

APPENDIX 1

Settlement Capacity Audit - Dundalk

1. Introduction

The National Planning Framework advocates greater co-ordination between land use zoning and the availability of infrastructure. This is to be delivered by carrying out an analysis of lands available for development and distinguishing between lands that are ‘served’ and ‘serviceable’, with the lands ranked ‘Tier 1’ and ‘Tier 2’ accordingly.

Tier 1: Served Zoned Land	These are lands that can connect to existing services and are therefore ‘ready to go’.
Tier 2: Serviceable Zoned Land	These are lands that are presently not sufficiently serviced to support new development but have the potential to be fully serviced within the life of the Plan. The potential for delivery of the required services and/or upgrades to existing infrastructure is to be identified.

2. Methodology

The methodology for preparing a ‘Settlement Capacity Audit’ is set out in the Development Plan Guidelines (2022), which has been informed by Appendix 3 of the National Planning Framework ‘A Methodology for a Tiered Approach to Land Zoning’.

An analysis of all undeveloped lands within the development boundary of Dundalk was undertaken with regard to infrastructure availability/investment requirements to serve each site. This includes lands zoned for residential, employment, mixed use, and tourism uses. An analysis of lands identified as ‘Strategic Reserve’ was also carried out.

To ensure there is co-ordination between the zoning of land for development and the availability of infrastructure to facilitate development the National Planning Framework requires a tiered approach to be taken to land use zoning to distinguish between lands that are ‘served’ (Tier 1) and ‘serviceable’ (Tier 2). The Development Plan Guidelines (2022) provides further details on the methodology for carrying out these ‘Settlement Capacity Audits’.

The maps accompanying the analysis will detail the following:

- Infill and brownfield lands (as located within the existing built-up area);
- Greenfield Lands;
- Lands with an extant permission;

The infrastructure analysis will focus on transportation and water services infrastructure. Information was gathered by a series of internal consultations between the Forward Planning Team and the Transportation and Water Services section of the Council and external engagement with Uisce Éireann.

The following information was provided as part of these consultations:

- i) Any infrastructure deficits that would impede the development of the identified sites;
- ii) The current status of any plans/projects to address any infrastructure deficits identified;
- iii) The anticipated timeframe for the delivery of these plans/projects.

A more detailed breakdown of this assessment at departmental level is as follows:

Sector	Infrastructure Type	Assessment Overview
Transportation	Roads	Can the lands be accessed directly from the public road?
		Are the lands dependent on the construction of any link roads?
	Footpath	Is there a public footpath to the lands?
	Public Lighting	Is there public lighting to the lands?
Water Services	Water	Is there a public water main in proximity to the lands?
		Is there available capacity in the water supply to accommodate the development of the lands?
		Is there capacity in the distribution network?
	Wastewater	Is there a public sewer in proximity to the lands?
		Is there capacity in the wastewater treatment plant the lands would discharge to?
		Is there capacity in the local foul sewer network to accommodate any additional loading?







3. Categorising Lands as Tier 1 or Tier 2




Tier 1 lands are serviced lands that have access to the necessary transport and water services infrastructure. Generally, all lands within or contiguous to the built-up footprint of Dundalk would be considered Tier 1 lands.

Tier 2 lands are those lands that require investment in infrastructure to facilitate the development of the lands. A number of the land parcels reviewed as part of this Settlement Capacity Audit consist of large parcels of land. It should be noted that in certain instances part of these lands could be developed without requiring additional infrastructure investment. This would be dependent on the nature and scale of the development proposed.

A traffic light matrix has been used to infrastructure deficiencies as follows:

- Green – Infrastructure/services available.
- Amber – Further investment infrastructure/services required. It is likely that this investment can/will be provided during the life of the Plan.
- Red – Infrastructure/services/ unavailable and unlikely to be provided during the life of the Plan.

Settlement - Dundalk	
Tiered Zoning Analysis	
Land Use	RES
Infrastructure Type	Site 9
Roads	
Footpath	
Public Lighting	
Water	
Wastewater	
Tier 1 or Tier 2	

Legend	Tier
Services/Infrastructure available	
Further investment required	
Provision of infrastructure unlikely during the Plan period	

4. Overview of Infrastructure Requirements

Water Services: The Council liaised with Uisce Éireann with regard to the capacity of the water services infrastructure in Dundalk and ongoing or planned projects required to improve services and facilitate future growth.

Wastewater: There are 2no. wastewater treatment plants in Dundalk; Dundalk WWTP at Soldiers Point, which has a loading capacity of c.61,000 P.E. and Blackrock WWTP, which has a capacity of c. 9,500 P.E. At the time of writing the Dundalk-Blackrock Strategic Drainage Study was ongoing. When completed, this Study will identify the preferred options for investing and upgrading wastewater infrastructure in the town that will enable the projected population and economic growth and investment to take place. Whilst there are currently constraints and/or limited capacity in parts of the wastewater network it is anticipated that these will be addressed by ongoing network reinforcement projects and the progression of recommended projects to be delivered in the Dundalk-Blackrock Strategic Drainage Study.

Water Supply: Water supply in Dundalk is sourced from the Cavanhill Water Treatment Plant and the Greenmount Water Treatment Plant. There is sufficient capacity in these plants to meet the projected water supply needs for the town during the life of the Plan. There are a number of projects ongoing that will improve the water supply and distribution network in Dundalk that will facilitate the projected population and economic growth.

Active Travel and Transport Related Infrastructure: In order to manage and facilitate the sustainable growth of Dundalk there will be a requirement for continuous investment in active travel and transport infrastructure. The National Transport Authority has allocated funding for walking and cycling infrastructure in the town. These projects are currently at the initial design stage however it is anticipated that they will progress during the life of the Plan. The Dundalk Link Roads have been identified as critical pieces of enabling infrastructure that will improve connectivity, reduce congestion, and release strategically located lands for development. The Mount Avenue Link Road is currently under construction and has been funded by the Council and at a national level through the Urban Regeneration and Development Fund. The Council will continue to engage with landowners to progress the delivery of the remaining Link Roads.

In addition to the major infrastructure projects there will also be a requirement for localised investments in footpaths cycle paths, junctions, and public lighting to facilitate new developments. Such investment requirements will be identified as part of the Development Management process.

Aligning Infrastructure Requirements with Land Use Evaluation: The NPF acknowledges that infrastructure availability is not the only criteria in determining the suitability of a site for development. Other factors include location, the scale of development envisaged, proximity to and availability of services and amenities, accessibility to transport, and environmental issues such as flooding.

Taking this into account it was decided to merge this infrastructure assessment with a land use evaluation as it will provide a more coherent overview of the suitability of lands for development in each settlement.

A matrix setting out the criteria that each site is to be assessed against was prepared. These criteria are as follows:

- Proximity to town centre;
- Contribution to the delivery of consolidated, compact growth;
- Proximity shops/services;
- Proximity to schools;
- If the location of the lands will facilitate the delivery of infill or backland development;
- Availability of public transport;
- If there are any issues with flooding.

The scoring for each of the criteria is as follows:

Criteria	Assessment	Scoring										
Proximity to town centre	Based on walking distance and connectivity with town centre.	1 point allocated for each 500 metres from town centre										
Contribution to the delivery of consolidated, compact growth	How the development of the lands would result in a more compact, sustainable settlement.	A score ranging between 1 and 5 is allocated to each category with 1 being the most optimal and 5 being the least optimal score. Legend: <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: #2e8b57; color: white; text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="background-color: #8c9e40; color: white; text-align: center;">2</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="background-color: #f4a460; color: white; text-align: center;">3</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="background-color: #e67e22; color: white; text-align: center;">4</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="background-color: #c0392b; color: white; text-align: center;">5</td> <td style="text-align: center;">5</td> </tr> </table>	1	1	2	2	3	3	4	4	5	5
1	1											
2	2											
3	3											
4	4											
5	5											
Proximity to schools and services	The distance of the lands to existing schools and services and the likely mode of transport used.											
Infill or Backland	If the location of the lands will facilitate the delivery of infill or backland development.											
Availability of public transport	The location of the lands along a public transport corridor or proximity to bus/rail stops.											
Flooding	If the lands are at risk of flooding.											

An example of the matrix is set out below. A lower score is represented by a green colour, a mid-range score by amber, and a high score with red. The sites with the lower score are considered to be more optimal locations for development.

Land Use Evaluation	RES
	Site 1
Proximity to Town Centre	3
Contribute to Consolidated/Compact growth	4
Proximity to Shops/services	3
Proximity to schools	2
Infill/Backland	4
Availability to public transport	1
Flooding	1
Total	18

5. Land Uses Evaluated

The Settlement Capacity Audit has been broken down into the following land use categories:

Land Use Category	Number of Sites Evaluated
Residential	17
Employment	9
Strategic Reserve	17

The tables and maps on the following pages detail the Settlement Capacity Audit and Land Use Evaluation for the lands reviewed as part of this evaluation.

Table 1: Settlement Capacity Audit and Land Use Evaluation for Residential Lands

Settlement - Dundalk																		
Tiered Assessment - Residential																		
Site Number	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	R18
Infrastructure Type																		
Roads	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Footpath	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Public Lighting	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Water	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Wastewater	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Tier 1 or Tier 2	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Land Use Evaluation																		
Proximity to Town Centre	4	3	5	4	4	3	4	2	2	3	3	4	5	5	3	2	3	3
Contribute to Consolidated/compact growth	4	2	4	3	3	2	3	3	3	3	3	4	4	4	3	3	4	4
Proximity to shops and services	3	2	3	3	3	3	4	3	3	3	2	4	4	4	2	3	3	3
Proximity to schools	4	3	4	2	2	2	4	3	3	2	3	4	3	4	3	2	3	3
Infill/Backland	4	1	4	3	3	2	3	3	3	3	3	4	4	4	3	3	3	3
Availability to public transport	4	3	3	3	3	3	4	4	4	3	3	4	4	4	3	4	4	4
Flooding	1	1	3	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1
Total	24	15	26	19	19	16	23	19	19	18	18	26	25	26	18	18	21	21

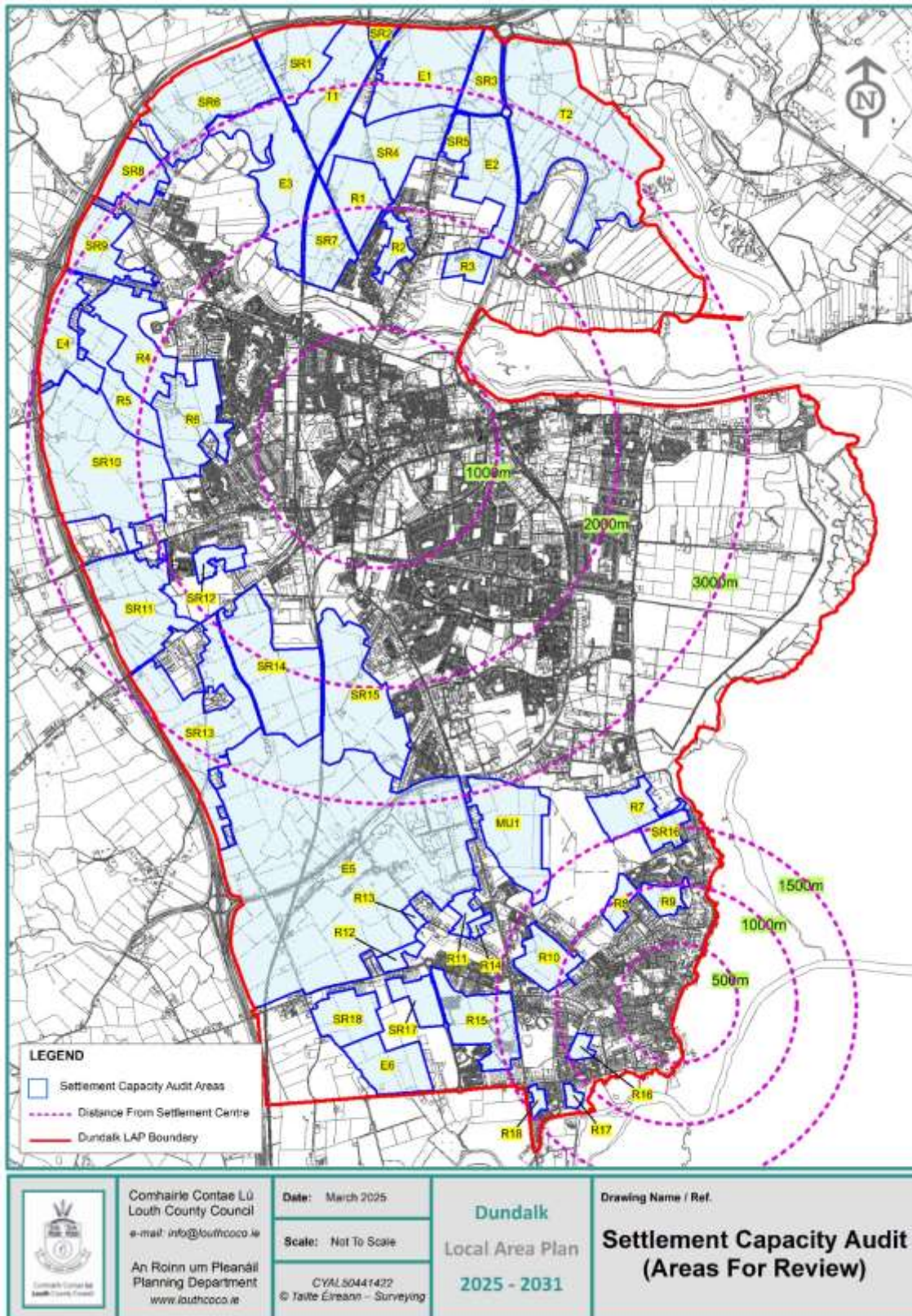
Table 2: Settlement Capacity Audit and Land Use Evaluation for Employment Lands

Settlement - Dundalk									
Tiered Assessment - Employment									
Land Use	E1	E2	E3	E4	E5	E6	MU1	T1	T2
Infrastructure Type									
Roads	●	●	●	●	●	●	●	●	●
Footpath	●	●	●	●	●	●	●	●	●
Public Lighting	●	●	●	●	●	●	●	●	●
Water	●	●	●	●	●	●	●	●	●
Wastewater	●	●	●	●	●	●	●	●	●
Tier 1 or Tier 2	●	●	●	●	●	●	●	●	●
Land Use Evaluation									
Proximity to Town Centre	5	5	5	5	5	5	5	5	5
Contribute to Consolidated/compact growth	4	4	4	5	4	4	4	4	4
Proximity to shops and services	3	3	3	4	3	3	2	3	3
Infill/Backland	5	5	4	5	5	5	4	5	5
Availability to public transport	3	4	3	3	4	4	4	3	4
Flooding	1	3	3	2	1	3	1	1	5
Total	21	24	22	24	22	24	20	21	26

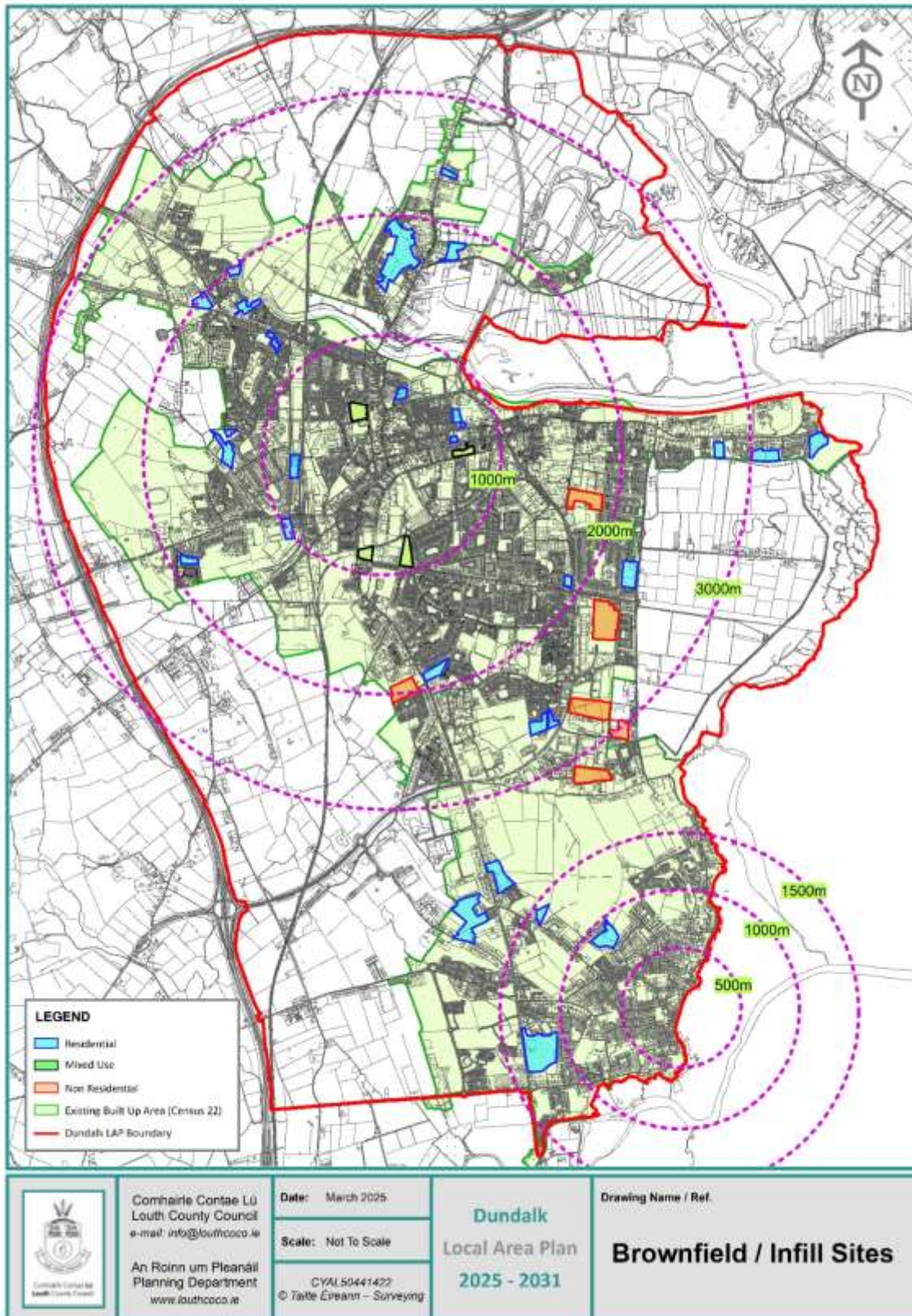
Table 3: Settlement Capacity Audit and Land Use Evaluation for Strategic Reserve Lands

Settlement - Dundalk																		
Tiered Assessment - Employment																		
Land Use	SR1	SR2	SR3	SR4	SR5	SR6	SR7	SR8	SR9	SR10	SR11	SR12	SR13	SR14	SR15	SR16	SR17	SR18
Infrastructure Type																		
Roads	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Footpath	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Public Lighting	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Water	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Wastewater	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Tier 1 or Tier 2	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Land Use Evaluation																		
Proximity to Town Centre	5	5	5	5	5	5	4	5	5	5	5	3	5	4	3	4	5	5
Contribute to Consolidated/compact growth	5	5	5	5	5	5	4	5	5	5	5	2	5	3	3	3	5	5
Proximity to shops and services	5	5	5	5	5	5	3	5	5	5	5	3	5	4	4	4	4	4
Proximity to schools	5	5	5	5	5	5	4	5	5	5	5	2	5	3	3	4	2	2
Infill/Backland	5	5	5	5	5	5	4	5	5	5	5	2	5	3	3	3	5	5
Availability to public transport	5	5	5	5	5	5	4	5	5	5	5	3	5	3	3	4	5	5
Flooding	1	1	4	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Total	31	31	34	31	31	31	24	31	31	31	32	16	31	21	20	23	27	27

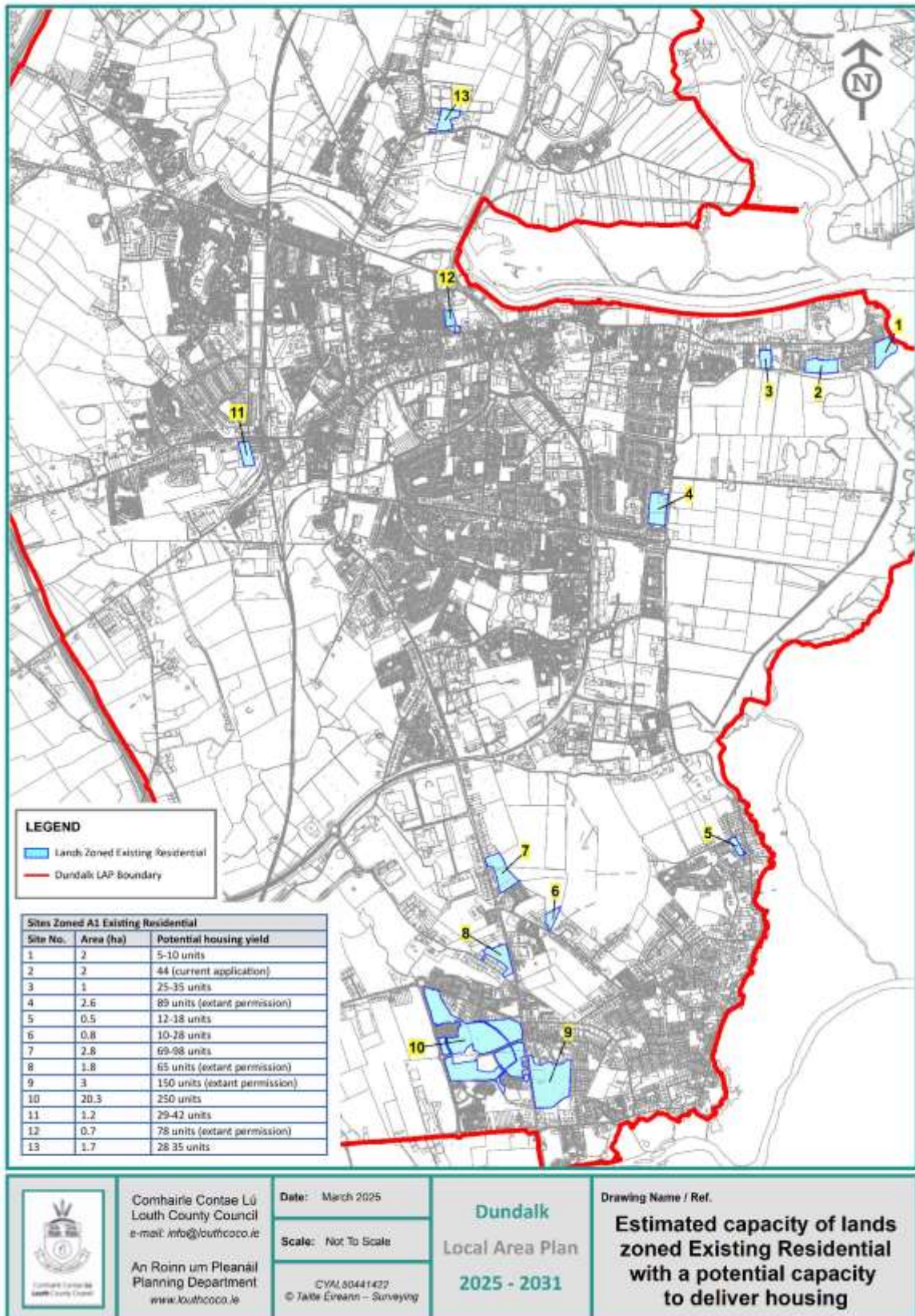
Map 1 –Settlement Capacity Audit (Areas for Review)



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



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



Comhairle Contae Lú
Louth County Council
e-mail: info@louthcoco.ie

An Roinn um Pleanáil
Planning Department
www.louthcoco.ie

Date: March 2025

Scale: Not To Scale

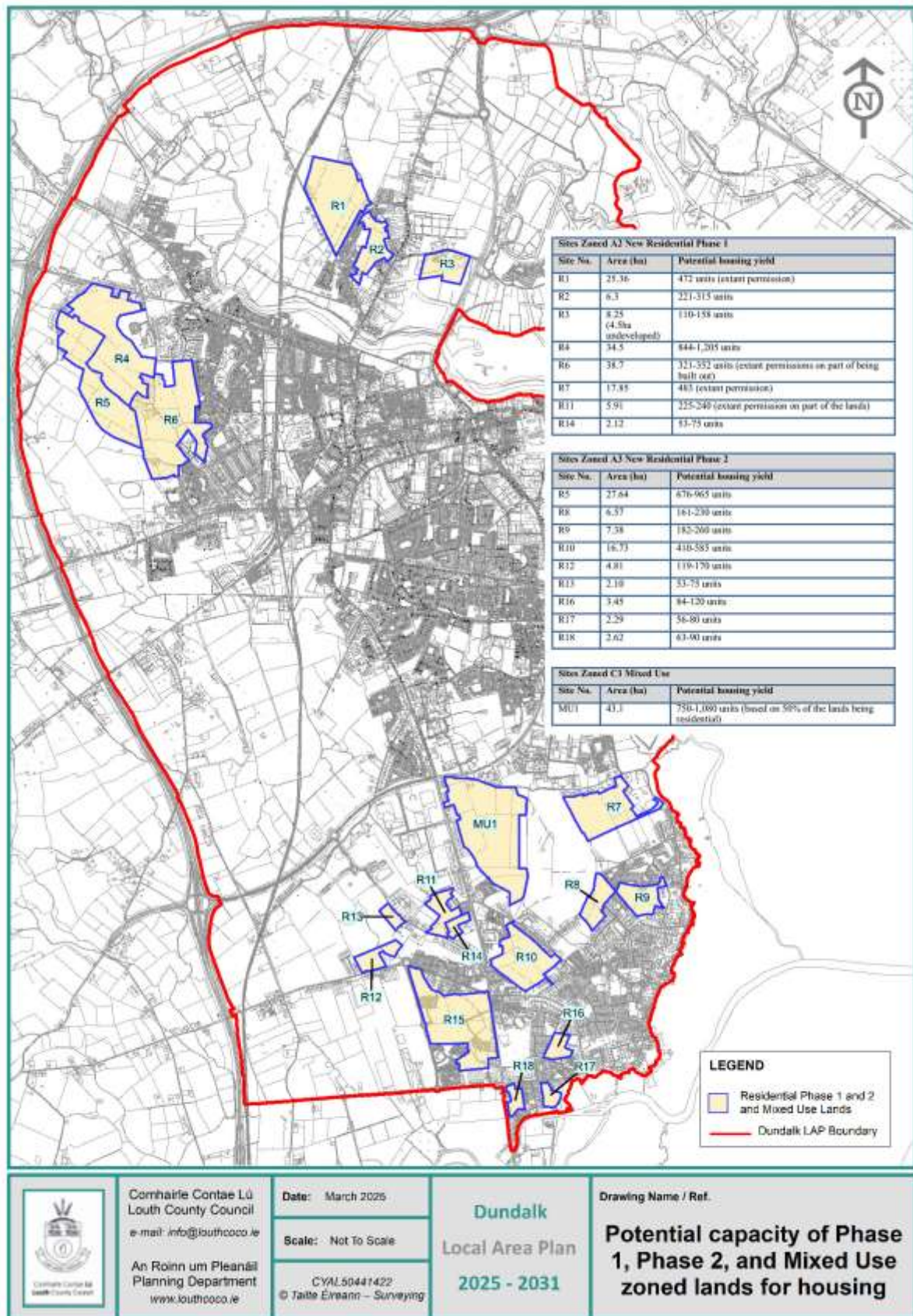
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Dundalk
Local Area Plan
2025 - 2031

Drawing Name / Ref.

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

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



Comhairle Contae Lú
Louth County Council
e-mail: info@louthcoco.ie

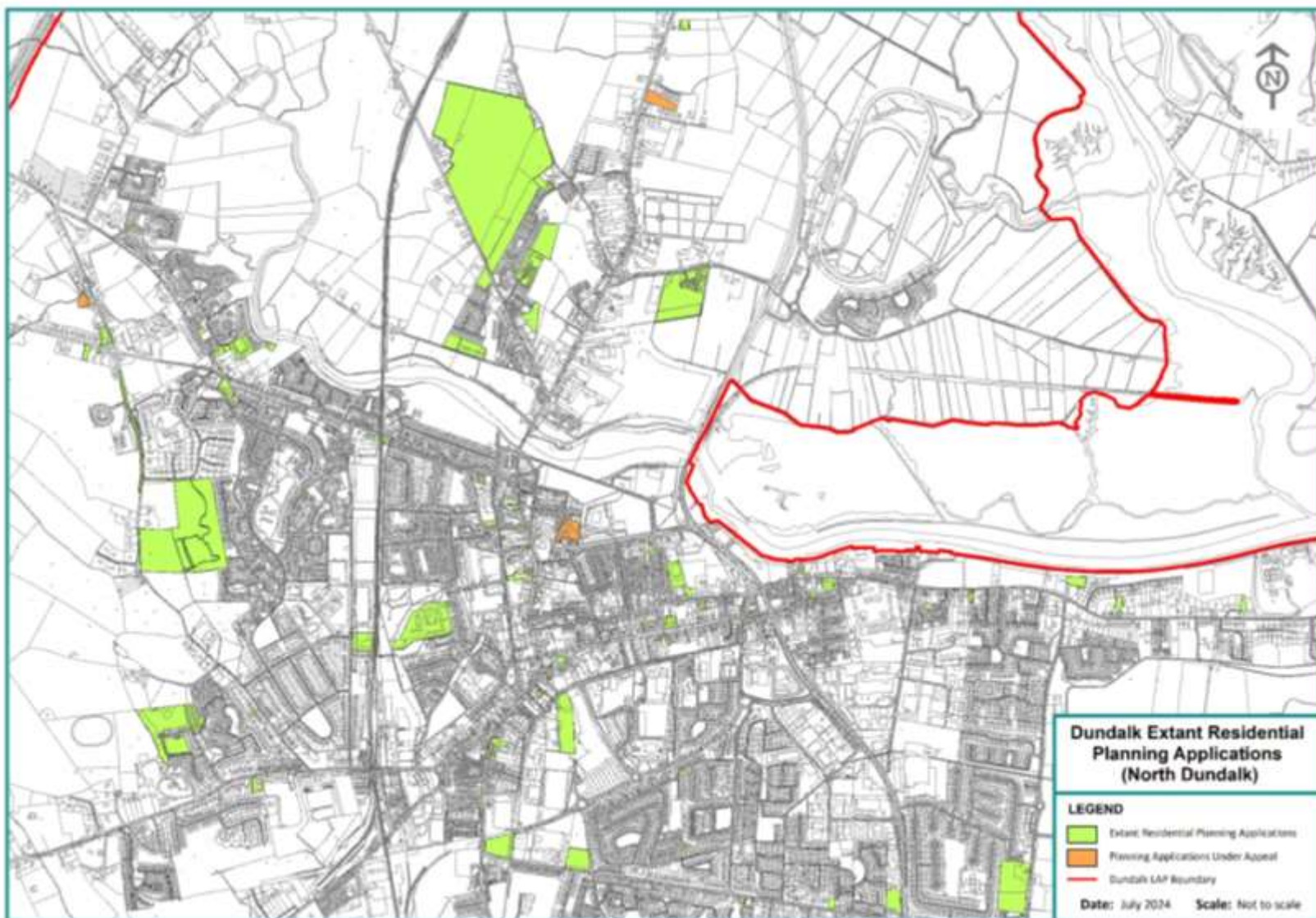
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Drawing Name / Ref.
Potential capacity of Phase 1, Phase 2, and Mixed Use zoned lands for housing

Map 5 – Extant Permissions North Dundalk



Map 6 – Extant Permissions South Dundalk

