

Sector Opportunities and Constraints

FAIRHILL

Opportunities within Sector:

1. Undisturbed, relatively level agricultural land which can be developed for housing and related uses.
2. Mature tree lined hedgerows interspersed with trees
3. Two landowners own the entire sector.
4. Excellent views of Coast and Mountain ranges around Dundalk.

Constraints within Sector:

1. A bridge will be required across the Dundalk – Dublin railway line in order that Fairhill can be effectively linked to the Priorland sector and Dundalk town centre.
2. Steep topography adjacent the western edge of the sector.
3. Prime agricultural lands
4. Prominent existing individual dwellings to the west of the sector.
5. Sector traversed by major overhead electricity infrastructure
6. Lack of sanitary services infrastructure.

MOUNTHAMILTON

Opportunities within Sector:

1. Existing residential development gives a context to future residential development.
2. Close proximity to Railway Station and site of proposed integrated transport hub.
3. For employment use and close to town centre.
4. Opportunity to develop higher densities close to Railway Station.

Constraints within Sector:

1. Low lying areas that have been subject to flooding.
2. A number of protected structures are within the sector.
3. Further protected structures may be proposed in the sector.
4. Sector traversed by major overhead electricity infrastructure
5. Lack of sanitary services infrastructure.

PRIORLAND

Opportunities within Sector:

1. Close to the former N1 road towards Dublin, Dundalk Institute of Technology and Louth County Hospital
2. Adjacent existing residential and close to recent housing developments.
3. Relatively few landowners
4. Excellent views of Coast and Mountain ranges around Dundalk
5. Lack of sanitary services infrastructure.
6. Low density housing.

Constraints within Sector:

1. A proposed roadway runs parallel to the Dundalk / Dublin Belfast Railway line leaving limited physical space between both for future development.
2. Two notable low lying areas.
3. Prime agricultural lands
4. Prominent individual dwellings along Priorland Lane.
5. A bridge will be required across the Dundalk – Dublin railway line in order that the lands west of Priorland can be effectively linked to Dundalk town centre.
6. Lack of sanitary services infrastructure.

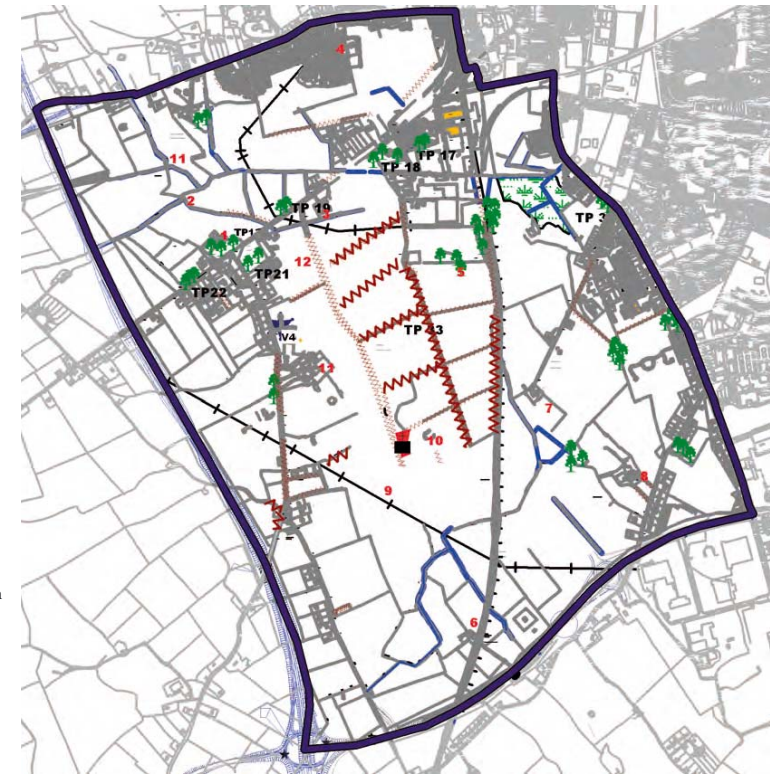
RATH

Opportunities within Sector:

1. Large agricultural fields and relatively flat topography in extreme south and west of sector.
2. Existing public road running through sector
3. Adjacent existing residential area.
4. Excellent views of Coast and Mountain ranges around Dundalk

Constraints within Sector:

1. Ardee Road will require upgrading as sector develops.
2. Lack of sanitary services infrastructure.
3. Prime agricultural lands.
4. Topography could pose difficulties for developers.
5. Prominent individual dwellings along Ardee Road.
6. Sector traversed by major overhead electricity infrastructure.
7. Low density housing.
8. Remote from Town Centre.



Map 7 Opportunities and Constraints.

It will be the responsibility of potential developers to establish the precise boundaries of the Famine/Paupers Graveyard east of the “Sidella” roadway. An appropriate “cordonne sanitaire” must be delineated around the graveyard site once these boundaries have been established and no development will be permitted within this area. A qualified archaeologist must be engaged during any site investigations at the graveyard.



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Built Heritage; Features of Interest

The plan preparation process has identified a number of built heritage features across the plan area which may merit further investigation and possible future, statutory protection. These have not as yet, been formally surveyed in order to determine their suitability for inclusion in the Record of Protected Structures or as Areas of Archaeological Potential. The sites have been identified on Map 7 (Opportunities and Constraints) and are listed below;

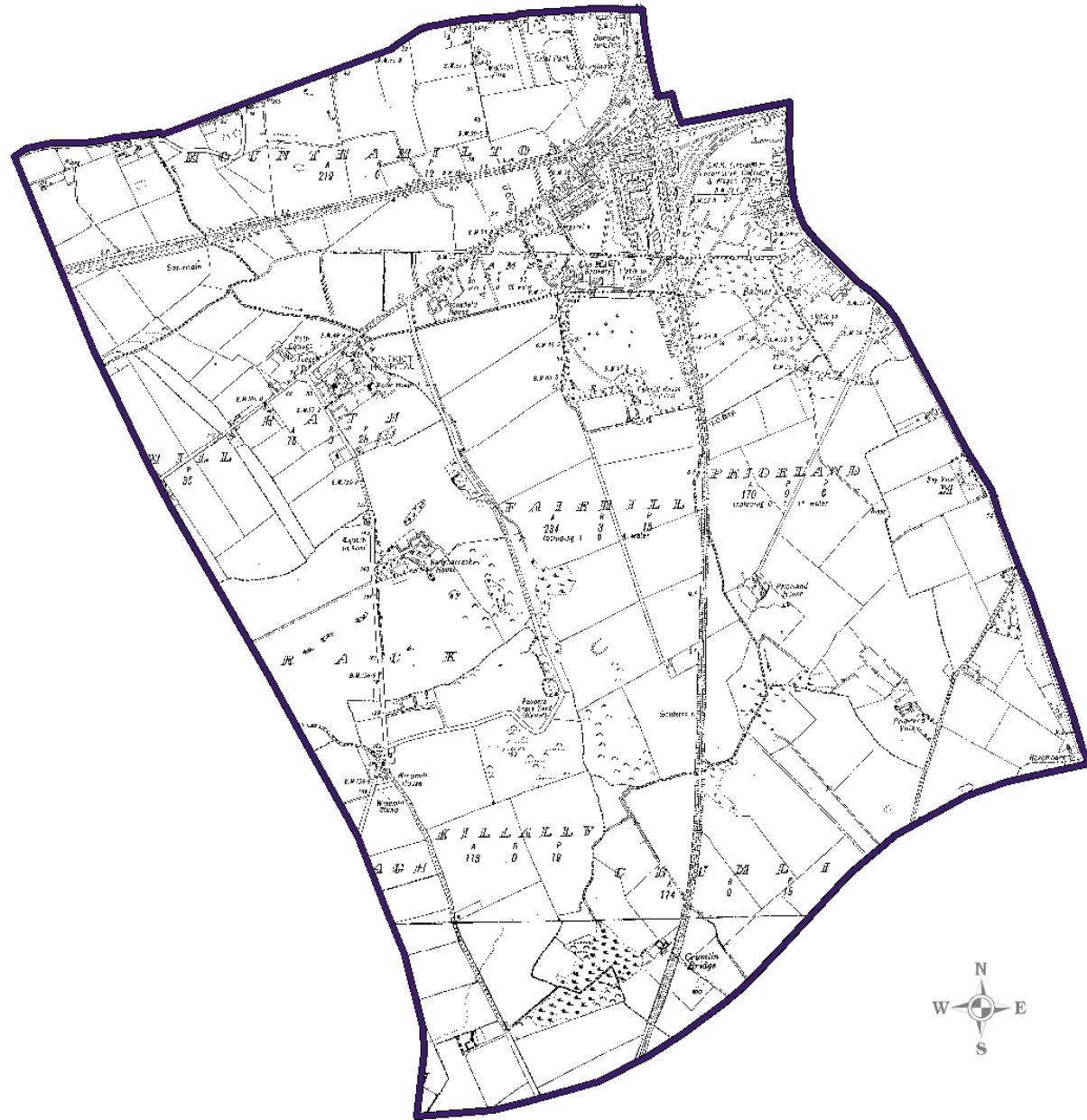
1. Rath Cottage
2. Former Great Northern Railway Bridge
3. Brookfield House
4. Brighton Villa
5. Fairhill House (site of)
6. Crumlin Bridge
7. Priorland House
8. Priorland Villa
9. Famine / Paupers Graveyard
10. Escarpment
11. Ballybarrack House
12. Fever Hospital

In those instances where proposed new developments will encompass all or part of the sites listed, the planning authority will require a full site assessment in order to accurately determine the architectural or archaeological merits of the site. Any additional features which are discovered during the course of such an assessment must also be included in information supplied to the planning authority. Subsequent to any such assessment the planning authority may require the submission of proposals designed to safeguard the site as an integral part of the proposed new development or otherwise as may be determined by the planning authority.

Trees to be Protected/Preserved

- TP 13 Mounthamilton House, Carrick Road
- TP 17 Brook Street/Ardee Terrace
- TP 18 Entrance to McArdles Brewery
- TP 19 Ardee Road
- TP 21 Former St. Olivers Hospital, Ardee Road
- TP 22 Knockbridge Road (Ardee Road) Ardee Terrace
- TP 33 Fairhill, Ardee Road
- TP 35 Bayview House, Dublin Road
- TP 37 Opposite Ladyswell Terrace, Dublin Road

Additional groups of trees have been identified as part of the plan process. Whilst these are not afforded statutory protection under the Dundalk and Environs Development Plan 2003 – 2009, they have been selected for protection under the DSWLAP. These trees are identified on Map 7.



Map 8 DSWLAP Six Inch Scale Historical Map.

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DSWLAP – Historical Sites

Sidella, Fairhill / Kilally

The abandoned roadway which forms a key feature of both Fairhill and Rath sectors is known locally as “Sidella”. The roadway was constructed at the time of the Famine relief works in the 1840’s. Sidella commences close to the junction of the Haynestown and Ardee roads, and emerges at the bottom of the workhouse hill. The road was probably made to afford a route less severe than across the workhouse hill to the west. The road has now fallen into disuse and is, in parts impassable due to vegetation.

Dundalk Poor-Law Union Workhouse, Ardee Road

The Dundalk Workhouse was officially opened in February 1842 at a site fronting the Ardee Road in Rath, offered by Mr Thomas Fortescue (later lord Clermont). The buildings initially catered for some 800 inmates, however, the workhouse guardians soon found it necessary to provide additional, separate accommodation for fever patients. This addition to the workhouse was completed in 1845. By the close of the Famine in 1848, the Workhouse was catering for some 1,290 inmates and was at full capacity. Deaths at the height of the Famine averaged 20 per week. Little of the Workhouse buildings remain save a portion of the Fever Hospital which now operates as a day care centre. Within the grounds of the workhouse, at the south west boundary, the remains of the former graveyard can be traced. This opened in 1847 and contains the remains of many Famine victims. The site of the graveyard was largely forgotten following the Famine and it subsequently became a garden. In 1984, a plaque was placed on its western boundary by the Old Dundalk Society in honour of all those interred within the graveyard.

Paupers Graveyard, Fairhill / Kilally

The graveyard at Fairhill / Kilally was established in 1853 and continued in use until 1905. It was utilised primarily for those persons who died within the workhouse, on the Ardee Road to the north. The graveyard lies in adjacent the roadway at Sidella and has a noticeably uneven surface, the result of the practice of burying coffins no deeper than 18 inches below surface. The problems caused by this practice were noted as far back as 1890 when a Poor Law Guardians committee meeting in March of that year noted complaints regarding the smell of putrefied corpses emanating from the graveyard in summer months. The graveyard lay abandoned and unmaintained from 1905 until 2003 when a local group undertook restoration of the graveyard including the erection of a new entrance gate and a commemorative plaque.



Fairhill House

Fairhill House was one of the largest of its kind in Ireland and was situated along the “Brewery Pass” which runs south east from the Ardee Road adjacent the former McArdle Moore Brewery. The mansion was sited amid some 100 acres and was built in the 1700’s. The house had a variety of owners including Mr Thomas Fortescue. The house was completely gutted by fire on 22nd November 1926 and was never rebuilt. The house was demolished in the 1980’s and little trace of it survives today.

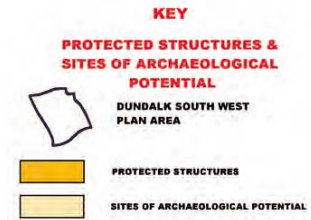
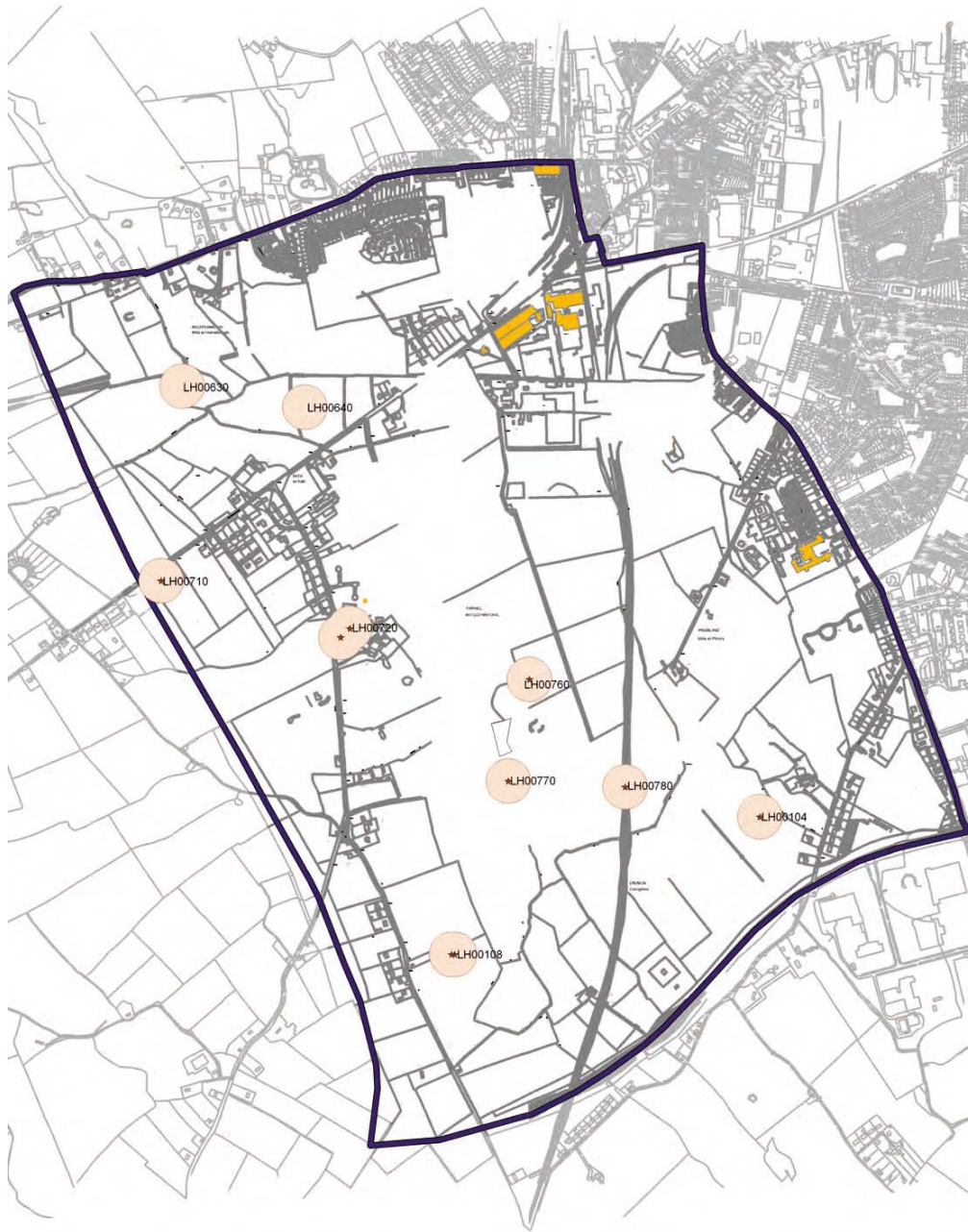
Saint Oliver Plunkett sites, Priorland & Fairhill / Kilally

Records indicate that the DSWLAP area has links to Saint Oliver Plunkett, the martyr who was executed on 1st July 1681. Tradition has it that he said masses at a spot on the Mullagharlin Road close to Priorland now marked by a stone cross, and also at a large flat rock in Killally, near Crumlin. A nearby cave is also believed to have been used by him as a place of refuge.

Great Northern Railway Works, Mounthamilton

Mounthamilton was once at the hub of an extensive railway network which linked Dundalk with Carrickmacross, Clones, Enniskillen, Derry, Bundoran, and Carlingford. Today, only the Belfast to Dublin railway survives. The route of the former railway to Carrickmacross and Clones runs westwards from close to the existing station, through the centre of Mounthamilton. The first section of this railway opened in 1854 with the entire “Irish North Railway” network opened by 1860. A number of separate companies operated the extensive network. By 1876, all had been amalgamated to form the Great Northern Railway (Ireland). This company, the most renowned railway in Ireland, was responsible for a great many railway innovations, many of which were to be adopted across the world. These world firsts included the development of diesel railcars, and the invention of the Howth-Meredith wheel system, both now used world wide on urban rail systems. At the heart of this company was the Dundalk engineering works. From 1881 until the complete closure of the GNR (I) in 1958, the Dundalk railway engineering works carried out all GNR (I) manufacture and maintenance work for the railway. This included the construction of railcars, railbuses, coaches, wagons, road buses, lorries, station, hotel and railway furniture, electrical work, carpentry and repairs of all kinds. The works covered a large area within Mounthamilton and produced a vast array of locomotives, some of which survive today. The legacy of the GNR (I) can be seen in the still extensive, protected structures flanking the railway line and in the remains of railway related infrastructure throughout Mounthamilton.

Map 8a DSWLAP Historical Map, 1836.



Map 9 Protected Structures and Sites of Archaeological Potential.

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