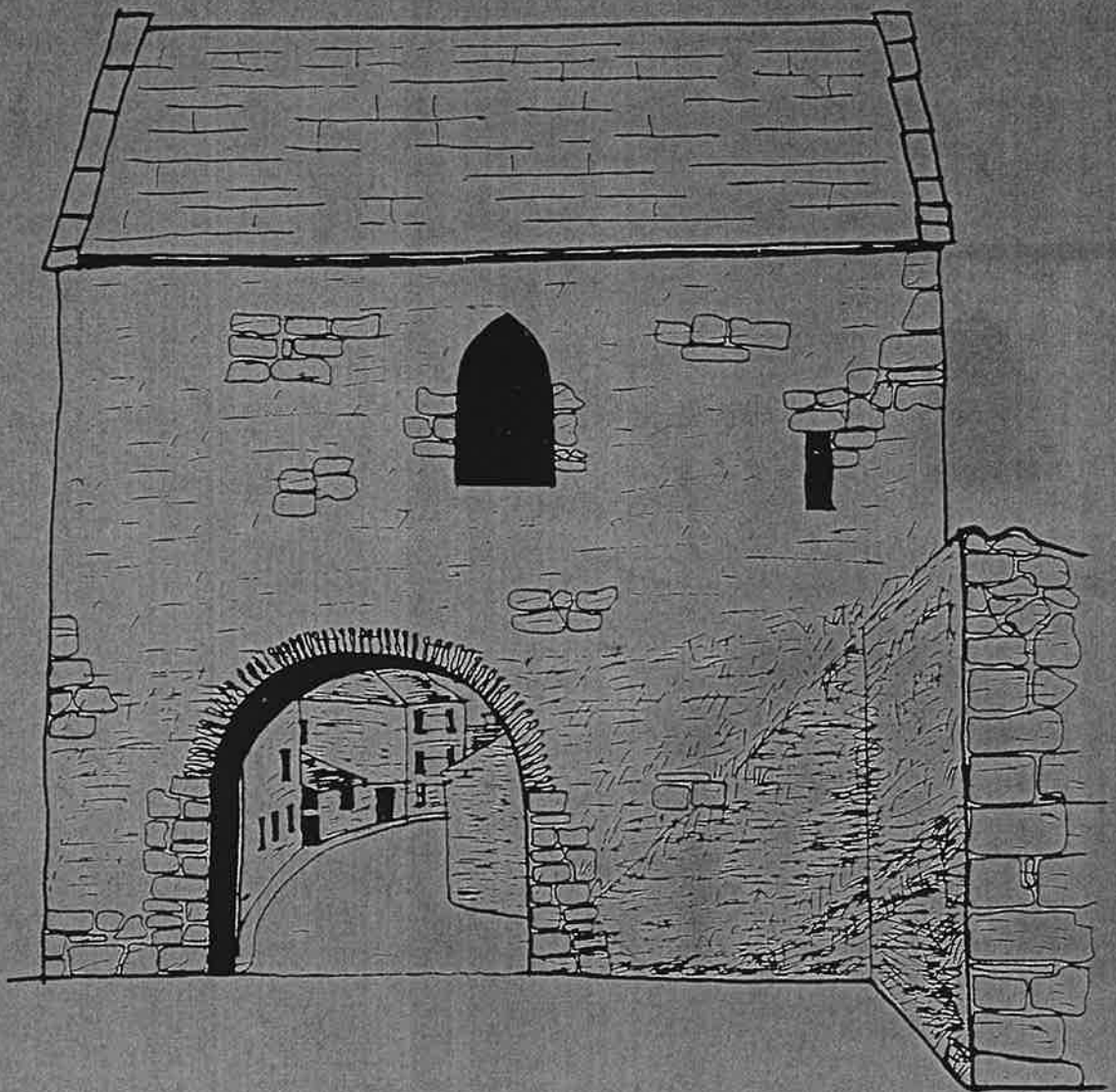


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LOUTH COUNTY COUNCIL
County Development Plan 1990



THOLSEL CARLINGFORD.

COUNTY DEVELOPMENT PLAN

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PART I : DEVELOPMENT STRATEGY

CHAPTER 1 : INTRODUCTION.

1.1. The 1963 Local Government (Planning and Development) Act which introduced for the first time a comprehensive system of planning for the country at large, made provision in the interests of the common good for the proper planning and development of urban and rural areas, including the preservation and improvement of their amenities.

1.2. The concept of positive planning is emphasised by a statutory duty placed on each Planning Authority by this 1963 Act to make a Development Plan for its administrative area and to review it from time to time as occasion may require and at least once in every five years. The first Development Plan for County Louth was adopted in December 1967. This Plan was readopted five years later (1972), with the only change being a roads and traffic variation passed by the County Council in 1969. It was considered necessary however to undertake a comprehensive review of the 1972 Plan before a further five year period had elapsed and a totally new Plan was passed in 1975. The present Development Plan was adopted after some delay in September, 1983.

1.3. Each Development Plan must comply with the requirements laid down by the afore mentioned 1963 Act. It must consist of a Written Statement and accompanying maps, indicating the development objectives for the area in question. With respect to the administrative area the Development Plan must contain objectives for the development and renewal of obsolete areas; for preserving, improving and extending amenities; and for the provision of new water supplies and sewerage services and the extension of such supplies and services.

1.4. Apart from these compulsory matters each Planning Authority may include a statement of objectives covering a wide range of matters, (detailed in the Third Schedule of that same 1963 Act referred to previously), which can be best summarised under four main headings: Roads and Traffic; Community Planning; Structures; and Amenities.

1.5. The Development Plan coordinates the activities of the County Council as the housing; sanitary; and roads authority for the County Council administrative area. It provides a comprehensive summary of planning policy to ensure the orderly development of its area so that new development is of reasonable

quality and takes due account of its surroundings. Additionally the Development Plan identifies and proposes policies to deal with the environmental, physical and social problems insofar as these are amenable to remedy by good planning.

1.6. Finally each Planning Authority is under a general obligation to take such steps as may be necessary for securing the objectives which are contained in the provisions of the Development Plan and the Planning Authority must have regard to its Plan when exercising its powers under the Planning Acts.

CHAPTER 2

REGIONAL SETTING AND EMPLOYMENT

2.1. Louth with an area of 317 square miles is the smallest county in the Country. It is located towards the northeastern sector of Ireland and has Counties Monaghan and Meath on its western and southern boundaries respectively. At its Northern edge lie Counties Armagh and Down which form the border with the North of Ireland.

2.2. The County itself is comprised mainly of lowlying, gently undulating lands of widely varying

soil characteristics, which are traversed by the Dee, Glyde, Fane and Castletown Rivers, four of the five main watercourses flowing within its boundaries. Two upland areas are also present, one, Mount Oriel lying between Ardee and Drogheda, towards the southern end of the county, and the other, the magnificent splendour of the Cooley Mountains to the north. The Big River runs through Glenmore, but it is the complex of sweeping valleys and mountain ranges lying between Carlingford Lough and Dundalk Bay which single out the Cooley Penninsula as an area of outstanding scenic value, challenging the Mourne located directly opposite.

2.3. The County is also fortunate in having the sea along its eastern boundary, providing opportunities for excellent views of the Cooley and south Down Penninsulas, as well as pleasant beach locations (especially in the sector between Clogherhead and Baltray) and scenic coastal drives and walks. The potential for tourist development, primarily in the short stay and theme categories are good. Its location adjacent to the border with the north of Ireland hinders this to a certain degree, though this to some extent is countered by the financial considerations from EEC sources for cross border and non-quota fund projects. A welcome addition to these

has been the International Fund for Ireland (I.F.I.) which will in the main provide financial assistance to private concerns. Opportunities therefore for tourist, agricultural, industrial and commercial developments are excellent. The County Council has an important role to play here by its contribution through infrastructural investments and maintenance and to the ongoing and essential role it has in the protection and enhancement of the natural environment.

2.4. The County Council is also involved in a regional context with the Eastern Regional Tourism Organisation (ERTO) and up until its disbandment at the end of 1987, with the North Eastern Regional Development Organisation (NERDO). The tourism organisation, ERTO, which is one of seven in the Country is financed from three main sources. By the County Council, as well as the County Councils of Dublin, Kildare, Meath and Wicklow: by Bord Failte: and finally by funds raised from commercial activities. The County Council envisages its role as generally supporting Bord Failte in development and marketing of tourism and in tourist activities that can be carried out more effectively at regional and local level. The County Council will continue this

work while independently seeking to implement the tourist, amenity and infrastructural works and policies contained in this Development Plan.

2.5. The North Eastern Regional Development Organisation was a coordinating body representing all these Local Authorities and other agencies, such as the IDA, who have an interest in development within a particular region. These Regional Development Organisations were set up in response to the 1969 United Nations Consultants Report (Regional Studies in Ireland) with the idea that they could act to unify and coordinate the individual regional development programmes of both local and state groups. To this end the RDO's produced study documents identifying the potential in each area and the factors making for or inhibiting economic expansion. The latest (and indeed last) of these reports from NERDO was "A Development Strategy for the North Eastern Region, 1983-2001" (published 1983). It will be the Council's intention to pursue the policies set out in that report as far as they are applicable to the County and as far as they are within the resources of the Council to implement. As well the Council will still endeavour to coordinate its development programmes with those of surrounding

(Nerdo) Authorities, insofar as these can be achieved without a formal forum. In this regard the County Development Officer who acts in the main in an advisory capacity to encourage the establishment of new or expanding small industries in the County, will have a widened brief which will include , where relevant the integration of the Council's development proposals with those of surrounding Local Authorities.

Louth forms part of the Midland East Region recently established by the Government for the purposes of the E.C. Regional Fund Programme. The other counties included are Meath, Kildare, Wicklow, Laois, Longford, Westmeath and part of Offaly. These sub national or regional programmes are intended to compliment the National Development Plan presented earlier this year to Brussels.

2.6. The Council will also continue to play a crucial role in the Cross Border Cooperation Group with special emphasis being placed on tourism and road improvements. Special consideration will be given to the speedy implementation of Euro-Route 1 which will travel between Larne and Rosslare. This is of major significance for the County because of the beneficial economic, safety and environmental spin offs that ensure once this total route is built.

POPULATION

2.7. Since 1961, County Louth has registered successive increases up to this present time. The 1986 total of 91,810 for the County as a whole is a 3.7% increase on the previous 1981 census figure. Likewise, the population statistics for the Louth County Council area, (i.e. excluding Dundalk Urban District and Drogheda Boro' Corporation) showed a similar trend reaching a total of 41,055 persons by 1986. (Ref Table No 2.1.). Whilst there is no apparent variation between the urban and rural population the figures do not identify the element of urban generated housing in the rural areas.

TABLE 2.1. POPULATION TRENDS- COUNTY LOUTH

YEAR	COUNTY LOUTH	%CHANGE	CO.CO.AREA	%CHANGE
1936	64,339		32,421	
1946	66,194	+2.9	31,917	-1.6
1951	68,771	+3.8	32,314	+1.2
1956	69,194	+0.6	32,032	-0.9
1961	67,378	-2.6	30,503	-4.8
1966	69,519	+3.2	31,609	+3.6
1971	75,104	+8.0	33,230	+5.1
1979	86,135	+14.7	38,339	+15.4
1981	88,514	+2.8	39,604	+3.3
1986	91,810	+3.7	41,055	+3.7

Census of Population, CSO 1963 - 1986 inclusive.

2.8. A major surge in the County's population occurred during the early and mid 1970's. Between 1971 and 1981, the County's population increased by almost 18% aided largely by immigration of exiles and cross border population movements. Between 1979 and 1981 however the rate of increase had eased and for the first time since the period 1961-1966, the County recorded net emigration. This trend strengthened in the 1981-1986 period resulting in the net emigration of over one thousand five hundred, a stark contrast to the encouraging in-migration of the 1970's (Ref Table No 2.2.)

2.9. In addition to the increased emigration, County Louth is also experiencing a declining rate of natural increase due to a lower birth rate. There are now over two per cent less children in the 0 - 14 age bracket than there was in 1981. Furthermore, the trend towards more and younger marriages of the 1970's is being reversed and there is little or no evidence to suggest that this and the other demographic trends will not continue in the near future. (Ref Table No 2.3.).

TABLE: 2.2. NATURAL INCREASE AND NET MIGRATION

COUNTY LOUTH.

YEARS	1956-1961	1961-1966	1966-1971
NATURAL INCREASE	4013	4460	5120
ACTUAL INCREASE	-1816	2141	5432
ESTIMATED NET MIGRATION	-5829	-2319	312
AVERAGE ANNUAL NATURAL INCREASE RATES PER 1000	11.8	13.0	14.2
NET MIGRATION	-17.1	-6.8	0.9
YEARS	1977-1979	1979-1981	1981-1986
NATURAL INCREASE	9258	2445	4818
ACTUAL INCREASE	11,031	2379	3296
ESTIMATED NET MIGRATION	1773	-66	-1522
AVERAGE ANNUAL NATURAL INCREASE RATES PER 1000	14.4	14.0	10.7
NET MIGRATION	6.8	-0.4	-3.4

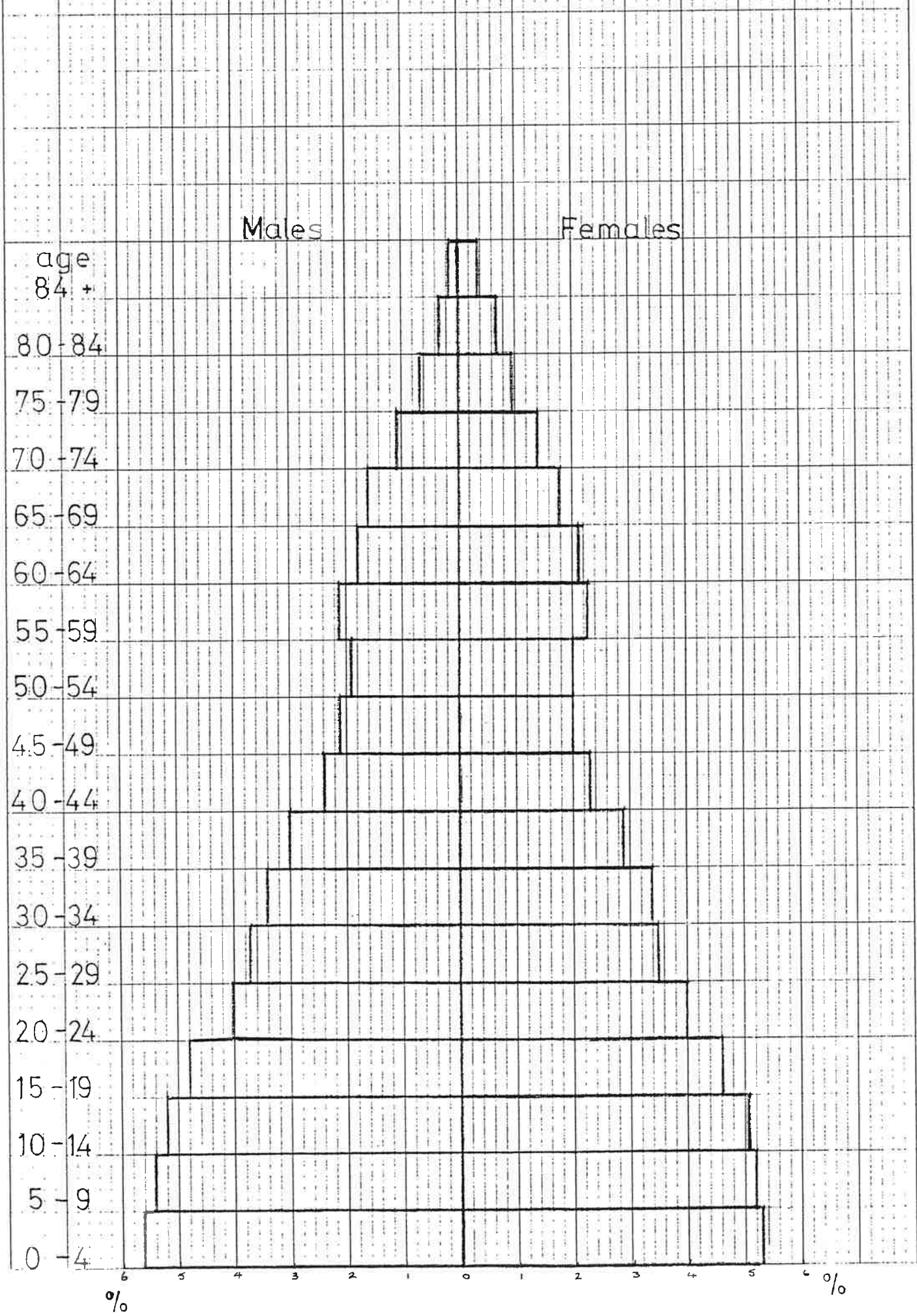
TABLE 2.3. : MARITAL STATUS

Ages	1981			1986		
	Male	Female	Total	Male	Female	Total
15-19	33	127	160	13	54	67
20-24	824	1391	2215	567	1050	1617
25-29	2095	2392	4487	1892	2390	4282
30-34	2383	2666	5049	2510	2640	5150
35-39	2207	2258	4465	2502	2691	5193
40-44	1791	1789	3580	2191	2227	4417
45-49	1528	1480	3008	1816	175	3573

C.S.O. 1981, 1986

2.10. The age/sex structure for County Louth for both 1981 and 1986 is outlined in Table 2.4. However the 1986 age/sex pyramid (See Fig. 2.1.) indicate a contraction in the lower age groups and this factor

AGE SEX PYRAMID COUNTY LOUTH 1981



taking in conjunction with the expected trends referred to above will have implications for the housing and employment considerations for County Louth in the medium term, but more importantly will have a more major effect on the primary school needs of the County in the short term.

TABLE 2.4.: AGE/SEX STRUCTURE

MALES			
Ages	1981	1986	% Change
0-14	14465	14125	-2.3
15-24	7871	8243	+4.7
25-44	11211	12203	+8.8
45-64	7106	7339	+3.3
65+	3472	3620	+4.3
TOTAL	44125	45530	+3.1
FEMALES			
Ages	1981	1986	% Change
0-14	13903	13624	-2.0
15-24	7617	7974	+4.7
25-44	10691	11976	+12.0
45-64	7544	7543	
65+	4634	5163	+11.4
TOTAL	44389	46280	+4.3

TABLE 2.4 : AGE/SEX STRUCTURE CONT'D

Ages	MALES AND FEMALES		
	1981	1986	% Change
0-14	28368	27749	-2.2
15-24	15488	16217	+4.7
25-44	21902	24179	+10.4
45-64	14650	14882	+1.6
65+	8106	8783	+8.3
TOTAL	88514	91980	+3.7

C.S.O. 1981, 1986

2.11. Assuming that the recent trends in emigration level off and the nature rate of increase is maintained it is projected that the County's population in 1993 will stand at 94,500 people of which 42,500 would be found in the Administrative area of Louth County Council.

EMPLOYMENT

2.12. It is understood and recognised by the Council that co-ordination with other relevant bodies and organisations is essential if major job creation on an on-going and long term basis is to be achieved and to ensure that the environmental, social and economic climate, conjunctive to entrepreneurial attraction and business location is maintained. The Council, while involved primarily with the development, maintenance, extension and enhancement of amenity and infrastructural services within the County, can nevertheless create incentives for job creation albeit in a relatively small, but independent and significant way.

2.13. The employment situation has deteriorated substantially over the past years. Job losses are continuing and indeed 3,160 manufacturing jobs have been lost between 1981 and 1987. The County suffered especially badly during the period of the first recession of the early seventies, but made a slight recovery towards the end of the decade. Unfortunately this recovery was short-lived as the second wave of the recession broke at the beginning

of the 1980's. County Louth generally was most susceptible to the recession having a strong emphasis in the traditional industries of heavy engineering and manufacturing based around the Great Northern Railway Company works, S & S Engineering, the Harp and Mc Ardles Breweries; and the shoe and leather concerns of Clarkes, Rawsons, and Blackthorn.

2.14. Existing efforts to improve the situation are based primarily on the industrial promotion activities of the Industrial Development Authority as well as Youth Employment and other training schemes managed by the Youth Employment Agencies, the Department of Labour and the County Council. 391 grant aided jobs were filled in the County Louth area during during the years 1984/1986. Places have been made available in the County in the Youth Employment/Work Experience/ Industrial Training area. Youth Training Programmes are aimed primarily at those under 25 who represent 26 per cent of the unemployed at the end of December, 1988.

Clearly a major improvement in the effectiveness of our efforts to create and sustain employment must be achieved.

TABLE:2.5 LIVE REGISTER OF UNEMPLOYED 1981 -1987.

YEAR	DUNDALK	DROGHEDA	ARDEE	TOTAL	STATE TOTAL	%S.T
1981	2,071	1,720	641	4,432	123,472	
1982	2,761	1,968	776	5,505	150,859	
1983	2,850	2,549	980	6,379	189,120	
1984	3,159	2,770	1,129	7,058	210,964	
1985	3,202	3,024	1,075	7,301	216,517	
1986	3,820	3,462	1,193	8,475	232,550	
1987	3,949	3,810	1,353	9,112	246,825	

County Louth's weak performance in manufacturing does not compare with national trends. Nationally manufacturing employment grew by around 12%. The Industrial Development Authority's commitment to the Greater Louth Area has been impressive. The I.D.A. has opened up Industrial Estates at Donore Road in Drogheda and in Dundalk with the Finnabair and Coe's Road Estates and others in Ardee and Dunleer. The Dundalk Urban District Council has an industrial land bank at Lower Marshes. An encouraging feature of the I.D.A's work has been the excellent performance of the Small Industries Sector with a total of nearly one hundred projects being assisted over the past two years.

TABLE: 2.6. NUMBERS EMPLOYED IN MANUFACTURING IN
COUNTY LOUTH.

YEAR(MTH)	DUNDALK	DROGHEDA	ARDEE	OTHERS	TOTAL
1981 JAN	5,059	3,902	418	984	10,263
1982 JAN	4,817	3,875	423	1,065	10,180
1983 NOV	4,267	3,296	619	831	9,013
1984 NOV	3,836	3,297	547	779	8,459
1985 NOV	3,135	3,141	542	748	7,566
1986 NOV	2,838	3,128	604	718	7,288
1987 NOV					7,103
1988 NOV					9,053

TABLE:2.7. LABOUR FORCE CLASSIFIED BY
BRANCH OF ECONOMIC ACTIVITY

ACTIVITY	1981
Agriculture	2,431
Building and Construction	2,158
Industry	10,134
Services	13,659
Total at Work	28,382
Out of Work	3,636
Total Labour Force	32,018

COUNTY LOUTH

TABLE:2.8. I.D.A. CAPITAL EXPENDITURE £'000's;

CLASSIFIED	1984	1985	1986
New Industry	1,950	3,746	4,256
Small Industry	258	759	335
Enterprise Development	42	160	278
Re-equipment	54	14	19
Domestic Industry Training			
Grants	124	111	244
Produce and Process			
Development	134	366	303
Feasibility Study	29	28	28
Land and Factories	403	377	61
TOTALS	2,974	5,573	5,526

(I.D.A. Expenditure in County Louth between the years 1978 - 1982 was £39.3 million).

2.15. A broad range of measures to support industry in the Louth area is essential in view of the lack of longterm growth in this area. Attention especially needs to be paid to industrial employment together with manufacturing. Public administration is the

main sector where Government is in a position to affect location and it is encouraging to note that a main office of a Government Department is likely to locate in Dundalk. The scope for further decentralisation includes the location of new semi-state bodies to the area, especially those which do not involve policy matters and therefore do not need to be readily accessible to the relevant Minister. There is scope for An Bord Gais Eireann to set up an office here to oversee the development of the natural gas pipeline and the possible link up with both the British and European Gas Grids. There is also scope for radio authorities to be based in the vicinity as well with the advent of the new legislation on broadcasting. Through its elected representatives and through any other means at its disposal the Council will seek to encourage Central Government to continue with its programme of decentralisation. The creation of 400 new jobs at Glen Dimplex the Dunleer based domestic appliance manufacturing, 90 at Q.M.I. Ltd in the former S & S Engineering Works in Dundalk, where tractor loaders are to be built is encouraging.

2.16. Either in conjunction with the Industrial Development Authority or through its own efforts, the Council will pursue a policy of identifying,

purchasing and developing sites in each town and village in the County, though presumably the I.D.A. will involve itself in the development of large scale industrial concerns. Recognising the important role that small industries can play in creating new employment opportunities the Council will seek to make available these sites for these types of development. Where appropriate the Council will erect small starter units to accommodate primarily one person business enterprises and offer it to the occupants free of rent and rates for one year and thereafter on a phased rent and rates agreement.

2.17. As well, the Council will endeavour to purchase old, existing industrial premises which have laid vacant for some considerable time and subdivide them into smaller units for small scale industrial uses. If the Council is not in a position itself to take possession of these buildings and develop them, it will, where it considers appropriate, be favourably disposed towards a situation where a private developer would carry out a similar exercise. In the regard it would be the Council's intention to forgo in full or in part, all charges, waive rates for the first year, and apply a phased rates fee over ensuing years. The benefits of the "Development Status Scheme" will apply,

CHAPTER THREE : ROADS AND TRAFFIC.

INTRODUCTION

3.1. The major role that a satisfactory road system plays in the economic, social and physical development of the country at large has been outlined over the years in various documents and publications from both public and private sources and more lately by the Government in its 1985 publication "Policy and Planning Framework for Roads" (Department of the Environment). It follows therefore that if the County itself is to develop sufficiently and satisfactorily then the County Council has to clearly outline objectives for itself in regard to roads and traffic in its own administrative area.

3.2. The Council, therefore, will seek to provide and maintain a hierarchical road system ranging from National and Regional Routes - (designed to cater for heavy volumes of traffic and with a minimum number of junctions and access points,) through to urban distributor roads with limited junctions, to local roads where access points would be more frequent. In all matters pertaining to or affecting roads, however traffic safety and the avoidance of traffic and pedestrian hazards will be the primary aims.

ROADS PROGRAMME

3.3 The Council will seek to develop its roads to the highest standards that financial resources and good road and environmental planning will permit, while at the same time protecting traffic capacity. The Council will especially aim to upgrade and improve the National Primary, National Secondary and Regional Routes and to secure bypasses for those towns and villages through which these routes travel. Further schemes may of course be undertaken where need is justified and finances permit, but subject to financial and legal requirements being met the Council will endeavour to secure the implementation of those works outlined in Table. 3.1.

TABLE 3.1.: ROADS PROGRAMME LOUTH COUNTY COUNCIL

ROAD	LOCATION	WORKS
N1	Ballymascanlon to Carrickarnon	Realignment and Widening
N1	Dunleer ByPass	New Road
N1	Dundalk ByPass	New Road
N2	Aclint to Ardee	Realignment and Widening
N52	Martinscross to Co.Meath\Louth Boundary	General Improvements
N52	Martinscross to Dundalk UDC Boundary	Realignment and Widening
N53	Between Louth Co. Co. boundary and Dundalk UDC boundary at Rathmore, Phillipstown and Newtownbalregan.	Realignment and Widening

Further Schemes may be undertaken where need is justified and finances permit. Very small local improvement schemes would also fall within this category.

3.4. The two major road proposals which the Council will undertake are the Dunleer ByPass and the Dundalk Western ByPass, two schemes with major traffic, economic and social considerations for the County. Indeed both proposals form part of the Euro Route E01 (Fig. 3.1.) which links not only the two main cities of Belfast and Dublin, but also the two main ferry ports of Larne and Rosslare.

The Council has been given permission by Central Government to undertake the purchase of those lands

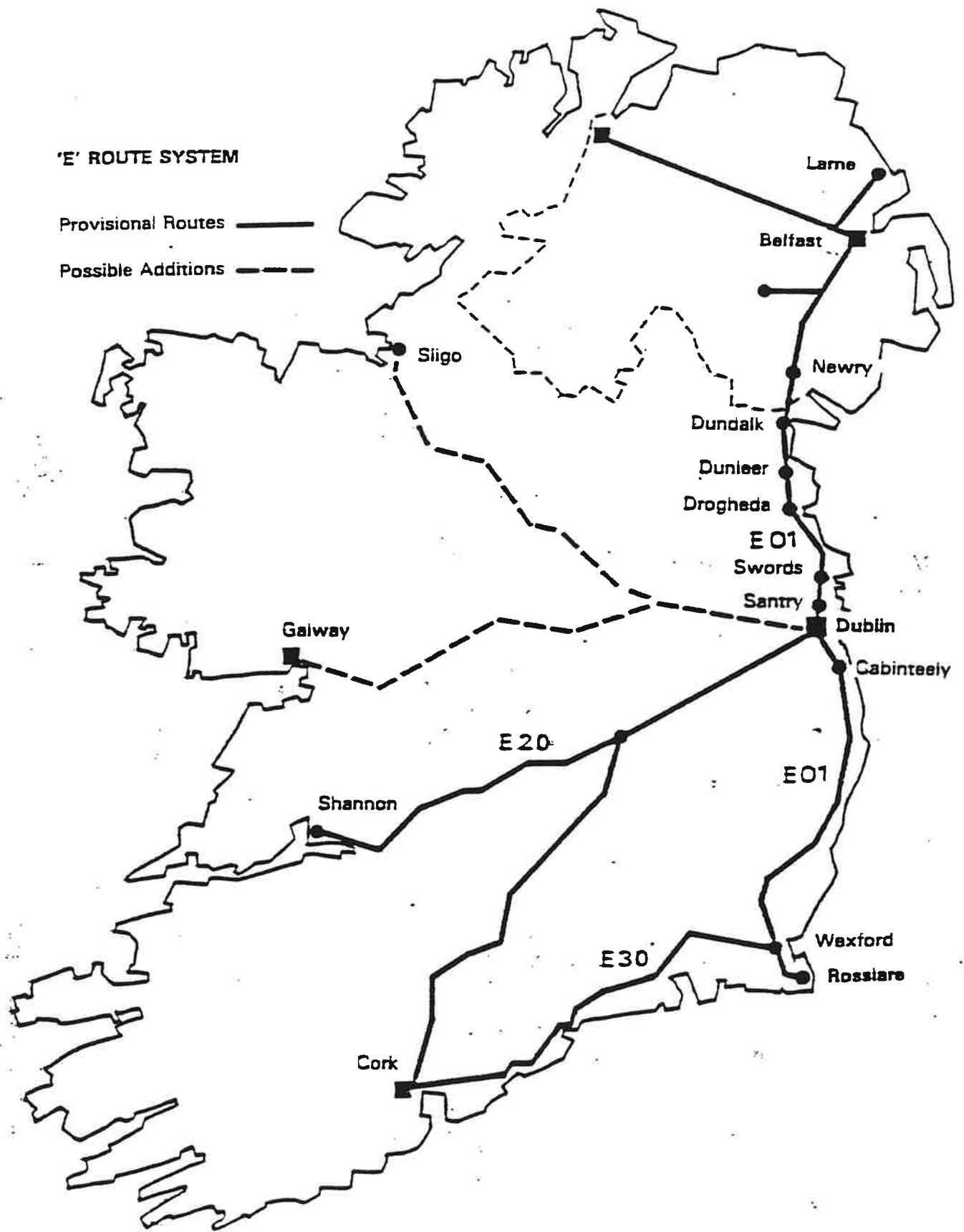
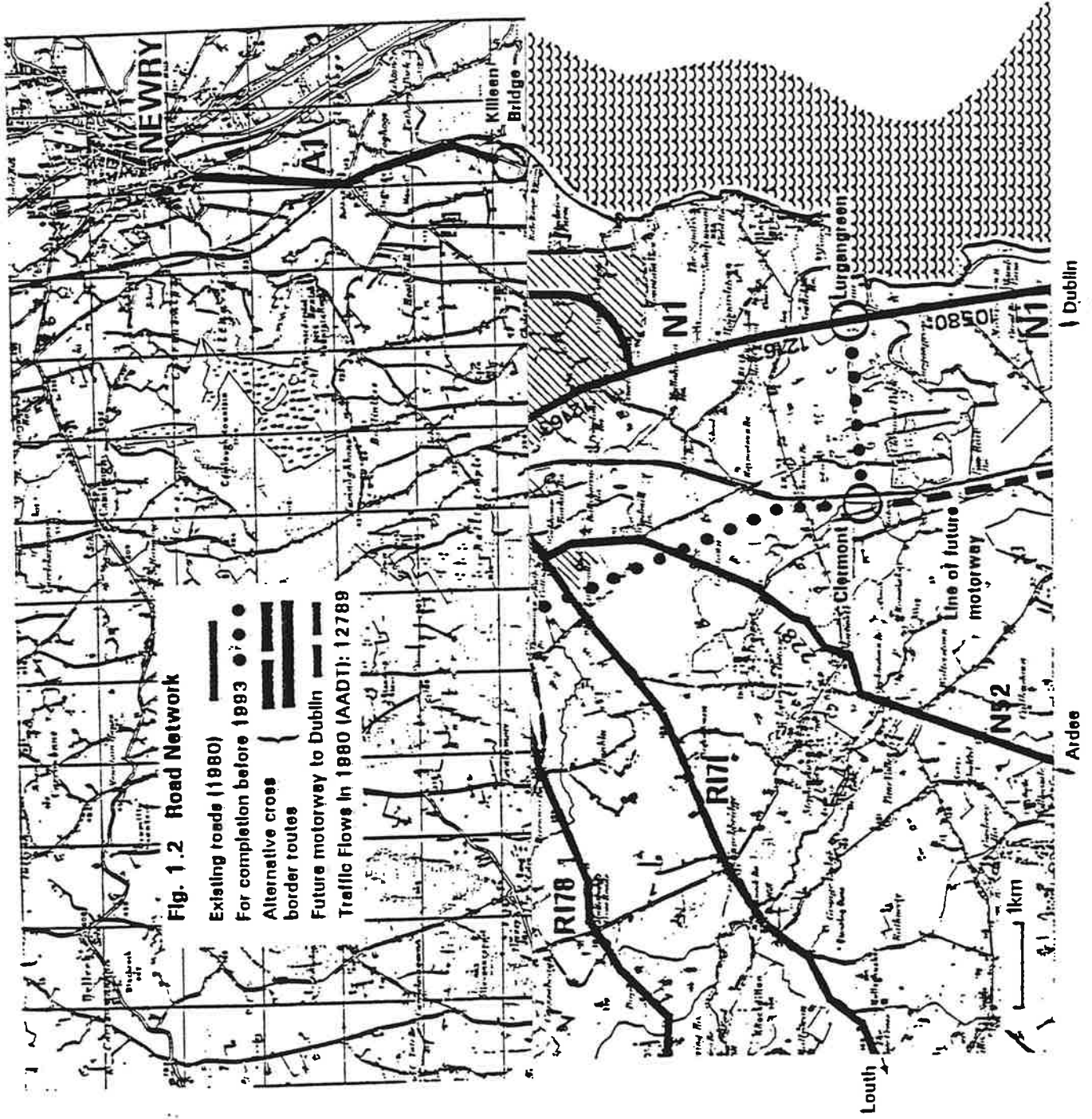


Fig. 3.1 The 'E' route system showing the locations of recent improvements on the E 01



along the proposed route of the Dunleer ByPass and to firm-up the final design. Financial support permitting, earthworks on this 10.25 kilometres stretch of road should commence in 1989. Approximately 6 kilometres of this bypass will be built as part of the motorway link planned between Dublin and Carrickarnon, though initially only one side will be surfaced. The bypass which will take approximately three and a half years to construct will link back into the existing road on either side of Dunleer until such time as finances allow it to be linked up fully with the Dundalk Western ByPass and that bypass to be built at Drogheda/Monasteboice.

3.5. The Dundalk Western ByPass, is also an integral piece of the proposed motorway link. It will bypass Dundalk on the west of the town.

3.6. In relation to the town of Dundalk, an Inner Relief Road with limited excess was opened to traffic in 1986. This roadway runs from Carrolls Factory on the Dublin Road to the Castletown River and it has drawn a considerable volume of Dublin/Belfast vehicular traffic away from the town centre thereby alleviating a number of associated detrimental effects. However, while the provision of this Relief Road is of considerable benefit its potential cannot

be realised until it has been fully completed. The roadway was always intended and designed as an Inner Relief Road to alleviate tremendous traffic congestion and to give access to the port and industrial estates along the route. Only portion of the Relief Road has been constructed and as it now exists it will not solve the traffic problem of Dundalk, which is a major cause of concern with an average daily traffic flow of nearly 20,000 vehicles and higher than average accident rates (since 1979, Dundalk has been top of the density per head of population table, for towns having a population up to 50,000 persons). Added to this is the existence of a Customs Post and associated customs clearance agencies just north of the town centre and scattered roadside development between the town and the border itself. Alongside these factors, the continuing increase in traffic volumes, lends weight to the urgent necessity to complete the Inner Relief Road. The completion of the Inner Relief Road of Dundalk would involve the construction of a bridge over the Castletown River (Stage III) and the construction of a roadway (Stage IV) to link with the Western By-Pass at a point in the vicinity of Ballymascanlon. The County Council's Engineering section and the Urban District Council's Engineering section have agreed on

the emerging points for the Stage IV of the Inner Relief Road and the suggested route is as indicated in Fig. 3.2.

As the Inner Relief Road is a vital link in the overall road plan for Dundalk it is expected that Dundalk Urban District Council will endeavour to have this roadway commenced within the period of the Plan and Louth County Council will cooperate with the Project.

3.7. While other sections of Euro Route I have been substantially improved over the years, the portion between Dundalk and Carrickarnon has been neglected. Initially the choice was between widening and straightening the existing Dundalk/Carrickarnon road and there on to Newry or building a completely new road from Balregan (Ballymascanlon Cross) to Killeen Bridge in the North of Ireland via Glendooney.

Alternatives were suggested and were subject with detail evaluation on engineering, environmental and economic grounds in a study permission by both the Irish and British Governments and undertaken by An Foras Forbartha and Transport and Research Laboratory (U.K.).

3.8. It was predicted that at a minimum, traffic volumes would grow annually by over 2% every year from 1980 until the end of the century and 1% every year thereafter. Due to the adverse topography and the probability that substantial amounts of rock would be encountered, it was considered inappropriate on economic grounds to widen and straighten the existing road and also environmentally damaging given the need to clear sections of Ravensdale Forest. The expectation that between 74% - 78% of existing traffic would divert onto a new road through Glendooney and that the economic return from investment in this route would be far greater than that from an up-graded existing route convinced the relevant authorities that the new Western By-Pass, constructed to the border, was the preferred option and this project is now enshrined in the recent Government Policy Statement on Road Construction from the border to Rosslare.

The County Council will endeavour, therefore, to ensure that this new road will be commenced within the time span of this Development plan as the economic and safety spin-offs from it could be substantial.

DEVELOPMENT SETBACKS AND VISIBILITY STANDARDS.

3.9. To ensure traffic and pedestrian safety and to protect the capacity of both existing and proposed roads, the Council will seek to ensure that developments outside built up areas are set back an appropriate distance from the edge of the carriageway and that vision splays are sufficient at vehicular exit points. In this regard therefore the County Council will seek to have the front building line, or the line closest to the road where this is relevant, set back at least 18 mtrs. (County Road), 30 mtrs. (Regional Road), or 40 mtrs. (National Routes) depending on the particular road affected. These distances will also be projected on to lands lying adjacent to any proposed road developments or improvements.

Sight line standards are set out in Table 3.1.

TABLE 3.1. : STANDARDS FOR NEW ENTRANCES

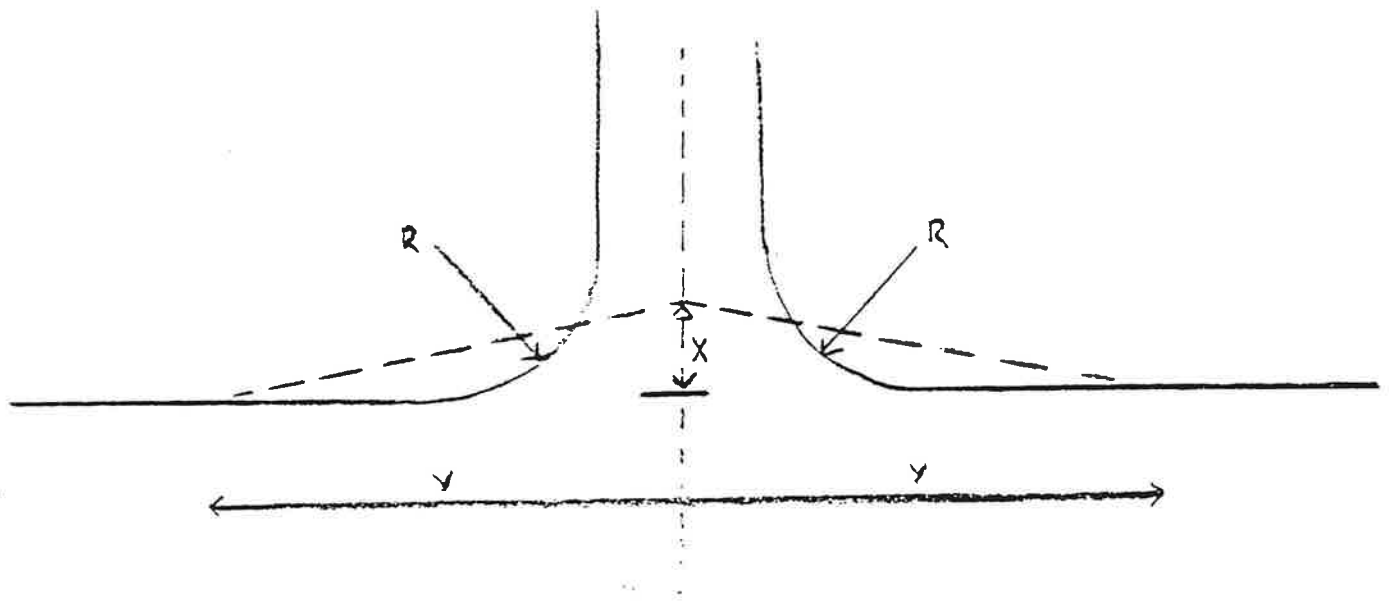
	Private Entrances			Junctions in Rural Areas			Junctions in Urban Areas		
Operational Road Speed in M.P.H	X	Y	R	X	Y	R	X	Y	R
30/40	3	90		6	180		6	125	
40/50	3	125		9	230		6	160	
55+	3	180		12	270				

(figures in metres)

See drawing on following page.

STANDARDS FOR NEW ENTRANCES

STANDARDS FOR NEW ENTRANCES



* The turning radii at new junctions in rural and urban areas will depend on the actual angle of turning and each case will be treated individually. In the case of private entrances the splay for the entrance may be 45 degree angle instead of being curved. Sightlines must be available 1.05 metres above ground level.

DEVELOPMENTS WITH ACCESS ONTO MAJOR TRAFFIC ARTERIES.

3.10. As was stated previously, Government policy as enunciated in their official report issued by the Department of the Environment in 1985, sets out to underline the vital importance for the economic and social development of the Country that roads and especially National Roads play. For this reason, substantial state funds will continue to be applied to their improvement and maintenance. It is Government policy to safeguard these routes from premature obsolescence which comes "as a result of inadequate control on frontage development". The Report goes on to state that experience and research

had shown "that failure to effectively control frontage development reduces the traffic capacity of a particular road, shortens its useful life and required its earlier than necessary replacement. This reduces the benefits to be derived from road investment, places an increased burden on taxpayers and diverts resources from other essential road works. "Furthermore the report went on to say that "inadequate control on frontage development also adversely affects road safety. This leads to an increase in road accidents and casualty rates which has a direct impact both in terms of the personal loss to families and the economic loss to the country (each road accident death costing the community an estimated £220,000)." More ominously, from the County Council viewpoint, is the follow-on from these statements whereby it is underlined that "where Local Authorities fail to take effective measures to control frontage development, the Minister for the Environment will consider reducing their overall level of annual road grants having regard to the reduced benefits occurring from national route investment in their areas". Indeed a Government Circular (Ref. RP 42/1, No.3 of 1986, December, 1986) requested specific information from each Local Authority concerning each planning permission for

development not only along National Roads but also along proposed National Roads "to enable the Department (of the Environment) to monitor the implementation of this policy". The Circular Letter also gave notice that the Department proposed to seek six monthly returns on these matters on an on-going basis and to issue further Circular Letters where appropriate.

3.11. The Government's concern here is understandable. The road network system accounts for approximately 96% of passenger travel and 88% of freight travel. Transport costs, have been estimated to account for some nine per cent of the total costs involve in the production and distribution of goods. Vehicle numbers, which trebled between 1950 and 1980, are expected to double again by the beginning of the next century. Vehicle miles travelled are also expected to nearly double by the end of the 1990's.

3.12. Ireland depends on the road system to a far greater extent than most other European countries due to its low density, highly dispersed population and its dependency on sea and air links to Britain and continental Europe. As a consequence it has both a total length of road (92,000 kms.) and total length of National Road (5,250 kms.) which are high by

international standards when related to population numbers. National Primary and National Secondary Routes account for 35% of road travel while representing only 6% of road mileage (Ref. Table 3.2. Comparison with County Louth, Ref. Table 3.3.)

TABLE 3.2. PUBLIC ROAD NETWORK - NATIONAL

CLASS	LENGTH (km)	% OF ALL ROADS	% OF TRAFFIC
NAT. PRIMARY	2,630	2.8	24
NAT. SECONDARY	2,625	2.8	11
REGIONAL	10,566	11.5	24
CO. & URBAN	76,474	82.9	41
TOTAL	92,295	(100)	(100)

TABLE 3.3 PUBLIC ROAD NETWORK - LOUTH

CLASS	LENGTH	% OF ALL ROADS
NAT. PRIMARY	64.5	5
NAT. SECONDARY	39	3
REGIONAL	178	14
COUNTY	979	78
		----- 100

3.13. Over the fifteen year period, 1970 - 1984, there have been over one quarter of a million accidents on Irish roads of which over 8,000 were fatal. Figures for each year have fluctuated during this period. There were substantial increases during the late sixties up until 1972, followed by a drop in fatal accidents at home and abroad during the oil crises of the mid 70's. In Ireland however, a second peak was reached in 1978 and though a slight decline did set in again, largely coinciding with the worldwide economic recession, road fatalities here have fallen less than elsewhere. Thus while road deaths in most developed countries in 1984 were around 20% lower than the 1970 figures, in Ireland it was only 1% lower. The financial cost of road accidents to the community at large also continues to rise when lost output, medical care, Garda time, and property damage costs are taken into account, notwithstanding the incalculable grief and suffering involved.

3.14. Locally, the County has the highest accident rate per vehicle mile; the highest injury accident rate per head of population; and the highest injury accident rate per vehicle mile travelled. On average two people were killed and thirty seriously injured per month, during the ten year period 1974 - 1984 with over half of those being killed or injured on the National Routes. Two out of every three killed and one in two of those injured met with their accident outside built up areas while in recent years the rural section of the N.1. National Primary Route has suffered more fatal accidents than any other in the County. Traffic records available show that roadside developments contribute in some degree to nearly one third of accidents

3.15. The County's population has increased dramatically over the past twenty years up from 69,661 (1966) to 91,810 (1986) - a rise of nearly a third. With the exception of the main urban centres and Dublin County, County Louth has the highest population density per square mile in the country outside of Dublin. By the end of the century, the population is expected to increase by a further 24,000. Vehicle registration is rising and it is estimated that there will be 36,000 vehicles on the County's roads by the year 2,000. Traffic volumes

are also increasing, at the rate of 4% compound, resulting in a 120% upsurge by the end of the same period. The proposed motorway is expected to cater for a lot of these problems but is unlikely to be completed during the life of this Plan.

3.16. It is essential therefore that the capacity and safety of the County's Road are protected. In 1971 the then Minister with responsibilities for such matters felt it appropriate to issue a circular (Ref. R.A. 285/18) on roadside development after research at that time had shown that accident rates increased with the increase in roadside development or access points. Guidelines issued by the Minister of the Environment in October, 1982 stated that National Routes account for only about 3% of the total mileage of public roads but carry a high proportion of total traffic and are of vital importance to the development of the economy. The major road investment programme being carried out at present is designed to increase the capacity and safety of the National Roads. It is essential that this investment is protected as replacement will not be possible this century. Any frontage development along the new roads should be prohibited. It would now seem the Minister is less than satisfied that Local Authorities are dealing with this matter in the

appropriate way and he is now seeking (as forementioned in paragraph 3.12.) to review the situation and to confront any deviations in a more serious manner.

3.17. In order to comply with Government policy therefore; maintain the road network in a safe and satisfactory condition; and to maximise the investment undertaken so far, the Council considers it essential to protect the major traffic arteries viz National Primary and Secondary routes from the creation of new access points outside the 30 and 40 m.p.h. speed limit areas. The Council does however appreciate the need to accommodate certain development proposals requiring an access onto these routes insofar as they fall within the ambit of the proper planning and development of the area; public health and traffic safety regulations; and the provisions of this Development Plan. The Planning Authority may use their powers in granting permissions to limit the occupation of the house to bona fide applicants.

EXCEPTIONS TO THE POLICY IN RELATION TO NATIONAL ROUTES

3.18.(a) An application by a farmer or any member of his immediate family, engaged full time in the farm's agricultural activities, will be sympathetically considered. No other site or access onto a minor road should be available and developments should be clustered around the existing farm buildings. The existing vehicular entrance shall be utilised.

(b) The Council will also be generally in favour of the creation of a new access point where this is requested in order to replace one which is to be closed off to ensure the elimination of a traffic hazard and where additional development is not proposed.

(c) The existing house is to be demolished or no longer used for human habitation, consideration will be given for a replacement house. If feasible however, the existing entrance should be used, but where this is not possible it shall be closed off once the new entrance is operational.

(d) Other types of development requiring an access onto National Routes will only be considered, where, like mineral extraction, they are tied to a fixed natural resource.

(e) Development at Cul de Sac roads which are either county roads or roads improved under a Local Improvement Scheme where the junction with the National Route meets the required visibility

standards and the road is judged capable of accommodating a projected level of traffic.

(f) Louth County Council shall grant permission for one house to all residents on the main Primary Routes with holdings of at least one third of an acre where planning permission cannot be obtained on land belonging to the resident on a county road, on condition that the same entrance be used and the health conditions be adhered to.

3.19. As well as National Routes, three Regional Routes from Dundalk (i.e. to Louth Village; to Carrickmacross and to Greenore/Omeath) and two from Collon (i.e. to Dunleer; and to Drogheda) are carriers of high volumes of traffic and as such need to be afforded a degree of protection. However along with the concessions which apply to the National Routes, the Council will also sympathetically consider a request for a vehicular access onto the aforementioned Regional Roads where it is associated with a dwelling required for any member of a farmer's immediate family or farm worker, provided in the Council's opinion, that the extent of their agricultural involvement justifies the provision of a dwelling. The existing access point should be utilised where the Council considers this

appropriate.

Consideration will also be extended to a person retiring from farming to erect a house for his own occupation on the land which he farms. A similar application from the widow of a farmer will also be viewed sympathetically.

CHAPTER FOUR - HOUSING

INTRODUCTION

4.1. The Council as Housing Authority for its administrative area performs its function in this regard with a number of general aspects constantly in mind. These would be the provision of a house of good standard for every household at reasonable cost; a good balance in the distribution of housing for various ages and categories of income; a good choice in housing location to allow for family and social ties to be maintained and journeys to work and facilities kept to a minimum; and of course safe and pleasant living environments within these residential areas.

4.2. More specifically it shall be Council policy to ensure the provision of housing and housing land in order to serve both the public and private sector

needs of the County as far as that is financially feasible. In particular it shall be the aim of the Council to acquire land for housing in existing towns and villages so that infrastructural services already in place can be availed of and to enable the Council to provide additional services more cost effectively. The Council will endeavour to provide new and indeed upgrade existing services in the built up areas and to undertake general improvement works in order to provide attractive locations to encourage housing development to gravitate to these areas. The Council will also aim to provide a range of private house sites at various locations within and in close proximity to existing settlements. This is in order to meet the demand from those seeking to build within these areas, but unable to acquire a suitable site therein and as a consequence eventually erecting the dwelling far out in the open countryside.

4.3. In 1981 the total number of housing units in the County Council administrative area increased to 9,744 units, a 21% improvement on the 1971 figure. The 1986 total of 10,451 was a further increase of 7% over the 1981 numbers. The Council housing share of the overall county total however fell by two percent to 44% during this inter-censal period 1971/81. The

'Average Number of Persons per Room' factor improved as did the overall quality of the housing stock (Ref. Table 4.1.)

TABLE 4.1. NUMBER OF HOUSING UNITS, CO. LOUTH
1971 - 1986.

Year	Co. Council	D.U.D.C. & Drogheda BC	Total
1971	8,030 (46%)	9,406 (54%)	17,436
1981	9,744 (44%)	12,704 (56%)	22,448
1986	10,451 (42%)	14,584 (58%)	25,035

4.4. Census figures show that nearly one thousand houses in the County Council area are still without an internal water supply and while this is a marked improvement on the 1971 Census figure, it still represents ten percent of the total housing stock. On the other hand there has been a vast improvement in the numbers of houses with an internal flush toilet and fixed bath or shower (Table 4.2). A cause for concern is the number of households in caravans or mobile homes and the actual number of people affected.

TABLE 4.2. HOUSING QUALITY COUNTY COUNCIL AREA

1971 - 1981

Year	Houses Without		
	Int. Water	Flush Toilet	Fixed Bath/Shower
1971	2,943 (36%)	3,764 (47%)	3,271 (41%)
1981	986 (10%)	1,365 (14%)	1,955 (20%)

(Figures in brackets represent percentages of figures given against total houses).

HOUSING PERFORMANCE

4.5. Currently there are about 335 people on the housing waiting list drawn up by the County Council. It is difficult to determine if this represents the real housing problem in the County as many of those on this housing list have built houses, found alternative and satisfactory accommodation, or indeed left the County altogether. However during the period 1982 - 1987, over one hundred and thirty houses were completed by the Council. It is estimated that the County Council is responsible for approximately one fifth of all the house completion in the County.

4.6. Currently, over half of the County Council's capital expenditure programme is taken up on housing loans and house construction (Ref. Table 4.3.)

TABLE 4.3.: LOUTH CO. COUNCIL: HOUSING LOANS 1986.

LOAN TYPE	NO'S	VALUE (£'00s)
S.D.A. New Houses	30	5,030
S.D.A. Existing Houses	10	1,652
H.F.A. New Houses	7	1,497
H.F.A. Existing Houses	7	1,427
Special Category Loans	16	2,860
Reconstruction Loans	13	686
	83	£1,315,200
TOTALS		

House construction in 1986 accounted for nearly one million pounds while £55,862 was expended on eighteen properties as a result of Disabled Persons and Essential Repair Grants. In addition the County Council were handed back five houses under the House Surrender Grant (£5,000) which was recently abolished.

HOUSING PROGRAMME

4.7. House construction in County Louth is financed by the Department of the Environment's Capital Allocation Grant which has generally been on the increase during the period from 1980 onwards (Ref. Table 4.4).

TABLE 4.4 LOUTH CO. COUNCIL; CAPITAL ALLOCATION
GRANT (HOUSING)

Year	Value (£'000)
1980	505
1981	550
1982	400
1983	670
1984	1,180
1985	876
1986	1,135
1987	1,006
1988	821
1989	627

4.8. The future housing programme in County Louth will be determined in a major way by the funds

allocated to the County by Central Government.

Table 4.5 however sets out the programme of work which, finances permitting the Council wishes to undertake, the numbers involved and by and large, the date by which it is hoped to commence the relevant scheme.

TABLE 4.5. LOUTH CO. COUNCIL: HOUSING PROGRAMME

Location	House No's (Type)	Commencement
Clermont	10	1989
Ardee (Townparks)	43	1988
Omeath	8	----
Dromiskin	8 (2 O.P.D's)	----
Ardee (Cappocksgreen)	Not finalised (private sites only)	----
Collon	Not finalised	1990
Smarmore	Not finalised	----

4.9. Furthermore plans for an additional 92 houses (i.e. Stages 2,3 and 4) to join the thirty four houses already completed at Callystown, along with 22 additional dwellings to join the twenty eight houses completed at Lavin Park, Tullyallen, have been

drawn up. The Council is examining the potential for development in Knockbridge, Greenore, Dunleer and Castlebellingham, and will, as an integral part of its housing function, continue to locate and purchase suitable building land throughout the County.

HOUSING IN RURAL AREAS

4.10. As was previously stated, it is the policy of the Council to acquire land in existing towns and villages to provide for the housing needs of the County. The economic advantages to be gained by the provision of community facilities which the policy of concentration permits and the detrimental effects which scattered development has on existing towns and villages have already been outlined. However it is recognised by the Council that there is still a small genuine demand for one-off single houses in rural areas, outside the existing settlements. The Council will acknowledge this demand provided that community costs are kept at a reasonable level. This essential desire to protect the County's areas of outstanding natural beauty and highly scenic landscapes as well as the safety, convenience and committed investment of the main traffic arteries is

outlined in other chapters of this Development Plan. In addition the County Council is extremely concerned about the establishment of suburban types densities in rural areas, unrelated ribbon development, as well as housing sprawl.

4.11. The situation is one where the Council wishes to achieve housing development, which in terms of scale, density, siting and finish within its widest context, is sympathetic to the countryside and directly in harmony with its immediate surroundings while at the same time fulfilling the aspirations of those people wishing to reside in the open countryside who have no other realistic alternative. Accordingly, apart from the main traffic routes already mentioned in Chapter 3 and the highly scenic areas outlined in Chapter 6, the Council will view sympathetically a request for housing in the open countryside within the context of the criteria as outlined in paragraph 4.12 below.

4.12. The criteria to be followed will be that the first house site on any holding shall be at least half an acre in area with its entrance located so that it can be twinned with the next site. The second site shall again be at least half an acre in

area with its entrance twinned to that of the first site. In addition provision shall be made for a service road adjacent to this site by having a visibility splay introduced along the front boundary. Any subsequent sites shall be located behind sites numbers one and two and shall have access to the public road by way of a service road, constructed at right angles to the public road. No subsequent sites shall be approved until the access roads and any ancillary services have been completed to the satisfaction of the Council. The scale of development will depend on its form and location but it is considered that developments in excess of six dwellings would be inappropriate in the open countryside. A bond will also be required for the service road and other ancillary services.

CHAPTER FIVE : SANITARY SERVICES

INTRODUCTION

5.1. County Councils as Sanitary Authorities, are responsible for the construction and maintenance of public water supply and sewerage schemes in their areas and are given powers to carry out their duties by public health legislation enacted since 1878. As well, since gaining membership of the European Community, relevant legislation on these matters has placed a responsibility on the County Council for the planning, organisation, authorisation and supervision of waste operations in its area, including toxic and dangerous wastes and indeed waste oil. Nationally the passing of the Local Government (Water Pollution) Act in 1977 provided for the control of water pollution and for other matters connected to it.

WATER AND DRAINAGE SERVICES

5.2. It will be the Council's desire, subject to resources being available to continue its programme, to provide or assist in the provision of adequate water and drainage facilities to the County at large

in order that these essential infrastructural services are capable of creating an environment conducive to the attraction of industry and related commercial and residential uses. Priority will be given to those areas of the County where either major deficiencies exist or major developments, especially of a residential nature, are expected.

5.3. In order to maximise the investment already undertaken in the provision of these services the Council will as far as possible direct development into areas where services already exist or can be provided easily and especially into those larger built up areas which are capable of supporting sanitary facilities not achievable with a more diffuse style of development. The Council will also look towards the provision of services where the greatest potential for economic, industrial or residential growth exists. The Council will also undertake as far as it is feasible, the provision of adequate water supply and sewerage services, to those living outside the built up areas.

5.4. In the context of water and sewerage services the County Council has within the past few years, undertaken and completed a number of schemes, both

medium and large scale. These include Phase 1 of the North Louth/Cooley Water Supply; the Tullyallen Water and Sewerage Scheme; and Stage 1 of the Ardee Sewerage Scheme. A number of schemes are ongoing while some have yet to commence, but finances permitting the Council will undertake those works outlined in Table 5.1.

TABLE 5.1: SANITARY SERVICES PROGRAMME(MAJOR WORKS)
LOUTH COUNTY COUNCIL

A. Water Supply	
1. North Louth/Cooley (Stage II)	1990/94
2. Mid Louth (Lough Muckno)	1992
3. Dunleer	1993
B. Sewerage Works	
1. Blackrock/Haynestown (Stage II)	1989/91
2. Carlingford	1990/93
3. Dunleer	1993
4. Baltray/Termonfeckin	1993
5. Castlebellingham/Kilsaran	1988/90
6. Louth	1990/--

5.5 The number and the location of the schemes falling within the small/medium size category are

decided annually depending on the allocation of finances for these works from Central Government. During the period 1980 to 1986 close to £150,000 was given for these type of works, though nothing at all was allocated in 1987 and only £18,000 in 1988. A sum of £88,000 has been granted for 1989 - Omeath W.S. (Filter Beds) and Rockmarshall/Bellurgan watermain extension. It is the intention of the County Council to press for funds to maintain a continuous work programme to undertake those works outlined in Table 5.2., to add to those already carried out at Dunleer and Collon (Water Schemes); at Termonfeekin, Dunleer and Tallanstown (Treatment Work Improvements); at Tinure, Annagassan and Kilkerley (Sewerage Works); and at Mullacrew (Reservoir)

TABLE 5.2: SANITARY SERVICES PROGRAMME(MINOR WORKS)

LOUTH COUNTY COUNCIL

1. Ardee Borehole and Ancillary Works.
2. Collon Reservoir
3. Watermain at Begrath.
4. Tenure Sewerage Scheme- Network Extension(Part 2)
5. Mullacrew-Mills of Louth Watermain Link up.
6. Philipstown Water Supply Scheme.
7. Annaloughan Water Supply Scheme.

8. Production Work and Ancillary Works at Sheelagh.

9. Production Borehole at Boydsbridge.

(Total estimated costs of these works is approximately £220,250.)

5.6. The advance of Group Water Schemes in the County over the past years has been considerable, as has been the involvement of the Council in the provision of this facility. Recently completed schemes have included those at Stickillen, Reaghstown, Killanny, Cooley, Riverstown(Ardee), Cookstown, Dowdstown, Dromin and Cluide(Dunleer), while schemes at Townparks(Ardee), Hammondstown/Rathcor and Darver are under construction. The Sandpit, Ballymakenny, Smarmore II/Belpatrick and Rathcor Phase II are imminent.

5.7. Given the County Council's commitment and investment in infrastructural facilities generally and especially the unique and essential role that a potable water supply plays in the life of the community, it shall be the policy of the Council to investigate the precise boundaries of all unconfined aquifers at Drogheda, Ardee and North Louth; both the Cooley and Coastal Gravel Aquifers; and the Central Louth

Morraine Acquifer and to restrict development adjacent to these if septic tank drainage arrangements or slurry spreading are involved. The catchment areas of all existing water schemes, including Ravensdale, Killen and Barnattin, will also fall within this policy.

POLLUTION

5.8. It will be Council policy to eliminate, reduce and where possible, control pollution emissions to land, sea, water or air mainly through the use of its statutory powers. Where applicable under the E.C. Directive sanctioned by the Government on 3rd July, 1988 the Council will require the submission of an Environmental Impact Study for certain proposed developments or extensions to existing developments which have pollution potential. It will also make provision for monitoring emissions and ensure that a "failsafe" arrangement is in operation.

5.9. In the context of water pollution control the County Council is responsible for the implementation of both the 1977 Local Government (Water Pollution) Act and other relevant EEC Regulations. The Water

Pollution Act places a general prohibition on the entry of noxious, poisonous, or polluting matters to waters. The Act provides for this control to be exercised by means of a licencing system operated by the County Council who are also charged with the monitoring of specific discharges to waters and sewers; the investigation of pollution complaints; extensive river quality appraisal; and the making of Water Quality Management Plans, which should be completed with the time period of this Development Plan. In the past five years over 1,250 samples were taken from the County's rivers; over 325 from the various sewerage treatment works; and 650 from the effluent discharges from commercial firms. In all 13 licences were issued under Sections 4 and 16 of the Water Pollution Act during this same period. The Council will insist on adequate measures being taken by industrial undertakers to prevent pollution of rivers and watercourses in order to protect and improve their quality. The Council have taken the course of issuing Advice/Warning Notices prior to the serving, if subsequently required, of a Section 12 Notice, in an effort to deal with pollution control more effectively.

5.10. As well the Council has instigated a five year programme whereby every farm in the County will be visited by the Pollution Officer to undertake and thereby highlight to the land owner any potential farm pollution problems. This programme started in May, 1988, was set up prior to the Minister of the Environment's request to all Local Authorities to commence this type of farm pollution control. So far the Pollution Officer has called at over 320 of the 2,500 farms to be found within the County. A further course of pollution control has been undertaken, whereby three beaches, (Clogherhead, Seapoint /Termonfeckin and Shelling Hill/Templetown), have been designated for monitoring purposes, related to the testing for Quality of Bathing Waters within the meaning of the relevant E.E.C. Directive (76/160) and Regulations (1980). Over 35 samples were taken in 1988.

5.11. With regard to oil pollution the Council is directly responsible for any of this type of pollution which might affect its coastline. Dispersants have been stockpiled locally and a contingency plan has been prepared. Air pollution was controlled under the 1962 Sanitary Services Act. The Air Pollution Act, 1987 is now in operation and

follows the same procedures as those in the Water Pollution Act with regard to the licensing of emissions and the making of Air Quality Plans. More than thirty monitoring stations have been set up throughout the country of which two - at Dundalk and Drogheda- are in County Louth.

REFUSE DISPOSAL

5.12. The County Council in conjunction with the private sector provides a domestic refuse collection and disposal services for the County at large. It has a waste disposal site at Whiteriver, south of Dunleer. The Whiteriver Landfill Site, which was purchased in 1980 and opened in December 1984, comprises an area of eleven hectares and has been designed to accommodate an annual refuse input of 20,000 tonnes for the next twenty years. A continuous environmental programme is in operation at the site to monitor the surface, ground and refuse water quality and indeed samples are taken each month. A Waste Management Plan was prepared in 1988 and a Special Waste Management Plan, dealing with the disposal of toxic and dangerous wastes, is being prepared at present.

LITTER

5.13. The County Council will endeavour to make the general public more aware of the need to eliminate litter and unauthorised dumping in order to protect and enhance the visual amenity of the County, in the interests of both residents and tourists alike. The support of both community and business groups will be enlisted in this project.

FIRE SERVICES

5.14. The 1981 Fire Services Act which replaced the 1940 Fire Brigade Act, established Fire Authorities for the country at large. County Louth differs from most other counties in that it has three Fire Authorities namely Dundalk U.D.C., Drogheda Corporation and Louth County Council itself. In the administrative area of County Louth there are three fire brigades at Ardee, Carlingford and Dunleer. A new fire station will be built at The Fair Green, Ardee.

5.15. The County Council as Fire Authority also undertakes fire prevention activities. In this

regard, buildings which are used by the general public, such as restaurants, public houses, dance halls, cinemas and amusements centres are inspected. A programme of inspections of flats, hospitals, hotels, institutions, schools, factories and petrol installations is ongoing.

POWER

5.16. Electricity comes to County Louth from the National Grid. There are no generating stations in the County itself - the main generating stations being located in Dublin and Munster. The primary location from which electricity reaches the County is at the 220kv to 110kv substation near Louth Village. (This is also the southern end of the North/South Electricity Link which has been out of service since 1975). From here supply is taken to the two substations at Mount Avenue, Dundalk and Drybridge, Drogheda. Next the supply is brought at 38kv strength to 10kv substations in Ardee, Dunleer, Kilsaran, Dundalk, Drogheda and Cooley Peninsula.

5.17. E.S.B. load has been growing at nearly 4% per annum during the last three years and to meet this

continuing growth the uprating of the substation at Bush, Greenore will be required by 1990. Other than that the electricity network can cope with normal demands placed on it.

TELECOMMUNICATIONS

5.18. The telephone network in County Louth is fully automatic and all the exchanges have been upgraded to digital equipment. The two main centres are Drogheda and Dundalk which between them handle the calls for twenty-two smaller exchanges. The total equipped capacity of these two groups of exchanges is 27,000 lines with 21,000 working lines. All of the exchanges are connected to either Drogheda or Dundalk by digital P.C.M. junction circuits.

5.19. Telecom Eireann can offer a telephone service to almost all new applicants on demand with applications for telex given the highest priority. National and International Direct Dialling (S.T.D. and I.S.D.) is available to all customers and the Quality of Service Targets laid down have almost been reached.

5.20. Recently commissioned is a new Digital Radio Link from Dundalk to Dublin while the newly proposed Optic Fibre Trunk Cable from Dublin to Belfast will be routed via Drogheda and Dundalk

NATURAL GAS

5.21. In October, 1983, the Irish and United Kingdom Governments entered into an arrangement - the memorandum of understanding - for the sale of natural gas from Kinsale, Co. Cork to the north of Ireland. The route to be taken by the supply pipeline would have ensured that natural gas was available immediately to Dundalk and Drogheda and soon after to commercial, industrial and horticultural concerns within the County generally. However in August, 1984, the United Kingdom Government decided not to pursue the proposed natural gas link and withdrew from any further discussions on the matter.

5.22. As a consequence, the Department of Energy re-assessed the situation in the light of any possible European Community funding, with the concern to bring the gas pipeline to the north east as soon

as possible. In April, 1987, the Government approved the proposal by An Bord Gais Eireann to construct a pipeline from Abbotstown in County Dublin to Dundalk as part of an overall, longterm strategy to extend the National Gas Grid to the border counties and from this to link into the United Kingdom and thereafter the European, Natural Gas Grids. Work on the laying of the underground pipe commenced in May of 1988 and has been completed.

5.23. While there is a ready domestic consumer market already in place in Dundalk with over 2,000, Town Gas users, the potential for industrial, commercial and agricultural concerns, both existing and proposed, to avail of a secure, efficient and cost effective source of energy, augers well for economic and employment opportunities. The Council is hopeful that investment decisions can now be taken by those concerned without further delay.

PORTS

5.24. The County is served by three main ports at Dundalk, Drogheda and Greenore; a major fishing port at Clogherhead; and a small number of minor quays at

Annagassan, Bellurgan, Carlingford, Gyles Quay and Omeath. All are under the Authority of the County Council except Greenore which is privately operated and Dundalk and Drogheda which have their own Harbour Commissioners.

5.25. Greenore Port initially operated as a passenger and freight terminal having railway links with Dundalk and Belfast. However with the demise of the railway the port started to develop and build upon the freight end of the market with an emphasis at the beginning on container traffic, though now, general cargo traffic has taken precedent. The throughput has been in excess of one quarter of a million tonnes per annum since 1982 with animal feeds, milk powder, fertilisers, steel, coal and timber as well as frozen meat, livestock and potatoes being the main commodities. Since 1981 improvement works in the form of new quay walls, concreting and resurfacing the port area, additional storage sheds, cranes and bulk hoppers, has ensured the port's continued success. The development of a deep water facility to allow the port to accommodate ships of up to 50,000 tonnes is planned, as at present it is restricted to those of 5,000 tonnes maximum. This type of new facility and the availability of land, suitable for

light industrial purposes, leaves Greenore with a potential to develop as a major port.

5.26. Dundalk Port, has increased its handled cargo from 208,500 tonnes in 1980 to 320,000 tonnes in 1986 of which animal feeds, coal, gas, oil and timber were the main products and its throughput of ship from 229 to 271. During these years it has reconstructed and resurfaced quays, financed dredging works and sought to develop a deep water facility. The port will not realise its full potential until the Inner Relief Road is fully completed as referred to elsewhere in this Plan.

5.27 Drogheda Port, is the largest in the County. It has increased its throughput from 530,000 tonnes to 870,000 tonnes during the period 1980 - 1985 handling in the main oil, coal, fertilisers, timber, grain and paper. This figure rose to the one million tonne mark in 1988. Improvements to quay walls, the quay proper and channel dredging have been undertaken during this period. Port development has however been hampered due to the finances needed to develop the southern bank of the river, a section over which the Harbour Commissioners have control, though it is envisaged the two additional quays will be reconstructed soon.

5.28. Clogherhead, is primarily a fishing port, landing approximately 2,500 tonnes per annum. The Council have plans for a major development programme with a pier extension and construction of a new breakwater.

The harbour at Carlingford has silted up badly for some time and is totally underutilised. The Council as owners are investigating ways of obtaining more amenity/recreational/tourism benefit when the sewage outfall is transferred outside the harbour.

CAMP OCKSGREEN

MENTAL HOSPITAL

ARDEE

DE MESSA

300 Metres







North Bridge

Mountain Road Bridge

Station Wood

Station

Dunleer

St. Brigid's R.C. Church

Flax Works (Linnard)

Rose Villa

SKIBBODUMORE

4-641

4-631

2-372

.671

4-451

5-579

2-543

16-653

.770

.586

SS. Brothan's Church

Station

SLAND

102

.272

.779

.282

2-403

10-497

12-404

5-806

8-699

1-819

St. Brigid's R.C. Church

Smashy

1-096

744

1-881

1-708

Flour Mill (Dunwood)

2-956

Flax Works (Linnard)

2-797

5-076

4-825

IL

IE

IR

6-772

Bigbarn Bridge

Rose Villa

12-121

.504

School

.943

3-033

1-682

Flour Mill (Dunwood)

2-956

Flax Works (Linnard)

2-797

5-076

4-825

IL

IE

IR

6-772

Bigbarn Bridge

Rose Villa

12-121

.504

School

.943

3-033

1-682

Flour Mill (Dunwood)

2-956

Flax Works (Linnard)

200 Metres



Termonfeckin

Yellow Gap

St. Mary's R.C. Church

Monastery

Castle

76 School

Court House & Dispensary

Temperance Hall

Rectory

Trape House

Constabulary Barracks

Island House

Parochial House



PART II
DEVELOPMENT CONTROL GUIDELINES

INTRODUCTION

1.1. In order to ensure the proper planning and development of the area, new development should conform to a number of requirements. These are set out below and are intended to act as a guidance so that an applicant might be informed as to the standards the County Council will expect.

NEW HOUSING DEVELOPMENT

2.1. Private housing development has generally taken the form of estate housing in larger settlement areas of the County, such as Ardee and Blackrock, with one-off dwellings scattered throughout the remainder. In order to improve upon the quality of new housing and to ensure the provision and protection of residential amenities, the Council will adopt minimum standards for both estate and one-off dwellings.

ESTATE HOUSING

2.2. A housing estate should be developed as a unified concept with a visually stimulating

environment being created through the use of variations in house styles, finishes and building lines; the separation of pedestrian and vehicular traffic; the provision of public open space appropriately landscaped; and the retention of as many of the existing on site features such as trees, hedgerows, walls, rock outcrops, contours, streams or rivers.

2.3. Dwellings, especially those with a relatively small floorspace, should be designed to allow for the easy extension of the kitchens or bedrooms at a future date. Windows should avoid unnecessary detail and be positioned to allow for maximum privacy within the house and for adjacent houses. Externally, restraint in the use of contrast is recommended, while traditional materials should be used where practical.

2.4. A major element in residential estate design is the provision of privacy and since density controls set out to ensure that each house has adequate private space, the Planning Authority had concerned itself, first and foremost with this aspect. In this regard it had been considered more appropriate to use minimum rear garden space instead of maximum densities, as it can be possible to conform to density provision while

not providing usable private space. These requirements are set out in Table 2.1.

TABLE 2.1. : MINIMUM REAR GARDEN SIZE

Terraced House	90 sq. metres.
Semi Detached House	120 sq. metres.
Detached House	150 sq. metres.

2.5. Where complete privacy can be assured through the erection of an attractively finished wall, the County Council may permit reductions of up to thirty percent of the ~~minimum~~ rear garden size outlined (Table 2.1.). Irrespective of this aspect, a two metre high, three metre long wall should be erected at the back building line between rear gardens of adjoining houses, while a permanent barrier approximately 2 meters high should be provided at the rear boundary of the back garden. And save for the drive in area, a capped wall, not less than 0.6 metres and not greater than one metre high, with an external finish similar to that of the house to which it relates, shall be erected along the front boundary of the front garden.

2.6. Within the residential areas, public open space will be provided, which shall be graded, grassed and landscaped by the developer to the County Council's satisfaction. The public open space standard requirement is 80 sq. metres per dwelling unit and in calculating this area the Council will not accept backlands; lands on steep slopes; nor open spaces (such as grass margins), incidental to roads. The minimum unit of public open space acceptable is 200 sq. metres, with ten metres as a minimum dimension for any side. It should, where possible, be located adjacent to existing or proposed community facilities in order to enhance their recreational potential.

2.7. The public open space should be an element of the overall design and layout of the estate and should be landscaped in conjunction with the on-going house building programme. The landscaping plan, which should incorporate those feature of significance to be found on the site into the overall scheme, shall accompany the housing development planning application. Those features to be retained should be clearly marked on the submitted landscape plan.

2.8. If, in the opinion of the County Council, it would not be in the best interests of the proper

planning and development of the area to require the provision of public open space to serve any housing development. The Council may, by condition, require a contribution to be paid by the developer towards provision by the County Council itself, of public open space elsewhere.

2.9. The roads standards outlined in An Foras Forbartha's "Recommendations for Site Development Works for Housing Areas", 1979, shall be applied in regard to new housing development. The County Council shall seek to have roads laid out in such a manner that the incidence of through traffic is discouraged and traffic speeds are reduced. This will entail limiting the number of houses served by any single road, the avoidance of the use of long straight carriageways, and through the use of road curves. Changes in surface colour and texture and an irregular road pattern will also be sought where appropriate.

2.10. A pedestrian system separated from the road layout should be included in the overall scheme, if churches, schools, shops or community facilities lie adjacent. Links into and through other housing areas may be appropriate.

2.11. Dwellings in new residential developments must be set back a minimum of six metres from the carriageway in order that off street parking for one car can be provided for each house. This car space, which shall be in addition to a garage or space for a garage, shall have an area of hardstanding 5 metres deep by 2.5 metres wide and be approached through a drive in with an entrance not wider than three metres. Gates, if provided, should open inwards only. Provision shall also be made for visitor parking, at the rate of one space per four dwellings and should be located in positions which afford supervision from dwellings.

2.12. All electricity, telephone and communal television cables shall be laid underground. Unobtrusive locations should be found for pumping stations, transformer stations and all other such service buildings.

APARTMENTS

2.13. In the case of purpose built apartments, private space shall again be the instrument for assessing density. By and large, 75 sq. metres of open space for two storey apartments and 65 sq. metres

for three and four storey apartments will be required instead of the public and private space standards applied to estate housing. Care should be taken with the layout and siting of this open space so that it is easy to maintain and plays its full role as an amenity area for the residents of the apartment block. Refuse, disposal facilities should be sufficient for residents needs, and be conveniently located and adequately screened, in order that residential amenities are not reduced. Car parking at the rate of one space per apartment shall be provided. It should be conveniently placed, should not be unduly obtrusive and should be softened by landscaping. Provision shall also be made for visitor car parking at the rate of one space for every four apartments. Thought should also be given to the inclusion of small storage units within the overall site to be used by the residents of each apartment for purposes incidental to the enjoyment of the apartment.

DEVELOPMENT SECURITY

2.14. In order that estate housing and apartment developments are full completed, the County Council will insist that no development takes place until

security in the form of a bond, surety or cash deposit (given for the satisfactory completion and maintenance until taken in charge, of all relevant roads, public open spaces, car parks, sewers and water mains, public lighting, paths and verges) is lodged with the Council. As well, the Council will impose a planning condition requiring a minimum level of roads, services and open space layout to be undertaken in advance of house construction. An in the case of relatively large numbers of residential units being provided the Council will, after consultation with the developer, seek a programme of phased development whereby advancement to the next phase will only be permitted where the previous phase is completed to its satisfaction.

ALTERATIONS TO DWELLINGS

2.15. Because of the wide variety of housing existing throughout the County, it is only possible to give general guidelines rather than precise rules in relation to the Council's views on extension or alterations to dwellings.

2.16. By and large extensions should be in harmony with the original building in terms of form, fenestration, materials and colour. They should be designed to avoid or minimise overshadowing of windows, yards or gardens of adjoining properties or the obstruction of a view from a neighbours window. Windows should not be incorporated into flank walls where these would result in a major loss of privacy through overlooking of a neighbour's property.

2.17. A ridged roof is preferable to a flat one from an external appearance viewpoint and indeed generally gives fewer maintenance problems. Certainly in the case of an extension which will rise two or more storeys in height the County Council will, by and large, request that these be finished with a ridged roof as it is virtually impossible to obtain a pleasing unified tie-in with the existing building otherwise.

2.18. Dormer extensions to the front of a dwelling should be designed as an integral part of it, taking into consideration the external appearance and materials of the dwelling, with particular emphasis on the existing window shape and style. Generally, new dormers should not break the ridge or eaves lines of

the roof, should be set back a minimum of three tile courses from the eaves line and should be clad in material which matches the existing roof or house.

FLAT CONVERSION

2.19. While the pressure to convert existing premises to flats is slight within the County, the Council is nevertheless anxious to give guidelines on this type of change of use in order that proper and acceptable standards are obtained.

2.20. Primarily the Council will seek to ensure that the average size of the unit will be 30 sq. metres minimum. At least one bathroom and toilet will be required for every two units or for every floor of the house, together with kitchen facilities, if not provided separately within each unit. Rooms in basements shall be at least 2.2 metres high with the ceiling at least one metre above the surface of the street or adjoining ground level, while attic rooms shall be at least 2.2 metres high for at least two thirds of the area of the room.

2.21. The sub-division of a dwelling into flats will be discouraged by the Council where it is considered

that it would create a situation prejudicial to the residential amenity of the surrounding area and while the subdivision of large houses, housing above business premises and houses on primary traffic routes will be encouraged, houses suited to family accommodation will not be allowed to change.

SINGLE HOUSES

2.22. Particular attention needs to be paid to the location, siting and design of a dwelling in a rural setting. Each should be positioned where the impact on the visual environment is minimised. The use of appropriate materials, kept to a minimum, is recommended, as is the need to avail of muted colours for roof finishes. The positioning of a house whereby the skyline is broken should be avoided and the house should be erected in such a manner that the main ridge line is parallel to the centre line of the public road. As well, the natural features of the site, such as trees, hedgerows and boundary walls, should be retained, while the Council will insist on informal tree and shrub planting to take place on site as part of the development. Species indigenous to the country, like Ash, Rowan, Beech and Whitebeam to name

but a few, should be used. A hedgerow or stone wall for boundary treatment is recommended, and will be generally insisted on for the front boundary finish. In short, the County Council are attempting to ensure that houses in the rural context are designed and finished as such and not as urban houses which are out of place and visually obtrusive in the countryside.

2.23. In the matter of single housing, especially those in the rural area of the County, the Council will seek to ensure that where public drainage is not available, then the requirements set out in the publication "Recommendations for Septic Tank Drainage Systems Suitable for Single Houses" (IIRS, SR6, 1975) are satisfied, along with any similar standards approved by the County Council, together with any other public health requirements.

2.24. The septic tank should be located within the site. If for some very exceptional reason, this is not possible and it has to be located on land not in the applicant's ownership, then a formal legal agreement from the landowner on whose land the septic tank is to be located shall be submitted along with the planning application documents. The septic tank shall be positioned at least 32 metres from any well,

stream, river or watercourse in order to ensure that there is no danger of contamination of the water supply or to fish spawning areas. As well, it should be at least three metres from the boundary of any house site and not less than nineteen metres from the dwelling it serves or from any other dwelling existing or granted planning permission. If the house site is close to any major water supply source, the septic tank must be at least 92 metres from the high water mark.

2.25. A percolation test shall be carried out on every site to establish whether or not the soil is suitable for drainage by septic tank. No part of the percolation area shall be closer than eighteen metres to the nearest dwelling; ten metres to the nearest road, stream, river or ditch; or within three metres of the site boundary. No distribution pipe shall be longer than eighteen metres and there should be a two metre minimum distance between the pipes.

INDUSTRIAL AND COMMERCIAL DEVELOPMENT

INDUSTRIAL DEVELOPMENT

3.1. The Council recognises the vital importance of industrial development to the economy at both national and local level. It is concerned however to ensure that industrial undertakings, which can have a damaging impact on the areas surrounding it, do not fall into conflict with other land uses. New industrial development should therefore take account of existing or likely future neighbouring uses.

3.2. Off street parking must be provided within the curtilage of the site and adequate on site allowances need to be made for lorry and truck manoeuvring; loading/unloading; and a satisfactory traffic flow system. Provision should also be made for queuing space for waiting vehicles. As such it is generally necessary to leave at least one third of the site free from buildings.

3.3. Known noise sources, such as compressors, will have to be housed in acoustic enclosures and preferably placed away from site boundaries. Areas used for such matters as heavy vehicle manoeuvring or

storage are potential noise sources and should also be situated away from dwellings and community buildings.

3.4. Developers should preserve as many of the existing features of the site as possible and incorporate them into an overall landscaping plan. This plan should be submitted at the same time as the planning application, as should details of the storage, treatment and disposal of all wastes. All storage areas should be adequately screened.

3.5. Poor quality finishes such as concrete block or corrugated iron sheeting will not normally be permitted in areas which are publicly visible. Boundary walls and fences should be durable and of good appearance.

3.6. A maximum of two vehicular entrances to any development will be permitted, each entrance within overall width, not greater than 7.5 metres.

COMMERCIAL DEVELOPMENT

3.7. Since commercial developments will take place primarily in urban areas, the development should

reflect the architectural character of its surroundings in terms of height, massing, materials and design.

3.8. Provision for loading and unloading shall be required for all commercial developments in order that the safety and convenience of road users and pedestrians is not interfered with in any way. Warehouses or wholesale outlets which generate heavy traffic shall not be allowed to locate where they would encourage movement of heavy traffic through residential areas.

3.9. In the cases where surface car parking is permitted a reasonably attractive layout, incorporating landscaping and screening proposals will be required.

3.10. Amusement centres will not be permitted in wholly or partly residential areas.

SHOPFRONTS

3.11. The Council will seek where possible to have traditional shopfronts retained and to ensure that new

shopfront designs are in keeping with the existing character of the County's towns and villages.

3.12. Shopfronts of architectural importance will be formally listed while the enlargement of existing windows above ground floor level and the construction of fascias linking two or more buildings of different architectural exteriors will generally not be viewed favourably. The Council would also prefer to have less emphasis placed on plastic and ceramic finishes and a change away from the use of signs bearing brand names as part of a shopfront fascia.

3.13. The Council will control the use of roller shutters on shopfronts to avoid deterioration in the visual urban environment. If it is considered imperative that they be used - and the Council only views chemist and jewellers outlets as falling into this category - it will be the policy to seek to have the open grill type shutter used and this preferably placed behind the glass. If in front, the housing box should be recessed so as to be flush with the face of the building. The shutter itself and the housing box should not be left in its original aluminium finish, but should be painted or plastic coated in a suitable colour.

EXTRACTIVE INDUSTRY DEVELOPMENT

3.14. The Council will require the fullest details to be submitted with those planning applications which seek to gain permission to extract those sands, gravel or mineral deposits to be found in the County.

3.15. With regard to the work programme, the precise size and depth of the extractive areas and their relationship with the water table, the methods to be used in extraction and the intended phasing of the operation, are all important.

3.16. As well, the layout of the site and buildings; the exits and entrances; the parking areas for cars; parking and loading areas for lorries; as well as the storage for materials and products will also have to be shown.

3.17. The County Council's requirements will extend to information being submitted on the site's workings including the water supply available and likely extra demands; the treatment of the washing water; the disposal of silt; arrangements for the washing of trucks; and the protection of water courses.

3.18. Landscaping provisions are extremely important in this type of commercial enterprise, if visual intrusion on the surrounding countryside is to be minimised. Details therefore of the boundary fences and screening during extraction shall accompany the planning application along, with proposals relating to the storage of topsoil, subsoil and overburden and of plans for the eventual rehabilitation of the site. The Council may insist on the developer lodging a bond or other satisfactory surety with the Council prior to the commencement of development to ensure that landscaping and rehabilitation work is undertaken.

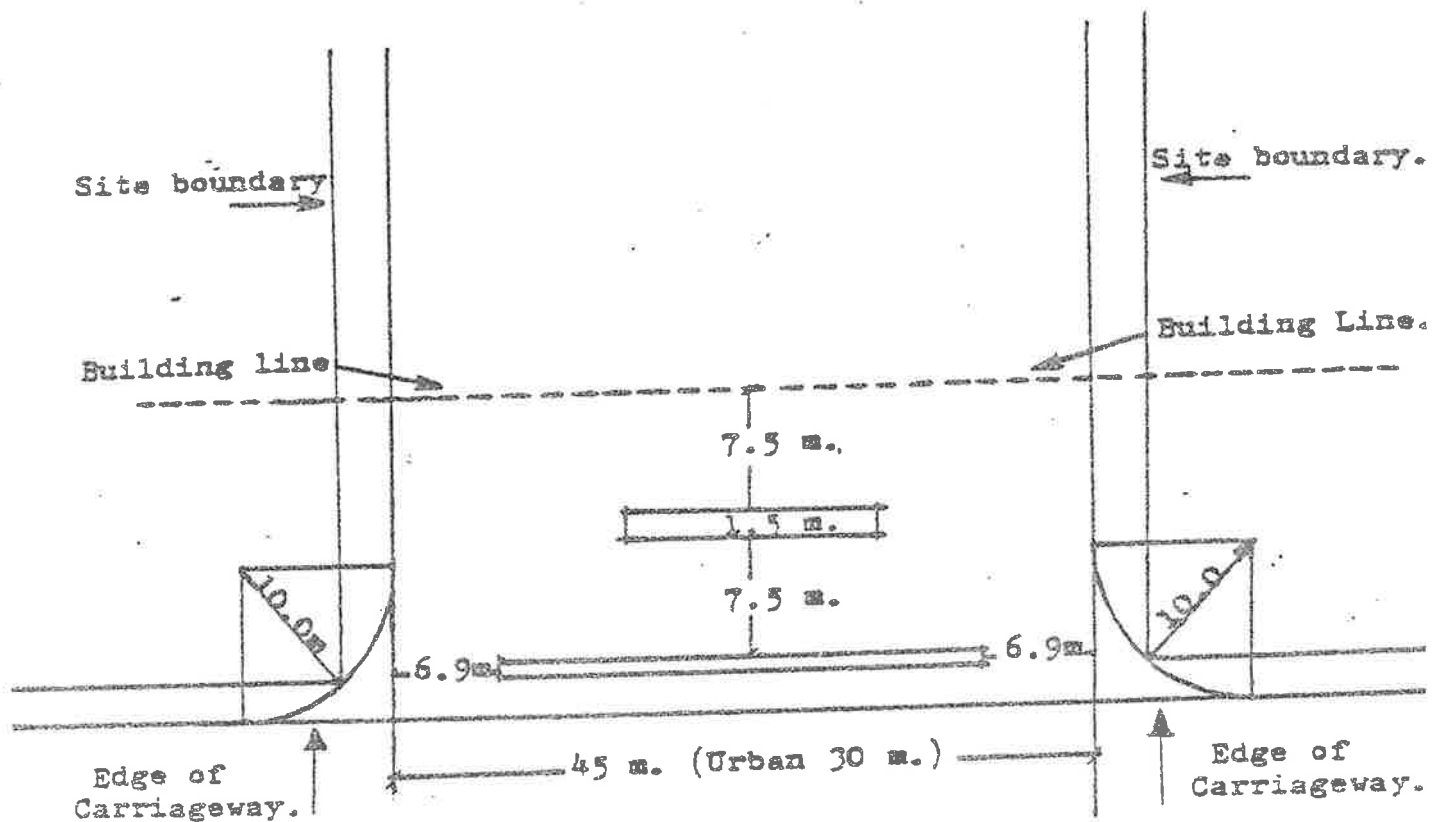
3.19. Finally, transport methods and volumes shall be given, that is, the roads the lorries will use; the average daily number of lorry trips; and the types of lorries to be used, including the number of axles on each and the loaded axle weight.

PETROL FILLING STATIONS

3.20. Though it is generally accepted that the County at large is adequately served by petrol filling stations, planning applications for new service stations will still undoubtedly be submitted for the

PETROL FILLING STATIONS

MINIMUM DESIGN STANDARDS



Petrol filling stations will not be permitted within,

- (a) 50.0 m from any traffic signal.
- (b) 50.0 m from any major junction.
- (c) 25.0 m from any minor junction.

Council's attention. In this regard it is considered essential that the service is located in a place where it does not endanger the safety and convenience of road users and pedestrians, nor cause injury to amenities.

3.21. An essential prerequisite would be the adherence to a layout which conforms to the County Council's minimum standards on these matters, as outlined in Fig. 3.1. Other important aspects would be its location only on the fringes of built up areas and within the 30/40 mph. speed limit zone. It would need to be positioned on the near side of the road on the way out of these built up areas but avoid being within fifty metres of any traffic signal or major junction or within twenty five metres of a minor junction. It should be clearly separated from the public road by a low wall.

3.22. A landscaping plan, along with details of advertising arrangements should also accompany the planning application. Advertising should be contained on the canopy only and should be restricted to identifier signs and those related to the oil and petroleum products on sale. If a car wash is provided, water from it should be prevented from

reaching the public road or footpath. A canopy should also be provided around the car wash facilities in order to prevent windborne spray being carried from the site.

ADVERTISING STRUCTURES

4.1. The County Council recognises the importance of advertising in promoting the business life of the County but is concerned to ensure that advertisements and advertising structures are sympathetic to the character and scale of their surroundings; avoid interfering with the safety and convenience of road users; and do not impair the amenity of any area.

4.2. The Council considers that advertisements, especially the large free standing type are best kept to the main retailing areas of towns and away from both the open countryside and small villages. In towns, advertising signs will have to avoid proximity to a Listed Building, public open space, or important view. In predominately residential areas only those advertising signs identifying a particular business premises and attached to it will be allowed.

4.3. Advertising devices should be sympathetic in design and colouring both to the buildings on which they will be displayed and their surroundings. They should not obscure architectural features, cornices, window openings, street name plates or other features in facades or gables. They should not rise above the

eaves or parapet level of any building, or outside the general bulk of the building, nor compete with road signs or otherwise create a traffic hazard.

4.4. In the matter of advertising which seeks to identify a particular trade, service outlet or tourist facility, the County Council considers that signs attached to buildings are preferably to free standing hoardings. Sign and name plates should form an integral part of the elevational design of the building. The use of illuminated box fascia and illuminated projecting box signs should be avoided. All advertising above groundfloor level will be severely restricted in order to avoid clutter and preserve the amenity. Advertising signs erected parallel to the road are preferable to those projecting at right angles to it.

4.5. The Council accepts that hotels, guesthouses and businesses connected with the tourist industry in a major way have a special call on advertising aimed at both travellers and tourists. The Council however is concerned to ensure that valid advertising needs are accommodated in a manner consistent with the proper planning and development of the County and as such seeks to avoid the situation where a proliferation of

signs, especially at the approaches to towns, and villages, gives rise to advertising clutter, disamenity, and driver distraction. To this end therefore the County Council will look first towards increasing its commitment to town and village directional signs, especially on main traffic routes, and to finger post signs for those tourist enterprises located off these main routes.

4.6. Thereafter the Council will only be in favour of "remote" advertising, (that is advertising not on site nor on the premises concerned), where it relates either to (a) a facility or business which is located outside a built up speed limit area and where in the Council's opinion, it is of major tourist interest or (b) to a hotel complex situated off, but close to, the road on which the sign is to be positioned. Businesses located within built up speed limit areas should position any signs within the confines of their site.

4.7. Finger post and remote advertising signs may also be acceptable in the case of non-tourist related businesses if in the Council's opinion these enterprises would normally attract substantial private vehicle volumes or heavy goods vehicle traffic and

where the inclusion on these signs would allow significant improvements in road safety to be achieved. Finger post signs may be permitted for enterprises located off the main routes while remote type advertising may be acceptable for those businesses with frontages on the road on which the sign is to be placed.

4.8. In the matter of finger post signs, each sign shall be of standard dimensions with blue lettering on a white background. A blue border is also required. The sign should be erected on an existing road-signpole where possible or otherwise on the standard type of pole which will be purchased, erected and maintained by the County Council at the applicant's expense. A sign shall not be permitted at a junction where together with existing signs there is visual clutter or where as a result of the overall number of signs, they compete with road signs or otherwise create a traffic hazard. The Council may place a limit of two such signs on any one pole. Any further signs, if considered appropriate, would be accommodated by the replacement of the existing signs by a single sign denoting the village, townland or other suitable name for the area or by a sign advertising in general terms all the facilities

involved. A licence in accordance with Section 89 of the Local Government (Planning and Development) Act, 1963, shall be required where it is proposed to erect the signs on land belonging to the County Council.

4.9. In the matter of remote advertising, a sign located not more than one quarter of a mile away, and preferably on the same side of the road as the establishment concerned, may be permitted where it contains no commercial trade or brand name, other than the name of the local establishment, gives direction only, and contributes to traffic safety. The sign should not be internally illuminated and should be concealed from view at the rear by hedging or shrubs.

4.10. The Council will seek to provide special sites for local advertising purposes on the approaches to towns and villages on major routes throughout the County and in towns and villages themselves.

CARAVAN PARKS

5.1. In dealing with planning applications for caravan parks it will be the Council's intention to ensure that these are laid out to a high standard and that this standard is maintained. In this regard the Council as Sanitary Authority has revised the licensing conditions issued under Section 34 of the Local Government (Sanitary Services) Act, 1948 for temporary dwellings. These conditions will be applied to all caravan parks in the future.

5.2. The layout of the site will be governed by its shape and any natural features on it. The developer should look to make positive use of these natural features along with the natural contours and existing trees and hedgerows. A detailed plan showing hard and soft landscaping proposals will be required at the planning application stage.

5.3. While the numbers of temporary dwellings to be permitted on any site will depend on many aspects, not least on the nature and layout of the site and the services available, it is considered that fifty per hectare (twenty to the acre) should not be exceeded. In general low density provides greater overall

amenity and privacy and allows better advantage to be taken of the site features for screening.

5.4. There should be a minimum free space of six metres (twenty feet) in all directions around each pitch to allow for the parking of cars while a distance of nine metres (thirty feet) shall be maintained between any pitch and any other house or other structure. All pitches shall be situated not less than thirty metres (one hundred feet) from any point on the public road and entrances and exits off the public road should be suitably located, laid out and equipped for the proper reception and control of arriving and departing vehicles. Car parking areas should be provided in the larger sites to accommodate visitors and casual users.

5.5. A potable piped water supply is essential. Water should not be taken from an open well or unprotected spring or other such source. Where a public supply is not available an alternative source must be found which will have adequate capacity (500 litres per day per pitch.)

5.6. A water borne sewage system should be installed. ~~If connection to the public sewer is not~~

possible, then it will be necessary to provide a suitable disposal unit on site, sufficient in the Council's opinion to accommodate peak volumes of foul drainage including run-off from waterpoint gullies. The disposal unit should include provision for the satisfactory treatment of effluent either in a biological filter or on sand.

5.7. The sanitary block, apart from wash hand basins and toilets shall include shower facilities along with accommodation for the emptying of chemical closets in the form of an emptying port in a concrete surround delivering into an inspection chamber and finished with water supply for cleansing the surround. The number and type of sanitary fittings installed shall be calculated in relation to the number of pitches on site. Consideration should be given in the design of the sanitary blocks to the incorporation of separate sanitary facilities and means of access for the disabled.

Washing and laundry facilities shall also be provided.

5.8. There shall be properly constructed rubbish disposal units sufficient in number, size and setting to cater for the number of pitches on site.

5.9. Internal roads shall have firm surfaces, be of suitable width having regard to the volume of traffic, and be provided with adequate curvature for vehicles using the site, including those of the County Council.

5.10. General external lighting shall be provided at all the buildings and caravans; at the entrances and exits; and at all roads used for internal communications. Where practical, fire hydrants should be provided on site not more than ninety metres (three hundred feet) from any pitch.

SCHOOLS

6.1. Primary schools are generally provided in units of eight classrooms. The County Council will request a minimum site of 0.75 hectares for each unit with provision being made for hard surface and organised sports play areas.

6.2. In the case of post primary school development the total site area required for these schools will depend on the number of pupils involved and the guidelines outlined in Table 6.1. will generally be applied in this regard.

TABLE 6.1. POST PRIMARY SCHOOLS

NO. OF PUPILS	TOTAL SITE AREA
50 - 100	0.8 ha
101 - 150	1.1 ha
151 - 250	1.6 ha
251 - 500	2.1 ha
501 - 750	3.0 ha
751 -1000	4.2 ha

6.3. At least three-quarters of the overall site should be kept free for paying field areas. In both cases off street car parking at the rate of one space per classroom will be required.

DEVELOPMENT AND THE DISABLED

7.1. The County Council will insist that all new public buildings and facilities shall provide independent and unaided access for the disabled. In this regard the National Rehabilitation Board publication "Access for the Disabled, Minimum Design Criteria", 1979, should be consulted.

7.2. Where car parking is provided, spaces should be reserved for disabled drivers or disabled passengers. If the car parking is provided in relation to a building or specific facilities, such spaces should be as close to the building entrance or facility. Each of these car parking bays should be substantially level, be 4.8 metres long by 3 metres wide and be clearly marked "Disabled Drivers or Passengers".

7.3. The approach from the street or car park to the building entrance or other facility should, if

possible, be reasonably level and free from dangerous obstacles. Where there are differences in levels, ramps should be provided for the wheelchair user, while steps, under cover where possible, should be provided for the ambulant disabled. Steps should not exceed a total rise of 1.2 metres in any flight while the width of ramps should not be less than 1.2 metres.

7.4. At least one entrance, preferably the main entrance, should be accessible to wheelchair users, i.e. at least 775 mm wide and with adequate space on each side of the door for manoeuvring the wheelchair. Non automatic doors should be designed to open easily while frameless glass doors should be marked to ensure that their location is clearly visible. Revolving doors are not accessible to wheelchair users and should be avoided unless an alternative entrance is provided.

7.5. The interior of buildings should be designed to allow for free circulation of both ambulant disabled and wheelchair users. As far as possible floors should be level and the ground floor on the same level as the entrance. At changes of level, both steps and ramps are desirable. Corridors should be 1.2 metres wide to allow for the passage of wheelchairs while the

intrusion of elements of the structure, for example piers, should be avoided where possible.

7.6. Where toilet accommodation is provided it shall include provision for wheelchair users which may be used by them independently and unaided.

CAR PARKING STANDARDS AND DEVELOPMENT CHARGES

CAR PARKING STANDARDS

8.1. To allow for the free flow of traffic and to avoid traffic and pedestrian hazards caused by the parking of vehicles on the public roadway, the Council considers it desirable that all developments, whether residential, commercial, industrial or otherwise, should make provision for off-street parking. Units for which one car parking space is to be provided are set out below in Table 8.1. and are based on the likely generation of car parking by the proposed land uses.

8.2. Where a number of uses are contained within one development, (for example a hotel containing public bars, restaurant and bedrooms) the floor space of each shall be assessed separately to arrive at a total figure. Allowance shall however be made where a development contains a number of uses, for example, a pub/shop which broadly speaking functions at different times.

TABLE 8.1.: CAR PARKING STANDARDS RELATED TO LAND USES; AREAS FOR WHICH ONE CAR SPACE REQUIRED: RURAL/URBAN.

LAND USE

Shop.....	30 sq. metres /50 sq. metres
Office.....	30 sq. metres/100 sq. metres
Bank.....	25 sq. metres/100 sq. metres
Surgery.....	2 per public room/1 per public room
Hospital.....	1.25 per Bed
Hotel, Guesthouses.....	1 Bedroom/2 Bedrooms (excluding function rooms and bars)
Public Houses.....	5 sq. metres/15 sq. metres (including hotel bars) (Public Areas)
Restaurant.....	10 sq. metres/30 sq. metres (including hotel restaurant)(Public Areas)
Dance Halls(Public Areas)...	5 sq. metres/25 sq. metres
Cinema, Theatres, Stadia.....	5 seats/20 seats
Churches, Church Halls.....	5 seats/20 seats
Manufacturing.....	40 sq. metres/200 sq. metres
Warehousing.....	80 sq. metres/300 sq. metres
Dwellinghouse/Flat.....	1.25 spaces
School.....	1 per classroom

8.3. The required car parking facilities shall be provided on site or on lands close to the development

proposed. Each car parking bay shall be 5 metres by 2.5 metres (sixteen feet wide by eight feet wide), with circulation aisles of minimum 6 metres (twenty foot widths).

8.4. Where off-street parking cannot be provided at all or only in part, within the curtilage of the development or on lands nearby, the Council may (if it considers that it is in the best interest of the proper planning and development of the area to do so), provide spaces on suitable sites nearby, subject to a contribution towards these costs being imposed.

8.5. Small local shops in residential areas will not normally be required to provide off-street car parking facilities but may be asked to provide pull-in space.

8.6. In addition to the car parking requirements, the Council will also request adequate provision to be made for loading and unloading and for service vehicle manoeuvring for developments of a commercial or industrial nature. In this regard two spaces per 100 sq. metres for gross floor area shall be provided though the Council may modify this if it is in the best interests of the proper planning and development of the area. Each service bay shall be 6 metres long

by 3.7 metres wide (20 feet by 12.5 ft.) with an access to the street which has an opening at least 3.7 metres (12 feet) wide but not greater than 6 metres (20 feet). These service bays shall be maintained as such as long as the development they serve continues and proper access to them shall not be interfered with in any manner.

8.7. In the interests of traffic safety, the County Council may insist on parking bays and aisles being clearly marked out.

8.8. Normally the maximum number of spaces listed in Table 8.1. will be required. The County Council may reduce the car parking requirements of any proposal to the lower or intermediate number if it considers it to be in the best interests of the proper planning and development of the area. The Council have in mind here especially the appropriate development of those derelict sites or derelict buildings located within the towns and villages of the County.

DEVELOPMENT CHARGES

8.9. Contributions towards capital expenditure by the County Council on the provision of roads, water and

drainage works and open space provision, which facilitates private developments shall be imposed in accordance with Section 26 of the Local Government (Planning and Development) Act 1963, as outlined below.

8.10. Where development or reconstruction is proposed within a built up area the Council will generally be in favour of the relaxation of some car standards and contributions towards the provision for infrastructural services, in order to effect the physical disadvantages of small sites and if in the opinion of the Council it is in the best interests of the proper planning and development of the area.

8.11. The rates of contribution outlined apply as and from the 1st January 1989 and are subject to adjustment at the time of payment in line with the Consumer Price Index.

AGRICULTURAL DEVELOPMENTS

9.1. Agriculture is important to the economy of the County and to this end the County Council will endeavour to facilitate the development and expansion of agricultural activity while at the same time ensuring that agricultural buildings are sited where they have least impact on their surroundings and are so designed as not to pollute watercourses, lakes and sources of drinking water.

9.2. To this end therefore, particular attention should be paid to external finishes and colours which should be chosen only after careful consideration. Farm buildings are generally large in scale and height and as a consequence the darker greys, greens and reds should be used as they act to have a reducing effect on the overall impact of the structure and help it blend in with the countryside background. In any case sites on the skyline should be avoided at all costs as they are clearly visible over much greater distances than many other types of structures.

9.3. The Council will not permit effluent producing structures near river banks, close to public roads, or ground which is low lying. Effluent producing

concerns will need to provide for the storage on site of all wastes to such an extent that slurry tanks, manure pit storage tanks and silage pit storage tanks, are capable of holding twenty weeks accumulated relevant effluent. Washings from milking parlours must be discharged into a soiled water tank, while roof water must be discharged into the existing water drains.

9.4. Applications for farm developments shall include all relevant details on the location and construction of all tanks, slurry, soiled water, silage and urine; the total area of concrete yards and silage pits and the disposal of run off therefrom; and rain water disposal arrangements. The number of species of animals involved and the lands available for spreading should also be submitted. The Planning Authority must be satisfied that sufficient land is available to the farmer for the spreading of slurry. A maximum application of 17,725 litres (3,800 gallons) per acre per year is recommended for slurry, soiled water and urine effluent with 4,550 litres (1,000 gallons) per acre per year for silage pit effluent. Spreading should normally take place between mid March and October and when soil and weather conditions allow. It should be kept at least 100 metres from any dwellinghouse, school, church or building used for public assembly.

TREES ON DEVELOPMENTS SITES AND GENERAL LANDSCAPING
PROVISION.

10.1. Trees contribute in many ways to the quality of our environment and well being. They can be used to soften our landscape, especially our built landscape and to make it visually more pleasing and uplifting. They can provide shelter from the wind and rain and play an important role in reducing noise and air pollution. Their oxygen producing facility improves the quality of air especially in the urban situation, a major and considerable positive facility in these times of increasing pollution problems. Their capacity to disguise unsightly land uses should not be minimised.

10.2. For these reasons it is the County Council's intention to ensure that existing trees on development sites are retained and that any new developments are screened and softened by the introduction of new and additional planting where necessary. The quality of new buildings can be enhanced by suitable landscaping and noise and dust levels especially associated with certain industrial land uses can be reduced.

10.3. Given the time factor and other relevant matters, the County Council considers that where mature trees exist on site as many of these as the development permits should be retained, rather than the provision of landscaping, through the planting of new trees and shrubs. The satisfactory retention of such trees however requires the undertaking of a tree survey to identify all those healthy trees worthy of such retention and therefore a commitment at the design stage to ensure that the development takes cognisance of these trees. Finally, a conscious effort needs to be made during the building stage to ensure that the trees are protected from machinery soil compaction or spillage of harmful liquids.

TREE PLANTING

10.4. Planting should take place from the beginning of November to the end of March, when deciduous trees and shrubs are involved. April and September are the most appropriate months for the planting of evergreen varieties. Planting should never take place during periods of hard frost or when the soil is waterlogged. Staking is essential for all trees in order to prevent wind damage and to hold the tree in place until it

becomes established. Stakes should be of Larch, Spruce or peeled Oak, 2.5 metres high and between 75mm and 100mm in diameter, and be positioned on the windward side of the tree. It is also essential that the tree is tied to the stake and while there are many forms of tree ties it is important that a space between the stake and the tree is effected by the tie in order to prevent chaffing of one against the other. At least two ties should be used and these should be nailed to the stake and adjusted as the tree grows. In areas where extra protection is need wire tree guards should be used.

10.5. Trees should be in scale with their surroundings. Large structures and groups of buildings need a heavy growth of large trees while trees which grow to a relatively small height are not suited to open spaces. Tall, upright and slender trees should not be planted in narrow or confined spaces as this has the effect of underlining the tightness. Trees should be given sufficient space in order that they can achieve their full growth and amenity potential and to ensure that unsightly lopping or topping does not have to ensue. It is therefore important that the long term considerations of any tree planting proposals are understood.

10.6. The developer should always attempt to relate the species of trees to prevailing climatic conditions at the site. Near coastal areas trees such as Whitebeam, Hawthorn, Mountain Ash and Poplar which are able to withstand the effects of saltspray and stronger winds should be selected. Tree planting near buildings should be undertaken with a view that, irrespective of the species selected, the angle of the sun relative to the building during various times of the year (midwinter, equinox, midsummer) , and thereby the length of time the plants might be in the shade, must also be a consideration. Trees such as Beech, Holly, Sycamore, Common Elder and Juniper, which are tolerant of heavy shade, should be considered. Trees such as Ash, Birch, Hawthorn, Holm Oak, Horse Chestnut, Lime, Norway Maple, Sycamore and Wych Elm, which can accept an industrial or urban environment should be used in such locations. In industrial locations belts of trees which break up and screen, are a more appropriate style of landscaping than planting in a line. In urban locations, especially, streets and car parking areas, trees such as Limes and Sycamores which attract aphids, thereby causing a sticky gum to be dropped, should not be planted.

LANDSCAPING OF RESIDENTIAL AREAS

10.7. Even the smallest garden can accommodate a tree and it is the Council's intention to have developers landscape and grade all public and private space within residential area. Trees shall be planted on public open space areas and if so desired in the front gardens of dwellings, which generally receive more care and attention, and the rate of one standard tree per dwelling unit.

FINANCE

The Council's development policies and objectives for the County as set out in this Development Plan are dependent on the necessary finances being made available. Should such capital not be so, or should other essential prerequisites, (for example, the compulsory acquisition of lands), not be confirmed by the relevant Government Minister, then those policies and objectives so affected will be excluded from statutory implementation.

CHAPTER SIX: TOURISM AND AMENITY.

INTRODUCTION

6.1. While it is recognised that the major thrust in the promotion of tourism lies with Bord Failte and the Eastern Regional Tourism Board, the Council considers that it too has a significant role to play if the tourism potential of County Louth is to be maintained. County Louth is rich in its variety of natural and cultural resources, ranging from the high scenic landscape of the Cooley Penninsula to the historical heritage of the Boyne Valley and the mythology of Cuchulainn. Indeed in its "Inventory of Outstanding landscapes in Ireland", An Foras Forbartha identifies the Carlingford Mountains, the Boyne Valley and Port Oriel, Clogherhead, for inclusion in the document. And while it is acknowledged that the County is relatively less important in tourism terms than other parts of Ireland, the County Council considers that there is still an adequate depth of natural resources in the County to warrant closer examination of the potential of its tourist industry.

TOURIST PERFORMANCE

6.2. Tourism has not played an important role in the local economy over the past years and irrespective of its wealth of resources, County Louth has failed to attract sizeable numbers of tourists or tourist investment. Consequently the resource base has been eroded and the low profile of the industry has prevented it from claiming a competitive share of limited financial resources.

6.3. The low confidence in the industry locally is reflected in the steady contraction of accommodation since the mid 1970's. The poor performance in County Louth mirrors the national picture which shows that non-domestic numbers fell from a peak in 1979 of 2.36 million to a low in 1981 of 2.18 million. The 1979 figure was only surpassed in 1984 but 1985 and 1986 again showed a steady decrease as Table 6.1. shows.

TABLE 6.1. NATIONAL NON-DOMESTIC TOURIST NUMBERS

YEAR	NUMBERS (000's)
1977	1,963
1978	2,299
1979	2,360
1980	2,258
1981	2,188
1982	2,250
1983	2,257
1984	2,428
1985	2,423
1986	2,378
1988	2,425

6.4. Over the period 1977 - 1986, tourist numbers increased by only two per cent per annum. Tourist revenue at national level in the 1980's has shown a small, yet encouraging increase, especially when compared with the performance in the 1970's where revenue in real terms actually decreased.

6.5. In County Louth, it is estimated that 37,000 tourists visited the County in 1985, of which 21,000 were British. Revenue was estimated in the same year to be £6.6 million. In 1988 (provisional) the figures were 48,000 visitors with a revenue of £7.4 million. These figures indicate an improvement in County Louth, since it is identical to the revenue estimated for County Cavan which in 1980

accounted for double the County Louth figure. Nevertheless County Louth's tourism numbers and revenue receipts still account for only one per cent of the national total, a figure which has remained the same for the past ten years.

TOURISM POLICY

6.6. As stated previously, tourism is relatively more important in other parts of Ireland than in County Louth and apart from the Cooley Penninsula, it is unlikely that its landscape could effectively compete with other areas of the Country in terms of scenic quality. There is however, untapped potential for the development and growth of the industry in the County. Advantages such as its proximity to the major urban centres of Belfast and Dublin and its role as the "gateway" to Ireland from the North must be fully exploited.

6.7. It shall be the Council's intention therefore to maximise the growth potential of the local tourist industry by encouraging the establishment of tourist related developments and activities and protecting the basic natural resource of the County - namely its scenic quality and its heritage items.

6.8. The County Council recognises the important role of Bord Failte and the Eastern Regional Tourism Organisation in the encouragement of tourist related developments and activities particularly through their grants and advice facilities. However the Council considers that it can encourage such developments in the County by forgoing in full or in part, development levies. This relaxation in the application of charges would apply only to those tourist related proposals which in the Council's opinion would significantly improve the tourist potential in the County. Furthermore the Council shall provide for the benefit of applicants, the expertise of their technical staff to advise on tourist related development and shall in certain circumstances utilise the advise of C.A.A.S., the Conservation and Amenity Advisory Service, a body with which the Council has formal links for their expertise on such developments.

6.9. As previously stated, it shall be the policy of the Council to protect the basic natural resources of the County, its scenic quality and heritage, in order to promote and expand tourist activity and preserve the natural landscape quality for local enjoyment. With regard to scenic landscape the Council have

identified within the County Areas of Outstanding Natural Beauty and Areas of High Scenic Quality. Some of these areas are subject to strong development pressure and the development control policy will be primarily aimed at ameliorating the impact of such development on the scenic beauty of these areas. In addition scenic roads have been identified and it shall be the policy of the Council to preserve the overall character of these roads and in particular the views enjoyed from them.

6.10. The Council is also aware of the importance attached to the items of archaeological importance found in the County. Along with these, areas of scientific importance and other items of historical and architectural merit shall be given the full protection of the Council. 6.11. The Council also recognises the amenity value of trees, hedgerows, rights of way and walks and it shall be policy to preserve these amenities and to examine future development proposals to enhance and expand them. It shall also be the intention of the Council to endeavour to remove the sources of blight and obsolescence (abandoned vehicles, derelict buildings and sites) which create discordant features of disamenity within the County.

AREAS OF OUTSTANDING NATURAL BEAUTY AND AREAS OF HIGH SCENIC QUALITY.

6.11. Those Areas of Outstanding Natural Beauty and Areas of High Scenic Quality identified by the Council as requiring special attention with regard to the control of development have been outlined in Map No. 1. and set out in Tables 6.2. and 6.3.

TABLE 6.2. AREAS OF OUTSTANDING NATURAL BEAUTY

1. Ravensdale/Carlingford Mountains and their hinterland in the Cooley Penninsula.
2. Port Oriel, Clogherhead.

TABLE 6.3. AREAS OF HIGH SCENIC QUALITY.

1. The hinterland of Omeath rising to the mountains.
2. Glenmore.
3. The area between Rooskey Road and Bush Road, Carlingford, from Grange Cross to Carlingford Lillage.
4. The area around Ravensdale from the Village, the N.1. National Primary Route and the Dundalk Greenore Road.

5. Faughart Hill.

6. The coastal plain from Clogherhead to Termonfeckin.

7. The Fieldstown/Hamlinstown highland.

8. Boyne Valley at Townley Hall.

9. Mount Oriel, Collon.

10. Coastal strip 400 metres from shoreline

6.12. It shall be the policy of the Council to disallow development within the Area of Outstanding Natural Beauty, except where the development concerned is agricultural related or has been requested by persons engaged solely in agricultural, seeking to erect a dwelling for their sole occupation on their own lands. Where permission is being granted the material used for walls and roofs and colours thereof along with fenestration details shall conform with the traditional idiom of the area.

6.13. The Council have identified towns and villages close to these zones which are suitable for development and shall encourage developers to locate there by providing building sites of a suitable range and price to meet the needs of potential home owners. This would result in not only preserving the

scenic beauty of the area but also help to facilitate the County Council in the provision of community services at a reasonable cost in those centres.

6.14. It shall also be an objective of the Council to prepare for submission to the Minister of the Environment, a Special Amenity Area Order as outlined under Section 42 of the Local Government (Planning and Development) Act, 1963, for the areas identified as Areas of Outstanding Natural Beauty and to have this submitted within the life span of this Development Plan.

6.15. The Areas of High Scenic Quality while not quite possessing the level of beauty and landscape quality of those Areas of Outstanding Natural Beauty, already identified, nevertheless add significantly to the stock of natural scenic reserves within County Louth. The Council considers that developments permitted within these areas should not be injurious to their scenic amenity. Accordingly development density in these areas will be reduced and a 0.8 hectare plot for each dwelling will be required. House site frontage onto those scenic roads within both the Areas of Outstanding Natural Beauty and Areas of High Scenic Quality will need to be at least 60 metres.

6.16. As in the case of the Areas of Outstanding Natural Beauty, the Council recognises that there will be specific cases which will give rise to exceptional consideration. In particular a new dwellinghouse located adjacent to a parents home and which in turn will replace the latter will be facilitated. It should be noted however, that new development which will create a strident and discordant feature is unacceptable. In this regard, the Council considers that the scenic landscape to the east of Rooskey Road; in Glenmore; at Faughart Hill; at Hamlinstown/Fieldstown; and finally at the northern slopes of Mount Oriel, to be the most vulnerable.

AREAS AND ITEMS OF ARCHAEOLOGICAL, SCIENTIFIC,
HISTORICAL OF ARCHITECTURAL IMPORTANCE

6.17. It shall be an objective of the County Council to protect and preserve the areas and items of special importance - archaeological, scientific, historical and architectural - to be found in County Louth with consideration especially being given to those outlined in the Reports set out in Table 6.4.

TABLE 6.4: REPORTS AND SURVEYS OF ITEMS AND AREAS OF IMPORTANCE IN COUNTY LOUTH.

1. Areas of Scientific Interest in County Louth, August, 1972.
2. Monuments of Archaeological Interest in County Louth, October, 1972.
3. Industrial Archaeological Monuments in County Louth, July 1975 - Gavin Bowie.
4. Monuments of Historic/Artistic Interest in County Louth, January, 1976.
5. Buildings of Architectural Interest in County Louth 1976. Craig and Garner/An Foras Forbartha.
6. Sites and Monuments Record; County Louth - Archaeological Survey of Ireland. March, 1984. Office of Public Works.
7. Urban Archaeological Survey - County Louth, 1985. John Bradley.
8. Archaeological Inventory of Co. Louth. V. Buckley, O.P.W. 1986.

6.18. Those particular Items considered of such importance that a formal protection through listing is considered essential are outlined in Tables 6.5. and 6.6. It shall be an additional objective of the Council to make these Areas and Items more readily accessible to the general public, through the introduction of signposting, improved access and car parking.

6.19. The Council especially recognises the need not only to protect individual items of archaeological importance but to extend this protection to the many urban settlements of medieval and Christian origin that are located in the County. In addition to the Listed visual monuments and structures, the Council proposes as far as is practicable to protect archaeological deposits and structures located beneath the present ground level in those areas outlined in Table 6.8. by requesting an archaeological survey to be undertaken by a qualified archaeologist and submitted as part of the planning application; by insisting that the developer co-operates with the Council in allowing time for a dig to be undertaken prior to the commencement of development; and ensuring that the development avoids, in its location on site, any major potential archaeological areas. The Council will endeavour to discourage deep foundation development, including cellars and underground structures in these areas; it will insist, by planning condition, that the developer informs the Council of any discovery of archaeological finds; and where it considers it appropriate request a competent archaeological report to be prepared and submitted as part of the planning application. In this connection the Planning Authority will liaise closely with the National Monuments Advisory Council.

TABLE 6.5. ITEMS OF ARCHAEOLOGICAL IMPORTANCE

1. The Tholsel, Carlingford.
2. Taaffe's Castle, Carlingford.
3. Dominican Friary, Carlingford.
4. King John's Castle, Carlingford.
5. The Mint, Carlingford.
6. Castleroch Castle.
7. Dromiskin Round Tower, Cross and Church
8. Aghnaskeagh Cairns.
9. Cuchulain's Standing Stone, Rathiddy.
10. Greenmount Motte.
11. Medieval Church, Mansfieldstown.
12. Cistercian Monastery, Mellifont.
13. Proleek Dolmen, Portal Tomb.
14. Roodstown Castle
15. St. Mochta's House/Oratory, Louth Village.
16. Termonfeckin Castle.
17. Passage Grove, Townley Hall.
18. Monasterboice Tower, High Crosses, Churches &
Enclosures.
19. Donaghmore Souterrain
20. Rockmarshall Court Cairn

TABLE 6.6. MAJOR ITEMS OF HISTORICAL AND ARCHITECTURAL IMPORTANCE

1. The widows houses, group of four,
Castlebellingham.
2. Cut stone, octagonal pump, Lower Main St., Collon.
3. Group in Town Square, Collon, including clock
tower building, two houses to the north and three
houses to the south of the Square.
4. Erasmus Smith school and adjoining house,
southwest of Square, Collon.
5. Terrace of three, two storey houses at The Slip,
Clogherhead.
6. Lettering of Ginnety's public house/grocery
outlet, Dromiskin.
7. Parochial House, Main Street, Dunleer.
8. Two storey redbrick house opposite entrance to
railway station, Dunleer.
9. St. Bridget's Hall, Dublin Road, Dunleer.
10. Two redbrick houses, south of new school,
Kilsaran.
11. Catholic Church and Railings and an Old School at
Tallanstown.
12. Rathbrist cottages, terrace of five Tallanstown.
13. Boundary stone walls, Termonfeckin Village.
14. Grange Church, Grange.

15. Ballymakenny Church, Ballymakenny.
16. Charlestown Church, north of Ardee.
17. Mausoleum, Drumcar.
18. Beaulieu House & Decoy Pond, Beaulieu, Drogheda.
19. Killincoole House, east of Louth Village.
20. Louth hall & Pigeon House, Tallanstown.
21. Rokeby Hall, south of Grangebellew.
22. Smarmore Castle, south of Ardee.
23. Townley Hall & Gate Lodge, Drogheda.
24. Thatched house, south side of Greenore/Dundalk
Road, Rampart.
25. Euston Street, Greenore (except no's 24 - 29).
26. Group of four houses, including Post Office,
facing entrance to Greenore Golf Course, Anglesea
Terrace, Greenore.
27. The Bungalows, Greenore.
28. Carlingford House, Carlingford.
29. Two storey thatched house east of Tholsel, C'ford
30. Facade and lettering, H. O'Hare, Carlingford.
31. Iron railings at Tallanstown. Lodge entrance to
Lisrenny House, Ardee.
32. Drumcar House(1776)
33. Carstown House
34. Barmeath House
35. R.C. Church at Doolargy, Ravensdale.

36. Terrace of houses along Seashore at Knocknagoran.
37. Post Mediveal Mansion (Taffy Jenny's Court) at
Deerpark.
38. "Village" at Rathcor Lower.
39. "Village" at Ballynamaghery.
40. "Village" at Salterstown.
41. Milltown - 2-Storey Thatched House (Grangebellew)
42. Milltown "Village" (Ballymakenny).
43. Killally - L-Shaped Thatched House.
44. Clonmore Glebe. Francis Johnston C.1790.
45. Seaview House - Boycetown.
46. Sweat-house and corbelled structures at Doolargy
(See Figure 6.1.)
47. Glendourrougha - Doolargy. (See Figure 6.2.)

TABLE 6.7. MAJOR AREAS OF SCIENTIFIC IMPORTANCE

1. Raised Beach, Greenore.
2. Dundalk Marshes to Lurgangreen/Mooretown
3. Clogherhead.
4. Mellifont Abbey.
5. Darver Castle, Woodlands.
6. Carlingford Mountains.
7. Baltray Dune System.
8. Ardee Bog.
9. Slieve Gullion Ring Dyke Complex, Carlingford.
10. Mosstown North
11. Tullyallen Quarry

As well the Council proposes to protect archaeological zones within those towns and villages outlined in Table 6.8.(and in the accompanying maps), and to protect as far as is practical those archaeological deposits and structures located beneath the present ground level therein.

COUNTY MUSEUM: The County lacks the amenity of a County Mueum. The provision of such a museum will be an objective of this plan.

TABLE 6.8. URBAN AREAS OF ARCHAEOLOGICAL SIGNIFICANCE

REF. NO.	LOCATION	ITEM	REF
1	Ardee Town	Medieval Town	SEE
2	Collon Village	Medieval Borough	MAPS
3.	Carlingford Village	Medieval Town	
4.	Dunleer Village	Early Christian and medieval monastic site. Medieval Village.	
5.	Louth Village	Early Christian and Medieval Monastic site. Medieval Manorial Village.	
6.	Termonfeckin Village	Medieval Monastic Site and Manorial Village.	
7.	Dromiskin Village	Early Christian and medieval monastic site. Medieval Village	GEN AREA
8.	Grange	Medieval Abbey. Manorial Village.	

SCENIC ROADS, VIEWS AND PROSPECTS

6.20. It shall be an objective of the Council to preserve the character of those Scenic Roads outlined on (Map No.1), by controlling development along them. The Council will be particularly concerned that no development will proceed along these scenic roads which would diminish the views from them. Table 6.10. sets out more specifically the views and prospects to be preserved. In addition it is proposed to provide additional viewing points at the locations outlined in Table 6.9.

TABLE 6.9. :LOCATIONS OF NEW VIEWING POINTS,
SCENIC ROADS AND PROSPECTS

VIEWING POINTS

1. At the Old School, Annagassan.
2. On the Clermont Cairn Road.
3. On the Slievenalagh Road.
4. At the Windy Gap.
5. At Hamlinstown.
6. At Mount Oriel.

SCENIC ROADS

1. Clogherhead/Termonfeckin

2. Clogherhead Harbour Road
3. Hamlinstown/Fieldstown
4. Slane, through Townley Hall
5. King William's Glen
6. Mount Oriel
7. Annagassan Coast Road
8. Seabank, Castlebellingham
9. Coast Road, north of Blackrock Village
10. Faughart Hill
11. Ravensdale Road, between Flurrybridge and
Rockmarshall
12. Deerpark
13. Broughattin
14. Drumnacarra/Aghnaskeagh
15. Aghnaskeagh to Flurrybridge (N.I.)
16. Annaverna
17. Ballymakellett
18. Doolargy
19. Jenkinstown, (Minor and Hill)
20. Slievenalagh
21. Glen Mor
22. Windy Gap to Omeath Village
23. Windy Gap to Cornamucklagh
24. Clermont
25. Carlingford to Omeath
26. Carlingford to Greenore

27. Muchgrange
28. Grange to Greenore (Dundalk/Greenore Road)
29. Bush to Carlingford
30. Rooskey
31. Mountain Park

PROSPECTS

1. Mount Oriel (looking West, North and East)
2. Termonfeckin/Clogherhead Road (East)
3. Clogherhead Harbour Road (North)
4. Walshestown section of the Dunleer/Clogherhead Road (North and East)
5. Port (South)

TREES AND HEDGEROWS

6.21. Louth County Council have passed two Tree Preservation Orders, at Blackhall and Drumbcashel, as provided for under Section 45 of the Local Government (Planning and Development) Act 1963. The Council recognises the importance of trees where they form a significant feature in the landscape or where their removal would seriously alter the appearance of the landscape. In this regard the tree strands

identified on Table 6.10. shall be examined by the Council with a view to their protection by Tree Preservation Orders.

TABLE 6.10. :POSSIBLE TREE PRESERVATION ORDERS

1. Townley Hall/King William's Glen.
2. Termonfeckin Village.
3. Along N1 National Primary Route at Aghnaskeagh.
4. Along N1 National Primary Route, north of Greenore Junction.
5. Trumpet Hill.
6. Monvallet, east of the ESB Substation.
7. Red House, Ardee.
8. St. Josephs, Ardee.
9. Mullaghesh, Collon.
10. Fox Court, Ardee.

6.22. The importance of trees in new developments is also recognised by the Council and the Development Control Guidelines Section gives specific consideration to the introduction of trees into development schemes. The Council will also proceed with tree planting on its own lands, with special emphasis being placed on its own housing areas.

6.23. It shall be an objective of the Council to lower and /or remove those hedgerows and fences outlined on Map No.1. in order to open up scenic views. The Council will endeavour to establish agreements with landowners as provided for under Section 44 of the 1963 Local Government (Planning and Development) Act to affect the removal or lowering of hedgerows that at present impede the enjoyment of views. The Council is however equally concerned at the indiscriminate removal of roadside hedgerows associated with new developments or agricultural improvements and it shall be Council policy therefore to safeguard as much of the existing hedgerows as possible in the matter of these developments. In many cases this might not be possible so Council policy in this regard will be directed towards having a new but similar type hedgerow placed at the front of a site which would respect road widening and/or visibility splays.

OBSOLETE AREAS

6.24. A report on the derelict sites and buildings in the towns and villages of the County has been compiled by the Planning Department in which an inventory of derelict items has been listed and

appropriate action proposed. It shall be an objective of the Council to eradicate the dereliction listed in this report and it is intended that other sites shall be added to this list in appropriate circumstances.

6.25. The problem of abandoned vehicles or rubbish is not widespread in the County. Nevertheless the Council intends to utilise its powers under the 1982 Litter Act to remove any of these type of eyesore.

RIGHTS OF WAY. PUBLIC WALKS.

6.26. The Council consider that it is of vital importance to preserve existing rights of way in the County and as a consequence it shall be an objective to maintain existing access points and to seek additional areas, either by agreement with land owners or by compulsory acquisition. In this regard planning applications for development adjacent to the shoreline shall be expected to respect the access to the beach by preserving a strip of land at least ten metres in depth from the beach head for public access. Where there is access to the coastline from County Roads, the Council shall provide car parks at the termination of the roads to improve accessibility

6.27. The Tain Trail a long distance walking route encompassing the Carlingford Mountains and the Ravensdale Hills, has recently been established in conjunction with the Forestry and Wildlife Service. Council policy will be directed towards the promotion of this walk and to seek a link with the Ulster Way (Northern Ireland) in order to attract walkers into County Louth. It is also intended to promote the original route from Co. Roscommon to Louth as part of a cycling tour.

SITING AND FORM OF NEW DEVELOPMENT

6.28. The scenic landscape of the County can be seriously impaired by the introduction of insensitive development. The Council will aim to ameliorate this by encouraging new buildings which attempt to blend into the landscape. Low buildings with a horizontal emphasis and simple finishes are generally more acceptable in the County Louth rural context and where possible existing trees, hedgerows and stonewall boundaries should be retained. In addition to form, developers should take into consideration the location of the individual

buildings on site and the existing contours. Developments should be sheltered rather than being erected on built up dead ground.

AMENITY SCHEMES

6.29. In the past the Council has undertaken many amenity schemes throughout the County , through the financial assistance of the Non Quota Section of the EEC Regional Fund. While this funding ended in 1985, the Council has continued to draw up schemes with a view to their implementation should the Non Quota Fund resume or alternative funding become available. Subject to available finance the Council will undertake those amenity schemes outlined in Table 6.12.

TABLE 6.11. PROPOSED AMENITY SCHEMES.

REF. NO.	LOCATION	WORKS
1	Ballinteskin, Omeath	Parking, Picnic Area. Improve pedestrian access to the waterfall.

- | | | |
|----|-------------------------------|---|
| 2 | "The Cutting", Greenore | Improve road surface. Layout carpark. |
| 3. | Shelling Hill,
Templetown. | Widen public road access, provide toilet block, formalise carpark, provide beach-head wall, provide steps to beach. |
| 4. | Clermont Cairn Scenic Road | Clear bank and provide viewing car park towards North. |
| 5. | Tain Trail | Provide road signs at major junctions to Cooley Peninsula |
| 6. | Lurganboy | Provide Toilet Block |
| 7. | Meahgsland
Clogherhead | Provide Carpark toilet block and widen public road access. |
| 8. | Corrakit
(Windy Gap) | Provide paved car park adjacent to "Long Womans Grave" |

RECREATION

7.1. The County Council recognises the social, recreational and indeed the economic importance of the protection, enhancement and extension of the amenities of the County. The Council will therefore endeavour to satisfy through the various financial and statutory powers at its disposal, the ever increasing recreational demands placed on it by the residents of the County the provision of which will it is hoped, add to County's tourist attractiveness.

7.2. The protection and conservation of amenities within the County are the responsibility of the Council. Involved to an extent through the Local Government management structure with the separate authorities which administer the two major urban centres of the County of Dundalk and Drogheda, and as a member of the now disbanded Northeastern Regional Development Organisation, the County Council did, and will, endeavour to ensure that the amenities of those areas within and surrounding its area enjoyed by residents of the County, are adequately protected.

7.3. The provision and maintenance of parks, public open spaces, and indeed playing fields, is an important aspect of the County Council's activities.

The provision of attractive, useable and easily accessible public open spaces is a policy which the Council will pursue with vigour over the life span of this Development Plan. It will look towards a situation where it will request a financial contribution in lieu of or in part of open space provision for residential development, which are proposed for the larger of the existing settlements. In this way, it is hoped that a sizeable piece of public open space, which can accommodate passive and semi-active recreation, will be available as opposed to smaller restrictive and costly to maintain areas attached to housing layouts.

7.4 In these larger built up areas and in each town and village of the County, the Council will identify, acquire and develop a major amenity public open space or assist in its development. It is hoped that wherever possible any major natural feature of the town or village, such as a river or rock outcrop, will be incorporated into these amenity spaces. These will function as areas for informal recreational play. The policy will be detailed out in Local Plans, which will be provided within the time period of this Development Plan for each town and village in the County. Given the nature of parkland provision however progress will be gradual.

7.5. Alongside this, it will also be necessary to develop a broad range of spaces, from the aforementioned parks, to small play areas for very young children. In regard to housing development, either public or private, open space provision will be a condition of any planning permission given and in this regard the provisions outlined in the Development Control Guidelines Sections will be applied.

7.6. The County Council will be demanding attractive spaces which are easy to maintain. Houses should be placed so that they front directly onto them as supervision of these spaces is also an important consideration. The County Council in its own housing developments will review the use being made of the existing open spaces and endeavour to undertake improvements where necessary. It will look towards a policy of dense landscaping of small spaces, particularly small schemes incidental to roads; the provision of play equipment; increased maintenance of these spaces; or the conversion of these spaces to other uses. In the matter of existing play areas the residents/community groups involved will be consulted in to ascertain their views on any proposed changes.

LIBRARIES

7.7. Louth County Council provides a library service for those who reside, work or attend school in the County with three branch libraries at Dundalk, Drogheda and Ardee. It is a service which encompasses lending and reference sections, a school library service, and a music section. A new library in Ardee opened in 1988, provides a spacious, modern library for the community in and around the town. Plans for a new library at Drogheda have been approved while a new headquarters and branch are to be erected at a site in Dundalk.

SWIMMING POOLS

7.8 The two outdoor swimming pools at Blackrock and Omeath have been closed for some time. The County Council are actually engaged in consultations with private sector interests to develop the Blackrock Pool.