

## Appendices

### Louth County Development Plan 2015-2021

**Appendix 1** List of all bodies Notified

**Appendix 2** Level 3 Settlements and Level 4 Settlements



## Appendix 1

### List of all Bodies Notified

Prescribed Bodies	1
Service Providers	1
As per requirement of S11 (3) (c)	2
Oireachtas Members	3
Louth County Council Elected Members	3
Special Schools	4
Primary Schools	4
Post Primary Schools	5
Pre School Providers	5

Appendix 1  
List of all Bodies Notified

	<b>Prescribed Bodies</b>
1	The Minister
2	Dept of Environment Community & Local Government
3	An Bord Pleanala
4	Minister for Agriculture, Marine & Food
5	Minister for Arts , Heritage & Gaeltacht
6	Minister for Communications, Energy & Natural Resources
7	Minister for Defence
8	Minister for Education & Skills
9	Minister for Transport, Tourism & Sport
10	An Comhairle Ealaion
11	Irish Water
12	Dublin Airport Authority
13	Eirgrid
14	Environmental Protection Agency
15	Forfas
16	Faite Ireland
17	Health Service Executive
18	Heritage Council
19	Health & Safety Authority
20	Inland Fisheries Ireland
21	National Roads Authority
22	An Taisce
23	Meath County Council
24	Monaghan County Council
25	Planning Service Headquarters
26	Craigavon Divisional Planning Office
27	Divisional Planning Manager Downpatrick
28	Dept Regional Development , Belfast
29	Newry & Mourne District Council
30	Down District Council
31	Roads Service Northern Ireland
32	Border Regional Authority
33	Mid East Regional Authority
34	West Regional Authority
35	Midland Regional Authority
36	ICLRD (international Centre for Local & Regional Development)
37	Centre for Local & Regional Studies
38	NI for Regional & Spatial Analysis
39	National Transport Authority
40	National Parks & wildlife Services
41	Department of Jobs Enterprise & Innovation
42	Office of Public Works

	<b>Service Providers</b>
1	ESB
2	Board Gais
3	Iarnrod Eireann
4	Bus Eireann
5	An Garda Siochana
6	Irish Defense Forces
7	Louth County Enterprise Board
8	Eircom
9	Vodafone Head Office
10	Meteor Head Office
11	O2 Head Office

Appendix 1  
List of bodies notified of Review of County Development Plan

12	3g Head Office
13	Digiweb Ltd
14	Perlico Ltd
15	UPC
16	BT Communications Ireland
17	Drogheda Port Company
18	Dundalk Port Company
19	Greenore Port Company
20	Citizens Information Board
21	Louth County VEC
22	DKIT
23	Celtic Roads Group
24	Irish Coast Guard
25	Order of Malta
26	Irish Red Cross
27	RNLI Lifeboat
28	The Samaritans
29	St Vincent de Paul
30	Educate Together
31	Dundalk Simon Community
32	Louth County Forum
33	Louth County Childcare Committee
34	Traveller Accomodation Group
35	LMFM
36	Dundalk FM
37	Oxigen Environmental
38	Panda Waste Disposal
39	Ace Skips
40	Allied Waste Disposal
41	Midland Waste Disposal
42	Dundalk Recycling Centre
43	Matthews Coach Hire
44	Anna Halpenny
45	Dundalk Chamber of Commerce
46	Drogheda Chamber of Commerce
47	Failte Ireland
48	Dundalk 2020
49	Construction Industry Federation
50	The Irish Farmers Association
51	Irish Congress of Trade Unions
52	Enterprise Ireland
53	Louth Leader
54	Louth County Enterprise Board

	<b>As per requirement of S11 (3) (c)</b>
1	Minister for Communications, energy & natural Resources
2	Minister for Education & Skills
3	Minister for Transport, Tourism & Sport
4	Eirgrid
5	Environmental Protection Agency
6	Health Service Executive
7	Health & Safety Authority
8	Inland Fisheries Ireland
9	National Roads Authority
10	ESB
11	Board Gais

## List of bodies notified of Review of County Development Plan

<b>12</b>	Iarnrod Eireann
<b>13</b>	Bus Eireann
<b>14</b>	An Garda Siochana
<b>15</b>	Vodafone Head Office
<b>16</b>	02 Head Office
<b>17</b>	Meteor Head Office
<b>18</b>	3g Head Office
<b>19</b>	Digiweb Ltd
<b>20</b>	Perlico
<b>21</b>	UPC
<b>22</b>	BT Communications Ireland Ltd
<b>23</b>	County Louth VEC
<b>24</b>	DKIT

	<b>Oireachtas Members</b>
<b>1</b>	Senator Jim D'Arcy
<b>2</b>	Senator Terry Brennan
<b>3</b>	Senator Mary Moran
<b>4</b>	Mr Ged Nash TD,
<b>5</b>	Mr Gerry Adams TD
<b>6</b>	Mr Peter Fitzpatrick TD
<b>7</b>	Mr Seamus Kirk TD
<b>8</b>	Mr Fergus O'Dowd TD

	<b>Louth County Council Elected Members</b>
<b>1</b>	Tom Cunningham
<b>2</b>	Declan Breathnach
<b>3</b>	Dolores Minogue
<b>4</b>	Marianne Butler
<b>5</b>	Maria Doyle
<b>6</b>	Kenneth Flood
<b>7</b>	Maeve Yore
<b>8</b>	Jennifer Green
<b>9</b>	Jim Tenanty
<b>10</b>	Jim Loughran
<b>11</b>	Kevin Meenan
<b>12</b>	Tommy Byrne
<b>13</b>	Frank Godfrey
<b>14</b>	Richie Culhane
<b>15</b>	Pearse McGeough
<b>16</b>	Mark Dearey
<b>17</b>	John McGahon
<b>18</b>	Conor Keelan
<b>19</b>	Imelda Munster
<b>20</b>	Pio Smith
<b>21</b>	Edel Corrigan
<b>22</b>	Paul Bell
<b>23</b>	Liam Reilly
<b>24</b>	Kevin Callan
<b>25</b>	Peter Savage
<b>26</b>	Tomás Sharkey
<b>27</b>	Oliver Tully
<b>28</b>	Alan Cassidy
<b>29</b>	Colm Markey

## List of bodies notified of Review of County Development Plan

	<b>Special Schools</b>
<b>1</b>	St Brigid's Special School
<b>2</b>	St Ita's Special School
<b>3</b>	St Mary's Special School
<b>4</b>	Drogheda ABACAS School

	<b>Primary Schools</b>
<b>1</b>	Presentation Convent
<b>2</b>	S N Columcille
<b>3</b>	Louth Mixed N S
<b>4</b>	Baile an Phusta N S
<b>5</b>	St Olivers N S
<b>6</b>	Tallonstown N S
<b>7</b>	S N Mullach Bui
<b>8</b>	Walshestown N S
<b>9</b>	Dromin N S
<b>10</b>	S N Naomh Peadar
<b>11</b>	Dulargy Mixed N S
<b>12</b>	Dun Dealgan N S
<b>13</b>	S N Chill Sarain
<b>14</b>	Callystown Mixed N S
<b>15</b>	Scoil Naomh Fainche
<b>16</b>	Castletown Convent
<b>17</b>	Knockbridge Mixed
<b>18</b>	S N N Maolmhaodhagh C
<b>19</b>	S N N Maolmhaodhagh N
<b>20</b>	CS na gCreagacha Dubha
<b>21</b>	Scoil Naisiunta Naomh Feichin
<b>22</b>	Bellurgan N S
<b>23</b>	S N Oilibhear Beannaithe
<b>24</b>	St Nicholas Monastery National School
<b>25</b>	Kilcurley Mixed N S
<b>26</b>	Dromiskin N s
<b>27</b>	Scoil na mBraithre SN
<b>28</b>	Ardee Monastery
<b>29</b>	CBS Primary School
<b>30</b>	Scoil Dairbhre Mixed
<b>31</b>	Scoil Fhursa
<b>32</b>	S N Tulach Aluinn
<b>33</b>	S N Padraig Naofa B
<b>34</b>	S N Naomh Fhionain
<b>35</b>	S N Bhríde
<b>36</b>	S N Naomh Lorcan
<b>37</b>	S N Chaoimhin Naofa
<b>38</b>	S N Mhuire
<b>39</b>	S N Muire Gan Smal
<b>40</b>	Naomh Seosamh
<b>41</b>	S N Bhríde
<b>42</b>	S N Muire na Trocaire
<b>43</b>	S N Muire
<b>44</b>	S N San Nioclas
<b>45</b>	Scoil Bhríde Mixed N S
<b>46</b>	Scoil Phadraig Naofa
<b>47</b>	S N Talamh na Manach

## List of bodies notified of Review of County Development Plan

48	S N San Nioclas
49	Scoil Bhríde
50	S N Bríghde
51	S N rath Corr
52	S N Maolmhaodhagh B
53	S N Tigh an Iubhar
54	S N Ard Mhuire C
55	S N Padraig
56	S N an tSlanaitheora B
57	S N an tSlanaitheora C
58	Rathmullan N S
59	Muire na nGael N S
60	St Joseph's N S
61	St Paul's Senior N S
62	Scoil Naomh Aonghusa
63	Gaelscoil Dhun Dealgan
64	Le Cheile Educate Together
65	S N Eoin Baiste
66	Ardee Educate Together N S
67	St Mary's Parish P S
68	St Francis National School, Blackrock
69	Aston Village Educate Together N S
70	Realt na Mara
71	Scoil Oilibheir Naofa
72	St Oliver Plunketts National School, Blackrock

	<b>Post Primary Schools</b>
1	Ardee Community School
2	Bush Post Primary School
3	Drogheda Institute of Further Education
4	St Oliver's Community College
5	O Fiaich College
6	Scoil Uí Mhuiri
7	St Joseph's CBS
8	St Mary's Diocesan School
9	Our Lady's College
10	Sacred Heart Secondary School
11	Drogheda Grammar School
12	Colaiste Rí
13	St Mary's College
14	De La Salle College
15	St Vincent's Secondary School
16	St Louis Secondary School
17	Dundalk Grammar School
	<b>Pre School Providers</b>
1	ABC Child's Play Crèche
2	AB Childcare
3	Absolute Angels
4	Aladdins Cave
5	Alisons Wonderland Drogheda
6	An Naíonra Lan-Ghaelach
7	Aunty Paula's Pre School
8	Ballapousta Early Learning Centre
9	Ballapousta Pre School
10	Blackrock Montessori
11	Boyne View Crèche
12	Bright Beginnings

## List of bodies notified of Review of County Development Plan

13	Bright Stars
14	Cala's Cabin
15	Cheeky Monkey Montessori School
16	Children's World
17	Claddaghs Treasures
18	Clever Clogs
19	Cool 4 Kids
20	Cooley Community Group
21	Coisceim Creche
22	Cornerstone Learn & Play
23	Cul an Ti Playschool
24	Dawn
25	De La Salle Playschool
26	Faughart Scholars
27	Ferndale Creche & Montessori
28	Fields of Dreams Montessori
29	First Impressions
30	Footprints Pre School
31	Greenacres
32	Haggardstown Pre School
33	Happy Days
34	Happy Days Play School Dromiskin
35	Happydayz Blackrock
36	Holy Family Community Crèche
37	Ivy Cottage
38	Jollytotts Pre-School
39	Jellytots Daycare
40	Jump Start Pre School
41	Just Kids Creche & Montessori
42	Kidz Academy
43	Kidz Cottage Montessori School
44	Knockbridge Childcare Preschool
45	Ladybird Lane Day Nursery & Montessori
46	Lifestyle Development Group Ltd
47	Lios na nOg
48	Little & Big Rascals
49	Little Buds PlaySchool
50	Little Friends
51	Little Partners
52	Little People
53	Little Miracles Creche
54	Little Munchkins Creche
55	Little Nippers Play School
56	Little Rascals
57	Little Steps
58	Little Treasures Pre School
59	Maples Montessori
60	Moneymore Childcare Centre
61	Naionra Dhun Dealgan
62	Naionra Oiriall
63	Naiscoil Lorcan
64	Pauline Molloy
65	Pebble Beach Montessori
66	Peek a Boo Creche
67	Peter Pan Creche & Montessori
68	Play 'n' Learn Montessori

## List of bodies notified of Review of County Development Plan

<b>69</b>	Playmates Montessori School
<b>70</b>	Pug Wash Bay 12 Oakvale
<b>71</b>	Pug Wash Bay Knockbridge
<b>72</b>	Pugwash Bay Lis na Dara
<b>73</b>	Pugwash Bay
<b>74</b>	Ready Steady Grow
<b>75</b>	Realt na Mara
<b>76</b>	Redeemer Creche & Playgroup
<b>77</b>	Right Start Pre School
<b>78</b>	Scallywags
<b>79</b>	Scoil Beag
<b>80</b>	Scoil Eoin Baiste Pre School Room
<b>81</b>	Shapes & Sizes
<b>82</b>	Shining Stars Pre School
<b>83</b>	Stabannon & District Pre-School Ltd
<b>84</b>	St Malachy's Pre School
<b>85</b>	St Nicholas Monastery School
<b>86</b>	Stepping Stones
<b>87</b>	Tallanstown Montessori Pre School
<b>88</b>	Termonfeckin Pre School
<b>89</b>	The Little Cottage
<b>90</b>	The Magic Kingdom
<b>91</b>	The Play House
<b>92</b>	The Wendy House
<b>93</b>	Tiny Tots Montessori
<b>94</b>	Tiny Tots Nursery
<b>95</b>	Tiny Tots Creche
<b>96</b>	Tir na nOg Naionra
<b>97</b>	Tir na nOg Montessori & Pre School
<b>98</b>	Toddlers Hill
<b>99</b>	Tots & Co
<b>100</b>	Tus Maith Pre School
<b>101</b>	Vision Guide Kids
<b>102</b>	Wheaton Montessori Academy
<b>103</b>	Wizkids Pre School
<b>104</b>	Woddlers & Toddlers
<b>105</b>	The Playroom Project, Women's Aid Dundalk

## Appendix 2

### Level 3 & Level 4 Settlements

#### Chapter One

##### Introduction to Level 3 Settlements

1.1	Introduction	Page 1
1.2	Social Inclusion	Page 1
1.3	Managing Growth	Page 1
1.4	Employment	Page 1
1.5	Housing	Page 2
1.6	Strategic Objectives	Page 2
1.7	Social Inclusion	Page 3
1.8	Managing Growth	Page 5
1.9	Land Use Zoning	Page 5

#### Chapter Two

##### Annagassan

2.1	Plan Area	Page 8
2.2	Population & Housing	Page 8
2.3	Community Facilities	Page 9
2.4	Natural & Built Environment	Page 9
2.5	Commercial & Enterprise Development	Page 10
2.6	Infrastructure	Page 10

#### Chapter Three

##### Baltray

3.1	Plan Area	Page 11
3.2	Population & Housing	Page 11
3.3	Community Facilities	Page 12
3.4	Natural & Built Heritage	Page 12
3.5	Commercial & Enterprise Development	Page 13
3.6	Infrastructure	Page 13

#### Chapter Four

##### Carlingford

4.1	Plan Area	Page 14
4.2	Population & Housing	Page 14
4.3	Community Facilities	Page 15
4.4	Natural & Built Heritage	Page 15
4.5	Commercial & Enterprise Development	Page 18
4.6	Infrastructure	Page 18

## Chapter Five

### Castlebellingham & Kilsaran

5.1	Plan Area	Page 20
5.2	Population & Housing	Page 20
5.3	Community Facilities	Page 21
5.4	Natural & Built Heritage	Page 21
5.5	Commercial & Enterprise Development	Page 23
5.6	Infrastructure	Page 24

## Chapter Six

### Clogherhead

6.1	Plan Area	Page 25
6.2	Population & Housing	Page 25
6.3	Community Facilities	Page 26
6.4	Natural & Built Heritage	Page 27
6.5	Commercial & Enterprise Development	Page 28
6.6	Infrastructure	Page 28

## Chapter Seven

### Collon

7.1	Plan Area	Page 30
7.2	Population & Housing	Page 30
7.3	Community Facilities	Page 31
7.4	Natural & Built Heritage	Page 31
7.5	Commercial & Enterprise Development	Page 33
7.6	Infrastructure	Page 33

## Chapter Eight

### Dromiskin

8.1	Plan Area	Page 35
8.2	Population & Housing	Page 35
8.3	Community Facilities	Page 36
8.4	Natural & Built Heritage	Page 36
8.5	Commercial & enterprise Development	Page 37
8.6	Infrastructure	Page 37

## Chapter Nine

### Knockbridge

9.1	Plan Area	Page 39
9.2	Population & Housing	Page 39
9.3	Community Facilities	Page 39
9.4	Natural & Built Heritage	Page 40
9.5	Commercial & Enterprise Development	Page 40
9.6	Infrastructure	Page 41

**Chapter Ten**  
**Louth Village**

10.1	Plan Area	Page 42
10.2	Population & Housing	Page 42
10.3	Community Facilities	Page 43
10.4	Natural & Built Environment	Page 43
10.5	Commercial & enterprise Development	Page 44
10.6	Infrastructure	Page 44

**Chapter Eleven**  
**Omeath**

11.1	Plan Area	Page 45
11.2	Population & Housing	Page 45
11.3	Community Facilities	Page 46
11.4	Natural & Built Heritage	Page 46
11.5	Commercial & Enterprise Development	Page 48
11.6	Infrastructure	Page 49

**Chapter Twelve**  
**Tallanstown**

12.1	Plan Area	Page 51
12.2	Population & Housing	Page 51
12.3	Community Facilities	Page 52
12.4	Natural & Built Heritage	Page 52
12.5	Commercial & Enterprise Development	Page 53
12.6	Infrastructure	Page 54

**Chapter Thirteen**  
**Termonfeekin**

13.1	Plan Area	Page 55
13.2	Population & Housing	Page 55
13.3	Community Facilities	Page 56
13.4	Natural & Built Heritage	Page 57
13.5	Commercial & Enterprise Development	Page 58
13.6	Infrastructure	Page 59

## Chapter Fourteen

### Tullyallen

14.1	Plan Area	Page 60
14.2	Population & Housing	Page 60
14.3	Community Facilities	Page 61
14.4	Natural & Built Heritage	Page 61
14.5	Commercial & Enterprise Development	Page 62
14.6	Infrastructure	Page 63

## Chapter Fifteen

15.1	Introduction to Level 4 Settlements	Page 64
------	-------------------------------------	---------

### List of Tables

1.1	Land Use Zoning and Objectives	Page 6
2.1	Annagassan Protected Structures	Page 10
3.1	Baltray Protected Structures	Page 12
4.1	Carlingford protected Structures	Page 16
5.1	Castlebellingham & Kilsaran Protected Structures	Page 22
6.1	Clogherhead Protected Structures	Page 27
7.1	Collon Protected Structures	Page 32
8.1	Dromiskin Protected Structures	Page 36
9.1	Knockbridge Protected Structures	Page 40
10.1	Louth Village Protected Structures	Page 43
11.1	Omeath Protected Structures	Page 47
12.1	Tallanstown Protected Structures	Page 53
13.1	Termonfeckin Protected Structures	Page 57
14.1	Tullyallen Protected Structures	Page 62

### List of Maps

Map 2.1(A)	Annagassan Composite Map
Map 2.1(B)	Annagassan Zoning & Flooding Map
Map 2.2(A)	Baltray Composite Map
Map 2.2(B)	Baltray Zoning & Flooding Map
Map 2.3(A)	Carlingford Composite Map
Map 2.3(B)	Carlingford Zoning & Flooding Map
Map 2.4(A)	Castlebellingham/Kilsaran Composite Map
Map 2.4(B)	Castlebellingham/Kilsaran Zoning & Flooding Map
Map 2.5(A)	Clogherhead Composite Map
Map 2.5(B)	Clogherhead Zoning & Flooding Map
Map 2.6(A)	Collon Composite Map
Map 2.6(B)	Collon Zoning & Flooding Map
Map 2.7(A)	Dromiskin Composite Map
Map 2.7(B)	Dromiskin Zoning & Flooding Map
Map 2.8(A)	Knockbridge Composite Map

Map 2.8(B)	Knockbridge Zoning & Flooding Map
Map 2.9(A)	Louth Composite Map
Map 2.9(B)	Louth Zoning & Flooding Map
Map 2.10(A)	Omeath Composite Map
Map 2.10(B)	Omeath Zoning & Flooding Map
Map 2.11(A)	Tallanstown Composite Map
Map 2.11(B)	Tallanstown Zoning & Flooding Map
Map 2.12(A)	Termonfeckin Composite Map
Map 2.12(B)	Termonfeckin Zoning & Flooding Map
Map 2.13(A)	Tullyallen Composite Map
Map 2.13(B)	Tullyallen Zoning & Flooding Map
Map 2.14	Ballagan Composite Map
Map 2.15	Ballapousta Composite Map
Map 2.16	Bellurgan Composite Map
Map 2.17	Darver Composite Map
Map 2.18	Dromiskin Composite Map
Map 2.19	Faughart Composite Map
Map 2.20	Glenmore Composite Map
Map 2.21	Grange Composite Map
Map 2.22	Grangebellew Composite Map
Map 2.23	Greenore Composite Map
Map 2.24	Gyles Quay Composite Map
Map 2.25	Kilcurry Composite Map
Map 2.26	Kilkerley Composite Map
Map 2.27	Lordship Composite Map
Map 2.29	Muchgrange Composite Map
Map 2.30	Philipstown Composite Map
Map 2.31	Ravensdale Composite Map
Map 2.32	Reaghstown Composite Map
Map 2.33	Sandpit Composite Map
Map 2.34	Sheelagh Composite Map
Map 2.35	Stabannan Composite Map
Map 2.36	Tinure Composite Map
Map 2.37	Willville Composite Map
Map 2.38	Greenore Nursing Home & Analogous Services
Map 2.39	Carrickcarnan Economic & Business Zone

## Chapter One

### Introduction to Level 3 Settlements

#### 1.1 Introduction

The Louth County Development Plan 2015-2021 contains Composite Maps (All map A's) for the thirteen Level 3 Settlements, namely Annagassan, Baltray, Carlingford, Castlebellingham/Kilsaran, Clogherhead, Collon, Dromiskin, Knockbridge, Louth Village, Omeath, Tallanstown, Termonfeckin and Tullyallen . Additional maps (All map B's) have been included which illustrate zoning and flooding only from the composite maps for each of the 13 Level 3 Settlements. This is for clarity.

The development of an evidence base, underpinning the preparation of the Core Strategy, has identified a number of issues which are illustrated by the Composite Maps. The key issues, challenges and vision are summarised below.

#### 1.2 Social Exclusion

Public transport provision in many of these settlements is very limited which means that their populations are heavily reliant on having access to private cars. The level of community facilities provided in these settlements varies greatly. Inadequate provision of the necessary local services and community facilities can further lead to isolation. For example, a considerable number of national schools have no spare capacity to cater for the growing number of residents.

Promoting new and existing accessible services, facilities and amenities are important in reducing rural isolation and promoting more sustainable communities.

#### 1.3 Managing Growth

A key challenge is to identify the most appropriate opportunities within these settlements to provide for 125 new homes over this Plan period. Villages and towns accessible to the M1 motorway are under threat of becoming dormitory towns for Drogheda, Dundalk and to some extent the Greater Dublin area. In the north of the County in the highly scenic Cooley Peninsula, the two major settlements of Carlingford and Omeath have come under sustained development pressure over recent times for second homes and speculative development. Within Carlingford and Omeath in 2011 there were 490 and 258 vacant dwellings respectively. In the latter, despite the demand for such development over the recent past, the village lacks a waste water treatment plant which is a major constraint.

Achieving development which will consolidate the village structures and which is capable of the sustainable management of the environment and the villages' natural and cultural heritage is fundamental.

#### 1.4 Employment

The Council recognises that there is a need for greater employment opportunities within these settlements in order to sustain the growing population and that of the rural hinterlands surrounding each settlement. A large proportion of the working populations in these settlements are reliant

on commuting to Dundalk, Drogheda and Dublin. In terms of retail provision, the priority for these settlements is to cater for the basic convenience and comparison requirements of their existing populations.

Business growth and development will be encouraged to provide secure, sustainable jobs and promote economic development, including tourism and rural diversification.

## **1.5 Housing**

Many housing developments in these settlements are based on 'estate type' layouts some of which perform poorly in spatial terms in achieving integration and connectivity or reflecting the individuality of their locations. It is important to ensure that adequate new housing is provided for all sectors of the community including older people, families and single persons. New housing constructed in the settlements will need to be of a high standard both in terms of aesthetics and functionality particularly with regard to the range of potential occupiers and the surrounding urban form. This new development should fully integrate with established settlement patterns of the village and foster neighbourhoods as opposed to housing estates. Developments with a mix of uses in village centres will help to support this objective.

## **1.6 Strategic Objectives**

- OBJ 1 Protect and support Level 3 settlements as local service centres in the rural area and facilitate limited development that is commensurate with the nature and extent of the existing settlement and the availability of public services and facilities.**
- OBJ 2 Provide an improved quality of life for all the citizens by promoting the villages' economic potential while protecting their natural and built environment.**
- OBJ 3 Provide a high quality of design in private and public development, increasing the quality of the public realm while maintaining the form, character and settlement pattern of the village.**
- OBJ 4 Promote an attractive, safe and accessible village particularly for those on foot, bicycle and public transport.**
- OBJ 5 To ensure that there is sufficient land zoned to meet the housing, employment, community facilities and amenity needs of the village and that such development is carried out in an orderly, consistent and sustainable fashion in accordance with the principles of proper planning and sustainable development.**
- OBJ 6 Ensure the identification, avoidance, assessment and mitigation of environmental consequences of this plan and subsequent developments.**

In order to ensure a consistent planning approach to development in all 13 settlements the policies set out below shall apply to all villages covered by a Settlement Plan.

**It should be noted that the policies and objectives outlined throughout the Louth County Development Plan 2015-2021 apply to all areas covered by the Composite Maps.**

In addition to maps showing zoning and other objectives, each settlement plan has a number of specific written objectives.

The settlements for which Composite Maps have been prepared are Annagassan, Baltray, Castlebellingham/Kilsaran, Carlingford, Clogherhead, Collon, Dromiskin, Knockbridge, Louth Village, Omeath, Tallanstown, Termonfeckin and Tullyallen.

## **1.7 Social Inclusion**

### **Policy**

- SOC 1** To identify and zone land for the purposes of providing or extending educational, community or recreational facilities where a demonstrated need exists.
- SOC 2** To require that applications for residential development on sites greater than one hectare or for more than 50 residential units provide an audit of existing community facilities in the locality and where a shortfall in facilities exist, demonstrate how this will be made good, either through provision on site or such other means as is acceptable to the council.
- SOC 3** To secure greater social inclusion and preservation of family and community ties through the provision of an appropriate mix of house types within residential areas in accordance with the provisions of the Louth Housing Strategy.
- SOC 4** To require that the quantitative and qualitative standards for public open space in all new residential developments are adhered to, as detailed in the Louth County Development Plan 2015-2021.
- SOC 5** To ensure that adequate provision is made for public transportation infrastructure including good pedestrian and cycling linkages.

**Policy**

- MAN 1** To promote and facilitate limited residential development that is commensurate with the nature and extent of the settlements and which will assist in consolidating the urban footprint of each settlement over this Plan period.
- MAN 2** To promote the improvement of the environment of the settlements through good design in all developments, landscaping, street furniture and public art works.
- MAN 3** To encourage the appropriate reuse, renovation and rehabilitation of vernacular and older buildings which though not protected structures are of architectural, historical or heritage merit.
- MAN 4** To require all applications for commercial developments and developments in excess of four dwellings be accompanied by a design/concept statement.
- MAN 5** To protect all important landscape features in these settlements which contribute to the environment, including the trees, hedgerows, stone walls and ditches of special amenity value detailed on the objectives maps. When considering development proposals the council will require landscape features to be retained.
- MAN 6** To review and where appropriate make tree preservation order(s) in relation to trees of special amenity value which are illustrated as possible tree preservation order(s) on the Composite Maps or any other tree(s) where the planning authority considers such trees to be at risk.
- MAN 7** To assess planning applications for development in accordance with the provisions of The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) as set out by policies ENV 30- ENV 39 of the Louth County Development Plan 2015-2021.
- MAN 8** To require development proposals for the lands identified in the SFRA for Louth County Core Strategy and Composite Maps, the Draft Catchment Flood Risk Assessment Management AFA Flood Maps, future flood risk assessment studies or otherwise reasonably adjudged to be at risk from flooding by the planning authority, shall be the subject of a site-specific flood risk assessment appropriate to the type and scale of the development being proposed.

## 1.8 Managing Growth

### Employment

#### Policy

- EMP 1** To promote and facilitate the provision of local sustainable employment opportunities.
- EMP 2** To promote and facilitate new retail development commensurate with each settlement's population size, location and traditional built environment.

#### Policy

- HOU 1** To ensure that new housing development is designed and constructed to the highest design standards respecting the existing settlement pattern of the settlement.
- HOU 2** To require that new residential developments are consistent with the DECLG Sustainable Residential Development in Urban Areas (2009) and Urban Design Manual.
- HOU 3** To restrict the duration of permission for residential development or where residential development forms a part of the development to five years in the interest of the proper planning and sustainable development.

## 1.9 Land Use Zoning Objectives

The land use zones and objectives in respect of each zone identified in the Composite Maps are set out in Table 1.1. and are included on the individual land use zoning map for each settlement.

#### Policy

- LAN 1** To implement the following land use zoning categories and objectives.

**Table 1.1 Land Use Zoning and Objectives**

Zone	Land Use Zoning Category	Land Use Zoning Objective	Colour
1	<b>Residential</b>  (New)  (Existing)	<p><b>To protect and/or enhance existing residential communities and provide for new residential communities.</b></p> <p>The principal permitted land use in this zone is residential development. However the following uses shall be open for consideration; educational facilities, nursing homes/ analogous services, crèches/playgroups, doctor/dentist surgeries, health centres, community halls and recreational facilities, cultural uses, guesthouses, local shops (not exceeding 50 m<sup>2</sup>) and services and public open space.</p>	<b>Yellow</b>
2	<b>Village Centre</b>	<p><b>To provide, protect and enhance village centre facilities and enable town centre expansion.</b></p> <p>The principal permitted land use in this zone will be town/ village centre related uses. These shall include shops, offices, residential (comprising of not more than 50% of the floor space of the overall development), crèches/playgroups, personal services, community and cultural activities, pubs, restaurants, guesthouses, hotels, places of entertainment, clinics, doctors/dentist surgery and any other similar type uses.</p>	<b>Blue</b>
3	<b>Employment Uses</b>	<p><b>To provide for mixed business, enterprise and light industry.</b></p> <p>The principal permitted land uses within this zone would include office-based businesses, workshops, small-scale warehousing, logistics/transport-related uses, waste management, light industrial units, car showrooms, motor sales outlets and maintenance developments and plant hire.</p>	<b>Pink</b>
4	<b>Tourism &amp; Leisure</b>	<p><b>To provide for tourism and leisure.</b></p> <p>The principal permitted land uses within this zone are caravan</p>	<b>Light Brown</b>

		<p>parks. The following uses are open for consideration recreational activities, utility structures, playing fields/park/playground and open spaces.</p>	
5	<b>Community Facilities</b>	<p><b>To protect, provide and improve community facilities.</b></p> <p>The principal permitted land uses in this zone are religious, educational and community facilities and uses ancillary to and associated with this land use, including playing fields, car parks, research and development facilities, health care, community halls, buildings of worship, buildings related to community welfare. The following uses are open for consideration; crèches/playgroups; nursing homes and cultural buildings.</p>	<b>Red</b>
6	<b>Open space, Amenity and Recreation</b>	<p><b>To provide, protect and enhance open space, amenities and recreation.</b></p> <p>The principal permitted land uses in this zone are passive and active recreation. The uses open for consideration are associated recreational buildings.</p>	<b>Green</b>
7	<b>Area of Outstanding Natural Beauty Area</b>	<p><b>To preserve and protect the natural unspoilt physical landscape</b></p> <p>To permit only very limited development appropriate to this sensitive landscape. The following uses will be open for consideration: active recreational amenities such as pedestrian and cycle paths, equestrian trails, ecological corridors, small scale recreational facilities, agriculture and related activities. Certain unique, location tied or resource based developments and renewable energy schemes.</p> <p>Development of a residential, commercial, industrial or other similar nature will not be considered appropriate.</p>	<b>Orange</b>
8	<b>Strategic Reserve</b>	<p><b>Strategic Reserve</b></p> <p>The following uses will be open for consideration: utility structures, playing fields, park/playground and one - off housing on a limited basis only, for the son or daughter of a qualifying landowner or niece or nephew of a single person or childless couple of a qualifying landowner. For the purpose of this provision, a qualifying land owner is where the land has been in family ownership for a minimum of 10 years. One house only will be granted in the case of a niece or nephew.</p>	<b>Green hatched area on white</b>

## Chapter 2 Annagassan

### 2.1 Plan Area

Annagassan is a small coastal village located where the River Glyde and River Dee converge before entering the Irish Sea. It is located on the R166, some 12 kilometres south of Dundalk and 4 kilometres east of Castlebellingham. The village has developed in a linear fashion along either side of the county road. The Glyde Inn, a local shop, the White House, the Saltings housing development and various other dwellings are located in quite a confined area which lies between the River Glyde and the sea.

The streetscape in the village is not very well defined and needs to be strengthened. Development needs to be directed into the village centre to consolidate the existing linear form of this settlement and provide a strong frontage to the streetscape.

#### Policy

**ANN 1 To support Annagassan in its role as a local rural service centre for its population and that of its rural hinterland, where the principles of environmental, economic and social sustainability including the protection of the village's heritage, the natural and built environment are enshrined.**

### 2.2 Population

Annagassan is one of the smaller Level 3 Settlements with a population of 313 persons in 2013. Its population has not changed significantly since 2007. In the village core there are 2 hectares of undeveloped lands together with a number of brownfield sites and infill opportunities. However, it is also noted from the Strategic Flood Risk Assessment that some of these lands are liable to flooding.

#### Policy

**ANN 2 To promote and facilitate limited residential development commensurate with the nature and scale of Annagassan in the village core, utilising brownfield sites and infill opportunities in order to rejuvenate and consolidate the village, in compliance with the Core Strategy and where there is no conflict with flooding.**

## 2.3 Community Facilities

Annagassan includes *inter alia* the following community facilities; local shop, pubs, restaurant, B&B, post office and crèche. The Naomh Fionnbarra GFC sports field has been developed outside the defined development limits, to the rear of Seaview. The nearest Church, burial grounds and Scoil Naomh Fhionain primary school are located in Dillionstown. Future additional community facilities shall be encouraged to locate within the serviced settlement.

### Policy

**ANN 3 To encourage the location and provision of new community facilities serving Annagassan within the serviced settlement.**

**ANN 4 To encourage the development of a pedestrian link and public lighting between the village centre and the sports grounds.**

## 2.4 Natural and Built Heritage

The focal areas in Annagassan are the harbour and the coastline from which there are remarkable panoramic views towards the Cooley and Mourne Mountains. Where the River Glyde traverses the village at the Bridge before entering the sea is another very attractive area. There is an informal path utilised by fishermen and locals as far as Drumcar. The existence of undeveloped lands to the north and south of the riveredges presents an opportunity to open up the river to provide for an enhanced recreational role.

The natural heritage of the coastline at Annagassan is afforded protection under both national and European legislation. It lies within a proposed Natural Heritage Area (pNHA), a Special Area of Conservation (SAC) and Special Protection Area (SPA).

It has been established that the Vikings camped and had a longphort in Annagassan. The village and its environs have a rich archaeological past which is evident by the extent of archaeological features in the area. The Council are cognisant of ongoing research into the longphort site and will take it into account in respect of any development in the vicinity which shall be referred to the Department of Arts, Heritage and Gaeltacht.

There are **3** protected structures within the boundary of the village as detailed in Table 2.1 and the locations of which are illustrated in the Annagassan Composite Map 2.1 (A).

**Table 2.1 Annagassan Protected Structures**

<b>I.D. Number</b>	<b>Name</b>
LHS 015-028	Annagassan Bridge c. 1800
LHS 015- 052	Annagassan Mill and Lace School
LHS 015- 057	Lime Kiln, Annagassan Harbour

## **2.5 Commercial and Enterprise Development**

O'Neill's, an established bakery, is the largest employer and currently has a staff of fifteen. Other employers include the village pubs, B&B and the local shop. To sustain this community, it is paramount that existing employment opportunities are safeguarded and that further local job opportunities are promoted.

The Annagassan Viking Festival held in August has been developed to showcase the community's rich Viking Past. This attracts custom for the village pubs, restaurant and B&B and greatly assists in the promotion of tourism in this area.

### **Policy**

**ANN 5 To support the development of the Coastal Trail from Omeara to Baltray, in so far as it relates to Annagassan.**

## **2.6 Infrastructure**

There is no cohesive provision of footpaths in the village. Comprehensive treatment of pedestrian linkages, improved pavement surfaces, street lighting and appropriate use and position of street furniture would create a more comfortable, accessible pedestrian environment.

Bus Éireann runs a service from Annagassan to Dundalk daily. The Rural Transport Initiative provides a once weekly service between Togher and Drogheda via Annagassan. It is important to facilitate, with service providers, an expansion of the existing public transport services in order to decrease reliance on private cars and to safeguard social exclusion of persons living in the village and adjoining rural areas who do not have access to private transport.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

### **Policy**

**ANN 6 To promote an attractive and accessible village centre.**

## Chapter Three Baltray

### 3.1 Plan Area

Located 1 kilometre south of Termonfeckin, Baltray is a coastal village on the Boyne Estuary. The village form is linear with an irregular continuous string of buildings. The scale is predominantly single storey and while the buildings were originally thatched cottages, many have been enlarged or replaced with stone and slate buildings some of which are two storey.

The settlement form is intact and retains its essential quality. However the excessive ribbon development present along the coast road northwards towards Termonfeckin, which amounts to some 50 dwellings, detracts from the setting of the village. Once a distinct informal coastal village, it is increasingly under threat of coalescing with Termonfeckin.

#### Objective

**BAL 1 To support Baltray in its role as a local rural service centre for its population and that of its rural hinterland where the principles of environmental, economic and social sustainability including protection of the village's heritage, the natural and built environment.**

### 3.2 Population and Housing

Baltray has experienced very little growth in the recent past. Its population was in the region of 242 persons in 2002 and in 2013 was 259.

Given the traditional form and small size of Baltray it is of utmost importance that the scale of new residential schemes should be in proportion to the pattern and grain of existing development. It is preferable that expansion of the village proceeds on the basis of a number of well integrated sites within and around the village centre rather than focusing on rapid growth driven by one large site.

Over this Plan period, having regard to the Sustainable Residential Development in Urban Areas, 2009 it is proposed to facilitate only small developments that integrate with the existing village.

#### Policy

**BAL 2 To promote and facilitate limited residential development on well integrated sites (not larger than 10 – 12 units for any individual housing scheme) within the village centre, which is commensurate with the nature and extent of Baltray, in compliance with the Core Strategy.**

### 3.3 Community Facilities

Services in the village are limited to the 19<sup>th</sup> Pub. Hence residents are dependent on the facilities and services provided in Termonfeckin.

Local amenities include Louth County Golf Course which is accessed through the village, Termonfeckin Strand, sand-dunes, the Haven, the beach, Boyne Estuary, Bird Sanctuary, ample walking routes and large areas of open space. Sea Point Golf course is a short distance northwards.

#### Policy

**BAL 3 To facilitate additional community facilities and services commensurate with the size and scale of the village.**

**BAL 4 To improve pedestrian and cycling linkages to and within the village.**

### 3.4 Natural and Built Heritage

Baltray is focused on the coastline. There are a number of thatched cottages within the village. The Baltray standing stones, a group of megaliths, are located just north of the village. Access to the village is via an ancient three arched stone bridge over the mouth of a tributary river. There is an informal country lane which leads from the village via An Grainan to Termonfeckin. It is intended that this route will form part of the Coastal Trail from Omeara to Baltray.

Positioned on the northern shore of the Boyne Estuary, the natural heritage of the coastline is afforded protection under both national and European legislation. It lies within a Special Area of Conservation (SAC), Special Protection Area (SPA) and a proposed National Heritage Area (pNHA). Any development likely to impact on these designations will be assessed having regard to policy as set out in Chapter 5.

There are 6 protected structures within the boundary of the village as detailed in Table 3.1 and the locations of which are illustrated on the Baltray Composite Map 2.2 (A).

**Table 3.1 Baltray Protected Structures**

I.D. Number	Name
Lhs 025-004	Bragan Bridge
Lhs 025-005	Banktown Thatch c.1830
Lhs 025-015	Corn Shed / Barn c.1860
LHS 025-006	Baltray Thatch
LHS 025-007	St Anne's Thatch
LHS 025-008	Baltray Thatch

There are several archaeological features within the village which are listed in the *Record of Monuments and Places*. Their locations are illustrated on the Baltray Composite Map 2.2 (A).

#### **Policy**

- BAL 5 To seek that all new developments respect and retain the informal, organic layout of the village.**
- BAL 6 To support the development of the Coastal Trail from Omeath to Baltray, in so far as it relates to Baltray.**
- BAL 7 To establish a minimum 20 metre wide riparian corridor free from development along each edge of the river tributary, consistent with habitat protection, maintenance access requirements, flood alleviation and recreational requirements. Any proposed path should, where feasible, be located a minimum of 6 metres from the top of the river edge.**

### **3.5 Commercial and Enterprise Development**

Baltray traditionally would have been home to fishermen and farmers. It has developed as a small dormitory village given its proximity to Drogheda. The only employment opportunities present are in the local pub and the adjoining golf course. Day trippers to the area provide an important source of income to these establishments.

#### **Policy**

- BAL 8 To seek that Baltray village develops a mixture of residential, commercial and social uses commensurate with its population size, location and traditional built environment.**
- BAL 9 To support and promote sustainable tourism development in Baltray commensurate with the size and scale of the village.**

### **3.6 Infrastructure**

In addition to the Dublin to Grangebellew bus service operated by Bus Éireann, there are existing bus services to Drogheda and Clogherhead. The Rural Transport Initiative runs a local service once a week, public transport services are very limited given the village's population.

Baltray is supplied with water from Drogheda and is augmented by well sources. Sewage is pumped to Drogheda wastewater treatment plant which has adequate capacity.

The coastal wall defence has recently been raised. However Baltray has been and continues to be at risk of tidal flooding, particularly the access road through the village. Thus it is an objective of this plan to provide for a parallel access road at a higher level.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

## Chapter Four Carlingford

### 4.1 Plan Area

Carlingford occupies an enviable position, located on Carlingford Lough and backed by the Cooley Mountains. The construction of the village wall in the 1300's meant that the village was contained within a tight urban envelope lying behind its harbour and overlooked by King John's Castle.

Over the last decade the village has experienced severe development pressure leading to increased suburban type development around the historic centre. This has resulted in linear housing patterns and commercial development to the south east along the Greenore Road, seawards and one-off type housing upwards onto the lower slopes of Slieve Foye Mountain. To some extent this development has tended to detract from the original form of the village. Future development must have regard to the historic physical fabric of the village, the local topography and the need to protect the sensitive natural environment.

#### Policy

**CAR 1 To support Carlingford in its role as a local rural service centre for its indigenous population and that of its rural hinterland, where the principles of environmental, economic and social sustainability including protection of the village's heritage and the natural and built environment are enshrined**

### 4.2 Population and Housing

Prior to 1996, Carlingford experienced a decline in population. Since then this trend has been significantly reversed due to a substantial demand for residential development. It is estimated that the population in 2013 is 2,108. This would make Carlingford the most populated of all Level 3 Settlements. However, the 2011 census figures revealed that 490 properties were unoccupied on census night, some 40% of all dwelling units. These figures demonstrate the quantity of second / holiday homes that are located in the village.

Within the boundaries of this Plan there are some 5.08 hectares of undeveloped land zoned for residential purposes. Given the amount of land zoned in the previous Plan, development has occurred at locations very detached from and peripheral to the centre of the village especially along the southern approach roads. It is not necessary or appropriate to prioritise the development of any additional multi-residential development in the village over the period of this Plan, but rather to promote the consolidation of the village centre through the reuse of brownfield sites and infill development.

## Policy

**CAR 2 To promote and facilitate limited residential development that is commensurate with the nature and extent of Carlingford and which will assist in consolidating the village, over this Plan period, in compliance with the Core Strategy.**

### 4.3 Community Facilities

Carlingford enjoys well developed community facilities and services. These include *inter alia*; local shops, pubs, restaurants and cafes, pharmacies, butchers, art and craft shops, hotel and fast food outlets. Additionally there is a Church, school, health centre, community centre, B&B's, library, post office, credit union, Garda Station, sailing club and adventure centre. Other recreation amenities located outside the boundary of this Plan include Carlingford Marina, Slieve Foye Forest and the Cooley Mountains. These amenities enhance Carlingford's attractiveness for its population and as a tourism destination.

## Policy

**CAR 3 To provide for any identified shortfall in community facilities and services commensurate with the size and scale of the village.**

### 4.4 Natural and Built Heritage

The natural heritage of the Carlingford shore and mountains is afforded protection under both national and European legislation. Carlingford shore and Carlingford Mountain are both EU designated Special Areas of Conservation (SAC) whilst Carlingford Lough is an EU designated Special Protection Area (SPA). Both the Carlingford Mountains and Carlingford Lough lie within proposed National Heritage Areas (pNHA). Any development likely to have a significant impact on these designations will be assessed having regard to policy as set out in Chapter 5.

Focal areas in Carlingford include its harbour and the coastline, which are used primarily for fishing and water based recreation activity. South of the village, building on the aim of the Carlingford Local Area Plan 2002, it remains an objective of the Council to restore the Mill and develop a public park adjacent to it. The Abbey is reserved for amenity purposes. This would include improvements to the existing scenic right of way and the establishment of the Mill Pond as a water feature in this area with further pedestrian linkages developed. The open land to the north of King John's Castle presents an opportunity to enhance the setting, attractiveness and enjoyment of this historical building.

Carlingford is an example of a medieval walled town with a distinctive core area with enclosed streets and squares. This identity is enhanced by Taafe's Castle, the Mint and fortifications such as the Tholsel and King John's Castle together with the intact medieval street pattern. The

Carlingford Historic Town Walls Conservation and Management Plan 2007 seeks to protect the settling of the structural and archaeological remains of the village wall that once enclosed Carlingford, providing for a strong and consistent identity. The Holy Trinity Church and the remains of the Dominican Friary represents the settlement's ecclesiastical past.

There are 55 protected structures within the boundary of the village as detailed in Table 4.1.

**Table 4.1 Carlingford Protected Structures**

<b>ID Number</b>	<b>Name of Structure</b>
LHS 005-006	King Johns Castle c1210
LHS 005-007	Taaffe's Castle late C16th
LHS 005-008	Former Thatch Cottage c1770
LHS 005-009	O'Hare/Anchor Bar Public House c1830
LHS 005-010	The Mint Tower House C16th
LHS 005-011	Carlingford House, Abbeyview c1800
LHS 005-012	The Tholsel c1450
LHS 005-014	Holy Trinity Heritage Centre (former C of I)1821
LHS 005-015	Ghan House C19th rebuild of 1727 house
LHS 005-016	Dominican Friary (Ruin)
LHS 005-017	Railway Bridge 1872
LHS 005-018	House, Newry St c1870
LHS 005-019	Allure Hair Studio Newry St c1870
LHS 005-020	Marian House Newry St c1920
LHS 005-021	House, Newry St c1880
LHS 005-022	House, Newry St c1870
LHS 005-023	House, Newry St c1870
LHS 005-024	House, Newry St c1870
LHS 005-026	Ceol na Mara, Newry St – House c1920
LHS 005-027	Well, Newry St c1860
LHS 005-028	The Anchorage House,
LHS 005-029	House, Back Lane c1820
LHS 005-030	Castle View, House, Back Lane c1820
LHS 005-031	House, Back Lane c1860
LHS 005-032	The Spout , Back Lane Well c
LHS 005-033	Walls, River Lane c1800
LHS 005-034	The Manse c1790
LHS 005-035	Mountain View – House c1860
LHS 005-037	Kingfisher Bistro, Warehouse, Dundalk St c1820
LHS 005-039	House, Dundalk St c1800
LHS 005-040	House, Dundalk St c1800
LHS 005-041	House, Dundalk St c1800
LHS 005-042	House, Dundalk St c1910
LHS 005-043	House, Dundalk St c1910
LHS 005-044	The Abbey Bar, Dundalk St
LHS 005-045	Mill Race, Dundalk St. c.1650
LHS 005-046	St Michael's R.C Church1870
LHS 005-047	Post Box c1880
LHS 005-048	Parochial House c1920
LHS 005-049	Tourist Office former Railway Station 1876
LHS 005-050	Pier/Jetty c1850

LHS 005-052	House, Tholsel St c1760
LHS 005-053	Boathouse c1870
LHS 005-054	House, Newry St c1750
LHS 005-055	House, Newry St c1750
LHS 005-056	Carlingford Courthouse/Library, Newry St c1935
LHS 005-057	Carlingford Presbyterian Church, Newry St 1869
LHS 005-058	St Michaels Hall, Newry St 1925
LHS 005-059	Carlingford Garda Station, Newry St 1848
LHS 005-061	House, Tholsel St c1780
LHS 005-062	McArdles Boutique, Market St. c1780
LHS 005-063	Workers House c1780
LHS 005-064	Railway Workers Home c1870
LHS 005-071	Railway Workers Home, Ghan Road c1870

An Area of Special Archaeological Interest covers the historic core of the village and affords archaeological features protection under the National Monuments Acts. In addition Carlingford is designated an Architectural Conservation Area (ACA). This aims to preserve the special character of the village, the medieval street pattern and its setting through the positive management of changes to the built environment. The boundaries of these areas are defined on the Composite Map 2.3 (A).

There are also a number of views, both strategic and local, in Carlingford which are of special amenity value and are considered worthy of protection. Their positions are illustrated in the Views and Prospects Map in Appendix 11 Volume 2 (B) and on the Carlingford Composite Map 2.3 (A). It is important to consider the location of new development, their heights and scale which may impinge on views to and from these locations.

#### **Policy**

- CAR 4**      **To retain and enhance the village setting within its unique scenic backdrop.**
- CAR 5**      **To protect and retain the historic integrity and plots of the medieval town and support its preservation in future development.**
- CAR 6**      **To seek the restoration of the Mill and mill pond and enhance the existing and develop further pedestrian linkages in this area.**
- CAR 7**      **To facilitate the appropriate utilisation of lands north of King John's Castle for passive recreation which is appropriate to the setting and enjoyment of this iconic historical building.**
- CAR 8**      **To support the development of a coastal trail from Omeath to Baltray, in so far as it relates to Carlingford.**

## 4.5 Commercial and Enterprise Development

Carlingford is placed at Level 3 of the Louth County Retail Hierarchy which states that the village's retail priority is to cater sufficiently for the basic convenience and comparison requirements of its existing population. Any new retailing proposals should be commensurate with its population, location and traditional built environment.

Visitors are attracted to Carlingford as it is a natural base for outdoor pursuits in addition to its heritage interest. Tourism contributes significantly to the economic development and the local economy of Carlingford. This is evident from the amount of tourism accommodation available in the village including hotels, guest houses, specialist accommodation, B&B's and hostel.

A major source of employment is within the tourism and leisure sector which can be seasonal. It is important that a range of employment opportunities is provided within the village to safeguard against over dependence on one industry.

### Policy

- |               |  |
|---------------|--|
| <b>CAR 9</b>  | <b>To ensure that Carlingford develops a sustainable economic base by seeking to provide a range of employment opportunities locally.</b>              |
| <b>CAR 10</b> | <b>To facilitate new retail development that would be commensurate with Carlingford's population size, location and traditional built environment.</b> |
| <b>CAR 11</b> | <b>To support sustainable tourism development in Carlingford.</b>  |

## 4.6 Infrastructure

As the medieval street pattern does not cope easily with modern traffic a one-way traffic system has been implemented for some time. It has sought to balance accessibility to and within the village for different modes of transport whilst maintaining a high quality people focused ambiance. There are a number of public car parks which frequently over- flow onto the regional route at weekends and during events and festivals.

Beyond the private car, Carlingford can also be accessed by transport modes including bus services, cycling and walking. The village is serviced by a limited number of daily bus services to Dundalk and Newry. Services are provided by Bus Éireann with a limited number of additional services provided by Halpenny Travel with the support of the Rural Transport Initiative. In general terms, public transport options are limited. Improved access to and use of alternative modes of transport would have environmental benefits and alleviate road side parking and congestion problems associated with peak periods.

Carlingford is an ideal location for walking and hiking. An improvement to the Táin Way walking route in the Carlingford and Omeath area provides a safer off road route through forest and commonage aided by upgraded signage. The Walking Strategy for the Cooley Peninsula has

identified and continues to develop looped walks which include Slieve Foye and Maeve's Gap. The Louth Economic Forum's Tourism and Heritage Action Plan (2010) has, as one of its signature projects, the establishment of a coastal trail stretching from Baltray in the south of County Louth to Omeath passing through Carlingford en- route.

Carlingford Lough is designated for protection and improvement under the Shellfish Water Directive. This has implications in respect of water quality and impacts on development management in this settlement.

Carlingford is susceptible to flooding from storm tides and such events have been recorded twice since 2000.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

### **Policy**

- |               |   |
|---------------|---|
| <b>CAR 12</b> | <b>To facilitate, in partnership with service providers, an expansion to the existing public transport services</b>   |
| <b>CAR 13</b> | <b>To seek to alleviate traffic congestion and inadequacies in parking provision and improve provision for pedestrians and cyclists through the implementation of an agreed traffic management plan with relevant stakeholders.</b> |
| <b>CAR 14</b> | <b>To promote and develop walking, hiking and cycling trails through and around the village of Carlingford.</b>   |
| <b>CAR 15</b> | <b>To develop the Carlingford Library.</b>  |
| <b>CAR 16</b> | <b>To promote and develop a bypass road from Shilties Lough on the Greenore Road to the Grove Road at the sewerage works.</b>   |

## **Chapter Five Castlebellingham and Kilsaran**

### **5.1 Plan Area**

Castlebellingham and Kilsaran are centred on the old Dublin to Belfast Road, 14 kilometres south of Dundalk. Castlebellingham's history is linked with the Bellingham family and the brewing industry. Their impact on the village is evident by way of the former large malting house and brewery which has been converted to retail and residential uses and the castellated gateway entrance to Castle Bellingham and the picturesque group of widows' cottages. The buildings in the centre of the village, a mixture of residential and commercial premises, follow and front onto the street and are modest two storey. The River Glyde transverses the southern end of the village and produces a strong landscape element in the village. The presence of mature trees in the triangular green creates another strong landscape element.

Kilsaran is the smaller of the two settlements located 400metres directly south of Castlebellingham. It is very much a linear settlement and contains more modern estates and industries. While the River Glyde separates the two villages it also acts as a binding force between them. There is an inter-relationship and inter-dependence between the two villages.

The boundaries of these settlements are as defined in the Castlebellingham / Kilsaran Settlement Plan 2015 – 2021. Due to the significant amount of ribbon development which had led to the two settlements coalescing and to protect against further coalescing between these villages, these subject lands were designated as open space, amenity and recreation, to maintain their distinction. This remains a primary objective of this settlement plan.

#### **Policy**

**CAS 1 To support Castlebellingham and Kilsaran in their combined role as a local rural service centre for their populations and that of their rural hinterland where the principles of environmental, economic and social sustainability including protection of the villages' heritage, the natural and built environment are enshrined.**

### **5.2 Population and Housing**

Castlebellingham, in particular, experienced significant pressure for residential development from the late 1990's due to the high levels of economic activity nationally and its proximity to both Dundalk and the M1. In 2002, it was estimated that the combined populations of Castlebellingham and Kilsaran was in region of 757. By 2008 the population in these villages increased significantly to 1,336. Since then the population has remained fairly static.

New residential development has been predominately located in Castlebellingham with the larger developments Bellingham Green, the Malthouse, Castle Court and Bellingham Heights contributing to this growth in population. These sites are all quite centrally located and contiguous to the existing built form of the village.

## **Policy**

**CAS 2 To promote and facilitate the consolidation of the villages' core areas through the reuse of vacant and underused buildings, brownfield sites and infill development and development on lands zoned residential in Castlebellingham and Kilsaran, over this Plan period in compliance with the Core Strategy.**

### **5.3 Community Facilities**

Castlebellingham/Kilsaran enjoys well developed community facilities and services. These include *inter alia*; local shops, pubs, restaurants and cafes, pharmacies, butchers, hairdresser, bookmakers, motorsales, estate agents, hotel and fast food outlets. Additionally there is a Church, school, health centre, community centre, B&B's, post office, credit union and Garda Station.

## **Policy**

**CAS 3 To protect and enhance access to the level of community facilities, amenity and recreational opportunities within the villages**

### **5.4 Natural and Built Heritage**

Castlebellingham and Kilsaran sit within a scenic rural landscape which lies within the green belt of Dundalk and its Environs. They are simultaneously separated and linked by the Glyde River Valley which transverses the area of the settlement plan. In many parts the land adjoining the river edges remains undeveloped. This presents both an opportunity to protect the river and its environs from inappropriate development and to provide access to the river for suitable amenity and recreational activities.

Trees and woodlands throughout the Plan area make an important contribution to the natural environment and amenities of these villages. Trees and woodlands which have been identified as being of special amenity value are illustrated in the Castlebellingham / Kilsaran Composite Map 2.4 (A).

Bellingham demesne is included in the National Inventory of Heritage Gardens and Designed Landscapes. Thus it is important that any new development will not adversely affect the site, setting or views to and from the demesne.

Castlebellingham village has considerable, architectural and landscape interest and for this reason has been designated an Architectural Conservation Area (ACA) in order to preserve the historic street pattern and character of the village.

There are 20 protected structures within the villages as detailed in the following Table 5.1.

**Table 5.1 Castlebellingham and Kilsaran Protected Structures**

<b>ID Number</b>	<b>Name of Structure</b>
LHS 015-006	No. 3 The Widows Houses c1830
LHS 015-007	No. 4 The Widows Houses c1830
LHS 015-008	No. 5 The Widows Houses c1830
LHS 015-009	Bellingham Castle Gate House c1820
LHS 015-010	The Widows Houses – Terraced Cottage 1 built c.1826
LHS 015-011	The Widows Houses – Terraced Cottage 2 built c.1826
LHS 015-012	Striped Brick House built c.1900
LHS 015-014	Foleys Tea Rooms built c.1820
LHS 015-017	Kilsaran Parish Church built 1852
LHS 015-018	The Old Mill
LHS 015-019	Corn Mill 1866
LHS 015-022	Three Storey House c. 1800
LHS 015-023	Four-bay House built c. 1850
LHS 015-031	Road Bridge built c.1850
LHS 015-032	House built c. 1850
LHS 015-033	Alpine Crucifix – erected c. 1930
LHS 015-034	Water Pump – erected c. 1880
LHS 015-035	P.J. Byrne Public House built c. 1860
LHS 015-036	Owen Breen Victualler, House & shop c.1880
LHS 015-056	First World War Memorial Village Green 1919

### **Policy**

- CAS 4** To retain and enhance the individual settings of Castlebellingham and Kilsaran within the rural landscape.
- CAS 5** To establish a minimum 20 metre wide riparian corridor free from development along each edge of the River Glyde, consistent with habitat protection, maintenance access requirements, flood alleviation and recreational requirements. Any proposed path should, where feasible, be located a minimum of 6 metres from the top of the river edge.
- CAS 6** To protect all trees in Castlebellingham and Kilsaran which contribute to the value of the environment including Trees and Woodlands of Special Amenity Value. When considering development proposals the council will require that all existing trees of amenity and landscape value be retained.
- CAS 7** To preserve the historic street pattern and character of Castlebellingham village.

## 5.5 Commercial and Enterprise Development

The villages have a well established industrial base including the Small Wares and Kilsaran Concrete. Given the established employment base and proximity to the M1 motorway, some 26 hectares of lands in total were identified for employment related uses. Two sites are located to the north west of Castlebellingham as a mixed use zone to provide for industry/light industry/workshops/ enterprise and business use. It is considered that storage and distribution should be limited to not more than 20% of the site area to safeguard the historic character of the village and the potential impact of associated traffic movements. A third site was identified to the rear of Kilsaran Concrete to provide for mixed business / industrial uses. It is proposed that this remain an objective of this plan.

There is considerable potential to develop the local tourist sector. The villages have a rich heritage within a picturesque setting on the River Glyde and offer an attractive historic built environment. Tourism, on a scale commensurate with the size of the settlements, which would not detract from or harm the environment or historic amenity, can benefit both the local economy and sustain local services.

### Policy

- CAS 8** To ensure that Castlebellingham and Kilsaran develop a sustainable economic base by seeking to provide a range of employment opportunities locally.
- CAS 9** To facilitate new commercial development commensurate with the villages' population size, location and traditional built environment.
- CAS 10** To encourage the development of the lands identified for employment uses subject to each site being treated as a single planning unit and including the preparation of a master plan for each site. Each site is to be developed in a comprehensive and integrated manner which would not adversely affect the character of the villages' or residential amenity. Not more than 20% of each site shall be used for storage and distribution purposes.
- CAS 11** To support sustainable tourism development in Castlebellingham and Kilsaran on a scale commensurate with the size of the settlements, which would not detract from or harm the environment or historic amenity.

## 5.6 Infrastructure

The environments of Castlebellingham and Kilsaran have benefited from the construction of the M1 motorway which has freed the villages from heavy Dublin – Belfast through traffic. Considerable environmental improvements have been made in the villages which have included landscaping, lighting, paving and provision of street furniture.

The villages are well serviced by hourly bus services linking Newry with Dundalk, Drogheda and Dublin. These services are complimented by a limited local Bus Éireann service to Annagassan via Castlebellingham and by Louth Linx rural bus services.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

### Objectives

- |               |   |
|---------------|---|
| <b>CAS 12</b> | <b>To seek to assist in further environmental improvements including pedestrian priority schemes to enhance the village cores of Castlebellingham and Kilsaran.</b>               |
| <b>CAS 13</b> | <b>To require new residential or care facilities to be setback an appropriate distance from the boundary of the waste water treatment plant in the interest of public health.</b> |

## Chapter Six Clogherhead

### 6.1 Plan Area

Clogherhead is a coastal village. The original core of the village has retained much of its historic character comprising small mostly, single storey fishermen's cottages built on long narrow plots with small front gardens and long rear gardens.

The main street is also of village scale comprising mostly single storey and two storey cottages interspersed with shops and pubs. There are two streets to the east of the main street—one leading to the harbour (Harbour Road) and the second to the beach (Strand Street). Newer development in this area comprises larger, modern houses crowded into the original narrow plots of the fishermen's cottages.

Within the Plan boundaries, to the east and north of the village centre, land is designated an Area of Outstanding Natural Beauty. The majority of new residential development has taken place to the west of the original village. It is suburban in scale, design and layout and in sharp contrast to the built form of the village centre.

#### **Policy**

**CLOG 1 To support Clogherhead in its role as a local rural service centre for its population and that of its rural hinterland where the principles of environmental, economic and social sustainability including protection of the village's heritage, the natural and built environment are enshrined.**

### 6.2 Population and Housing

The Clogherhead Local Area Plan 2002 – 2008 promoted the limited growth of the settlement in order to retain the character of the village and rural identity. It forecasted population growth of 1,632 to the year 2014 and 1,725 to 2020. The village experienced an unprecedented demand for residential development from the late 1990's. Its population has more than doubled from 1,004 in 2002 to 2,003 in 2013 which by far exceeds the projected population figure for 2020. It has developed as a 'dormitory town' for nearby larger settlements particularly Drogheda and ultimately for the Greater Dublin Area.

Prior to the 1990's the vast majority of new housing estate type developments were constructed by Louth County Council. Collectively Fr O'Donnell Park, John Kirk Park and Fr McCooney Terrace comprise of 180 dwellings. Since then the larger developments of Oriel Cove, the Beeches, Castle View and Ard Na Mara have contributed to the growth in population. This expansion to the village comprises of stand- alone residential developments with no links, either in physical or in socio-economic terms, to the existing village. A significant number of properties appear to be seasonally occupied rather than permanently.

The substantial supply of housing appears to have matched the demand in the village, due to the attractive seaside location, proximity to Drogheda (10 minutes drive time), the M1 motorway and the relative affordability of property in the area. There remain some 4 hectares of undeveloped residentially zoned lands within the boundaries of the Plan.

This is capable of providing for some 80 dwelling units with a population equivalent of almost 220 people.

Limited population growth over the period of this Plan should be catered for without further sprawl of the village into the surrounding exposed landscape. New development should be inward looking to the village core, utilising brownfield sites and seeking to rejuvenate the village centre. There is significant potential for such development subject to appropriate integrated planning. A slower rate of growth will afford an opportunity for the assimilation and integration of the new residents into the village community and a degree of self sufficiency.

#### **Policy**

**CLOG 2 To promote and facilitate limited residential development commensurate with the nature and scale of Clogherhead in the village core, utilising brownfield sites and infill opportunities in order to rejuvenate and consolidate the village, in compliance with the Core Strategy.**

### **6.3 Community Facilities**

Clogherhead has a blue flag beach which provides many recreational opportunities. Within the village there are substantial facilities and services to cater for its population, day trippers and holidaymakers.

Clogherhead enjoys well developed community facilities and services. These include *inter alia*; local shops, pubs, restaurants and cafes, pharmacy, barber, butchers, and fast food outlets. Additionally there is a school, health centre, community centre, B&B's, library, post office, credit union and Garda Station,

St Michael's Church and the Dreadnot's Gaelic football grounds are located outside the village boundaries. The Community Hall, the former national school, has been refurbished and facilitates various social activities.

#### **Policy**

**CLOG 3 To encourage the provision of new community facilities serving the Clogherhead area.**

**CLOG 4 To promote the improvement of the environment of the village centre.**

**CLOG 5 To improve mobility to and within the village centre through improved pedestrian and cycling facilities.**

## 6.4 Natural and Built Heritage

The boundary of the settlement plan encompasses Clogherhead, Port Oriel and the surrounding headland. Port Oriel and the headland are designated as an Area of Outstanding Natural Beauty (AONB) by reason of its unspoilt landscape and spectacular views eastward to the Irish Sea, southward to the Boyne Estuary and County Meath and northwards over Dundalk Bay to the Carlingford and Mourne Mountains. This is an extremely sensitive environment and is therefore afforded a high degree of protection in the County Development Plan 2015 – 2021.

The natural heritage of the coastline at Clogherhead is afforded further protection under both national and European legislation. It lies within a proposed National Heritage (pNHA) and a Special Area of Conservation (SAC). Any development likely to impact on these designations will be assessed having regard to policy as set out in Chapter 5.

There are 7 archaeological features within the village which are listed as Recorded Monuments and afforded protection under the National Monument Acts. Their locations are illustrated on the Clogherhead Composite Map 2.5 (A).

There are 6 protected structures within the boundary of the village as detailed in the following table and the locations of which are illustrated on the Composite Map 2.5 (A).

**Table 6.1 Clogherhead Protected Structures**

<b>ID Number</b>	<b>Name of Structure</b>
LHS 022-014	Thatched House c1800
LHS 022-015	Thatched Cottage
LHS 022-016	The Sail Inn Public House c1850
LHS 022-017	Slip Thatch Cottage c1800
LHS 022-018	Slip Thatch Cottage c1800
LHS 022-019	Farm Yard Complex c1810

### **Policy**

- CLOG 6**      **To protect the unspoilt natural environment of the Area of Outstanding Natural Beauty.**
- CLOG 7**      **To investigate the feasibility of designating the headland and Port Oriel as a Nature Reserve under the Wildlife Act.**

## 6.5 Commercial and Enterprise Development

Clogherhead is the largest fishing port on the East Coast and has been an important economic activity in the area for generations. Port Oriel was extended and modernised in 2007. The Council will continue to support the port and related uses.

The village has experienced very rapid and significant population expansion with new residents having an outward focus, commuting to Drogheda and further afield to work. It is important that the village develops more sense of self sufficiency in terms of job and employment opportunities. In addition to the port area almost 7 hectares of land is currently zoned, abutting the west of the plan boundary, to facilitate employment opportunities.

### Policy

- |                |  |
|----------------|--|
| <b>CLOG 8</b>  | <b>To ensure that Clogherhead develops a sustainable economic base by seeking to provide a range of employment opportunities locally.</b>                    |
| <b>CLOG 9</b>  | <b>To facilitate new services, retail and commercial development commensurate with Clogherhead's population, location and traditional built environment.</b> |
| <b>CLOG 10</b> | <b>To support and promote sustainable tourism development in Clogherhead.</b>  |
| <b>CLOG 11</b> | <b>To support the development of the Coastal Trail from Omeara to Baltray, in so far as it relates to Clogherhead.</b>                                       |

## 6.6 Infrastructure

The village public transport provision comprises a limited daily bus service operating the Dublin to Grangebellew route via Termonfeckin (Service 189). The service is limited to four buses each direction daily. While the Rural Transport Initiative runs local services twice a week, services are very limited given the village's population.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

**Policy**

- CLOG 12**      **To seek the provision of a designated bus stop with appropriate infrastructure in the village core.**
- CLOG 13**      **To facilitate, in co-operation with transport providers, the further development of the public transport system.**
- CLOG 14**      **To require new residential development and care facilities to be set back an appropriate distance from the boundary of the waste water treatment plant, in the interest of public health.**

## Chapter Seven Collon

### 7.1 Plan Area

Collon is located at a crossroads on the N2, the national route between Derry to Dublin. It is some 12 kilometres north west of Drogheda and 11 kilometres south of Ardee. The River Mattock was the source of water power which led to the development of Collon as a model industrial village in this location. The earlier buildings are located at the southern end, towards the valley, whereas the model village was created at the crossroads, The village green, designed for an open air market, is set back from the main street.

Recent growth has been predominantly to the east of the N2, along the routes to Drogheda and Tinure. While the newer developments which include the Cloisters, Oriel Heights, Mellifont Court and Doire Beag are located close to the village centre they are poorly integrated into the historic form of the village.

The village is set in a natural scenic landscape which is designated an Area of High Scenic Quality (AHSQ). Along the approach roads to the village there is however a proliferation of ribbon development comprising one-off type housing. This weakens the urban form of the village.

#### Policy

**COL 1 To support Collon in its role as a local rural service centre for its population and that of its rural hinterland where the principles of environmental, economic and social sustainability including protection of the village's heritage, the natural and built environment are enshrined.**

### 7.2 Population and housing

The Collon Local Area Plan 2002 – 2008, envisaged that a sustainable population of approximately 750 – 850 persons was desirable for the controlled and proper growth of the village. At that time the population in the village was in the region of 445. By 2008 it exceeded this target and had a population in the region of 912. Since 2008 the population has remained stable. The demand for residential development was due to the village's location just 10 minutes from Drogheda and 5 minutes from the M1 motorway and the relative affordability of houses in comparison to similar properties in the Drogheda and Dublin areas.

There remain some 2.3 hectares of undeveloped residential zoned lands within the boundaries of the Plan area which is capable of providing for some 100 dwelling units with a population equivalent of almost 270 people.

Only limited population growth over the period of this Plan should be catered for without further sprawl of the village into the surrounding scenic landscape. New development should be inward

looking to the village core, utilise brownfield sites and seek to consolidate and rejuvenate the village centre. A slower rate of growth will afford an opportunity for the assimilation and integration of the new residents into the village community and establish a degree of self sufficiency.

**Policy**

**COL 2 To promote and facilitate limited residential development that is commensurate with the nature and extent of Collon and which will assist in consolidating the village area, over this Plan period, in compliance with the Core Strategy.**

**7.3 Community Facilities**

Collon provides for a wide range of services and community facilities including: local supermarket and shops, restaurant and cafes, pubs, fast food outlets, pharmacy, petrol filling station, bookmaker beautician, in addition to a church, national school, community centre, post office, credit union, garda station, and playing fields.

There is a very old cemetery at the crossroads at the southern end of the village of Collon which is still in use. The new cemetery is located just west of the village boundary. Collon Pitch and Putt Club is located immediately south of the village off the Derry to Dublin Road. It is important that in assessing proposals for additional residential development that consideration is given to the number of resultant school places required and how such a demand can be met.

**Policy**

**COL 3 To retain and support existing community facilities serving the Collon area and facilitate the provision of additional amenities.**

**COL 4 To promote the improvement of the environment of the village centre.**

**7.4 Natural and Built Heritage**

Collon is located within a designated Area of High Scenic Quality. Within the village there is a strong connection to the landscape. To the north, the rows of estate trees dominate and to the south, the valley, with uninterrupted views across the countryside, dominates. The streets are wide and open and within the village the countryside is clearly visible. It is important that the village form is defined so that this settlement retains its individuality and that the rural views of the countryside from the village remain unimpeded.

A tributary to the Mattock River traverses the west of the village. The edges of it and the Mattock River further south, have significant mature planting. Adjoining lands are largely undeveloped. This gives the area a high visual quality and represents an opportunity to open up the river to provide a riverside walk and enhanced recreational role and to protect it from inappropriate development.

The central area of Collon is designated an Area of Special Archaeological Interest which is afforded protection under the National Monuments Act, as demarcated on the accompanying Collon Composite Map 2.6 (A). It is important to ensure that future development shall not be detrimental to archaeology present within the village or its setting and be sited and designed with care to protect monuments and their settings.

Small sections of land within the village boundary of Collon are located within the pNHA, New Mellifont Abbey Woods. It is important to resist any development that would result in significant deterioration of habitats or a disturbance of species in the pNHA.

There are 21 protected structures within the boundary of the village as detailed in the following table and the locations of which are illustrated on the Composite Map 2.6 (A).

**Table 7.1 Collon Protected Structures**

<b>ID Number</b>	<b>Name of Structure</b>
LHS 020-001	Round House c1820
LHS 020-002	Former Erasmus Smith School & Adjoining House c1870
LHS 020-003	Donegan's Public House c1850
LHS 020-004	3 interconnected houses on Market Square c1850
LHS 020-005	Clock Tower Building c1820
LHS 020-006	House c1870
LHS 020-007	House c1850
LHS 020-008	House c1830
LHS 020-009	Collon House c1740
LHS 020-010	Six Bay House c1780
LHS 020-011	Church of Ireland 1813
LHS 020-012	Octagonal Water Pump 1822
LHS 020-013	The Bleach House c1750 - 1830
LHS 020-014	Church of Mary Immaculate 1860 – 1877
LHS 020-015	Collon Parochial House 1896
LHS 020-016	House 1880
LHS 020-017	Green Lawns (House) c1880
LHS 020-019	House c1880
LHS 020-020	House c1870
LHS 020-021	House c1900
LHS 020-023	Chimney c1860

**Policy**

**COL 5** To protect the amenities of the highly scenic landscape in which Collon is located and the views afforded to the countryside from within the village.

**COL 6** To prohibit development that would interfere or impede rural views of special amenity value of the countryside from the village

## 7.5 Commercial and Enterprise Development

Within the Collon Settlement Plan, there were three sites identified with an overall area of 20 hectares, detached from the village for the development of a light industry, agri- business or small business park. Site 1, the largest parcel is located to the east of the village and the other sites, 2 and 3, are to the south. The objective of this zoning was to provide for some of the employment need in the village and to lessen the employment dependency on Mellifont Abbey. To date a portion of the site to the south of the village has been developed for the purposes of an agri-showroom. It is important to develop sustainable employment opportunities to reduce the number of residents who have to commute to larger employment centres such as Drogheda.

Tourism could make an important contribution to the local economy. Collon has a historic village which is set in a highly scenic landscape close to Mount Oriel, Brú na Bóinne and Mellifont Abbey. There is an opportunity for the village to market itself as an alternative 'rural' location to stay while visiting this area.

### Policy

- COL 7 To safeguard and facilitate the provision of sustainable local employment opportunities.**
- COL 8 To facilitate new commercial and retail development commensurate with its population size, location and traditional built environment.**
- COL 9 To support and promote sustainable tourism development in Collon.**
- COL 10 To permit development of the industrial zones detached from the village subject to adequate water and wastewater facilities to the satisfaction of the Council.**

## 7.6 Infrastructure

In the village centre there is conflict between road vehicles and pedestrians given the volume of traffic passing through the village on the N2. Speed platforms, guard rails and traffic bollards have been installed on School Lane and the Drogheda Road, in addition to footpath improvements. To promote the social and economic well-being of the village, increased priority will need to be given to pedestrians and cyclists rather than to vehicles, in so far that it is possible.

In terms of public transport, the village is well serviced by the Drogheda to Ardee, Dublin to Clones and Dublin to Monaghan bus routes operated by Bus Éireann. Further, though less frequent services are funded under the Rural Transport Programme and provided by Louth Linx to Dundalk and to rural areas adjacent to Drogheda.

The water supply for Collon is sourced from a number of bored wells in and adjacent to the village. Particular care must be taken when assessing proposals for any activities or developments which are within the Groundwater Source Protection Zones, in order to militate against contamination.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

**Policy**

**COL 11** To explore and facilitate, the provision of improved bus infrastructure.

**COL 12** To improve mobility to and within the village centre through improved traffic management and improvements to pedestrian and cycling facilities.

**COL 13** To undertake further improvements to footpaths surfaces and drainage where required.

## Chapter Eight Dromiskin

### 8.1 Plan Area

Dromiskin village is located approximately 10 kilometres south of Dundalk, between the M1 motorway and the N1 Dublin/Belfast national route. It was originally a Celtic monastic site. Located at a crossroads, the settlement gradually extended along the roadway north from the crossroads.

Church View, a social housing scheme, was one of the first residential estate type developments. Between late 1990's and 2006 the scale and speed of residential development was unprecedented, due mainly to its proximity to Dundalk. Suburban type housing has been provided in a linear pattern along the northern road out from the core. This development is in a complete adhoc fashion, the layouts dictated by field boundaries and landownership. Other routes to the village are typified by ribbon development with a proliferation of individual accesses. This is compounded by additional ribbon development to the north, immediately outside of the Plan boundary.

#### Policy

**DROM 1 To support Dromiskin in its role as a local rural service centre, provide for public open space, recreational and amenity uses and community services and facilities, for its population and that of its rural hinterland where the principles of environmental, economic and social sustainability including protection of the village's heritage, the natural and built environment are enshrined.**

### 8.2 Population and Housing

Dromiskin experienced exceptional growth during the late 1990's and early 2000's. It was a small rural village which grew to have a population of 915 by 2002. It was estimated to have had a population of 1,058 in 2013.

As per Variation No. 3 of the Louth County Development Plan 2009-2015, the lands zoned for residential development remain so zoned. It is proposed to provide additional residential zoned lands extending to 1.35 ha located to the north of the village to cater for the projected population growth in compliance with the core strategy. In total there is 7.556ha of undeveloped land available. The Council will seek to promote the consolidation of the core area and its organic growth, the development of infill sites and the reuse of brownfield sites.

#### Policy

**DROM 2 To promote and facilitate limited residential development that is commensurate with the nature and extent of Dromiskin and which will assist in consolidating, over this Plan period, in compliance with the Core Strategy.**

### 8.3 Community Facilities

Dromiskin provides for a range of services and community facilities which include *inter alia*: for a petrol filling station, local shops and supermarket, fast food outlets and public house in addition to a Church, primary school, post office and playing fields. In assessing any future residential development consideration should be afforded to the resultant school places required and how this can be met.

#### Policy

**DROM 3** To encourage the provision of additional community facilities serving Dromiskin in order that it may become a more self-sufficient and sustainable community.

**DROM 4** To promote and facilitate the provision of centrally located open space, recreational and amenity uses and the extension of community facilities together with cohesive pedestrian and cycling linkages.

### 8.4 Natural and Built Heritage

The village sits within a flat rural landscape setting in the county. It is important that a clear distinction is established between the village and the countryside.

Historically, it was an important monastic centre. This is evident on the eastern approach to the village where there are prominent views of a round tower standing in the churchyard of the site of the early monastic site. In addition to 13 archaeological sites, a proportion of the north of the village lies within an Area of Special Archaeological Interest which is afforded protection under the National Monuments Act, as demarcated by the accompanying Dromiskin Composite Map 2.7 (A). It is important to ensure that future development shall not be detrimental to the character of the archaeology within the village, its setting and be sited and designed with care to protect monuments and their settings.

Within the plan boundaries there are five protected structures, as detailed in Table 8.1:

**Table 8.1 Dromiskin Protected Structures**

ID Number	Name of Structure
LHS 012-030	Church of St Peter 1926
LHS 012-032	Cromeen House c1900
LHS 012-033	Round Tower, Cross & Church late C19th
LHS 012-035	St Margaret/St Ronan's Church of Ireland (disused) 1821
LHS 012-037	Dromiskin National School 1927

### **Policy**

**DROM 5 To seek to provide a clear distinction between the village and the countryside in order to enhance and preserve its setting.**

## **8.5 Commercial and Enterprise Development**

It is estimated that in the region of 88 people were employed within the settlement of Dromiskin in 2013. Many residents have to commute to Dundalk and elsewhere to avail of employment opportunities.

### **Policy**

**DROM 6 To safeguard and facilitate the provision of local sustainable employment opportunities.**

**DROM 7 To facilitate new retail and commercial commensurate with its population size, location and traditional built environment.**

## **8.6 Infrastructure**

The elongated, linear form of this village does not lend itself easily to the provision of pedestrian and cycling infrastructure. While the village core, school and Church are located to the south, St Josephs GFC and substantial residential developments are located a considerable distance to the north.

Bus Éireann services Dromiskin via the Dundalk to Annagassan Route daily. The Rural Transport Initiative provides one additional service to Dundalk on a weekly basis and Castlebellingham once a month. It is important to facilitate with service providers an expansion to the existing public transport services in order to decrease reliance on private cars and to safeguard social exclusion of persons living in the village and adjoining rural areas, who do not have access to private transport.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW)

The village centre and St Ronan's Villas has been subject to local flooding resulting from culverting and blockages to drainage network.

**Policy**

- DROM 8** To seek the provision of comprehensive pedestrian linkages within the centre of the village with improved linkages to community facilities and services.
- DROM 9** To facilitate with service providers an expansion to the existing public transport services.
- DROM 10** To retain and protect streams in order to alleviate flood risk and impact on receiving waters.

## Chapter Nine Knockbridge

### 9.1 Plan Area

Knockbridge is a small crossroads settlement located approximately 6 km southwest of Dundalk. The village centre is located at the intersection of the R171 regional route from Dundalk to Ardee and a county road, with the village shop, public house, primary school and community services centre, located at the core of the village. There is quite a strong streetscape at the crossroads but the remainder of the village is comprised primarily of detached dwellings with varied setbacks and newer housing developments which are accessed off single entrances. There is no distinct divide as such, between the village and the surrounding countryside with considerable ribbon development particularly to the east and west of the village.

#### Policy

**KNOC 1 To support Knockbridge in its role as a local rural service centre for its population and that of its rural hinterland where the principles of environmental, economic and social sustainability including protection of the village's heritage, the natural and built environment are enshrined.**

### 9.2 Population and Housing

Since the 2009-2015 Louth County Development Plan, Knockbridge has not experienced any substantial residential development which had characterised the previous plan period. The 2013 population as determined by the Geodirectory is approximately 561 persons. There remains approximately 1.3 ha of undeveloped residential zoned land within the development boundary and it is proposed to provide additional residential zoned lands extending to 0.55ha to cater for the projected population growth in compliance with the core strategy.

#### Policy

**KNOC 2 To promote and facilitate limited residential development, that is commensurate with the nature and extent of Knockbridge and which will assist in consolidating the urban footprint over this Plan period, in compliance with the Core Strategy.**

### 9.3 Community Facilities

Knockbridge is a small village. Its facilities include a community centre, primary school, Church, crèche, medical centre, a public house, shop, petrol pumps and sub post office. St. Brides GFC grounds and Stephenson Pond are located to the east of the village boundary, beyond the existing footpath. In assessing any future residential development consideration should be afforded to the resultant school places required and how this can be met

<b>Policy</b>	
<b>KNOC 3</b>	<b>To encourage the provision of new community facilities serving Knockbridge and the surrounding rural areas.</b>
<b>KNOC 4</b>	<b>To encourage the development of a pedestrian link between the village centre to the St. Brides GFC grounds and Stephenson Pond.</b>
<b>KNOC 5</b>	<b>To provide for the provision of a public park / recreational area in front of the church as detailed by the Composite Map.</b>

#### **9.4 Natural and Built Heritage**

One of Knockbridge’s greatest assets is its scenic rural setting. Sited in a relatively elevated location in this rolling landscape, views, particularly of St Mary’s Church, are available from considerable distances in the surrounding countryside. From the northern approaches to the village, views of the rear of houses in Lisroland View are visible. To retain and enhance the village setting it will be important that any future developments have cognisance of the village’s location within the landscape.

There is 1 protected structure within the village boundary as detailed in Table 9.1 and the location of which is illustrated in the Knockbridge Composite Map 2.8 (A).

**Table 9.1 Knockbridge Village Protected Structure**

<b>ID Number</b>	<b>Name of Structure</b>
Lhs011-024	St Mary’s RC Church Knockbridge c. 1830

<b>Policy</b>	
<b>KNOC 6</b>	<b>To retain and enhance the village setting within its rural landscape</b>

#### **9.5 Commercial and Enterprise Development**

Employment within Knockbridge Village is provided primarily in the school, the pub, medical centre, shop, crèche, community hall and Drummonds Grain Store. Most locals have to travel beyond the village to find employment.

**Policy**

**KNOC 7** To ensure that Knockbridge develops a sustainable economic base by seeking to provide a range of employment opportunities locally.

**KNOC 8** To facilitate new retail and commercial development commensurate with Knockbridge's population, location and traditional built environment.

**KNOC 9** To support sustainable tourism development in Knockbridge.

**9.6 Infrastructure**

Knockbridge experiences a considerable volume of road traffic passing through. Despite the provision of yellow road markings to the north and south approaches to the village, the speed of traffic is also an issue which compromises pedestrian and cyclist safety in particular. Footpaths are provided in an adhoc fashion within the village but do extend considerable distances northeast along the Dundalk Road and eastwards from the village. The latter falls short of the GAA grounds. Thus, although new residential developments in the village are within walking distance to services, they are not easily or safely accessible.

Bus Éireann services Knockbridge on the Dundalk to Ardee Route. At present bus services drop off and pick up in the village core.

The car park opposite the church has no roadside boundary. As well as being a traffic hazard it detracts from the visual amenities of this approach to the village. It would benefit from the provision of a kerbed, tree lined boundary with designated ingress and egress points.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

**Policy**

**KNOC 10** To seek the provision of a pedestrian crossing in the vicinity of the church and school, designated bus stops with appropriate infrastructure in the village core and to prevent on street car parking, which interferes with pedestrian cyclist activity in the vicinity of the crossroads junction.

**KNOC 11** To facilitate the provision of a kerbed, tree lined boundary to the car park opposite the church including designated ingress and egress points, while facilitating access to lands to the rear.

## Chapter Ten Louth Village

### 10.1 Plan Area

Louth Village is situated on the Dundalk to Ardee Regional Route (R171), circa 11 kilometres south west of Dundalk. Originally a monastic site, the village formed around the junction of five roads with the establishment of dwellings and commercial outlets close to the edge of the through routes. The social housing scheme, Fr Finn Park is integrated within the village core whereas previous estate type developments have been developed in an adhoc manner. With the exception of the northern approach to the village, along the other four routes there is excessive ribbon development.

#### Policy

**LOU 1 To support Louth Village in its role as a local rural service centre for its population and that of its rural hinterland where the principles of environmental, economic and social sustainability including protection of the village's heritage, natural and built environment, are enshrined.**

### 10.2 Population and Housing

The village did not experience much growth prior to 2002 when it was estimated that its population was in the region of 470. Since then, the population increased to an estimated 653 in 2013.

It is proposed to provide additional residential zoned lands extending to 7.15ha to cater for the projected population growth in compliance with the core strategy. The council will seek to promote the consolidation of the core area and its organic growth, the development of infill sites and the reuse of brownfield sites. It is not necessary or appropriate to facilitate any substantial additional multi-residential development.

#### Policy

**LOU 2 To promote and facilitate limited residential development that is commensurate with the nature and extent of Louth Village and which will assist in consolidating the urban footprint, over this Plan period, in compliance with the Core Strategy.**

**LOU 3 To require development to be properly integrated in terms of access to community and recreational facilities, existing residential areas and the village centre.**

### 10.3 Community Facilities

Louth Village provides a good level of services and community facilities for its population and the surrounding rural areas and includes for local shops, fast food outlets, hairdresser, pubs petrol filling station in addition to a church, national school, post office, recycling facility, credit union and playing fields. In assessing any future residential development consideration should be afforded to the resultant school places required and how this can be met.

<b>Policy</b>	
<b>LOU 4</b>	<b>To promote new and existing local services, facilities and amenities within the village.</b>
<b>LOU 5</b>	<b>To seek the provision of playground facilities.</b>

### 10.4 Natural and Built Heritage

The village sits within an attractive landscape setting in the county. It is important that a clear distinction is achieved between the village and the countryside to protect this setting.

A large proportion of the village lies within an Area of Special Archaeological Interest which is afforded protection under the National Monuments Act. This area includes St. Mochta's House (circa 500AD) and the ruins of St Mary's Abbey, a 12th-century priory to the north of the village core. It is important to ensure that future development shall not be detrimental to the character of the archaeology within the village or its setting.

There are 5 protected structures within the boundary of this settlement as outlined in Table 10.1 and the location of which are illustrated on the Louth Composite Map 2.9 (A).

**Table 10.1 Louth Village Protected Structures**

<b>ID Number</b>	<b>Name of Structure</b>
LHS 011-001	Church of The Immaculate Conception 1890-1904
LHS 011-019	St Mochta's House & St Mary's Priory C12th
LHS 011-020	Cottage c1880
LHS 011-021	House c1930
LHS 011-030	Weighbridge/Water pump erected c1880

<b>LOU 6</b>	<b>To seek to provide a clear distinction between the village and the countryside in order to enhance and preserve its setting.</b>
--------------	---

## 10.5 Commercial and Enterprise Development

Employment within Louth Village is primarily provided through the range of services provided including education. The retention of existing commercial uses in the centre of the village, to support and service the population within the village and those within the surrounding rural areas, will sustain other uses and add to its vitality and self sufficiency.

### Policy

**LOU 7 To encourage the introduction of new and the retention of existing commercial uses in the village centre of a scale commensurate with its population size, location and traditional built environment.**

## 10.6 Infrastructure

Provision for pedestrians and cyclists within the village is complicated by the five road junctions in the central area. Significant improvements have, however been undertaken in the village. These have included new public lighting, resurfacing along the Tallanstown Road, upgrading of footpaths and the installation of road crossings, speed platforms and a ramp to assist people with disabilities. Further improvements are proposed in the village, including the provision of pedestrian linkages from the village to Mochta's GFC Grounds and the Credit Union.

Bus Éireann services Knockbridge on the Dundalk to Ardee Route (Service 167). The Rural Transport Initiative also provides a local service to Dundalk once a week. At present there is no provision for a bus drop off and pick up in the village or associated infrastructure such as seating and shelter.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

### Policy

**LOU 8 To seek the comprehensive treatment of pedestrian linkages within the village centre to residential areas and community facilities including Mochta's GFC grounds and the Credit Union, to create a more accessible and attractive pedestrian environment.**

**LOU 9 To carry out further resurfacing works on the Tallanstown Road and provide a footpath opposite the doctors surgery.**

**LOU 10 To seek the provision of designated bus stops with appropriate infrastructure in the village centre.**

## Chapter Eleven Omeath

### 11.1 Plan Area

Omeath is an isolated coastal village located 6 kilometres north of Carlingford and 10 kilometres south of Newry. It is sited on the Cooley peninsula on the southern shore of Carlingford Lough. The settlement is surrounded by dramatic landscapes with the Carlingford Lough coastline and expansive views of the Mourne Mountains to the east and the Cooley Mountains and Slieve Foye to the west.

Omeath is a very long linear settlement which has evolved primarily along the Greenore-Newry regional road. The village comprises a 'commercial centre' on a crossroads which is the location of Howe's Pub, the former Dublin House, Mulligan's general store, the Top service station and a 'civic centre' towards the southern end of the village containing the Garda Station, Credit Union, church, graveyard and primary school.

Since the late 1990's significant residential development has taken place to the west of the village centre towards the mountains which has exaggerated an historic ad-hoc pattern of development around the village. Apartment development has been prevalent east of the crossroads. This development comprises primarily of holiday homes and investment properties. In addition, scattered ribbon-type development has continued along each of the approach routes into the village, which dilutes the visual distinction between the settlement and the countryside.

The principle solution to this 'sprawl' is to encourage organic development within the designated zoned lands within the village centre rather than spread out linear development. It is also imperative to focus on redevelopment and regeneration of key infill and brownfield lands between the shore road and the Greenore-Newry road as opposed to the further development of greenfield sites away from the village core.

#### Policy

**OTH 1 To support Omeath in its role as a local rural service centre for its population and that of its rural hinterland where the principles of environmental, economic and social sustainability including protection of the village's heritage, the natural and built environment are enshrined.**

### 11.2 Population and Housing

The Geodirectory survey for the village would indicate that the population within the plan boundary has almost doubled from 460 in 2002 to 815 in 2013. However the 2011 census revealed that 258 dwellings or 34.8% of dwellings in Drummullagh electoral division were unoccupied on census night. This represents a very significant level of vacancy and is reflective of the demand for holiday homes and second homes prevalent in these highly scenic areas.

As per Variation No. 3 of the Louth County Development Plan 2009-2015, the lands zoned for residential development remain so zoned. It is not proposed to provide additional residential zoned lands within the village. The council will seek to promote the consolidation of the core area and its organic growth, the development of infill sites and the reuse of brownfield sites.

It is desirable to provide a mixture of uses in the village centre including shops, workshops, office and residential activities while also creating defined building lines and a much needed urban streetscape. It is important that new buildings reflect the traditional character, form and established building designs of the landmark buildings around the village. The building height of Howe's House and former Dublin House should be used as markers for building heights.

#### **Policy**

**OTH 2 To promote and facilitate a mixture of uses including residential development within the village centre that is commensurate with the nature and extent of Omeath and which will assist in consolidating the village footprint, over this Plan period, in compliance with the Core Strategy.**

### **11.3 Community Facilities**

Omeath has a range of services which include *inter alia*: shops, pubs, restaurants and cafes, fast food outlets, hotel, petrol station in addition to a church, national schools, community centre, caravan park, playground and playing fields, crèche, post office and credit union. However this range of services needs to be expanded as the village lacks some essentials such as a pharmacy and youth facilities, which are important for the surrounding dispersed rural community. Playing fields which are home to the Cuchulainn Gaels Gaelic Athletic Club are peripherally located to the south of the village accessed by a narrow county road, with no footpath or lighting. A recent extension has been constructed to St. Brigid's National School, Ardagh.

#### **Policy**

**OTH 3 To provide for any identified shortfall in community facilities or services and facilitate the improvement of same.**

### **11.4 Natural and Built Heritage**

The natural heritage of the Omeath shoreline and the Cooley Mountains are afforded protection under both national and European legislation. The Omeath shore lies within a Special Area of Conservation (SAC) and a proposed National Heritage Area (pNHA). Any development likely to impact on these designations will be assessed having regard to policy as set out in Chapter 5. The village is also set in a designated Area of High Scenic Quality (AHSQ) given its natural scenic landscape.

The main focal area in Omeath is its coastline centred on the pier head where a ferry connects the village to Warrenpoint during the summer. This is both a tourist attraction and local amenity. Improvements undertaken in this area of the village have included enhanced surface treatment, car parking facilities and seating. It is important to develop further attractive urban spaces and amenity facilities in the village with a series of pedestrian routes linking and connecting them.

There are 12 protected structures within the boundary of the village as detailed in Table 11.1 and the locations of which are illustrated on the Omeath Composite Map 2.10 (A).

**Table 11.1 Omeath Protected Structures**

<b>ID Number</b>	<b>Name of Structure</b>
LHS 002-001	Former St Andrew's Church 1838
LHS 002-003	Woodvale Drummullagh c. 1870
LHS 002-004	(Former) St. Andrew's National School c.1840
LHS 002-005	Omra Park Drummullagh c.1800
LHS 005-001	Former coast guard house c1800
LHS 005-002	Former coast guard house C1800
LHS 005-003	Former coast guard house C1800
LHS 005-004	Former coast guard house C1800
LHS 005-066	Bayview House c1800
LHS 005-067	Prospect House c1740
LHS 005-068	Nucella Lodge c.1840
LHS 005-069	Oberon Villa c1880

Howe's House is a landmark building at the crossroads which is in use as a public house. On the opposite side of the Newry- Greenore Road, the former Dublin House provided further definition and streetscape on an important corner site prior to being burnt down. Prospect House is a detached two-storey house built c. 1740. Incorporated within the Mullach Alainn residential development, the planning permission required that this building be restored. To date this has not been undertaken and it remains vacant. Nucella Lodge built around 1840 occupies a prominent centrally located site to the west of the Newry Road. It is crucial that any future development in its proximity should conserve its setting.

## **Policy**

- OTH 4** To seek to undertake a village design statement for Omeath developing a comprehensive streetscape scheme in order to improve the quality, image and appeal of the village environment and inform planning decisions. This statement should have particular respect to buildings and areas of architectural and historic importance and provide for pedestrian and cyclists linkages throughout the village.
- OTH 5** To retain and enhance the village setting within its unique scenic landscape.
- OTH 6** To permit development only if it contributes to the reinforcement of a clear urban structure particularly on the Newry – Greenore Road, the road to the pier and the shorefront.
- OTH 7** To seek the further sustainable development of the shore line for amenity purposes and the development of attractive urban spaces and amenities within the village with pedestrian linkages to and between them.

### **11.5 Commercial and Enterprise Development**

Omeath has long been established as a summer tourism centre particularly for day- trippers and caravan holidays. Its range of tourism attractions extends from its coastal location to its key position on the Táin Way walking tour and Táin Trail cycling route around the Cooley Peninsula and its proximity to the Cooley mountain range. In addition, the Louth Economic Forum's Tourism and Heritage Plan has, as one of its signature projects the establishment of a coastal trail stretching between Omeath to Baltray in the south of the county. Investment in the caravan parks and facilities for campers could reinforce its attraction.

Due to fuel prices south of the border generally being cheaper over recent years Omeath attracts a substantial trade from Northern Ireland for fuel; hence three petrol stations are located within the village. However, Omeath lacks diversification in other retail outlets. It is key that the village retail offer is sufficient to cater for the basic convenience and comparison requirements of its existing population and that of the adjoining rural areas.

The services and facilities within the village provide for local employment including education. Into the future, it is important that a range of sustainable employment opportunities are provided within the village of Omeath.

<b>Policy</b>	
<b>OTH 8</b>	<b>To ensure that Omeath develops a sustainable economic base by seeking to provide a range of employment opportunities locally.</b>
<b>OTH 9</b>	<b>To facilitate new retail development and services commensurate with the village's population size, location and traditional built environment.</b>
<b>OTH 10</b>	<b>To support sustainable tourism development in Omeath.</b>
<b>OTH 11</b>	<b>To support the development of the Coastal Trail from Omeath to Baltray, in so far as it relates to Omeath.</b>

## **11.6 Infrastructure**

The long, linear nature of Omeath often means that traffic does not respect the speed limit. This together with the volume of traffic purchasing fuel creates conflict between traffic, particularly through traffic and pedestrians and cyclists. It is vital that measures are put in place to manage traffic in the village and that greater priority is given to pedestrians and cyclists.

It is acknowledged that comprehensive renewal works are required in Omeath which would include upgrading the road and footpaths through the centre of the village and the installation of traffic calming measures. These works however are pending the provision of water and sewerage infrastructure which may be laid along this route.

Beyond the private car Omeath can also be accessed by transport modes including bus services, cycling and walking. The village is serviced by a limited number of daily bus services to Dundalk and Newry provided by Bus. A limited number of additional services are provided by Louth Lynx and Halfpenny Travel. Improved access to and use of such alternative modes of transport would have environmental benefits and alleviate road side parking and congestion.

Work has been completed on the final stage of the Carlingford-Omeath Greenway, an 8km off road cycle and walkway between Omeath Village and Carlingford which was officially opened in August 2014.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

**Policy**

- OTH 12** To facilitate, with service providers, an expansion of the existing public transport services and other measures such as the provision of bus shelters and bus lay-bys.
- OTH 13** To manage traffic in the village so that greater priority is given to pedestrians and cyclists.
- OTH 14** To undertake comprehensive renewal works including upgrading footpaths and the roads through the centre of the village and installation of traffic calming measures, pending the provision of sewage and water infrastructure, a Village Design Statement and availability of funding.

## Chapter Twelve Tallanstown

### 12.1 Plan Area

The village of Tallanstown occupies a picturesque location on the edges of the River Glyde. Triangular in shape, the village centre was developed in the 19th century to house workers on the nearby Louth Hall estate. It is located along the R171 regional route from Dundalk to Ardee some 13 kilometres from Dundalk. The village shop, crèche and public house are located at the triangular core. There is quite a strong streetscape in the centre of the village but the remainder of the village is comprised primarily of semi-detached and detached dwellings with varied setbacks and newer housing developments which are accessed off single entrances. There is no distinct divide as such, between the village and the surrounding countryside with considerable ribbon development particularly along the northern approaches of the village.

#### Policy

**TAL 1 To support Tallanstown in its role as a local rural service centre for its population and that of its rural hinterland where the principles of environmental, economic and social sustainability including protection of the village's heritage, the natural and built environment are enshrined.**

### 12.2 Population and Housing

Tallanstown experienced its most significant growth between 2002 and 2008. In 2002 the population within the Tallanstown plan boundary was in region of 403 persons, increasing to 640 in 2008. This represented a 59% increase over this period. Since 2008 there has been no new residential development within the village and the population in 2013 was 650 persons.

Prior to 2002 the housing stock in the village comprised predominately of social housing, (approximately 102 dwellings). Newer developments consisting of Tallanstown Manor, Tallansfield Manor and Glyde View have contributed to significant additional growth. Planning permission has been granted for two further developments comprising of a total of 90 dwelling units. While the planning permission for 50 of these units was activated, in that some works were started on site, this permission has since lapsed. There appears to have been little demand for new housing since the collapse in the property market from 2008 onwards.

It is not necessary or appropriate to zone significant tracts of lands for development over the period of this Plan, rather a modest additional allocation of 0.5 hectares has been allocated which will seek to promote the consolidation of the village core through organic growth from the centre outwards, reuse of brownfield sites and the development of infill sites.

**Policy**

**TAL 2 To promote and facilitate limited residential development over this Plan period which will provide for the organic growth of Tallanstown and which will assist in consolidating and enhancing its built form, in compliance with the Core Strategy.**

**12.3 Community Facilities**

Tallanstown has a range of local services which include *inter alia*: shop, pubs, off-licence, fast food outlet, church, national school, playground and playing fields, crèche, sub-post office and credit union. The Glyde Rangers grounds are to the south of the village beyond the existing footpath.

**Policy**

**TAL 3 To facilitate the provision and extension of community facilities serving Tallanstown.**

**TAL 4 Encourage the development of a pedestrian link and lighting between the village centre to the sports ground.**

**TAL 5 To seek the provision of playground facilities.**

**12.4 Natural and Built Heritage**

One of Tallanstown's greatest assets is its scenic rural setting. Sited along a meandering section of the Glyde River all future development should maximise the amenity and recreational potential of the river. The linear public park along the Marsh Road and wildlife sanctuary at the southern fringe of the settlement enhance the amenities of the area.

Many improvement schemes to the village have been carried out in co-operation with the Tallanstown Tidy Towns Committee with the support of the local community. As a direct result of this commitment, Tallanstown was awarded the title of Ireland's Tidiest Town 2010.

The village contains a number of archaeological features the most apparent being the motte in the park. There are 2 protected structures within the boundary of the village as detailed in Table 12.1. Their locations are identified in the accompanying Composite Map 2.11(A).

**Table 12.1 Tallanstown Protected Structures**

<b>ID Number</b>	<b>Name of Structure</b>
LHS 011-011	National School 1840
LHS 011-012	St Paters Catholic Church c1780

**Policy**

**TAL 6 To protect archaeology within the village.**

**TAL 7 To retain and enhance the village setting within its rural landscape.**

**TAL 8 To establish a minimum 20 metre wide riparian corridor free from development along each edge of the River Glyde, consistent with habitat protection, maintenance access requirements, flood alleviation and recreational requirements. Any proposed path should, where feasible, be located a minimum of 6 metres from the top of the river edge.**

**12.5 Commercial and Enterprise Development**

There is no major commercial enterprise within Tallanstown village. As such employment opportunities in the village are limited mainly to the pubs, shops, school and crèche

In the Tallanstown Village Local Area Plan 2003 - 2009 two areas were designated as enterprise parks. Permission has been granted for a warehouse type development on the larger of these sites. Work on this development has not yet commenced.

**Policy**

**TAL 9 To ensure that Tallanstown develops a sustainable economic base by seeking to provide a range of employment opportunities locally.**

**TAL 10 To facilitate new retail and commercial development commensurate with Tallanstown's population size, location and traditional built environment.**

**12.6 Infrastructure**

Within the village area there are four road junctions in addition to accesses to the various residential developments. A textured surface has been provided in order to indicate that this is a shared pedestrian and vehicular space. This seeks to minimise conflict between traffic, pedestrians and cyclists. In recent years footpaths have been upgraded, speed platforms installed, new public lighting standards erected, disability crossings installed and overhead services were under-

grounded. Further road scheme improvements, the overlaying of sections of road surface in the village centre along the southern approach to the village and the provision of a new section of footpath are proposed. It is crucial that the centre of the village is easily assessable and that it is pleasant to walk between the various uses and amenities.

Bus Éireann services Tallanstown on the Dundalk to Ardee Route. At present bus services drop off and pick up in the village core but infrastructure provision including timetables, seating and shelter is extremely poor.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

<b>Policy</b>	
<b>TAL 11</b>	<b>To facilitate the provision of a safe and assessable village centre.</b>
<b>TAL 12</b>	<b>To undertake further road and footpath improvements subject to the availability of funding.</b>
<b>TAL 13</b>	<b>To facilitate, with service providers, an expansion to the existing public transport services including the provision of bus infrastructure within the village.</b>

## Chapter Thirteen Termonfeckin

### 13.1 Plan Area

Termonfeckin is located to the south of County Louth some 7 kilometres from Drogheda. The older part of Termonfeckin is rustic in appearance. Lying in a valley transversed by the Ballywater River, it is set amidst a dense landscape of hedges and trees, with stone walls and hedging creating roadside boundaries. The two churches St Fechin's and the Church of the Immaculate Conception create strong landmarks. The pub and shops provide a focus to the village. Residential development in the centre of the village is typified by individual dwellings in large, heavily landscaped gardens.

Termonfeckin has experienced unprecedented pressure for new residential developments over recent years. These have not followed the original built form and boundary treatment, but comprise substantial suburban type housing developments accessed by single entrances. These are located mostly to the north of the village.

Along the coast road to the south of the village there is excessive ribbon development along both sides of the road. In an effort to curtail this type of development the 2003 local area plan encompassed these dwellings within the boundary. However this has resulted in further in-depth development exasperating this growth. Thus this area is no longer included in the settlement boundary and thus falls within the remit of the rural housing policy as set out in Chapter 2.

#### Policy

**TERM 1 To support Termonfeckin in its role as a local rural service centre for its population and that of its rural hinterland where the principles of environmental, economic and social sustainability including protection of the village's heritage, the natural and built environment are enshrined.**

### 13.2 Population and Housing

The population of Termonfeckin grew extremely rapidly from 2002 to 2006. This intense pressure for residential development was primarily due to the village's proximity to Drogheda and the Dublin – Belfast motorway. The population within the plan area increased from some 567 persons in 2002 to 1,398 in 2013. Duffs Farm, the Stable, Brabazon and the Spires are larger developments which have contributed to this growth.

Over this Plan period it is proposed to promote and facilitate limited population growth in locations close to the village centre. As the village is characterised by mature vegetation, all new development should generate a proper landscape response including, where appropriate, stone wall and hedgerow boundaries.

## **Policy**

**TERM 2 To promote and facilitate limited residential development that is commensurate with the nature and extent of Termonfeckin, within landscaped settings with comprehensive stone and hedgerow boundary treatments, in compliance with the Core Strategy.**

### **13.3 Community Facilities**

Termonfeckin has a range of services which include inter alia for; shops, pubs, restaurant and cafes, fast food outlets, hotel, petrol station, hairdressers/barber, ATM, in addition to 2 churches, national school, community centre, playing fields, crèche, post office, nursing home and credit union.

The level of community services in the village centre has not expanded greatly in tandem with the growth in population experienced. The Waterside Hotel has however been extensively refurbished and the Centra Store does provide for the day to day needs of the community. Drogheda which is just 7 kilometres south of the village, offers an extensive range of services.

Termonfeckin is home to An Grianán. An Grianán is located on substantial grounds and offers a wide variety of courses for adults. In close proximity to the village there are two international links golf clubs, County Louth Golf Club and Seapoint Golf Club. Termonfeckin Strand is also located close to the village. The Strand is an attractive beach and provides excellent recreational opportunities both for locals and day trippers. Termonfeckin Soccer pitch is located within the village boundary while the Gaelic grounds are located some distance away at Beaulieu.

## **Policy**

**TERM 3 To maintain and enhance existing, and provide additional community facilities and services to serve the residents of Termonfeckin and surrounding rural area.**

**TERM 4 To secure the provision of a playground in the village**

**TERM 5 To retain and enhance existing trees and vegetation throughout the village area.**

**TERM 6 To improve comprehensive pedestrian and cycling linkages to and within the village centre and between residential areas, schools and recreational areas.**

## 13.4 Natural and Built Heritage

The centre of Termonfeckin lies within a valley which provides a sense of enclosure and shelter in comparison to the exposed coastal area nearby. Within the village the Ballywater River and vegetation provides a strong connection to the landscape. Many of the streets in the centre of the village are narrow and enclosed which adds to the rustic character and charm of the village. New development which is located on the arterial roads is not however consistent in form or character. Given the quantity of undeveloped lands within the boundary of this settlement it is important that the village form is defined and that views of the two churches remain unimpeded.

The Ballywater River is visually attractive and represents an opportunity to open up the river to provide a riverside walk within a riparian corridor and provide an enhanced recreational role.

The central area of Termonfeckin is designated an Area of Special Archaeological Interest which is afforded protection under the National Monuments Act, as demarcated by the accompanying Composite Map 2.12 (A). It is important to ensure that future development shall not be detrimental to the character of the archaeology within the village.

There are 11 protected structures within the boundary of the village as detailed in Table 13.1 and the locations of which are illustrated on the Composite Map 2.12(A).

**Table 13.1 Termonfeckin Protected Structures**

<b>ID Number</b>	<b>Name of Structure</b>
LHS 022-005	Church of The Immaculate Conception
LHS 022-006	Bridge
LHS 022-007	Termonfeckin Thatch
LHS 022-008	St Fechin's Church & High Cross
LHS 022-009	Termonfeckin Castle
LHS 022-010	Newtown House/An Grianan
LHS 022-020	Termonfeckin Parochial House
LHS 022-022	House
LHS 022-023	House, Main St. C.1920 modern extension
LHS 022-024	Highfield House
LHS 022-025	Curates House

There are a number of archaeological features within the village which are contained within the Record of Monuments and Places. Their locations are illustrated on the Composite Map 2.12 (A).

**Policy**

- TERM 7** To seek that all new developments are set within heavily landscaped settings with comprehensive stone and hedgerow boundary treatments.
- TERM 8** To preserve the views of the St Fechin's and the Church of the Immaculate Conception.
- TERM 9** To establish a minimum 20 metre wide riparian corridor free from development along each edge of the Ballywater River, consistent with habitat protection, maintenance access requirements, flood alleviation and recreational requirements. Any proposed path should, where feasible, be located a minimum of 6 metres from the top of the river edge.

### 13.5 Commercial and Enterprise Development

There is no major commercial enterprise within Termonfeckin village. An Grainan is the largest employer with other employment opportunities in the village being provided mainly by pubs, shops, schools and crèche.

The village has experienced very rapid, significant population expansion with new residents having an outward focus including commuting to Drogheda and further field to work. It is important that the village creates a more sustainable living environment. It is intended that the proposed village centre zone should facilitate a blend of mainly residential and commercial, retail and social activities. Given the village's close proximity to Drogheda it is not considered prudent or necessary to zone lands for an enterprise park or similar uses.

Termonfeckin's location near Drogheda and the M1 motorway means that it is easily accessible to a large population. In the village the Waterside Hotel, Highland House and Triple House Restaurant provide accommodation and restaurant facilities close to attractions which include the coast, golf courses and Boyne Valley. It is ideally placed to capitalise on the demand for short breaks particularly in the context of the wealth of attractions located in nearby Drogheda and the associated Boyne Valley.

**Policy**

- TERM 10** To seek that Termonfeckin village centre develops a mixture of residential, commercial, retail and social uses.
- TERM 11** To facilitate new services and commercial development commensurate with its population size, location and traditional built environment.

**TERM 12** To support and promote sustainable tourism development in Termonfeckin.

**TERM 13** To support the development of the Coastal Trail from Omeath to Baltray, in so far as it relates to Termonfeckin.

### **13.6 Infrastructure**

The village is served by the Dublin to Grangebellew bus service (Service 189). The service is limited to 4 buses running daily. While the Rural Transport Initiative runs a local service once a week, public transport services are very limited given the village's population.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW)

Recently, to improve road safety, traffic lights and a pedestrian walkway have been provided at the bridge in the village.

#### **Policy**

**TERM 14** To facilitate the further development of the public transport system.

**TERM 15** To continue to undertake road improvement schemes and to install safety measures in the vicinity of the primary school.

## Chapter Fourteen Tullyallen

### 14.1 Plan Area

Tullyallen is situated within the Boyne Valley area, in the southern part of County Louth. It is located approximately 3 kilometres from Drogheda just off the Drogheda to Collon Road. The village initially developed around the parochial house, church and the Morning Star Pub with a small number of detached houses on dispersed plots and St. Malachy's Terrace comprising 8 houses fronting onto a green space.

A disproportionate amount of residential development has taken place in Tullyallen since the late 1990's driven by commuter demand. Much of this suburban type residential development has been undertaken on a piecemeal basis with poor relations between each in terms of open space provision, orientation of buildings and connectivity between each other and the village amenities and community facilities. It has undermined the original rural character of the village somewhat and challenges community assimilation. This emphasises the importance for physical and social integration in future developments.

#### Policy

**TUL 1 To provide for limited additional growth commensurate with the size of the settlement and based on consolidation of the village and the provision of additional community and commercial services to meet the needs of the inhabitants.**

### 14.2 Population and Housing

Over the course of the past decade Tullyallen has been under threat of becoming a satellite settlement of Drogheda or even Greater Dublin. Since the early 2000's, pressure for private residential development has been intense due to the village's proximity to a major interchange on the Dublin – Belfast motorway and consequent easy accessibility to Dublin. The population within the plan area increased from some 416 persons in 2002 to 1,128 in 2013.

The population of Tullyallen has remained quite stable in recent years. There are existing permissions for a further 67 dwelling units which potentially can accommodate an additional population of almost 175. The largest of these permissions, the Allenwood development on Watery Lane has been activated with about one-third of the 45 houses completed and occupied. Progress on this development is continuing, though at a very slow pace.

Given the extant permissions, it is not considered necessary or appropriate to prioritise significant additional lands for substantial multi-residential development in the village over the period of this Plan. Rather this Plan will seek to direct development towards the centre of the village, to avail of substantial infill and brownfield sites.

**Policy**

- TUL 2**      **To make provision for only limited new residential development that would help to consolidate and integrate existing residential areas, in compliance with the Core Strategy.**

### **14.3 Community Facilities**

The level of community facilities and services has expanded and all are centrally located adding to the physical fabric of the village core. They include inter alia for; shops, butchers, pubs, cafe, fast food outlets, petrol station in addition to a church, national school, community centre, playing fields and crèche. They enhance the appeal of and help to sustain the village. Drogheda, which is just 3 kilometres from Tullyallen, offers an extensive range of services.

Over the period of the previous plan, Scoil Naisiunta Tulach Aluinn has been extended and modernised. Tullyallen is home to Glen Emmets GFC whose grounds have been notably upgraded including the provision of a club house.

It is important that this plan continues to build on these facilities, utilising opportunities to provide improved and new facilities and services that complement those already available in the village, in the most accessible locations.

**Policy**

- TUL 3**      **To encourage the provision of additional community facilities to serve the needs of the population of Tullyallen and adjoining rural areas.**
- TUL 4**      **To promote and facilitate the provision of formal play and recreation areas including children’s play areas.**

### **14.4 Natural and Built Heritage**

One of Tullyallen’s greatest assets is its rural setting. Lying within the Boyne Valley and at the head of King Williams Glen, an Area of High Scenic Quality to the south and the Drogheda green belt to the north, it is considered that designations as set out in the Development Plan 2015 -2021 will assist the village in retaining its rural setting and protect the surrounding unspoiled rural landscape and impressive views.

A portion of King Williams Glen is included in the River Boyne and Blackwater SAC and is a proposed Natural Heritage Area (pNHA) within the limits of this plan. An area of land adjoining the Glen has been identified for amenity and recreational uses. It is crucial that the future

development of these lands will enhance the appreciation of this glen and woodlands which are considered to be of national importance.

Mature trees, hedgerows and stone boundaries extend into the heart of the village and contribute to its attractiveness, character and visual amenities. These natural features should be integrated within new development.

Historically Tullyallen is very significant in that it played a role in the 1690, Battle of the Boyne. Occupying prominent sites within the village are Mellifont Parish Church and the parochial house dated 1898 and c.1900 respectively. These are protected structures. Tullyallen is rich in archaeological features which are afforded protection under the National Monuments Act, as demarcated by the accompanying Composite Map 2.13 (A). It is important to ensure that future development shall not be detrimental to the character of the archaeology within the village.

**Table 14.1 Tullyallen Protected Structures**

<b>ID Number</b>	<b>Name of Structure</b>
LHS 024-013	Parochial House
LHS 024-014	Mellifont Parish Church

<b>Policy</b>	
<b>TUL 5</b>	<b>To retain Tullyallen's distinct rural setting and enhance the northern and eastern approaches to the village.</b>
<b>TUL 6</b>	<b>To retain and protect from damage all trees, hedgerows and boundaries that contribute to the environment, including those identified by the Composite Map.</b>
<b>TUL 7</b>	<b>To ensure any permitted development will not be detrimental to sites of archaeological interest, protected structures or their settings and to ensure that proposed development acknowledge and be sensitive to the wider landscape setting north of the Buffer Zone of the Brú na Bóinne World Heritage Site.</b>

### **14.5 Commerical and Enterprise Development**

In 2011 there were fewer than 27 persons employed in the village. Relative to the size of the population this was extremely low and demonstrates how unsustainable the growth of this village has been. To secure a spread of employment opportunities throughout the county, commercial and employment opportunities commensurate with the needs of the village population will be encouraged primarily within the village core. However other locations within the development boundary will be considered where it is demonstrated to the satisfaction of the planning authority that no suitable site exists within the village core. The village lies at the core of the historic Boyne Valley and as such, affords easy access to a broad range of attractions including Townley Hall, its woodlands and golf course, King Williams Glen (pNHA), Brú na Bóinne, Mellifont Abbey, and

Monasterboice. These historic, natural and built attractions contribute to the appeal of the village and give it the potential to be an attractive tourist destination particularly in relation to short breaks.

<b>Policy</b>	
<b>TUL 8</b>	<b>To encourage commercial and employment opportunities primarily within the village core, commensurate with the needs of the village population while preserving the residential amenities of any adjacent properties.</b>
<b>TUL 9</b>	<b>To promote and support sustainable tourism development in Tullyallen.</b>
<b>TUL 10</b>	<b>To utilise opportunities to provide shops, facilities and services that complement those already available in the village, in the most accessible central locations and at a scale that is commensurate with the needs of the existing and anticipated population of Tullyallen.</b>

#### **14.6 Infrastructure**

The village has benefited from a significant village renewal scheme carried out from the R169 through to King William's Glen. To enhance the safety of road users and pedestrians, road markings are to be provided and signage and flashing beacon lights installed in vicinity of the primary school.

Tullyallen is served by the Drogheda to Ardee bus route which is limited to 5 buses running daily. The Rural Transport Initiative provides a weekly service between Collon and Drogheda on Fridays.

Environmental improvements have been completed over recent years providing a comprehensive treatment of pedestrian linkages to and within the village. These have included the realignment of junctions to provide footpaths, improved pavement surfaces, street lighting and landscaping to create a more accessible and attractive pedestrian environment.

The provision of public water and wastewater facilities now lies with and is subject to Irish Water (IW).

**Policy**

- TUL 11**      **To undertake road safety measures in the vicinity of the primary school.**
- TUL 12**      **To permit new development only where the council is satisfied that the waste water treatment plant and water supply has adequate capacity to cater for committed development and sustainable growth.**
- TUL 13**      **To facilitate, with service providers an expansion to the existing public transport services and bus infrastructure.**
- TUL 14**      **To retain and protect streams in order to alleviate flood risk and impact on receiving waters.**

## **Chapter Fifteen**

### **14.1 Introduction to Level 4 Settlements**

The Louth County Development Plan 2015-2021 contains Maps for the 24 Level 4 Settlements, namely Ballapousta, Bellurgan, Ballagan, Darver, Dromin, Faughart, Glenmore, Grange, Grangebellew, Greenore, Gyles Quay, Kilcurry, Kilkerley, Lordship, Mountbagnal, Muchgrange, Philipstown, Ravensdale, Reaghstown, Sandpit, Sheelagh, Stabannon, Tinure and Willville as illustrated on Maps 2.14 – 2.37 inclusive.