

Planning Statement

Ardee 2040 Regeneration Project, Co. Louth

November 2025



Comhairle Contae Lú
Louth County Council



Rialtas na
hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

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1. Introduction

- 1.1 This Planning Statement has been prepared by Turley on behalf of Louth County Council (LCC) who intend to carry out a regeneration project in the town of Ardee, Co. Louth (see **Appendix 1**) in accordance with national & international best practice.

Background to the Project

- 1.2 The Ardee 2040 Regeneration Project is a process to realise a regeneration vision for Ardee, which builds on the ambition and vision of the town to realise its full potential and transform Ardee from a traditional manufacturing centre to a 21st century prosperous and thriving local development, multifunctional, innovative centre in an integrated and sustainable way.
- 1.3 The purpose of the vision is to develop a number of projects that will support regeneration, compact growth and sustainable development in Ardee Town. Working in partnership with the wider community, the Ardee 2040 Regeneration Project is about designing the town as an attractive and thriving place, creating projects that can be further progressed toward funding opportunities when they arise.
- 1.4 In summary, the type of infrastructure to be implemented in this project includes:
- New and better quality streets;
 - Upgraded public spaces / realm / plazas;
 - Road / junction / cycleway / walkway upgrades; and
 - Sports and recreational facilities.
- 1.5 The project has been commissioned by Louth County Council, led by the Regeneration and Development Team, and is funded by the Rural Regeneration and Development Fund (RRDF), a flagship initiative of Project Ireland 2040 and match funded by Louth County Council.

Purpose and Content

- 1.6 The planning application is submitted to An Bord Pleanála in compliance with Section 175 of the Planning & Development Act 2000 (as amended).
- 1.7 The purpose of this Statement is to provide an overview of the application site, the proposed development and outline the relevant national, regional and local planning policy context and demonstrate how it is in accordance with the proper planning and sustainable development of the area in which the proposal is situated.
- 1.8 The Statement includes the following sections:
- **Section 2** - describes the context of the site and the surrounding area.

- **Section 3** - provides a summary of the relevant planning history on the site and in the immediate area.
- **Section 4** - summarises the statutory and non-statutory consultation associated with the project.
- **Section 5** - provides an overview of the redevelopment proposal.
- **Section 6** – a review of the National and Regional Planning Policy Context of relevance for the application site.
- **Section 7** - planning assessment demonstrating how the the proposal complies with the policy considerations of the Louth County Development Plan 2021 – 2027.
- **Section 8** –sets out the conclusions of the report.

1.9 This Planning statement forms part of a wider application submission package and should be read in conjunction with the planning application drawings package and other accompanying reports.

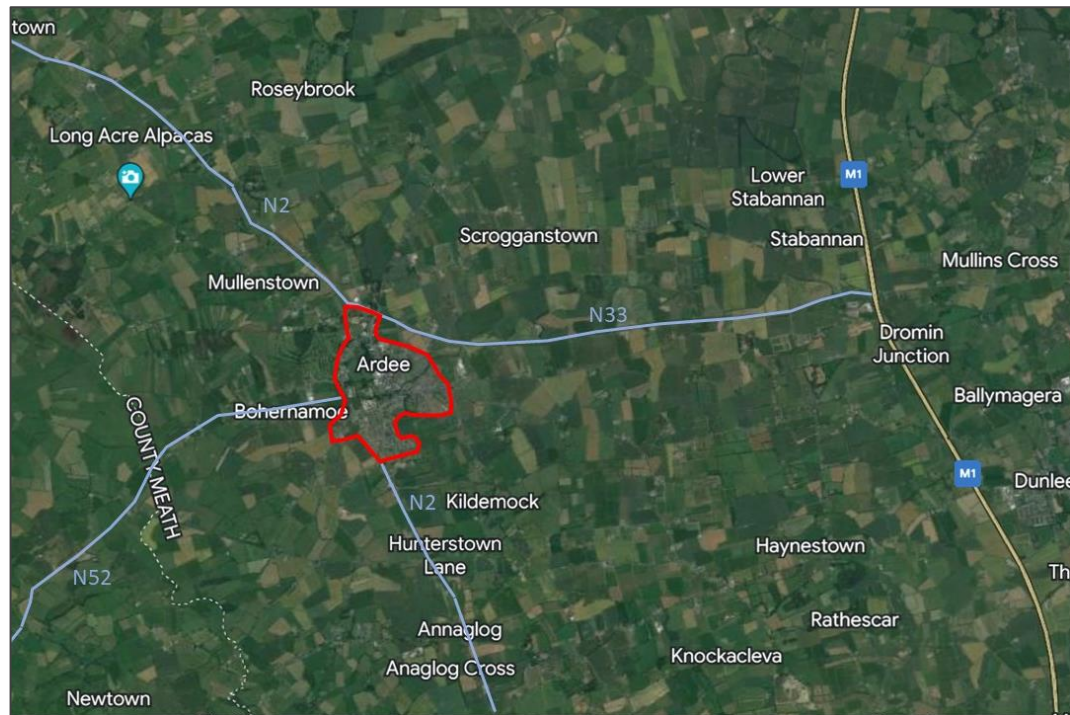
1.10 This Planning Statement should also be read in conjunction with an Environmental Impact Assessment Report (EIAR) and associated Appendices which has been prepared and included as part of the application for approval in respect of the proposed development.

2. Site Context

Strategic Location

- 2.1 Ardee is the third largest town in County Louth. The town itself is located on the River Dee, which runs through the southern end of the town and straddles the N2 Dublin to Derry National Primary Route, which runs south to north, and the N52 Dundalk to Kells National Secondary Route which runs from the west into the town, joins the N2 and then at its northern end leaves the town in a north easterly direction (see **Figure 2.1**).
- 2.2 Ardee is an important local service centre in mid-Louth providing a range of services and employment to an extensive catchment that extends into parts of Meath and Monaghan. The connectivity and accessibility that the town provides, due to its location along the national road network, makes it an attractive location for growth and investment.

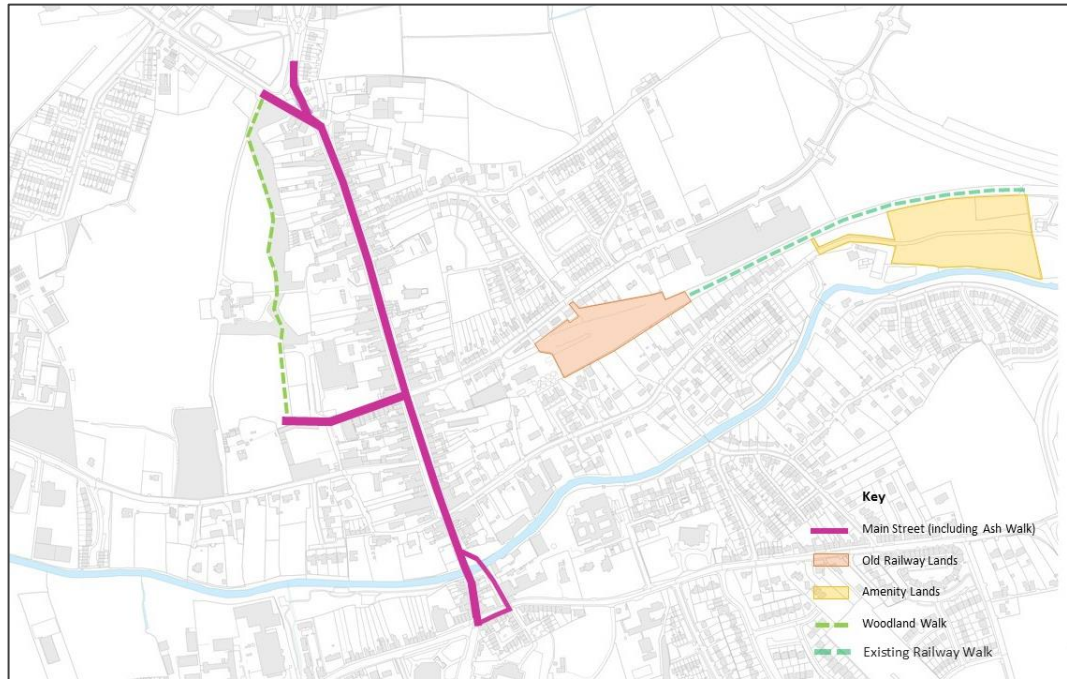
Figure 2.1: Satellite Image of Site



Application Site

- 2.3 The project placemaking principles will be delivered through the redevelopment of key character areas in Ardee (see **Figure 2.1**).
- Character Area 1 – Main Street (including Ash Walk)
 - Character Area 2 – Old Railway Lands
 - Character Area 3 – Amenity Lands
 - Character Area 4 – Woodland Walk

Figure 2.2: Project Character Areas



Character Area 1 – Main Street (including Ash Walk)

- 2.4 The site extends from the N2 / N52 roundabout in the north of Ardee and extends south along Main Street (including Irish Street, Market Street, Castle Street and Hale Street) as far as the junction of the N2 and R170 (William Street) roads. The opportunity area includes a portion of Golf Links Road to the north west of Main Street and the public road/existing footpath and public realm areas within Ash Walk.
- 2.5 The entire public area within Main Street, including the public road and existing footpath/areas of public realm, are included within the site boundary. These areas are currently finished in either paving or tarmac.
- 2.6 There are limited areas of soft landscaping along Main Street however there are a number of mature trees positioned along the public footpath. No buildings along Main Street are located within the site boundary. The site boundary extends as far as Bridge Street to the south.

Character Area 2 – Old Railway Lands

- 2.7 The site is located on an area of unmaintained grassland / public park at the former railway lands at Dawsons Demesne, to the south of dwellings on O'Carroll Street, east of the Mid-Louth Garage, to the west and south of no's 1 – 5 Cappocksgreen and to the rear of dwellings fronting onto Tierney Street.
- 2.8 The boundaries of the site are currently identified by existing fences and walls. The site is currently maintained grassland with semi-mature trees located sporadically throughout the space. The remains of the former railway platform are visible in the west portion of the site.

- 2.9 A pedestrian walkway traverses the site from Sean O'Carroll Street in the north before exiting the site via the route of the old railway line to the east of the site. A second pedestrian access is located to the south east linking the site to Tierney Street. Character Area 2 is linked to Character Area 3 via an existing pedestrian footpath along the former railway line.

Character Area 3 – Amenity Lands

- 2.10 The Amenity Lands Character Area is located on an area of unmaintained grassland to the east of the town, directly to the west of Ardee Wastewater Treatment Works, and north of the River Dee. The site is accessed from Tierney Street.
- 2.11 The majority of the site is unmaintained grassland. The north eastern corner of the site is currently used for the storage of building materials by Louth County Council. The boundary of this storage area is marked by a fence. A roadway traverses the centre of the site in a west to east direction linking Tierney Street to Ardee Wastewater Treatment Plant.

Character Area 4 - Woodland Walk

- 2.12 The Woodland Walk site travels in a north to south direction in the west of the town linking Ash Walk to Golf Links Road. The route begins directly to the west of the existing Supervalu overflow car park and travels north through agricultural land towards the wooded area surrounding St. Joseph's Hospital. The route also connects to the rear of Ardee Day Care Centre. The route follows the alignment of an established path through the wooded area and connects to Golf Link Road in the north. This portion of the route is currently used as agricultural land and an existing path through the wooded area.

3. Planning History

- 3.1 A review of historical planning permissions was undertaken to identify whether there is any planning history on or adjacent to the application site that either impacts on the prospects of planning permission being granted for the proposed development, or that could be impacted upon by the proposed development.
- 3.2 For the purposes of this review, a search of all planning applications which were recorded on Louth County Councils online planning portal with extant permissions or were otherwise under consideration at the time of writing have been included. A further review of An Bord Pleanála's website was undertaken to identify any ongoing appeals.
- 3.3 Due to the extent of the area of the site and nature of the proposed works it should be noted that the planning history search excludes small scale applications including:
- Minor change of use applications.
 - New residential schemes of less than 10 units.
 - New commercial schemes (including change of use) of less than 3000 sqm).
 - Retention applications.
 - Minor amendments to permitted applications.
 - Minor signage applications.
 - Other development types of scale that would not exacerbate significant environmental / planning concerns (including car parking proposals, internal reconfigurations etc.)

Site History

- 3.4 No planning application / decisions have been found within the red line boundary of the site that would inform the proposed development.

Wider Context

- 3.5 **Tables 3.1 and 3.2** provides details on relevant planning applications in the immediate area to the subject site. **Figure 3.1** shows the identified applications in the context of the application site.
- 3.6 We consider that these applications will not have a direct impact on the proposed development, however they have been considered as part of the design concept evolution to ensure that the Ardee 2040 Regeneration Project maximises the potential to link that will build upon and improve existing and future residential and community infrastructure, where possible.

Figure 3.1: Map Showing Location of Relevant Planning History in Immediate Area

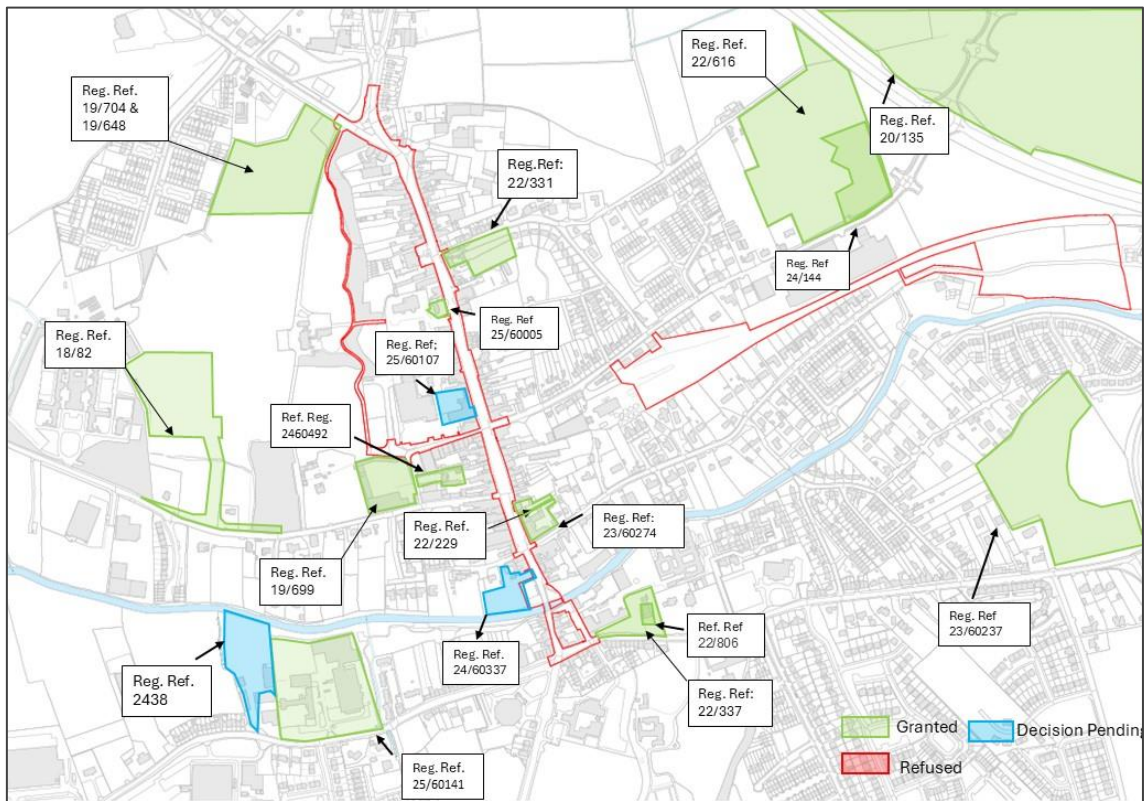


Table 3.1: Relevant Planning History in Immediate Area (Decided Applications)

Planning Reference	Site Location	Proposed Development (as per planning application description on Planning Authority portal)	Decision
2560141	John St, Ardee, Co. Louth	Permission for a two storey extension to the south and west elevations of the existing factory, incorporating first floor offices and ground floor factory extension. A small single storey infill extension to the existing canteen to the south elevation, upgrading the existing south elevation with new cladding to match proposed finishes, together with all ancillary and associated site development works at our existing premises at John Street, Ardee, Co. Louth. The development is within the confines of a protected structure Ref LHS017-063.	Granted 07/05/2025
2460492	Ashwalk, Ardee	Permission for the construction of 2no. buildings (Blocks A & B). Proposed Block A is a three storey mixed use building comprising of a ground floor retail unit and a one bedroom apartment with vertical access area (stairs & lift) to the first and second floor residential accommodation; the first floor to consist of 2no. one bedroom apartments; the second floor to consist of 2no. one bedroom apartments. Proposed Block B consists of a two storey residential building	Granted 18/10/2024

		comprising of 2no. ground floor apartments (1no. one bedroom & 1no. two bedroom) with vertical access area (stairs) to the first floor residential accommodation comprising of 2no. apartments (1no. one bedroom & 1no. two bedroom); a landscaped courtyard between Blocks A & B, ancillary bin, bike and bulk storage areas, connections to the existing adjoining public water and drainage systems and all associated site development works. Note the proposed site / buildings in question are located within an Architectural Conservation Area (ACA) as outlined in the current Louth County Council Development Plan -2021 - 2027	
2560005	Market Street, Ardee, Co. Louth	Permission for (1) the Change of Use of the former Health Centre to a Community Support Centre, (2) demolition of tiled hipped roof structure including 2No chimneys & replacement with a slated gabled roof structure, (3) demolition of single storey flat roof structure to east elevation (front) & replacement with larger single storey flat roofed structure, (4) flat roofed extension to west (rear) elevation to house services room, (5) elevational changes including alterations to existing window & door opes, new window & door opes, removal of wet dashing & replacement with a rendered finish, (6) site development works.	Granted 31/03/2025
24144	Potters Field, Cappocksgreen, Ardee, Co Louth	Permission for 47 no. two storey houses comprising 3 no. detached houses, 32 no. semi-detached houses and 12 terraced units. Works will include all associated landscaping and site development works on a site of 1.27 hectares	Granted 24/03/2025
2360458	The Glebe, Ardee, Co.Louth	The proposed development will consist of the refurbishment and upgrade and a change of use and extension of the existing building on site to provide for a garden centre, a café and a children's activity centre with associated outdoor display areas and polytunnels. The existing and permitted vehicular entrance off the R171 (Tallanstown Road) will be used for access for private cars and the public to the development. A new dedicated vehicular entrance for servicing and staff is proposed onto the R171 north of the existing permitted vehicular access. The proposed development also provides for all associated site development works, including resurfacing of hardstanding areas, internal road, car parking bay markings and lighting to the car park areas, landscaping, boundary treatment and car parking. Permission is also sought for associated signage to buildings	Granted 20/08/2024 Appeal Decision – granted modified (Ref: ABP-318988-24)
2360237	Lands at Dawsons Demesne,	Large-scale Residential Development (LRD) Application. Permission for development to consist of the provision of a total of 122 no. residential units along with provision of a	Granted 21/12/2023

	Ardee, Co. Louth	<p>creche. Particulars of the development comprise as follows:</p> <p>(a) site excavation works to facilitate the proposed development to include excavation and general site preparation works. (b) the infilling, raising and reprofiling of ground levels within the site as required with inert materials. (c) the provision of a total of 48 no. residential dwellings which will consist of 2 no. 2 bed units, 44 no. 3 bed units and 2 no. 4 bed units. The dwellings range in height from single storey to three storeys. (d) The provision of a total of 74 no. apartments / duplex units consisting of 17 no. 1 bed units, 32 no. 2 bed units and 25 no. 3 bed units. The apartment blocks range in height from two storey to three storey in height. (e) Provision of a creche at ground floor within apartment block H. (f) provision of associated car parking at surface level via a combination of in-curtilage parking for dwellings and via on-street parking for the creche, duplexes and apartment units. (g) provision of electrical vehicle charge points with associated site infrastructure ducting to provide charge points for residents throughout the site. (h) provision of associated bicycle storage facilities at surface level throughout the site and bin storage facilities. (i) creation of a new access point from Castleguard Road with associated works to include for a cycleway and footpath to the southern and eastern site boundaries. (j) provision of internal access roads and footpaths and associated works. (k) provision of residential communal open space areas to include a formal play area along with all hard and soft landscape works with public lighting, planting and boundary treatments to include boundary walls, railings and fencing. (l) provision of 1 no. ESB substation. (m) internal site works and attenuation systems which will include for provision of a hydrocarbon and silt interceptor prior to discharge into the surface water network in Castleguard Manor. (n) all ancillary site development / construction works to facilitate foul, water, and service networks for connection to the existing foul, water, and ESB networks.</p>	<p>Appeal decision – granted modified (Ref: ABP-318163-23)</p>
2360274	Castle Street and Tierney Street, Ardee	<p>Permission for development as follows: 1. Demolition of rear projections and outbuildings associated and within the curtilage of the protected structures (Former Ardee Bread Company protected structure reference 13823007 and the former Sheridan's Services house protected structure reference 13823006) along with demolition of the boundary wall to Tierney Street. 2. Construction of the following:(a) 2no. apartment buildings ranging in height from 2 storey to 4 storeys which will comprise a total 20no. apartments of which there are 6no. 1 bed and 14no. 2bed units, all with balconies or ground floor terraces along with provision of a</p>	<p>Granted (08/07/2024)</p> <p>3rd Party Planning Appeal – appeal withdrawn (Ref: ABP-319595-24)</p>

		communal space at roof level. (b) The provision of 1no. 3bed semi-detached dwelling and associated garden area. (c) The adaptation and change of use of the former Ardee Bread Company building (protected structure reference 13823007) to provide for 2no. retail units at ground floor, 2no. 1bed apartments at first floor level and 1no. 1bed duplex apartment. Associated refurbishment works of the former Ardee Bread Company building are also to be carried out. (d) The adaptation and change of use of the former Sheridans Services house (protected structure reference 13823006) to provide for a total of 1no. 2bed apartments and 1no. 1bed apartment. Associated refurbishment works of the former Sheridans Services house are also to be carried out. (e) The creation of a new pedestrian entrance from Tierney Street. (f) Associated bin and bicycle storage facility. (g) Provision of internal footpaths and communal space areas at ground level to include all hard and soft landscape works with planting and boundary treatments; (h) Internal site works and attenuation systems (i) All ancillary site development/construction works to facilitate foul, water and service networks for connection to the existing foul, water and ESB networks. The proposed works relate to the protected structures within the site (Former Ardee Bread Company protected structure reference 13823007 and the former Sheridan's Services house (protected structure reference 13823006)	
22806	De La Salle House, Moorehall, Townparks, Ardee	Permission for development at Protected Structure LHS017-031, consisting of alterations to the previously approved development - Ref. No. 22337, which was for (1) the change of use from a monastery to a boutique hotel and restaurant, (2) internal alterations and restoration of the existing building, (3) erection of a part 2, part 1.5 storey extension to the side and rear, (4) creation of a glazed courtyard between the house and outbuilding, (5) formation of a new car park and adjustment of site boundaries to allow for vehicular circulation and (6) all associated site works, including connections to public foul drainage system. The alterations relate to the building only and affect the plan layout at ground and first floor levels and elevations to the rear and sides of the building. The alterations will result in a reduction of floor area from that previously approved	Granted – 1/12/2022
22331	Market Street and Market House Lane, Ardee	Permission for the demolition of 3 no. habitable dwellings/2 no. with ground floor shop units and existing out buildings, demolition of existing boundary walls to Market House Lane, alteration to existing road entrance to Market House Lane and the construction of 2 no. retail units and 28 no. housing units comprising a mix of apartments, terraced dwellings including: (i) Block A: 8 no. apartment units (House	Granted 17/04/2023 Appeal Decision – granted with

		<p>Type E,F,G,H,I), comprising of two one-bed apartments over 2 no. ground floor retail spaces, 4 no. two-bedroom duplex apartments and 2 no. three-bedroom duplex apartments with own door access; (ii) Block B: 10 no. terraced houses comprising 5 no. two-bedroom and 5 no. three-bedroom houses (House Type A,B); (iii) Block C: 4 no. terraced houses comprising 1 no. two-bedroom and 3 no. three-bedroom houses (House Type A,B); (iv) Block D: 3 no. terraced houses, comprising of 2 no. three-bedroom and 1 no. four-bedroom houses (House Type D,J); (v) Block E: 3 no. terraced houses, comprising of 3 no. four-bedroom houses (House Type C). The proposed development will also include the provision of surface car parking (28 no. spaces including 2 no. accessible), bicycle parking (44 no. spaces), bin stores, private open space, public open space, foul and surface water drainage, street lighting, boundary treatments and all ancillary site development works necessary to facilitate the development, on a site located within an ACA *SFI received 23.03.23 which provides for, inter alia, a reduction from 2 to 1 no. retail units, an increase from 28 to 45 no. dwelling units and a reduction in site size to 0.4587ha****</p>	<p>modifications 28/08/2024 (Ref: ABP-317116-23)</p>
22228	<p>Bridgegate, Rathgory, Mulladrillen, Drogheda Road, Ardee, Co Louth (Location not shown at Figure 3.6)</p>	<p>SHD Stage 3. Stage 2 Ref. No. 20/759 - See www.bridgegateshd.ie for details. The Ardee Partnership, intend to apply to An Bord Pleanála for permission. Development will consist of:</p> <p>A) construction of 272 no. residential units comprising 206 houses 66 no. duplex units (3 storeys), with private open space,</p> <p>B) A part 1, part 2 no. storey crèche and playground and a single storey community building adjacent at a community hub accessed from Bridgegate Avenue served by car parking on Bridgegate Green and Bridgegate Avenue;</p> <p>C) A Park located in the north of the site extending to accessed from community hub and between duplex B & C at Bridgegate Avenue, with 2 no. pedestrian links to public park adjoining to the west and 1 no. pedestrian footpath extending to the north perimeter at Hale Street, with reservation for a future link road to the east facilitated in the north section of park;</p> <p>D) Works to the Rathgory Tributary comprising realignment of the channel and regrading and reprofiling of land, implementation of 2 vehicular crossings and provision of a riparian corridor based around the open watercourse comprising landscaping and planting with access to the watercourse provided for maintenance purposes and 1 no. pedestrian and cyclist crossing;</p>	<p>Granted 15/08/2023</p>

		<p>E) A series of public open spaces; open spaces will provide a mix of hard and soft landscaping, pedestrian and cycle access and a range of activities</p> <p>F) Provision of shared surfaces, landscaped streetscapes including planting and landscaping at two neighbourhood streets in the southern part of the site, with roads provided to site boundaries to the east, south and west to facilitate possible future connections;</p> <p>G) All landscaping and boundary treatments;</p> <p>H) Roads and access infrastructure taken from Bridgegate Avenue (permitted Ref: 10/174; ABP Ref: PL15.238053, provision of a bus stop on the south side of Bridgegate Avenue adjacent to community hub and provision of cycle lanes at this location (continued through Public Open Space 01); a total of 480 no. car parking spaces (362 no. serving houses, 84 no. serving duplexes, 23 no. serving crèche and community building and 11 no. visitor and public open spaces), a total of 296 no. bicycle parking spaces ;</p> <p>I) Provision of 2 ESB substations, drainage and services infrastructure, lighting, SUDS drainage. An EIAR and a NIS have been prepared</p>	
22616	Cappocksgreen, Ardee, Co Louth	<p>Permission for amendments to previously granted permission Ref. No. 08/1220 (extended under Ref. No. 19/178), amended under Ref. No. 21/20 and 21/1190, for</p> <p>1. Replacement of 32 no. 2 storey 3 and 4 bedroom dwelling houses, (6 number at 1-2 and 15-18 Potters Field Close; 17 number at 1-17 Potters Field Walk; 4 number at 22-27 and 33-34 Potters Field Green) with 38 no. 2, 3 and 4 bedroom revised residential dwellings, 2 storeys in height and their associated site works.</p> <p>2. Modifications to 7 no. house types at 4-10 Potters Field Avenue to recently approved house types A & A1 from granted permission 2120, also involving minor amendments to rear gardens of 1, 2 and 4 Potters Field Avenue.</p> <p>3. Revised naming and numbering of dwellings to include proposed amendments. All on site of 4.6 hectares at Cappocksgreen, bounded at north by N33 Ardee Link Road and south by Sean O'Carroll Street</p>	Granted 17/10/2022
22337	De La Salle House, Moorehall, Townparks, Ardee, Co Louth	<p>Permission for development to Protected Structure LHS017-031, De La Salle House to consist of (1) the change of use from a monastery to a boutique hotel and restaurant; (2) internal alterations and restoration of the existing building; (3) erection of a part two storey, part storey and a half extension to the side and rear; (4) creation of a glazed courtyard between the house and outbuilding; (5) formation of a new car park and adjustment of site boundaries to allow</p>	Granted 18/07/2022

		for vehicular circulation and (6) all associated site works, including connections to public foul drainage system	
22229	Ardee Castle, Main street, Ardee	Part 8 - Louth County Council hereby gives notice of its intention to carry out refurbishment works to Ardee Castle, a Protected Structure comprising the Castle, Bridewell building to the rear and modern courtyard extension (Reference Lhs 017-017, NIAH 13823004 and a National Monument and Protected Structures and are within the Ardee Conservation Area as designated in the Louth County Development Plan 2021-2027. This application is an amendment to previously approved Part 8 procedure namely Ardee Castle Refurbishment and Access Improvement Works (Ref:17/137) and comprises the following over and above the previously approved Part 8 procedure: - Altered and extended external stair, lift and services core to height of 4 floors to rear of buildings providing universal access and egress to ground and all upper levels of the building. - All associated site development works.	Granted 02/06/2022
20135	Cappocksgreen, Ardee	EXTENSION OF DURATION OF 09/509: Ten year Permission for the construction of: A light industrial / business park of 43,418sqm (gross floor area), consisting of 29 no. light industrial/ warehouse buildings ranging in size from 648sqm to 1944sqm (gfa), each subdividable in up to 8 units, 1 no. building of 1080sqm (gfa) for restaurant and gym use and 1 no. building of 3,236sqm (gfa) for builders providers' use; Associated surface car parking (1,002 spaces); Associated internal road network; Access from new roundabout to N33; 8 no. ESB substations; Entrance totem sign of 5.0m in height; Re-routing of a 38Kv power line traversing the site; Landscaping works including along the River Dee, Captain's Stream & N33 boundary; Foul and surface water drainage, connection to existing public sewer network and all associated site works. An EIS will be submitted to the Planning Authority with the planning application, all on a 19.82 ha site bounded by the N33 to the south, the River Dee to the east, and agricultural lands to the north and west	Granted - 05/03/2020
19704	St Joseph's Hospital, Golf Links Road, Ardee, Co Louth	Construction of a new single storey ambulance base and upgrading of the existing access road within the site to a two-way road with a new 3m wide shared pedestrian/cycleway path and associated site development works.	Granted 20/02/2020
19699	Jervis Street, Ardee, Co Louth	Development of an Aldi Store with new access road from Jervis Street.	Granted 08/10/2020

19648	St Joseph's Hospital, Golf Links Road, Ardee, Co Louth	Development of new community nursing unit/residential care unit.	Granted 30/09/2021
1882	Jervis Street, Ardee, Co. Louth	<p>PART 8: Notice of Intention to carry out works on a site measuring approximately 2.37 hectares at Jervis Street, Ardee, County Louth. The development will consist of:</p> <p>(i) Construction of a single storey primary school building, Ardee Educate Together National School, (1923 sq.m. gross floor area); with associated external signage. The constituent elements of the new school building comprise: (a) a single storey south facing wing containing 8 classrooms and associated sanitary accommodation, (b) an east facing double class special needs unit incorporating multi-sensory room, para-educational room, central activities room and specialist sanitary accommodation and (c) a one and half storey general purpose room, library, multi-purpose room, special tuition, general sanitary and administration rooms within a central entrance wing. The immediate school site development works include (d) a single hard ball court, junior hard play, sensory play and sensory garden with general grass play areas (e) vehicular access to a bus set-down area, 19 car parking spaces and 2 universally accessible car parking spaces and (f) 22 bicycle racks for 44 bicycles.</p> <p>The general site estate development includes an access boulevard, pedestrian pavements and cycle lanes to be constructed from Jervis Street to service the school site and make provision for future development within the existing adjacent estate. The existing stone wall on Jervis Street shall be taken and realigned to form a new public access to this boulevard. The proposed development also includes hard and soft landscaping, boundary fencing, site attenuation, associated site services integration and services diversions. The areas for the proposed works are within the curtilage of a number of Protected Structures located adjacent or abutting the subject site, and includes the removal of freestanding gates, boundary walls and stone square piers, (Protected Structure Reference No. Lhs 017-068 NIAH 13823034) along the north side of Jervis Street within the urban boundary of Ardee Local Area Plan. The proposed development is also in the Ardee Architectural Conservation Area. Louth County Council has undertaken Appropriate Assessment Screening, the details of which are available to the general public.</p>	Granted 05/04/2018

Table 3.2: Relevant Planning History in Immediate Area (Pending Planning Applications)

Planning Reference	Address	Description	Decision
2560107	Market Street, Ardee	The proposed development will consist of using the existing archway to the building to Market Street to provide an ungated pedestrian link via the existing archway on Market Street, linking Market Street with the lands to the rear. The proposed development will also consist of the demolition of the warehouse-type building to the rear of Market Street that formed part of the former Supervalu Store, provision of a new shopfront and reopened archway and reopened first floor windows to the rear (west facing) elevation, a new seating area, 37No. car parking spaces (including 9No. EV spaces and 1No. accessible space, 12No. Cycle Parking spaces all to the rear of Market Street. The proposed development also provides for landscaping, lighting, including lighting to the new car park area, boundary treatments and all associated site development works.	Decision pending – FI requested
2460337	Boat Trench, Ardee, Co. Louth	Permission for the demolition of a dwelling house and the erection of 22 No. Older people and persons with limited mobility housing units consisting of 5 no. blocks of single storey semi-detached and terrace buildings comprising 18 no. one bedroom units and 4 no. two bedroom units. The development also includes the provision of a new access road & pedestrian access leading to public road, carparking spaces, covered bicycle spaces, bin storage enclosure, site lighting and revised site boundary treatments with associated site works. To connect to council water mains and public foul sewage with associated siteworks. A Natura Impact Statement (NIS) will accompany the planning application	Decision pending.
2438	John St, Ardee, Co. Louth	Permission for the demolition of an existing work shop, a new portal framed industrial building incorporating two storey offices and three nr. individual units with ancillary offices and associated car parking including a waste water pump house connecting to existing Local Authority mains and all associated site development works	Decision pending – FI requested.

4. Consultation

Introduction

- 4.1 This Chapter describes the consultation process in respect of the proposed project. The planning application has been submitted directly to An Bord Pleanála by Louth County Council under Section 175 of the Planning and Development Act, 2000 (as amended). Statutory consultation prior to submission of the planning application is not required under Section 175, however a key part of the Ardee 2040 Regeneration Project was a rigorous and integrated approach to engaging with the community, key stakeholders and Elected Members. Non-Statutory Consultation.

Public Consultation

- 4.2 In June and July 2021, Louth County Council undertook preliminary non-statutory engagement and consultation for the preparation of a masterplan for the regeneration of Ardee.
- 4.3 The study area covered the following four key character areas:
- Character Area 1 – Main Street (including Ash Walk);
 - Character Area 2 – Old Railway Lands;
 - Character Area 3 – Amenity Lands; and
 - Character Area 4 – Woodland Walk.
- 4.4 The project seeks to recover the streetscape and provide high quality public spaces alongside sports, recreation and active travel facilities and act as a catalyst for the positive regeneration of the broader town centre area.
- 4.5 It represents the Ardee 2040 campaign – a targeted place-making response aimed at improving the streetscape and amenity of Ardee focused on these four key opportunity sites. This ambitious project will result in a holistic design proposal, setting a new benchmark for public realm and town centre infrastructure to be brought forward in an application for funding under the Rural Regeneration and Development Fund.
- 4.6 As part of the design development, key stakeholders and members of the community have been engaged to assess the needs and aspirations of the local community. This exercise also provided an opportunity for those we engaged to provide feedback on the proposed design principles and mixed-use ambition for the sites.
- 4.7 The stakeholder engagement was carried out during the public health crisis, and varying levels of restrictions applied at different stages of engagement, which may have influenced both the number and type of responses received. The survey was live during the circuit breaker lockdown, during which time the general public were advised to stay at home and limit their contact with people outside of their household ‘bubble’. The public information webinars took place shortly after restrictions were eased and the general public could meet with other households when outdoors.

- 4.8 To inform this work, a consultation survey was carried out online and received a total of 541 submissions (equivalent to c.11% of the population of Ardee town as per the last census). The responses we received represented a diverse range of stakeholders with an interest in the Ardee area, or with a connection to one of the four key opportunity sites.
- 4.9 The survey was hosted online at www.ardee2040.ie and was live for a fortnight from 21st June - 5th July 2021. The survey sought to gather participant feedback on specific potential uses for the four key character areas, existing key features in the area, and road-test draft design principles.
- 4.10 Of the 541 responses, 24% of respondents live in Ardee, 20% use the local shops, 15% walk/cycle around the area, 13% use the community and public facilities, 12% use the sports and recreation facilities, 7% use the night-time economy, 6% work in Ardee and 3% are business owners.
- 4.11 The feedback demonstrated a clear demand for an overall reduction in traffic and greater access to sustainable travel measures, better river access and public space, and more sports and recreation facilities.
- 4.12 There was overwhelming positive response to developing the potential of Ardee, with particular emphasis on its location close to the M1, equidistance between Belfast and Dublin.
- 4.13 Ardee's location was considered to be a significant advantage. The town is ideally placed to benefit from hybrid working, as more people choose to live further from our capital cities, due to daily physical in-office presence being a less common employment requirement.
- 4.14 The responses emphasised the contributions that new housing and increased appetite for remote working could make to the community.
- 4.15 In total, 82% (444 respondents) strongly agreed or agreed that the town had unrealised potential to attract more people to work and live in the area.
- 4.16 There was a strong emphasis on harnessing the potential of Ardee Castle and the amenity of the river and associated wildlife. Having considered the combined results of the qualitative and quantitative data generated from the survey, a number of very clear themes that the community feel strongly about have emerged (this was further evidenced in the breakout room discussions and the additional stakeholder consultation meetings, noted later within this report):
- Tourism and heritage potential;
 - Traffic congestion and flow, centralised parking, car free zones;
 - Youth and physical activity space;
 - River walk improvements and the environment;
 - Under-utilisation of public and outdoor space; and

- Improvements to Main Street.

Transport for Ireland Departure Consenting Process

- 4.17 The N2 National Road traverses the Main Street Character Area in a north / south direction. As the application is proposing alterations to the design of a national road we were required to secure TII permission for the proposed design through their Departures process prior to submitting this planning application.
- 4.18 Departure no. 36213 – Ardee 2040 Regeneration Project was accepted by TII on the 15th April 2025 under acceptance number 18634. 1 no. condition advises that *“The submission of a Design Report in accordance with DN-GEO-03030 - Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes for the N2 Ardee 2040 Regeneration Project is noted”*. This confirms that a Preliminary Design Report and Quality Audit accompanied the departure submission. Acceptance of the departure application confirms that TII are content that the design amendments to the national road are acceptable in principle from their perspective.

Statutory Consultation

Environmental Impact Assessment

- 4.19 This planning application is being submitted directly to An Bord Pleanála for assessment. As part of this planning application process, further consultation will take place. This will comprise:
- Placing of a public notice in local newspapers;
 - Placement of a copy of the planning application and all accompanying documents on display in the Council’s local offices;
 - Publication of the application and the accompanying documents on the Louth County Council website; and
 - Issuing details of the planning application and a copy of the EIA Report to the Department of Department of Housing, Local Government and Heritage’s EIA Portal.
- 4.20 Pursuant to Section 175(4)(b) of the Planning and Development Act, 2000 (as amended), the following authorities have also been directly notified in respect of this planning application:
- Uisce Eireann;
 - Heritage Council;
 - An Taisce;
 - An Comhairle Ealaíon;
 - Fáilte Ireland;

- National Transport Authority;
- Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media;
- Department of Housing, Local Government and Heritage; and
- Transport Infrastructure Ireland.

4.21 Any submissions arising from the consultation and notification process will be submitted directly to An Bord Pleanála and considered as part of the decision-making process.

5. Proposed Development

Overview of the Proposed Scheme

- 5.1 The purpose of the Ardee 2040 Regeneration Project is to support regeneration, compact growth and sustainable development in Ardee Town. The type of infrastructure to be implemented as part of this project will include new and better-quality streets, public spaces/realms/plazas and associated services, junction upgrades, cycleways, walkways and sports recreational areas.
- 5.2 To ensure the Vision is realised, at the outset of the project the key themes for the future development of Ardee were identified at the outset of the project, including:
- Ensuring inclusivity for all members of the community; the very young, the youth, the old, the mobility impaired, socially disadvantaged, the pedestrian and cyclist.
 - Developing schemes which meet the design principles of national & international best practices.
 - Promoting / Encouraging an environment which leads to daytime and night-time activities.
 - Improving connectivity and legibility for all members of the community and for visitors/tourists to the town.
 - Creating of quality gateways, public spaces, recreational areas, sporting areas and public realm.
 - Capitalising and respecting the rich heritage of this town centre.
 - Operating / employing sustainable development principles through minimising energy consumption and maximising the use of renewable energy technology.
- 5.3 The following provides a detailed description of the proposed works in the 4 no. Character Areas and should be read in conjunction with the detailed drawings package submitted as part of the planning application submission.

Character Area 1 - Main Street and Ash Walk

- 5.4 Ardee Main Street extends to approximately 1km and is the central spine of the town, incorporating the commercial core of Ardee and provides linkages to the main transport routes to the north (N2 and N33) and south (N52).
- 5.5 Whilst the Main Street is a functional area, it is currently dominated by tarmac and paving with limited landscape or amenity spaces, creating a monotonous town centre experience with limited spaces available for people to meet and socialise.
- 5.6 The proposals will create breaks and pauses as you travel along Main Street, creating a sequence of themes, experiences and identities. It is proposed to create 6 themes which

will together create a distinctive townscape (see **Figure 5.1**). Each theme is to be perceived as an individual public space with its own identity, reflecting its location within the surrounding heritage and streetscape of the town. Each theme can spread out and integrate into the surrounding neighbourhoods and Character Areas in order to create a sense of community and belonging, whilst over time decreasing the linear feel to the town centre.

Figure 5.1: Distinct Theme Areas of the Ardee 2040 Main Street Vision



5.7 The proposals are rooted in the fabric of the town. They include functions for strengthening the town's infrastructure, improving the accessibility of existing pavements and celebrating the town's cultural strengths through high-quality public realm additions, with an emphasis on the Library square and Ardee Castle areas of the Main Street.

5.8 The development in the Main Street / Ash Walk area comprises of:

- Public realm improvement works at Ardee Main Street (N2) and surrounding streets as listed above (in the townland of Townparks) comprising: new hard landscaping including resurfacing; soft landscaping including new tree planting; street furniture; new pedestrian connections and footpaths; Sustainable Urban Drainage System (SUDS); new cycle parking; tactile paving; and undergrounding of services.
- Road improvement works at Ardee Main Street (N2) and surrounding streets as listed above (in the townland of Townparks) to include: alteration of road alignment; realignment of Golf Links Road / N2 junction; raised junctions; resurfacing; shared surface treatments; revised access arrangements; pedestrian crossing points; reduction and rationalisation of the layout / orientation of existing on-street public car parking provision; installation of electric vehicle charging points; new bus stop shelters; road signs; and new public lighting.

- Resurfacing of Bridge Street Bridge (NIAH Reg. No. 13823008 / Protected Structure Ref: LHS017/056) at Bridge Street.
- Construction of a new segregated cycle lanes at Main Street (N2) (in the townland of Townparks), Ardee provided as dedicated one-way and two-way bi-directional cycle lanes and associated cycle parking stands.
- Alterations to the existing car parking layout at Ardee Library off Ardee Main Street (N2) (in the townland of Townparks) to create in part a public plaza including retention of Sir Frederick Foster Memorial Fountain scheduled monument (NIAH Reg No. 13823042 / Protected Structure Ref: LHS017/070) and realignment of existing access road to Foster Close.
- Extension of Ash Walk Road (extending approx. 60m to the west and upgrades to existing junction to the Supervalu car park / services access off Ash Walk Road.

Character Area 2 – Old Railway Lands

- 5.9 The Old Railway Lands is located in a strategic position in Ardee and will create an attractive parkland link from the Amenity Lands to the centre of Ardee via the existing railway footpath and O'Carroll Street. The proposals for the development of the Old Railway Lands provides for a lively and active public open space with accessible routes which will help to enhance and improve the existing connectivity between different areas of Ardee and create a space where friends can gather (see **Figure 5.3**).
- 5.10 The following principles and elements underlie the design strategy for this space:
- Universal access from O'Carroll Street in the north to Tierney Street in the south and the Railway Walk in the east.
 - Remnant railway infrastructure should inform the spatial layout of the sub-spaces within the lands.
 - Innovative and creative play area for children.
 - Facilitate events in a flexible space.
 - Interpretive and interactive elements.
 - Allotment / community gardens to encourage gardening, community interaction, and develop a GYO (Grow Your Own) ethos.
 - Seating and picnic areas designed for all age groups and abilities.
 - Use of planting to define areas and spaces with increased quantum of native plant species.
 - Celebrate of the presence of Ardee's old town wall.
 - Entrance thresholds denoted using thoughtful design and curated materials.

The following provides a detailed description of the proposed works in this Character Area:

- Redevelopment of the site to develop a community park including hard and soft landscaped area, allotments, equipped children's play park, storage container and boundary fences.
- Retention of the remnant railway infrastructure to create a raised platform / seating area.
- Construction of new public realm comprising new surfaces, kerbing, street furniture, feature lighting and signage.
- Construction of a new vehicle access from O'Carroll Street and associated car parking.
- Retention and refurbishment of the existing pillars at the O'Carroll Street access. Access at this location will be controlled by bollards and retained for pedestrian / maintenance vehicle access.

**Figure 5.2: Proposed Site Layout for Old Railway Lands Character Area
(Extract from DFLA drawing no. Lo.06-DR-2001 Rev E)**



Character Area 3 – Amenity Lands

- 5.11 The Amenity Lands site is currently an underutilised grassland area to the east of the town. Through consultation with the local community, sports groups and the wider

public a vision for this space has been created which will establish a new sports hub in the town, delivering a mixture of formal and informal facilities and recreational activities that will link seamlessly to the town centre via the proposed greenway and Old Railway Lands park.

5.12 The proposals for the development of the Amenity Lands integrate the proposed development with the surrounding context and generate a newly accessible public open space with recreation facilities along the River Dee (see **Figure 5.3**). The following principles and elements underpin the landscape strategy for this space:

- Facilitate an integrated access from Tierney Street to the Railway Walk.
- Installation of a grass athletics running track with additional athletics spaces such as long jump.
- Innovative and creative play/rest areas for all ages.
- Installation of grass bowling green with universal access to pavilion building.
- Facilitate river access for walkers and cyclists.
- Comfortable and high-quality seating and viewing areas.
- Possibilities for education and observation of wildlife.
- Use of planting to define areas and spaces.
- Increased quantum of native plant species creating ecological connectivity between river and Railway Walk.
- Flood resistant materials.
- Multi-use pavilion building with universal access.
- Generous cycle parking, SuDS friendly car-parking.

The following provides a detailed description of the proposed works in this Character Area:

- Redevelopment of the site to develop a community park and sports hub to include 200m grass running track and associated flood lighting, bowling green and boundary fence, hard and soft landscaped areas and drainage swale.
- Construction of new public realm comprising new surfaces/footpaths, kerbing, street furniture, feature lighting, signage and new site boundary fencing.
- Construction of a single storey sports pavilion building.
- Construction of a new access road, public car parking parallel / perpendicular to the carriageway and a designated off road car park, two way cycle lane and

pedestrian accesses to existing road network and existing old railway walk retaining pedestrian linkage to Old Railway Lands

Figure 5.3: Proposed Site Layout for Old Railway Lands Character Area
(Extract from DFLA drawing no. Lo.06-DR-2002 Rev F)



Character Area 4 – Woodland Walk

- 5.13 The overall objective in this Character Area is to develop a walking facility through Ardee Town with a north to south orientation through the HSE lands, linking Fairgreen to the Ash Walk Area. A link will also extend from the proposed path in an eastwards direction to link to the rear of Ardee Day Care Centre.
- 5.14 The proposed development will resurface the existing woodland walk traversing the woodlands to the east of St. Joseph's Hospital and will include an extension of this route to link to the new road extension proposed to Ash Walk. The proposal will represent a minimal intervention using a cellular confinement system specifically designed for tree root protection (see **Figure 5.4**). The system creates a stable, load bearing surface for traffic or footfall whilst eliminating damage to roots through compaction and desiccation of the soil. This approach will ensure that the existing trees are not impacted by the proposed development.

Figure 5.4: **Photograph showing the installation of a cellular confinement system specifically designed for tree root protection**



6. National and Regional Planning Policy Context

- 6.1 This chapter provides an overview of the national and regional planning context relevant to the application site and proposed development. Regard is also given to other relevant statutory and non-statutory planning documents where appropriate.

National Planning Policy

National Planning Framework – Project Ireland 2040 (First Revision – April 2025)

- 6.2 The *National Planning Framework* (NPF) First Revision, published in April 2025, sets out a strategic development framework for the Country to 2040. The *National Planning Framework* is the Government's plan to cater for the extra one million people that will be living in Ireland, the additional two thirds of a million people working in Ireland and the half a million extra homes needed in Ireland by 2040.
- 6.3 The Framework focuses on:
- a. Growing regions, their cities, towns and villages and rural fabric.
 - b. Building more accessible urban centres of scale.
 - c. Better outcomes for communities and the environment, through more effective and coordinated planning, investment and delivery.
- 6.4 As a strategic development framework, the Plan sets the long-term context for Ireland's physical development and associated progress in economic, social and environmental terms and in an island, European and global context. Ireland 2040 will be followed and underpinned by supporting policies and actions at sectoral, regional and local levels.

National Policy Objectives

- 6.5 It's noted that Ardee is not specifically mentioned in the NPF, however the following National Policy Objectives, which set out broader aspirations for national and regional planning, are relevant to the proposed development. These include:
- **National Policy Objective 12** - Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
 - **National Policy Objective 14** - Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.
 - **National Policy Objective 7** - Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund. With respect to the proposed development, there should be a particular focus on:-

- Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth;
 - Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities;
 - Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes; and
 - In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.
- **National Policy Objective 36** - Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.
 - **National Policy Objective 37** - Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.
 - **National Policy Objective 40** - Local planning, housing, transport/accessibility and leisure policies will be developed with a focus on meeting the needs and opportunities of an ageing population along with the inclusion of specific projections, supported by clear proposals in respect of ageing communities as part of the core strategy of city and county development plans.
 - **National Policy Objective 89** - Protect, conserve and enhance the rich qualities of natural, cultural and built heritage of Ireland in a manner appropriate to their cultural and environmental significance.
 - **National Policy Objective 93** - Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

Regional Planning Policy

Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019-2031

- 6.6 The Regional Spatial and Economic Strategy (RSES) is a strategic plan and investment framework to shape future growth and to better manage regional planning and economic development throughout the Region. It identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives.

- 6.7 The Eastern and Midland Regional Assembly (EMRA) area has 3 no. Strategic Planning Areas (SPAs), which have an administrative sub-regional planning remit. The application site is located in Co. Louth, which is in the East Region SPA alongside Counties Meath, Kildare and Wicklow.
- 6.8 Ardee is designated as a '*Level 3 - Town And/Or District Centres & Sub-County Town Centres (Key Service Centres)*' as identified in Table 6.1 Retail Hierarchy for the Region of the RSES. Ardee is also noted for being a cultural asset in the region due to being an historic walled town.
- 6.9 With respect to roads infrastructure, Table 8.4 of the RSES identifies the following projects which will benefit Ardee:
- The N2 Ardee to the south of Castleblaney road scheme is identified as a road project for the region. This project will upgrade approximately 32km of the N2 between Ardee and Castleblaney; and
 - N52 Ardee Bypass.
- 6.10 There are no specific Regional Policy Objectives (RPO) identified for Ardee, however we consider that the following general regional policy objectives will be a consideration for the proposed development:
- **RPO 7.23** - Support the further development of Green Infrastructure policies and coordinate the mapping of strategic Green Infrastructure in the Region;
 - **RPO 7.25** - Support local authorities and state agencies in the delivery of sustainable strategic greenways, blueways, and peatways projects in the Region under the Strategy for the Future Development of National and Regional Greenways;
 - **RPO 9.10** - In planning for the creation of healthy and attractive places, there is a need to a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the RSES and to national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)';
 - **RPO 9.14** - Local authorities shall seek to support the planned provision of easily accessible social, community, cultural and recreational facilities and ensure that all communities have access to a range of facilities that meet the needs of the communities they serve; and
 - **RPO 9.15** - Local authorities shall support the vision and objectives of the National Sports Policy, including working with local sports partnerships, clubs, communities and partnerships within and beyond sport, to increase sport and physical activity participation levels locally.

Other Policies / Strategies / Guidelines

Town Centre First - A Policy Approach for Irish Towns (2022)

- 6.11 The Town Centre First Policy (TCFP) was launched on 4 February 2022 and provides a co-ordinated, whole-of-government policy framework to proactively address the decline in the health of towns across Ireland and support measures to regenerate and revitalise them. In the context of the TCDP Ardee would be considered as a small town (i.e. 400 – 5000 population).
- 6.12 The TCF policy is described as ‘...an enabling framework that will co-ordinate actions across Government, Local Authorities and key stakeholders to support towns to identify, develop and progress their own unique town centre revitalisation plans which incorporate best-practice with regard to place-making’.
- 6.13 The policy has the potential to be ‘...applied to a wide range of towns of varying population size and varying characteristics. In total, there are over 500 towns in Ireland... The largest of these towns include the five Regional Growth Centres of Athlone, Drogheda, Dundalk, Letterkenny and Sligo identified in the National Planning Framework (NPF)’.
- 6.14 The TCDP aims to create town centres that ‘...function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the business, service, social, cultural and recreational hub for the local community’.
- 6.15 The TCFP also aims to ‘...empower local communities and businesses, working with Local Authorities, to develop plans to maximise the particular strengths and assets of their town’.
- 6.16 The TCF Policy outlines 9 opportunity areas that can be implemented to drive future growth and development in towns. The ‘Regeneration of Public Space’ is identified as an opportunity area.

Design Manual for Urban Roads and Streets (DMURS) (Version 1.1)

- 6.17 The Manual offers a holistic approach to the design of urban streets in cities, towns, suburbs and villages in Ireland and promotes a collaborative and consultative design process.
- 6.18 A key objective of DMURS is to achieve safe, attractive and vibrant streets by balancing the needs of all users, and prioritising alternatives to car journeys. A further aim of the Manual is to put well designed streets at the heart of sustainable communities.
- 6.19 The document includes a vision to create a strong cycling culture in Ireland and ensure that all cities, towns and villages will be cycling-friendly and that cycling will be a preferred way to get about, especially for short trips. The manual advocates a design-led approach, which takes account of both the physical and social dimensions of place and movement.
- 6.20 The proposed development has been designed to respect the guidance set out within this document.

National Sustainable Mobility Policy 2022 – 2030

- 6.21 The National Sustainable Mobility Policy (NSMP) sets out Government’s strategic policy framework for supporting walking, cycling and public transport use in Ireland to 2030, laying the foundations for the required system change in transport that will help achieve net-zero emissions by 2050 and contribute towards Ireland’s commitment to a 51% reduction in carbon emissions by 2030
- 6.22 The NSMP advises that *‘To garner permanent reductions in our emissions we must make changes in our everyday life to sustainable behaviours’* and goes on to advise that *‘This Policy has been developed to help us make those changes and, alongside the Climate Action Plan, will put in place measures to enable and encourage greater use of sustainable mobility and reduce private car journeys.’*
- 6.23 The Policy targets at least 500,000 additional daily active travel and public transport journeys and a 10 percent reduction in kilometres driven by fossil fuelled cars by 2030. It seeks to make it easier for people to travel by more sustainable modes by supporting the modal shift between now and 2030 through infrastructure and service improvements as well as demand management and behavioural change measures.
- 6.24 The NSMP’s vision for sustainable mobility in Ireland in 2030 is: *‘To connect people and places with sustainable mobility that is safe, green, accessible and efficient.’* This vision is guided by 3 key principles which are underpinned by 10 high-level goals (illustrated in **Figure 6.1** below).

Figure 6.1: Sustainable Mobility Principles & Goals

Principles and Goals

PRINCIPLES	GOALS
Safe and Green Mobility	<ol style="list-style-type: none"> 1. Improve mobility safety. 2. Decarbonise public transport. 3. Expand availability of sustainable mobility in metropolitan areas. 4. Expand availability of sustainable mobility in regional and rural areas. 5. Encourage people to choose sustainable mobility over the private car.
People Focused Mobility	<ol style="list-style-type: none"> 6. Take a whole of journey approach to mobility, promoting inclusive access for all. 7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model. 8. Promote sustainable mobility through research and citizen engagement.
Better Integrated Mobility	<ol style="list-style-type: none"> 9. Better integrate land use and transport planning at all levels. 10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

- 6.25 Goal 5 is of particular note with respect to the proposed parking strategy for the Ardee 2040 Regeneration Project, as it encourages a modal shift to more sustainable options across all ages through behavioural change and demand management measures.

Indeed, under Goal 5, the NSMP references ‘The Five Cities Demand Management Study’, which was commissioned by the Department of Transport in 2019 to identify what drives transport demand and to assess ways to encourage a greater shift to more sustainable and healthier forms of travel.

- 6.26 The NSMP notes that this study identified and assessed a wide range of measures to reduce emissions, tackle congestion, improve air quality and improve the urban environment, including reallocating road space from cars to prioritise walking, cycling and public transport, delivering safer walking and cycling options, and reducing parking provision. The NSMP advises that the findings and recommendations of this study will inform the implementation of demand management policy measures at national and local level over the coming years.

Climate Action Plan 2025

- 6.27 The purpose of the Climate Action Plan is to lay out a roadmap of actions to meet the national climate objective of pursuing and achieving, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. It aligns with the legally binding economy-wide carbon budgets and sectoral emissions ceilings that were agreed by Government in July 2022, including halving Ireland’s emissions by 2030 and reaching net zero by 2050.
- 6.28 CAP25 retains the ‘Avoid–Shift–Improve’ hierarchy to promote greater transport sustainability, as introduced by CAP23 and illustrated in **Figure 6.2** below.

Figure 6.2: Climate Action Plan 2023 – ‘Avoid – Shift – Improve’ Framework



- 6.29 With respect to enhanced spatial and land-use planning, Section 14.2.3 of CAP25 advises that ‘The policy pathway for cutting transport emissions centres around the ‘Avoid-Shift-Improve’ approach and specifically, Compact Growth Transport Orientated Development, improved ‘Active Travel’ infrastructure, better public realm and planning consents for alternative fuel, and EV charging infrastructure.’

6.30 CAP25 notes the critical role of local authorities with respect to decarbonising transport, as follows:

6.31 *'Local authorities have an integral and critical role in decarbonising transport, through the spatial and land-use planning system, promoting public transport-oriented development, ensuring permeability for active modes, implementing and requiring sustainable parking policies, delivering public realm improvements, developing appropriate demand management measures, and provision of EV charging and alternative fuels infrastructure.'*

6.32 Climate Action Plan 2025 (CAP25) builds upon last year's Plan by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and it should be read in conjunction with Climate Action Plan 2024. The following sections of CAP24 are also of note with respect to the proposed parking strategy for the Ardee 2040 Regeneration Project:

- *15.2.3.2 - Road Space Reallocation: Road space reallocation and a sustainable approach to parking policy are considered to form key measures to both reduce unsustainable private car demand and enhance placemaking, supporting improvements in the accessibility and air quality of our urban spaces.*

6.33 *For Local Authorities, these are areas in which they have the capacity to directly influence in the short to medium term, and which are strongly recommended for consideration in the development of their 5-year Local Authority Climate Action Plans, i.e., setting out sustainable approaches to on-street and non-residential parking and to road space reallocation.*

6.34 *Public authorities should work towards a reduction of on-street car parking spaces where it complements measures to prioritise active travel and public transport and to improve the public realm.*

- *15.2.4.1 - Active Travel Infrastructure and Accessibility Work Programme: 'The provision of safe and accessible walking and cycling infrastructure is key to encouraging modal shift away from private car use and towards walking and cycling. The role of local authorities in the development of active travel infrastructure cannot be overstated...'*

Smarter Travel: A Sustainable Transport Future - A New Transport Policy for Ireland 2009 - 2020

6.35 Smarter Travel is the transport policy for Ireland that sets out how the vision of a sustainable travel and transport system can be achieved.

6.36 The Policy acknowledges that transport and travel trends in Ireland are unsustainable, and if we continue with present policies, congestion will get worse, transport emissions will continue to grow, economic competitiveness will suffer and quality of life will decline.

6.37 The aim of Smarter Travel is to get us all to think about how and why we make travel choices for all the trips we make to help. It's about considering the impact our travel decisions have on others and on ourselves.

6.38 The Policy contains the following five key goals:

- *'Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport;*
- *Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks;*
- *Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;*
- *Reduce overall travel demand and commuting distances travelled by the private car; and*
- *Improve security of energy supply by reducing dependency on imported fossil fuels.'*

National Transport Authority (NTA) - National Cycle Manual

6.39 The National Cycle Manual embraces the Principles of Sustainable Safety to support a safe traffic environment for all road users including cyclists. It offers guidance on integrating the bike in the design of urban areas. The Manual challenges planners and engineers to incorporate cycling within transport networks more proactively than before.

6.40 The National Cycling Manual is being updated which is likely to provide detail on a national cycle network strategy and the development of cycling network plans for each local authority in the country. This will also be accompanied by further development and promotion of more greenway projects (trails built to be used exclusively by cyclists, pedestrians and other non-motorised transport) throughout Ireland.

6.41 Where applicable, the proposed development will ensure that any the cycle routes proposed are properly aligned, are wide enough, offer the appropriate level of safety, and choose the optimum balance between the various transport modes and road functions.

Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities (2010)

6.42 The Appropriate Assessment Guidance was published to guide compliance with the Birds Directive, 1979 and the Habitats Directive, 1992.

7. Planning Assessment of the Louth County Development Plan 2021-2027

- 7.1 The key provisions of local planning policy relating to the proposed development are set out in the following sections. The Site is located within the functional area of LCC and is governed by the Louth County Development Plan 2021-2027 (LCDP). An evaluation of the proposed development in terms of the relevant policies, objectives and standards is included below.

Introduction

- 7.2 The LCDP 2021-2027 was adopted by the members of Louth County Council on the 30 September 2021. The Plan came into effect on the 11 November 2021. As a point of clarity, the Louth County Development Plan 2021-2027 has superseded the Ardee Local Area Plan 2010-2016.
- 7.3 This Plan provides a framework for the growth and development of the County during its lifetime with an underlying and cross cutting theme promoting the creation of sustainable, healthy communities where people can access jobs, housing, and services, and enjoy a high quality of life.

Strategic Vision and Strategic Objectives

- 7.4 The Strategic Vision of the LCDP is to:

“Promote County Louth, in particular the Regional Growth Centres of Drogheda and Dundalk, as uniquely attractive places in which to live, work, visit and do business and where the quality of employment and educational opportunities, natural and built environment, cultural experiences and provision of inclusive communities are all to the highest standards, while transitioning to a low carbon and climate resilient society.”

- 7.5 The proposed development will help to deliver the following Strategic Objectives of the LCDP:

- **SO 5** - Ensure a more sustainable and integrated concept of development with regard to land use, transportation, water services, energy supply and waste management over the lifetime of the Plan.
- **SO 6** - Conserve and enhance the County’s Green Infrastructure and ecosystem services supporting the sustainable management of natural assets and the biodiversity of the County’s protected habitats and species to provide a wide range of environmental, social and economic benefits to communities.
- **SO 7** - Protect and enhance the built, cultural and natural heritage assets of Louth, the intrinsic value of which helps to define the character of both urban and rural areas, contributes to the attractiveness, vibrancy and sense of place for residents, tourists and visitors, including improved access to the countryside

through the development of greenways, walking trails and blueways in support of and advancing sustainable communities.

- **SO 8** - *Develop and support vibrant, inclusive, sustainable and healthy communities in Louth where people can live, work, invest and visit, enjoying access to a wide range of community, health and educational facilities and amenities, suitable for all ages and needs, in both urban and rural areas, thereby supporting a high quality of life for all to enjoy.*
- **SO 9** - *Protect and enhance the unique character and identity of Louth's towns and villages and improve quality of life and well-being through the application of Healthy Placemaking, underpinned by good urban design with the creation of attractive public spaces that are age friendly vibrant, distinctive, safe and accessible and which promote and facilitate positive social interaction.*
- **SO 15** - *Ensure the proper integration of transportation and land use planning through the increased use of sustainable transport modes and the minimisation of travel demand to achieve a sustainable, integrated and low carbon transport system with excellent connectivity both within and beyond the County.*
- **SO 17** - *Facilitate the development of infrastructural projects, which will underpin sustainable development throughout the County during the period of the Plan.*
- **SO 18** - *Afford suitable protection to the environment and natural resources of the County and ensure the fulfilment of environmental responsibilities.'*

Core Strategy

- 7.6 The LCDP Core Strategy *'facilitates and promotes a more consolidated compact urban form and ensures that future growth is based on the principles of sustainable development, delivering a high-quality living and working environment meeting the needs of all residents'.*
- 7.7 Ardee, alongside Dunleer, is identified as a *'Self-Sustaining Growth Town'* in the Settlement Strategy for Co. Louth (see **Figure 7.1**). These towns are described as *'Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining'* in Table 2.4 Settlement Hierarchy for Co. Louth of the LCDP.

Figure 7.1: Extract of Map 2.1 Core Strategy Map of the LCDP



- 7.8 The growth strategy for Ardee, during the timeframe of this Plan, will be to consolidate its designation as a ‘Self-Sustaining Growth Town’ and continue to expand its employment base and facilitate sustainable residential growth that would meet the needs of a localised demand. The population growth projection up until 2027 for Ardee is 7.9%, representing an increase in population from 4,928 to 6,583 people¹. We consider that a expansion of the town shall be complementary to the development of the Regional Growth Centres of Drogheda and Dundalk.
- 7.9 The proposed development will help to deliver the following Strategic Settlement Strategy Policy Objectives for Ardee:
- **SS 38** - To support the creation of sustainable attractive and inclusive communities where the residential needs of the entire population can be met.
 - **SS 40** - To support the progression and implementation of any projects in Ardee funded by the Rural Regeneration and Development Fund including the Restoration of Ardee Castle and the Regeneration Plan for Ardee.
 - **SS 45** - To examine the feasibility of a running track for Ardee during the lifetime of this Plan.’

¹ Table 2.11: Population Projections & Distribution by Settlement Category, County Louth of the LCDP

Land Use Zoning Objectives

7.10 **Figure 7.2** shows the Land Use Zonings for Ardee as shown in Map 2.1. Ardee Zoning and Flood Maps of Volume 1A of the LCDP. **Table 7.1** summarises the land use zonings of the application site, as outlined in Chapter 13 Development Management Guidelines of the LCDP. We consider that the proposed development is compatible with the '*Generally Permitted Uses*' for each land use.

7.11 As identified in **Figure 7.2** a riparian corridor is identified directly to the south and north of the River Dee. Policy Objective IU 25 states that '*To ensure that no development including clearing or storage of materials takes place within a minimum distance of 10m measured from each bank of any river, stream or watercourse*'. The riparian corridor is located within the site boundary at the following locations:

- Character Area 1 - Main Street (including Ash Walk) adjacent to Bridge Street bridge. Works in this portion of the site include resurfacing of existing footpaths / hard landscaped areas therefore there will be no impact on the existing riparian corridor.
- Character Area 3 – Amenity Lands: a portion of the proposed site to the south east corner of the amenity lands is located within the riparian corridor. There will be no works proposed within 10m of the bank of the river in this portion of the site.

Figure 7.2: Extract from Ardee Composite Map from the LCDP 2021 - 2027

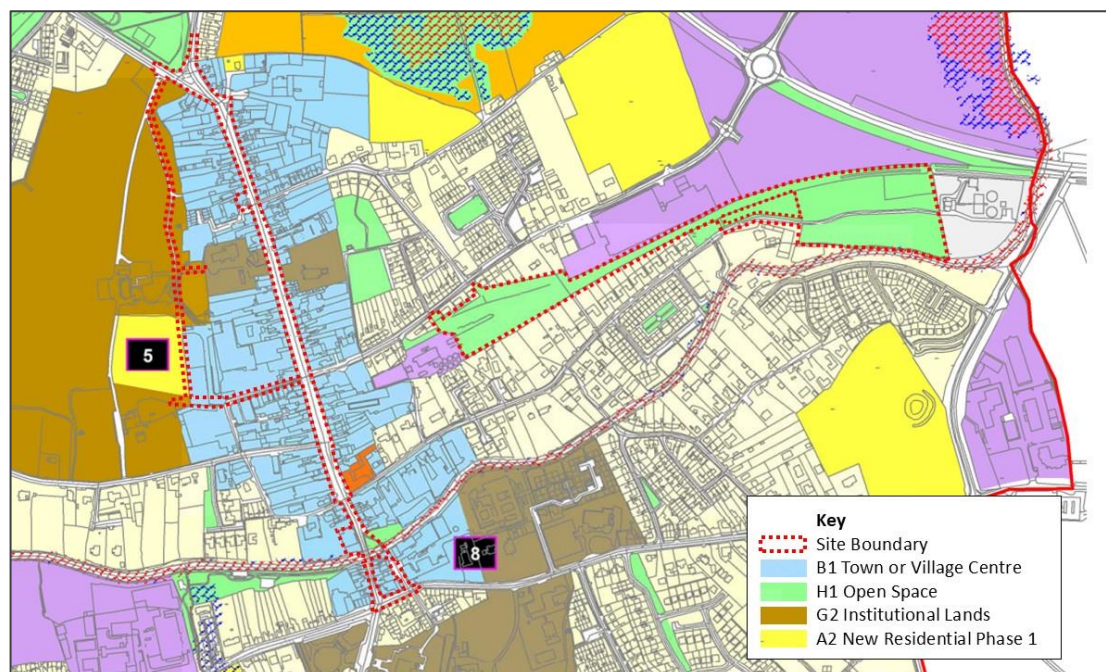


Table 7.1: Land Use Zonings of the Application Site

Land Use Zoning	Objective	Is the Proposed Use Compatible with Generally Permitted Uses of the LCDP?
<i>Character Area 1 – Main Street (including Ash Walk)</i>		
B1 Town or Village Centre	To support the development, improvement and expansion of town or village centre activities.	Yes – the proposal in this area is for public realm works therefore there is no change of use.
H1 Open Space	To preserve, provide and improve recreational amenity and open space.	Yes - Cycleway/Walkway trails
<i>Character Area 2 – Old Railway Lands</i>		
H1 Open Space	To preserve, provide and improve recreational amenity and open space.	Yes - Park/Playgrounds & Recreational/Amenity Open Space.
<i>Character Area 3 – Amenity Lands</i>		
H1 Open Space	To preserve, provide and improve recreational amenity and open space.	Yes - Cycleway/Walkway trails, Park/Playgrounds, Recreational/Amenity Open Space, Recreational/Sports Facility.
<i>Character Area 4 – Woodland Walk</i>		
G2 Institutional Lands	To conserve and protect the setting of institutional buildings.	Not specifically listed as Permitted Use / Open for Consideration Use however we consider the proposed development to be to be compatible with the “G2 Institutional Lands” land use zoning category and wider policy objectives of the CDP, as the majority of the proposal is for the resurfacing of an existing track within this zoning and the proposal does not detract from the architectural setting of St. Joseph’s Hospital (a protected structure of Regional importance) and is in accordance with proper planning and sustainable development of the area.
A2 New Residential Phase 1 (Development opportunity site 5).	To provide for new residential neighbourhoods and supporting community facilities	Yes – Community Facility / Recreational/Amenity Open Space, Recreational/Sports Facility

- 7.12 Portions of the overall site are located in Ardee Architectural Conservation Area and within a Zone of Archaeological Potential. The policy considerations of these zonings are considered in the Built Heritage and Culture section of this Chapter.
- 7.13 In conclusion, we consider that the proposed development is compatible with the Generally Permitted Uses / Open for Consideration as outlined in Chapter 13 Development Management Guidelines of the LCDP.

Social & Community

- 7.14 Chapter 4 outlines the Council's policy objectives for social and community developments in the County. In summary, we consider that the following policy objectives are a material consideration for the proposed development:

- ***SC 8:** To support the planning provision of easily accessible social, community, cultural and recreational facilities and ensure that all communities and all ages have access to a range of facilities that meet the needs of the communities they serve, are physically integrated with residential and employment areas and are provided concurrently with new residential development.*
- ***SC 9:** To support the sharing and clustering of social and community facilities at appropriate locations to improve viability of and accessibility to these facilities.*
- ***SC 15:** To facilitate and encourage open space areas and greenway corridors to be planned for on a multi-functional basis incorporating measures to promote and protect ecosystems, climate change measures and to incorporate key landscape features including archaeological considerations into their design.*
- ***SC 18:** To maximize the range of public play opportunities available to all children.*
- ***SC 20:** To support and facilitate the provision, improvement and expansion of sports and recreational facilities, in particular through land use zoning, where appropriate.*
- ***SC 48:** To facilitate the development of allotments at suitable locations throughout the County. Any such facility should be located within or close to an existing settlement and should be easily accessible.'*

- 7.15 A key objective at the forefront of the Ardee 2040 Regeneration Project is "Ensuring inclusivity for all members of the community; the very young, the youth, the old, the mobility impaired, socially disadvantaged, the pedestrian and cyclist". This objective will be delivered through the delivery of the various regeneration and community recreation / sports facilities (including public parks, allotments, equipped play area and sport facilities) that are proposed within this planning application.
- 7.16 We consider that the proposed development will assist in the delivery of the above named Social & Community policy objectives of the LCDP.

Economy and Employment

7.17 Chapter 5 sets out the Councils policy objectives for the economy and employment. Section 5.2 states that *“Ardee and Dunleer have a solid employment base, with both towns experiencing a sustainable balance of population and employment growth. When compared to settlements of similar sizes, it is apparent that both towns outperform many other towns in the Region and across the country with regard to total jobs”*.

7.18 A relevant policy objective to the project within the LCDP includes:

- **‘EE3:** *To facilitate and support the sustainable growth of the economy in County Louth whilst maintaining and improving environmental quality. This economic development policy shall strive to deliver the following key aims:*
 - *To strengthen existing employment centres supported by enterprise, innovation and skills;*
 - *To strengthen the integration between employment, housing and transportation with a view to promoting compact urban areas and reducing car dependency;*
 - *To promote measures to improve the County’s attractiveness as a location for investment and increase entrepreneurial activity;*
 - *To improve the cluster-specific business environment by putting in place a favourable business ecosystem for innovation and entrepreneurship that supports the development of new industrial value chains and emerging industries;*
 - *To facilitate economic growth by consolidating existing industrial and commercial areas and by ensuring that there is an adequate supply of serviced employment lands at suitable locations;*
 - *To promote the regeneration of underutilised industrial and town centre areas in a manner which enhances the local economy and encourages a sequential approach to development; and*
 - *To provide for a range of business accommodation types, including units suitable for small business.’*

7.19 Whilst the proposal does not include a development type that will directly deliver employment, it will assist with the delivery of policy objective EE3 by improving the attractiveness of Ardee as a location for investment and will encourage a sequential approach to development through the regeneration of the town centre and delivery of community infrastructure.

Tourism

7.20 Tourism has played a significant role in the economic recovery in recent years and is fundamental in terms of the opportunities it generates for businesses and employment

throughout the country. The LCDP identifies Ardee as an important tourist attraction in the County due to it being an historic walled town and the importance of Ardee Castle.

7.21 Chapter 6 of the LCDP sets out the Councils policy objectives for tourism. We consider that the following Tourism policy objectives are a material consideration for the proposed development:

- ***‘TOU 2: To support the implementation of the ‘County Louth Tourism & Heritage Action Plan 2016 -2021’ and any subsequent plans published during the life of this Plan.***
- ***TOU 4: To promote and facilitate tourism as one of the key economic pillars of the County’s economy and major generator of employment and to support the provision of necessary significant increase in facilities, visitor attractions and improvement in public spaces to promote attractive and vibrant town centres as key places for tourists.***
- ***TOU 8: To promote and facilitate the development of walkways and cycleways at appropriate locations throughout the County utilising disused transport links where feasible.’***

7.22 Whilst the Ardee 2040 Regeneration Project does not directly propose any new tourist uses we consider that the regeneration of Ardee, including the improvement of the public realm and creation of new purpose built recreational and sports facilities, will assist in the promotion of Ardee as a tourist destination and comply with the Tourism policies set out within the LCDP.

Movement

7.23 Ardee is located in a strategic location, just 1 hour from both Dublin and Belfast via the M1 motorway. Further to this, the National Roads N52, N2 and N33 traverse in close proximity to the town and results in a busy, vibrant town centre.

7.24 A key objective of the Ardee 2040 Regeneration Project is “*Improving connectivity and legibility for all members of the community and for visitors/tourists to the town*”. The following demonstrates how the proposed development will encourage sustainable modes of transport and comply with the relevant policy objectives of the LCDP.

Sustainable Transport

- ***‘MOV 1: To work with national transport agencies in supporting the delivery of a high quality, climate resilient and sustainable transport network in the County.***
- ***MOV 2: To support the implementation of the ‘National Climate Action Plan’ 2019, and any subsequent plans, and in particular the measures included that will assist in achieving the target of CO₂ emissions reduction by 2030 in the transport sector as set out in Section 10.2 of the ‘Climate Action Plan’.***
- ***MOV 6: To promote and support the principles of universal design ensuring that all environments are inclusive and are accessible to and can be used to the fullest extent possible by all users regardless of age, ability or disability.***

- **MOV 7:** *To support a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking and the attainment of any national targets relating to modal change published during the life of this Plan.*
- **MOV 9:** *To support investment in sustainable transport infrastructure that will make walking, cycling or public transport more attractive and appealing, and facilitates accessibility for all, regardless of age, physical mobility, or social disadvantage.*
- **MOV 14:** *To encourage a modal shift from use of the private car towards more sustainable modes of transport including walking, cycling, and public transport.'*

7.1 As part of the project, the Design Team submitted a Departure application (Departure reference no. 36213) to Transport Infrastructure Ireland (TII) in relation to the proposed strategy / design for the Main Street (the N2) portion of the site. This submission outlined how the proposed development will create a more pedestrian friendly environment along the Main Street (the N2) whilst still ensuring that the road functioned at a national level. As previously outlined, TII approved this Departure on the 15th April 2025 under acceptance number 18634.

7.2 With respect to Transport, the National Climate Action Plan 2025 states that *“The revision of the National Planning Framework presents an opportunity to re-emphasise the cross-linkages between land-use and spatial planning and the transport system. The policy pathway for cutting transport emissions centres around the ‘Avoid-Shift-Improve’ approach and specifically, Compact Growth Transport Orientated Development, improved ‘Active Travel’ infrastructure, better public realm and planning consents for alternative fuel, and EV charging infrastructure”.*

7.3 An overall aim of the proposed development is to encourage alternative modes of transport, other than the private car. This is being encouraged in a number of ways including reducing the overall quantum of public car parking spaces available in the town centre, improving the public realm and pedestrian spaces, providing a designated off-road cycle lane and secure cycle storage in the town centre and providing pedestrian friendly connectivity between the town centre and recreational uses in other parts of the town. Where possible, all facilities and buildings will be designed to be accessible to promote and support the principles of universal design ensuring that all environments are inclusive and are accessible to and can be used to the fullest extent possible by all users regardless of age, ability or disability.

7.4 The Ardee 2040 Regeneration Project aligns with the aims of the National Climate Action Plan and will provide the infrastructure required to facilitate a modal shift, therefore we consider that the proposed development complies with the above Movement policy objectives.

Cycling and Walking

7.5 The proposed development will promote cycling and walking through the inclusion of a new dedicated two-way off-road cycle track on main Street and a new woodland walk linking Ash Walk to Golf Links Road. In addition to this, the proposal includes public realm

upgrades and secure cycle parking throughout which will improve the quality of the streetscape for pedestrians and provide improved cycling facilities in the town.

7.6 On this basis, we consider that the proposed development complies with the following Movement policy objectives of the LCDP:

- ***‘MOV 25: To support the retrospective provision of walking and cycling infrastructure in existing settlements, where feasible, to achieve growth in sustainable mobility and strengthen and improve the walking and cycling network.***
- ***MOV 28: To promote walking and cycling as a safe, convenient, healthy, efficient, and environmentally friendly mode of transport for all age groups.***
- ***MOV 29: To continue to work and engage with the National Transport Authority, the Department of Transport, any other agencies in developing a modern network of walking and cycling infrastructure in the County.***
- ***MOV 31: To encourage the provision of secure bicycle parking facilities in town and villages in the County.’***

Public Realm Improvements

7.7 The following policy objective is relevant to the proposed development:

- ***‘MOV 40: To support the design and implementation of public realm projects in town and villages throughout the County that will make these locations more attractive and liveable spaces which are climate resilient and facilitates accessibility for all, regardless of age, physical mobility, or social disadvantage.’***

7.8 Whilst the Main Street is a functional area, it is currently dominated by tarmac and paving with limited landscape or amenity spaces, creating a town centre experience with limited spaces available for people to meet and socialise.

7.9 Creating quality gateways, public spaces and public realm is a key objective of the proposed development. At the forefront of this is the upgrading of the public realm in the Main Street and Ash Walk areas to create public space which the surrounding heritage and streetscape of the town. As previously outlined in this chapter, creating an accessible environment for all was also a consideration in the proposed development.

7.10 On this basis, we consider that the proposed development complies with policy objective MOV 40 of the LCDP.

N52 Ardee Bypass / National Roads

7.11 The following policy objectives are relevant to the proposed development:

- ***‘MOV 43: To protect the strategic transport function of national roads, including motorways through the implementation of the ‘Spatial Planning and National Roads – Guidelines for Planning Authorities’ and any subsequent guidelines.’***

7.12 TII have approved the proposed works which relate to any part of the site which affects the national road (N2) under Departure reference no. 36213. This demonstrates compliance with policy MOV 43 of the LCDP.

Car Parking

- 7.13 Section 13.16.11 Parking Standards that Reflect the Demand and Location of the LCDP states that *“It is considered appropriate that the car parking requirement in the towns and villages in the County should be reflective of the anticipated parking demand”*.
- 7.14 Table 13.11: Car Parking Standards of the LCDP sets out the car parking standards for various land uses. No provision has been assigned to public realm works in a town centre location. It is our opinion that none of the development types listed in Table 13.11 are representative of the proposed development.
- 7.15 The proposed development aims to encourage sustainable modes of transport through the reduction in the number of car parking spaces available on Main Street. This design approach will create the space required to deliver a two-way dedicated cycle lane on Main Street and improve the quality and area of the public realm available for pedestrians. The car parking spaces have been located to ensure that they are in walking distance of local businesses. **Table 7.2** summarises the spaces proposed for each Character Area.

Table 7.2: Summary of Car Parking Provision Within the Site Boundary

Character Area	Existing Parking ²	Proposed Parking	Net Loss / Gain
1 – Main Street / Ash Walk	233	83	-150
2 – Old Railway Lands	0	7	+7
3 – Amenity Lands	0	45	+45
4 – Woodland Walk	0	0	0
Total		111	

- 7.16 Section 13.16.11 Parking Standards that Reflect the Demand and Location of the LCDP sets out a number of scenarios when a reduced car parking provision may be considered acceptable. A Car Parking Strategy has been submitted as part of the planning application package which sets out the justification for a reduction in car parking in Ardee town centre as part of this proposal. This concludes that whilst there is a net loss of car parking in the Main Street area, given that the development proposals encourage prioritisation of pedestrian and cyclist modes of transport in the town, it will have a positive effect by setting a benchmark for lowering traffic and parking demand levels in the town in the short, medium and long term.
- 7.17 It also concludes that taking into account the proposed paid car parking spaces, and those remaining unimpacted by the proposed development, there will be 306 no. on-street paid car parking spaces and 24 no. public off-street paid car parking spaces remaining in the town.

² Paid Public on-street / public car park

Disabled Car Parking Provision

7.18 Section 13.16.7 Disabled Parking Disabled of the LCDP states that *“parking spaces shall be generally applied at the rate of 5% of spaces for developments requiring 10 or more spaces, with a minimum of one no. space”*. The following summarises the disabled parking provision for the proposed development:

- **Character Area 1 – Main Street (including Ash Walk):** 83 no. on-street and off-street car parking spaces are proposed, with 13 no. (15%) disabled parking spaces provided.
- **Character Area 2 – Old Railway Lands:** an informal drop off area for the allotments / maintenance vehicles has been proposed in this area. Due to the sites close proximity to the town centre and car parking provided at Character Area 3 – Amenity Lands we consider that this is an acceptable design approach at this location. 1 no. disabled car parking space (14% of total) has been provided in this area.
- **Character Area 3 – Amenity Lands:** 45 no. spaces are proposed, with 4 no. (9%) disabled space proposed.
- **Character Area 4 – Woodland Walk:** no car parking has proposed due to the sites proximity to the town centre.

7.19 All car parking / loading bays etc. provided as part of the development will comply with the minimum standards set out in Table 13.9: Dimensions of Parking Spaces of the LCDP.

Electric Vehicles

7.20 Relevant policy objectives of the LCDP include:

- ***‘MOV 10: To facilitate the switch to Electric Vehicles through the roll-out of additional electric charging points at appropriate locations within the County in association with relevant agencies and stakeholders.***
- ***MOV 11: To facilitate the provision of electricity charging infrastructure for electric vehicles both on street and in new developments in accordance with car parking standards prescribed in the Development Management Guidelines in Chapter 13.’***

7.21 In addition to the above policy objectives, Section 13.16.9 Charging Points for Electric Vehicles of the LCDP states that *“In all car parking areas, provision shall be made for charging points for electric vehicles. This shall include the necessary wiring and ducting. Pending the publication of guidance on the minimum requirement of these spaces, an assessment shall be made on a case-by case basis; however, applicants shall strive to provide these charging points in a minimum of 20% of the total spaces”*.

7.22 The proposal will include electric vehicle charging points as an integral part of the development. As a minimum, at least 20% of the total spaces proposed will be designed to accommodate electric charging points.

Transport Conclusion

- 7.23 In conclusion, we consider that the car parking provision proposed for the development is adequate to serve the proposed needs of the wider community and visitors to the town whilst encouraging sustainable modes of transport in compliance with the objectives of national and regional policy, the LCDP and Climate Action Plan 2025.

Natural Heritage, Biodiversity & Green Infrastructure

- 7.24 Chapter 8 of the LCDP sets out the Councils policy objectives with respect to Natural Heritage, Biodiversity & Green Infrastructure.
- 7.25 Ardee benefits from a diverse and historic landscape which has influenced how the modern town has developed. The following outlines how the proposed development complies with relevant policy objectives of Chapter 8 of the LCDP.

European Sites in Co. Louth

- ***‘NBG 3: To protect and conserve Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) designated under the EU Habitats and Birds Directives.***
 - ***‘NBG 4: To ensure that all proposed developments comply with the requirements set out in the DECLG ‘Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities 2010’.***
 - ***‘NBG 6: To ensure a screening for Appropriate Assessment (AA) on all plans and/or projects and/or Stage 2 Appropriate Assessment (Natura Impact Report/ Natura Impact Assessment) where appropriate, is undertaken to make a determination. European Sites located outside of the County but within 15km of the proposed development site shall be included in such screenings as should those to which there are pathways, for example, hydrological links for potential effects.’***
- 7.26 A Screening for Appropriate Assessment (AA) was carried out to determine if the development, individually or in combination with any other plans or projects, was likely to have a significant effect on any European site. This assessment concluded that there was no potential for significant effects and that AA is not required. The Screening for Appropriate Assessment report has been submitted as part of the planning application package.

Protecting Biodiversity Value in Non-Designated Sites

- 7.27 The following policies are relevant to the proposed development:
- ***‘NBG 9: To ensure that proposals for development, where appropriate, protect and conserve biodiversity sites outside designated sites and require an appropriate level of ecological assessment by suitably qualified professionals to accompany development proposals likely to impact on such sites.***
 - ***‘NBG 13: Development sites must be investigated for the presence of invasive species, which if present must be treated and/or eradicated in accordance with best practice. Where appropriate, Invasive Species Management Plans will be prepared for such sites.’***

- 7.28 Chapter 8 – Biodiversity of the Environmental Impact Assessment Report (EIAR) submitted as part of the planning application package assesses the potential impact of the proposed development on the biodiversity of the site. This assessment concludes that there are no legally restricted invasive species in the site and that subject to the implementation of appropriate mitigation measures there will be no significant impact on the flora / fauna within the site. The ecological reports submitted as part of the planning application comply with the above-named policies of the LCDP.

Trees and Woodlands of Special Amenity Value

- 7.29 Section 8.11.2 states that *“Having regard to the important role that trees and woodlands fulfil, the Council has identified and recorded trees and groups of trees considered to be of Special Amenity Value within the County”*.
- 7.30 **Figure 7.3** includes an extract from Map 8.13 of the LCDP showing Trees and Woodlands of Special Amenity Value in Ardee. The location of these areas are identified in **Table 7.3**.

Figure 7.3: Extract from Map 8.13 of the LCDP 2021 – 2027 - Trees and Woodlands of Special Amenity Value in Ardee

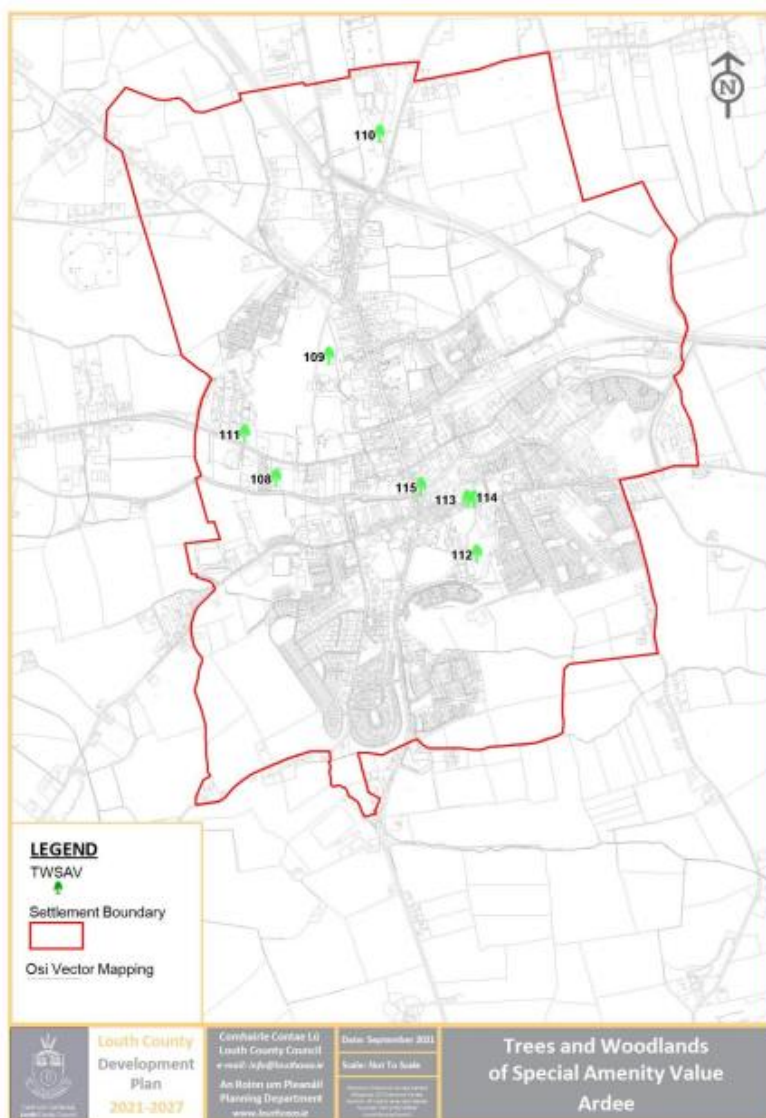


Table 7.3: Replication of Table 8.9 of the LLDP 2021 – 2027 - Trees and Woodlands of Special Amenity Value in Ardee

Reference No.	Location	Reference No.	Location
TWSAV108	The Rectory, Ardee	TWSAV1012	Convent of Mercy, Hale Street
TWSAV109	St. Joseph's, Ardee	TWSAV1013	Moorehall (De la Salle Monastery, Hale St.)
TWSAV1010	Red House Ardee	TWSAV1014	Parochial House (Hale St.)
TWSAV1011	St. Bridget's, Kells Road	TWSAV1015	The Island, Bridge Street

7.31 The following policy objectives are relevant to the proposed development:

- ***'NBG 30: To protect trees and woodlands of special amenity value. Review and where appropriate make Tree Preservation Order(s) in relation to trees of special amenity value.***
- ***NBG 31: Where in exceptional circumstances, trees and or hedgerows are required to be removed in order to facilitate development, this shall be done outside nesting season and there shall be a requirement that each tree felled is replaced at a ratio of 10:1 with native species and each hedgerow removed is to be replaced with a native species. In Drogheda and Dundalk, replacement trees will be required at a ratio of 5:1 where the removal of trees is required in order to facilitate development.***
- ***NBG 33: To assess the implications of proposed development on significant trees and hedgerows located on lands that are being considered for development, seeking their incorporation into design proposals where appropriate and in compliance with procedures detailed in Appendix 6.'***

7.32 An Arboricultural Impact Assessment and Arboricultural Method Statement & Tree Impact & Protection Plan. These reports conclude that:

- **Character Area 1 – Main Street (including Ash Walk):** 13 no. trees will be removed as part of the proposed works. However, a significant number of replacement trees (approx. 112) are proposed to replace any tree lost.
- **Character Area 2 – Old Railway Lands:** 3 no. trees and 2 no. groups of trees will be removed to accommodate the proposed development. These include a group of *"Mixed species group comprising hawthorn and elder on grass by gravel path, vegetation clearance in surrounding area"* (identified as G688 in the Tree Survey) and a group of *"newly planted trees, on grass by gravel path"* (identified as G693 in the Tree Survey). Both groups of trees are described as being in fair condition and of low conservation value. As identified in the Proposed Site Layout (Drawing No. Lo.06-DR-2001 Rev B) it is proposed that 110 no. new trees are planted in this area.

- **Character Area 3 – Amenity Lands:** the proposal requires the removal of 1 no. tree to allow upgrading of the access road linking to the site from Tierney Street. This is a multistem willow tree which is considered to be in fair condition and have low value in the Tree Survey. 3 no. parts of one tree group will be removed to provide access to the existing railway walk to the north of the site. As identified in the Proposed Site Layout (Drawing No. Lo.06-DR-2002 Rev B) it is proposed that 108 no. new semi-mature trees, as well as native whip planting, are proposed in this area.
- **Character Area 4 – Woodland Walk:** 4 no. trees will be removed to accommodate the proposed development. This area links to Character Area 1 at Ash Walk, via Ardee Day Care centre and Gold Link Road. As outlined above, approx. 112 no. new trees are proposed in this area.

7.33 Overall, 21 no. trees, 2 no. tree groups and 3 no. parts of a tree group are being removed. These are being replaced with 330 no. new trees within the boundary of the proposed development. We consider that the development will deliver a high-quality landscape environment which is in full compliance with the above named policy objectives.

Views and Prospects of Special Amenity Value

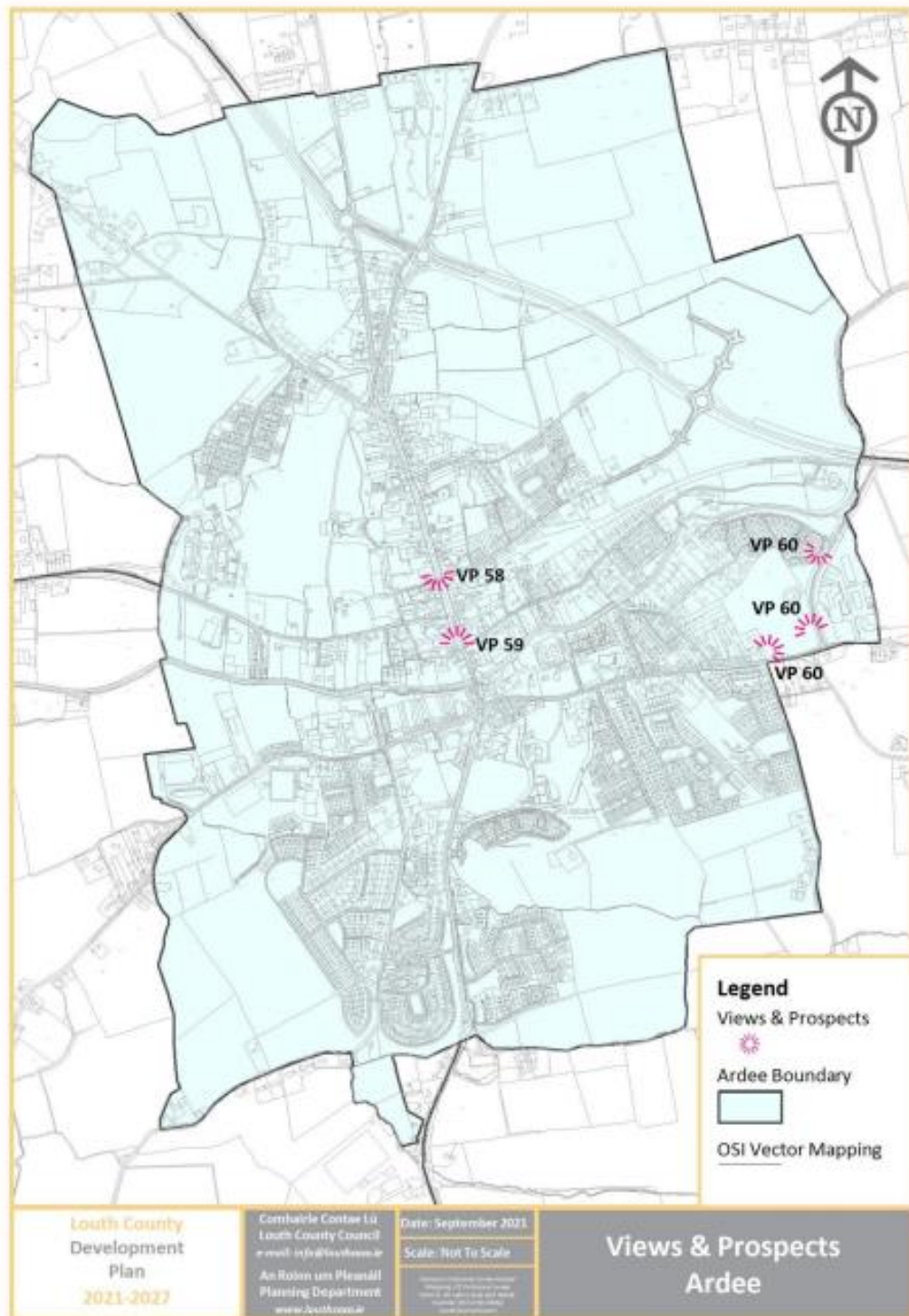
7.34 The following policy objectives are relevant to the proposed development.

- ***‘NBG 38: Protect and sustain the established appearance and character of views and prospects listed in Tables 8.14 – 8.18 of this Plan that contribute to the distinctive quality of the landscape, from inappropriate development.***
- ***NBG 39: To improve, where necessary, public access to viewing points, subject to availability of resources.’***

Table 7.4: Replication of Table 8.17: Views and Prospects in Ardee of the LCDP 2021 – 2027

Reference No.	Location
VP 58	Mulladrillen Hill and Mullaghash from the Town Centre
VP 59	Ardee Castle
VP 60	Castleguard Motte

Figure 7.4: Replication of Map 8.19: Views and Prospects, Ardee of the LCDP 2021 – 2027



7.35 A Landscape and Visual Impact Assessment (LVIA) chapter is included as part of the EIAR which accompanies the planning application. The proposed development mainly comprises of low impact developments including public realm upgrades, community parks and a woodland walk. The pavilion building proposed at Character Area 3 – amenity Lands is a single storey building which has been designed to utilise natural

materials including timber cladding and a green roof which will help integrate it into the surrounding character.

- 7.36 The LVIA concludes that due to the low visual impact of the proposed development that it will have a negligible impact on the established appearance and character of key views in Ardee. On this basis, we consider that the proposed development complies with policy objectives NBG 38 and NBG 39 of the LCDP.

Green Infrastructure

- 7.37 Section 8.14.1 of the LCDP states that *“Green infrastructure is an interconnected network of green spaces that help conserve natural ecosystems, in both urban and rural locations, and provide benefits to human populations through water purification, flood control, carbon capture, food production and recreation. Such spaces include woodlands, coastlines, flood plains, hedgerows, urban parks and street trees”*.

- 7.38 A key objective of the proposed development is to improve connectivity and legibility for all members of the community and for visitors/tourists to the town and improve the biodiversity of existing habitats in Ardee. This will be achieved through the development of public parks with varying landscapes to encourage biodiversity, a woodland walk and upgraded public realm along Main Street. These spaces will be interconnected by existing and proposed pedestrian routes creating a network of walkways through the town. The proposed development will respect, and where possible enhance, the biodiversity features listed in Table 9 of the Green Infrastructure Strategy Appendix 8, Volume 3 and be in full compliance with the following policy objectives of the LCDP:

- ***‘NBG 41: To support the green infrastructure network of County Louth and ensure its implementation in the assessment of all development proposals to prevent adverse impact on the ecological connectivity of County Louth’s Core Areas.***
- ***NBG 46: To develop linear parks, particularly along waterways, and to link existing parks and open spaces in order to provide green chains that promote permeability for pedestrians and cyclists in the Regional Growth Centres of Drogheda and Dundalk.***
- ***NBG 48: All future development proposals shall require within the overall design scheme the integration of environmental assets and existing biodiversity features including those identified in Table 9 of the Green Infrastructure Strategy Appendix 8, Volume 3, to enhance the quality, character and design of the proposal.***
- ***NBG 49: To require the integration of green infrastructure and inclusion of native planting schemes in all development proposals in landscaped areas, open spaces and areas of public space***
- ***NBG 55: To create an integrated and coherent green infrastructure for County Louth by ensuring compliance with the objectives listed in the Green Infrastructure Strategy outlined in Appendix 8, Volume 3, to improve pedestrian and cycle access routes within this green infrastructure network while ensuring that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.***

- **NBG 57:** *To ensure that no development, including clearing or storage of materials, takes place within a minimum distance of 10m measured from each bank of any river, stream or watercourse.'*

Built Heritage

7.39 Chapter 9 of the LCDP sets out the Council policy objectives with respect to Built Heritage. The following policy objectives are a material consideration for the proposed development:

Walled Towns / Archaeology

- **'BHC 1:** *To protect and enhance archaeological sites and monuments, underwater archaeology, and archaeological objects listed in the Record of Monuments and Places (RMP), and/or the Register of Historic Monuments and seek their preservation (i.e. presumption in favour of preservation in situ or in exceptional cases, at a minimum, preservation by record) through the planning process and having regard to the advice and recommendations of the National Monuments Service of the Department of Housing, Local Government and Heritage and the principles as set out in the 'Framework and Principles for the Protection of the Archaeological Heritage' (Department of Arts, Heritage, Gaeltacht and the Islands 1999).*
- **BHC 2:** *To protect the built heritage assets of the county and ensure they are managed and preserved in a manner that does not adversely impact on the intrinsic value of these assets whilst supporting economic renewal and sustainable development.*
- **BHC 3:** *To protect known and unknown archaeological areas, sites, monuments, structures and objects, having regard to the advice of the National Monuments Services of the Department of Housing, Local Government and Heritage.*
- **BHC 4:** *To ensure any development, either above or below ground, adjacent to or in the immediate vicinity of a recorded monument or a Zone of Archaeological Potential (including formerly walled towns) shall not be detrimental to or detract from the character of the archaeological site or its setting and be sited and designed to protect the monument and its setting. Where upstanding remains exist, a visual impact assessment may be required.*
- **BHC 6:** *To ensure any development, either above or below ground, adjacent to or in the immediate vicinity of a recorded monument or a Zone of Archaeological Potential (including formerly walled towns) shall not be detrimental to or detract from the character of the archaeological site or its setting and be sited and designed to protect the monument and its setting. Where upstanding remains exist, a visual impact assessment may be required.*
- **BHC 7:** *To require applicants seeking permission for development within Zones of Archaeological Potential and other sites as listed in the Record of Monuments and Places to include an assessment of the likely archaeological potential as part of the planning application and the Council may require that an on-site archaeological*

assessment is carried out by trial work, prior to a decision on a planning application being taken.

- **BHC 8:** *To protect and preserve in situ all surviving elements of medieval town defences (both upstanding and buried) and associated features in accordance with the Conservation and Management Plans as applicable and with 'National Policy on Town Defences' (Department of Environment, Heritage and Local Government 2008).*
- **BHC 9:** *To retain the surviving medieval street pattern, building lines and burgage plot widths in historic walled towns.*
- **BHC 10:** *To require, as part of the development management process, archaeological impact assessments, geophysical surveys, test excavations and monitoring, as appropriate, where development proposals involve ground clearance of more than half a hectare or for linear developments over one kilometre in length or for developments in proximity to areas with a density of known archaeological monuments and history of discovery, as identified by a licensed archaeologist.'*

Architectural Heritage

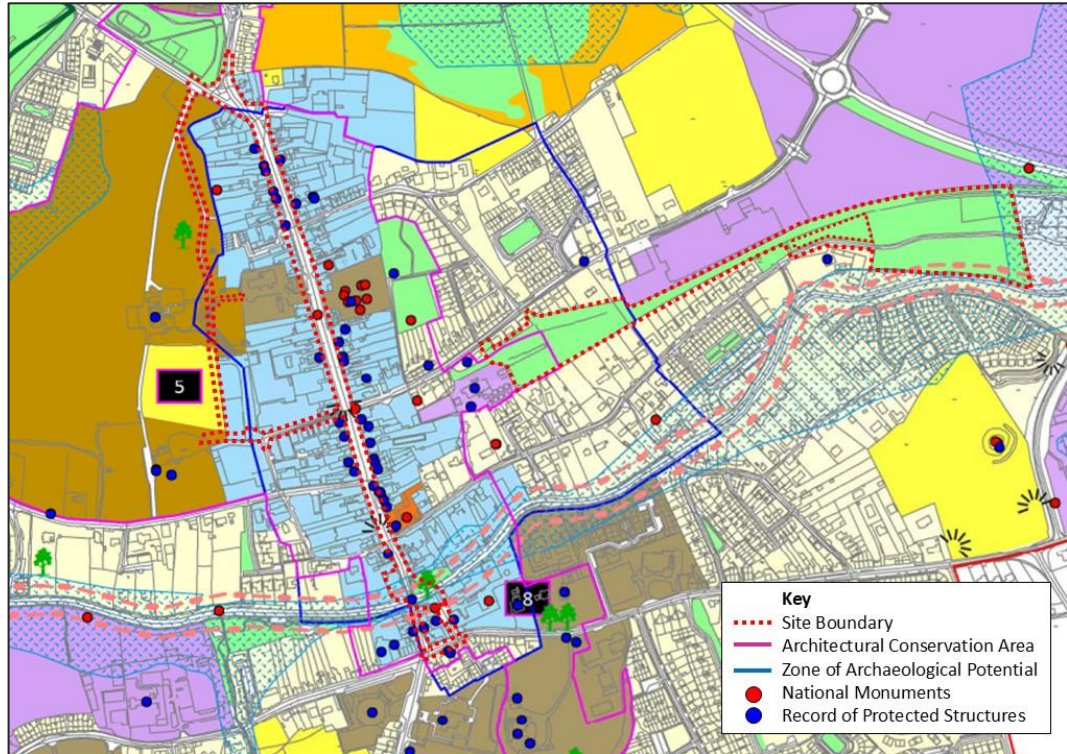
- **'BHC 20:** *To ensure that any development, modification, alteration, or extension affecting a protected structure and / or its setting is sensitively sited and designed, is compatible with the special character and is appropriate in terms of the proposed scale, mass, density, layout, and materials of the protected structure.*
- **BHC 21:** *The form and structural integrity of the protected structure and its setting shall be retained and the relationship between the protected structure, its curtilage and any complex of adjoining buildings, designed landscape features, designed views or vistas from or to the structure shall be protected.*
- **BHC 25:** *To promote best conservation practice and the use of skilled specialist practitioners in the conservation of and for any works to protected structures.'*

Architectural Conservation Areas

- **'BHC 31:** *To require that all development proposals within or affecting an Architectural Conservation Area preserve or enhance the character and appearance of that area, protect architectural features of special interest and ensure that the design respects the character of the historic architecture in terms of height, scale, layout, and materials. All development proposals shall have regard to the Architectural Conservation Area objectives in Appendix 11, Volume 3 and objectives contained in applicable Character Appraisals where available.*
- **BHC 33:** *To ensure any new service infrastructure (installed by the Local Authority or Public/Private Sector Utility Companies) shall not be located where it will be detrimental to the character of the Architectural Conservation Area.*
- **BHC 36:** *To ensure that new trading bays and all associated signage shall not be located where it will be detrimental to the character of the Architectural*

Conservation Area or any important building or vista in the Architectural Conservation Area.'

Figure 7.5: Extract from Ardee Composite Map (Volume 1A of LCDP)



7.40 Ardee is one of Ireland's oldest walled towns, having been established soon after the Norman Invasion of 1185. The current town of Ardee retains its late medieval footprint as illustrated in a map of the town from the 18th century. Although the historic town walls have almost totally disappeared, the town's main street has survived as the most important element of the town's urban form. The historic pattern of streets, lanes, building plots and principal structures is very much in evidence in the modern town. It is critical that any proposals for improvements to Ardee's townscape include proposals to protect and reinforce the surviving historic urban form.

7.41 **Figure 7.5** displays an extract from the Ardee Composite Map of the LCDP which identifies that the majority of the application site is located within Ardee Architectural Conservation Area (ACA) and Zone of Archaeological Potential. In addition to this, a number of protected structures and national monuments are located either within, or directly adjacent to, the proposed development.

7.42 A full assessment of the potential impact of the proposed development on the built heritage of Ardee is included in Chapter 16 Archaeology and Cultural Heritage and Chapter 17 Architectural Heritage of the EIAR submitted as part of this planning application. Chapter 16 Archaeology and Cultural Heritage concludes that following the application of mitigation measures, there will be no predicted residual impacts on the archaeological and cultural resources as a result of the proposed scheme. Chapter 17 Architectural Heritage concludes that there will be no significant impacts due to the proposed development.

- 7.43 A detailed assessment of the built heritage of Ardee has been carried out to inform the proposed development. On this basis we consider that it complies with the above named built heritage policy objectives of the LCDP as well as the requirements set out in Appendix 14 – A Guide to ACA’s in Louth and Appendix 15 – Development Management Guidelines for ACA’s of the LCDP.

Infrastructure and Public Utilities

- 7.44 Chapter 10 of the LCDP provides policy objectives for Infrastructure & Public Utilities. The following Policy Objectives are relevant to the proposed development:

Sustainable Drainage Systems

- ***IU 19** - To require the use of Sustainable Drainage Systems to minimise and limit the extent of hard surfacing and paving and require the use of SuDS measures be incorporated in all new development (including extensions to existing developments). All development proposals shall be accompanied by a comprehensive SuDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.*
- ***IU 20** – To require all development proposals meet the design criteria, (adjusted to reflect local conditions), and material designs contained in the Greater Dublin Strategic Drainage Study (GDSDS) and demonstrate how runoff is captured as close to source as possible with subsequent slow release to the drainage system and watercourse.*
- ***IU 21** - To seek to avoid the discharge of additional surface water to combined sewers and promote Sustainable Urban Drainage Systems (SuDS) and solutions to maximise the capacity of towns with combined drainage systems.*
- ***IU 22** - To ensure all new development incorporates appropriate measures to protect existing water bodies, through appropriate treatment of runoff. In particular, discharges from car parks shall be appropriately treated so as to remove pollutant materials.*
- ***IU 23** – To ensure all new developments provide for separated drainage systems.*
- ***IU 24** – To encourage particularly in buildings of increased height the provision of green roofs and green walls as an integrated part of Sustainable Drainage Systems (SuDS) and which provide benefits for biodiversity, wherever possible.’*

- 7.45 A detailed drainage plan for the proposed development has been submitted as part of the planning application package which aligns with the relevant objectives of the Greater Dublin Strategic Drainage Study including the use of sustainable drainage systems, avoiding development in flood plains and including measures to mitigate impacts on water quality. The plan demonstrates how the proposed development will connect to the existing storm and foul sewer network. The proposed development will utilise SuDS measures in the following areas:

- Character Area 1 – Main Street: given the character of this area, reduced area of open space and existing utilities and infrastructure underneath the ground there

are limited opportunities to introduce SuDS. However, where possible the proposed drainage network will connect to tree pits in open space areas.

- Character Area 2 – Old Railway Lands and Character Area 3 – Amenity Lands: swales are proposed in these areas to collect storm drainage from footpaths and hard surface areas. In addition to this some areas of permeable surface finishes have been proposed for car parking and footpaths i.e. grass crete and permeable asphalt, to increase surface water runoff. This approach will ensure that no additional surface water will discharge to the local storm / combined network. In compliance with Policy IU 22, all car parking areas will include appropriate treatment of runoff (i.e. interceptors) to limit the potential for pollution.
- Character Area 4 – Woodland Walk: a cellular confinement system specifically designed for tree root protection is proposed which will be covered in loose gravel. This system will provide a similar surface water runoff level as the existing ground material.

7.46 The proposal will promote the delivery of Policy IU 21 with surface water in the Main street area connecting to an existing storm sewer where available and the controlled discharge of water from swales to an appropriately sized soakaway.

7.47 In compliance with Policy IU 23, the new drainage network for the proposed sports pavilion in Character Area 3 – Amenity Lands will provide a separated drainage system for the building. This building will also include a green roof, as per the objective of Policy IU 24.

7.48 We consider that the proposed development will comply with the above named policy objectives of the LCDP.

Riparian Corridor

- *'IU 25 - To ensure that no development including clearing or storage of materials takes place within a minimum distance of 10m measured from each bank of any river, stream or watercourse.'*

7.49 A portion of the proposed site to the south east corner of Character Area 3 - Amenity Lands is located within the riparian corridor. There will be limited intrusive works or changes in ground level in this portion of the site. We consider that use of this space for a community facility, which respects the link between the terrestrial and stream ecosystems, should be considered acceptable. A portion of the land at Main Street on either side of the River Dee is located within the site boundary. Works in this area will only include resurfacing of existing hard landscaped area / footpath / roads therefore there will be no new development proposed.

Environment, Natural Resources and the Coast

7.50 Chapter 11 of the LCDP sets out the Councils policy objectives with respect to the environment, natural resources and the coast. The following policy objectives are relevant to the proposed development:

- ***‘ENV 8: To ensure that all external lighting whether free standing or attached to a building shall be designed and constructed so as not to cause excessive light spillage, glare, or dazzle motorists, and thereby limiting light pollution into the surrounding environment and protecting the amenities of nearby properties, traffic and wildlife.***
- ***ENV 9: To require all details of on-site lighting associated with all future development are submitted to and agreed with the planning authority.***
- ***ENV 10: To promote the use of low energy LED (or equivalent) lighting in support of Climate Action. ‘***

7.51 A Detailed Lighting Plan and associated details has been submitted as part of the planning application package. This design has taken into account mitigation measures recommended by the project ecologist in relation to limiting the impact of lighting on wildlife, including bats. The design also proposes to use low energy LED lighting, as agreed in consultation with Louth County Council Lighting Department. On this basis, we consider that the proposed development complies with the above named policy objectives of the LCDP.

Climate Action

7.52 Chapter 12 outlines the Councils approach to climate adaptation and mitigation which has been incorporated into the LCDP. With respect to urban regeneration, section 12.7.3.5 of the LCDP states that *“Urban and Rural Regeneration Urban and rural regeneration has the potential to greatly enhance the climate resilience of towns and villages. Regeneration projects can help to inject new life into declining urban and rural areas, stimulating both social and economic regeneration.”*

7.53 The delivery of the Councils Climate Action plans are embedded in policy objectives throughout the entire LCDP. The proposed development has been designed to assist in the delivery of the Councils Climate Action aspirations and has been designed to respect policy objective CA 5 (see below) as well as the objectives included in the following tables of the LCDP:

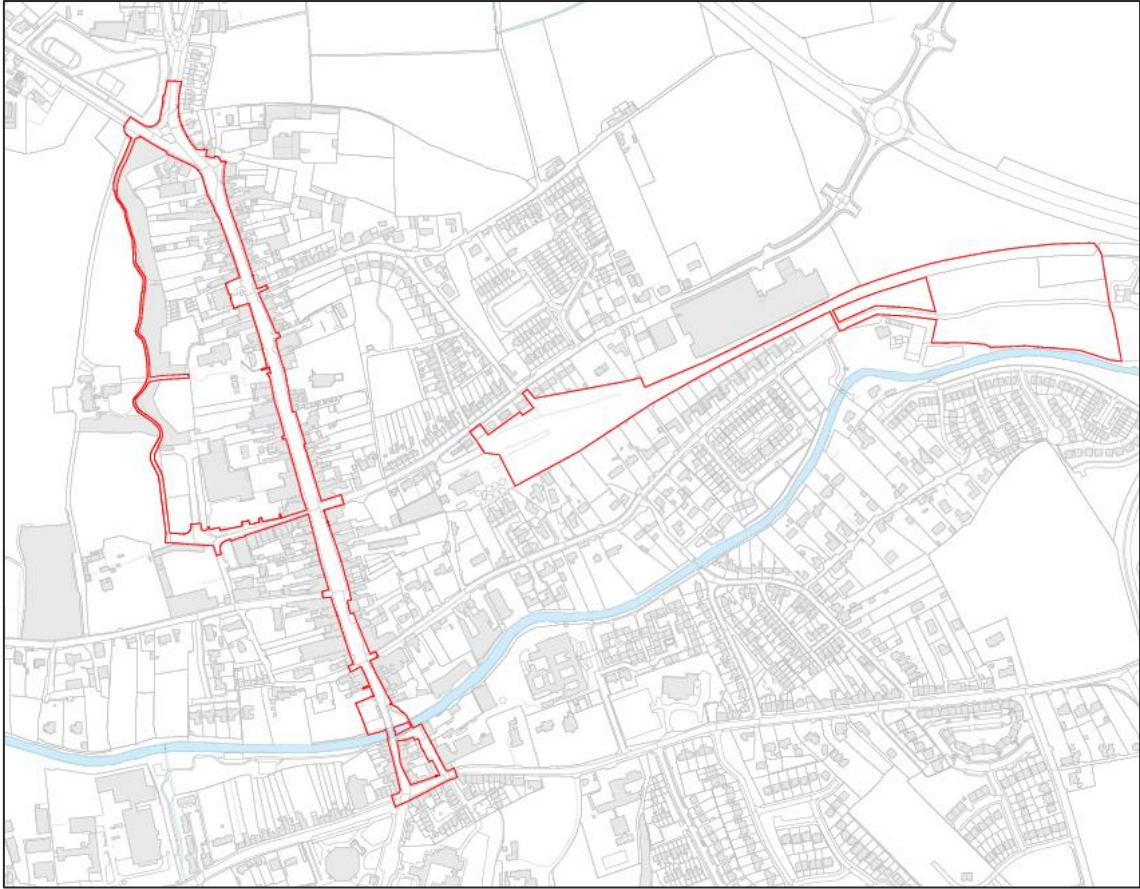
- Table 12.2 – National Climate Action Plan Targets versus Louth County Development Plan 2021-2027 Policy Objectives – Built Environment.
- Table 12.3 – National Climate Action Plan Targets versus Louth County Development Plan 2021-2027 Policy Objectives – Transport.
- ***‘CA 5: To actively promote and encourage nature-based approaches and green infrastructure solutions as viable mitigation and adaptation measures to reduce greenhouse gas emissions, increase the adaptive capacity of ecosystems and optimize the multifaceted benefits through:***
 - *Conservation, promotion and restoration of the natural environment;*

- *Integrating an ecosystem services approach and promote healthy living environments through enhanced connection with nature and recreation/amenity;*
- *Enhancing biodiversity in urban and rural settings;*
- *Assist with water and flood risk management; and*
- *Carbon storage or sequestration.'*

8. Conclusion

- 8.1 The reports submitted in support of the application demonstrate that the proposal complies with the relevant policies of the local development plan and the National Planning Framework in relation to the principle of development and the regeneration of the town centre, design quality, heritage preservation and enhancement, transport, sustainability and environmental impacts.
- 8.2 The proposed development will provide a high-quality development that will revitalise the site and the surrounding area, and generate positive effects on the levels of expenditure, footfall and vitality of the whole town in line with the objectives of the LCDP.
- 8.3 In summary, positive economic effects of the public realm works would be beneficial to the vitality and viability of Ardee town centre in the long term. The community infrastructure proposed will be an asset to the town which will encourage a healthy and active lifestyle and provide valuable recreational amenities for the wider community. It is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and with all relevant national, regional and local planning policies and guidelines.

Appendix 1: Site Location Plan



Note: not to scale