kerbs will facilitate access to the pavement for people using wheelchairs.

Each space shall be similar in length to regular space, but should be 1m wider and if on street, should be located at a dropped kerb).

10.5 Cycle Parking

Secure cycle parking facilities should be provided in new office blocks, apartment blocks, shopping centres, hospitals etc. in accordance with the standards set out below.

Where the planning authority require (in accordance with the standards), secure bicycle racks must be provided and these racks should be within 25m of a destination for short term parking (shops), and within 50meters of a destination for short term parking (shops) and within 50meters for long-term parking (school, college, office) All long term (more than 3 hours) cycle racks must be protected from the weather. From a security viewpoint, cycle racks should not be provided in out of the way locations.

TABLE 10.2 *Minimum Cycle Parking Standards*

Type of Land Use	Cycle Parking Requirements
Dwelling	1 secure space per unit
Apartment	1 secure space per unit
Residential Institutions	1 secure space per 10 employees
Retail	Greater of 1 secure space per 10 employees or 1 per 200 m ² gross floor area (GFA)
Bar/Lounge	Greater of 1 secure space per 10 employees or 1 per 200m ² GFA
Restaurants/Café/Function Rooms	Greater of 1 secure space per 10 employees or 1 per 200m ² GFA
Hotel/Motel/Guesthouse	Greater of 1 secure space per 10 employees or 1 per 10 beds
Office	Greater of 1 secure space per 10 employees or 1 per 200m ² GFA
Bank/Financial Institution	Greater of 1 secure space per 10 employees or 1 per 250m ² GFA
Industrial	Greater of 1 secure space per 10 employees or 1 per 250m ² GFA
General Warehousing	Greater of 1 secure space per 10 employees or 1 per 250m ² GFA
Retail Warehousing	Greater of 1 secure space per 10 employees or 1 per 200m ² GFA
Cash-and-Carry/Showrooms	Greater of 1 secure space per 10 employees or 1 per 200m ² GFA
Cinema/Conference Hall/Theatre	Greater of 1 secure space per 10 employees or 1 per 200m ² GFA
Churches	Greater of 1 secure space per 10 seats or 1 per 200m ² GFA
Schools	1 secure space per 10 teachers & children
Third Level Institutions	1 secure space per 10 teachers & students
Hospitals	Greater of 1 secure space per 10 seats or 1 per 200m ² GFA
Clinics and Group Medical Practices	Greater of 1 secure space per 10 seats or 1 per 200m ² GFA
Leisure Centres	Greater of 1 secure space per 10 seats or 1 per 200m ² GFA
Sports Grounds and Clubs	Greater of 1 secure space per 10 seats or 1 per 200m ² GFA

Note: A secure cycle parking space is an internal or external structure or area where a bicycle can be safely secured.