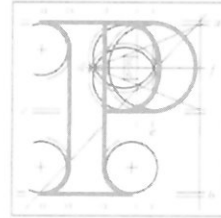


Our Case Number: ACP-323972-25



An
Coimisiún
Pleanála

Mary Morgan & David Reid
6 O'Dolan Terrace
Sean O'Carroll Street
Ardee
Co. Louth
A92EC42

Date: 13 February 2026

Re: Public realm and community infrastructure project on lands in Ardee, Co. Louth
Ardee, Co. Louth

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please note that the proposed development shall not be carried out unless the Commission has approved it or approved it with conditions.

If you have any queries in relation to the matter please do not hesitate to contact the undersigned officer of the Commission at laps@pleanala.ie

Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Kevin McGettigan

Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

JA02

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6 O'Dolan Terrace,
Sean O'Carroll Street,
Ardee, A92 EC42
County Louth

An Coimisiún Pleanála,
64 Marlborough Street,
Dublin 1, DO1 V902

05 February 2026

Re: CASE No: JA15.323972, Public realm and community infrastructure project on lands in Ardee, Co. Louth

Dear Sir/Madam

We the undersigned wish to object to Louth County Council's proposal to seek approval from An Coimisiún Pleanála to carry out an urban regeneration project on lands at Ardee, County Louth nominally referred to as *Ardee 2040 Regeneration Project*. Specifically, we are concerned with the Council's proposals for the former railway lands off Sean O'Carroll Street (in the townlands of Dawsons Demesne /Cappocksgreen).

Despite the assertion stated in the document "*06 - Ardee 2040 - Car Parking Strategy.pdf*" there is no pay parking within the Louth County Council (LCC) byelaw-controlled car parking area of Ardee. Car parking in Ardee is controlled by Ardee Town Parking Control (on Street) Byelaws 2014 and Ardee Town Parking Control (on Street) Byelaws (Amendment) 2024 which are (loosely) enforced by Louth County Council. The 2024 amendment relates to the introduction of residents parking discs within the area of parking control. We along with our neighbours on O'Dolan Terrace have applied for and received resident parking discs.

There is a two hour grace period for parking in the controlled area particularly on "Main Street" however as Ardee has no dedicated traffic wardens patrolling the area those wishing to park for the day without risk generally park on Sean O'Carroll Street (and neighbouring streets) over its full length and therefore it is not unusual for those residents not lucky enough to have off street parking at the front of their homes to find that they cannot park outside their homes.

Sean O'Carroll Street is listed as a two-way traffic carriageway, whereas the reality is that the street narrows from Oliver Terrace with its narrowest point at O'Dolan Terrace where it reduces to a single carriage way with traffic from the "Main Street N52" side of Ardee playing 'traffic chicken' with traffic from the Cappocksgreen N33 side of the street (see Appendix 1). This constantly results in traffic gridlock with traffic refusing to give way, road rage, near-misses with pedestrians due to the very narrow footpaths and damage to resident cars parked outside their homes. Our vehicle has been damaged three times over a fifteen-month period. The traffic mix includes every conceivable mode of transport from cyclists to buses and articulated lorries as Sean O'Carroll Street currently serves as a 'main road' connecting the M1 via the N33 to the N2 (south bound) and N52 and vice-versa. The degree of traffic hazard resulting from this wholly unsuitable carriageway cannot be overstated.

Into this mix LCC proposes to open a new entry/exit at the junction of Oliver Terrace, St. Vincent Road and O'Dolan Terrace. This is the narrowest part of Sean O'Carroll Street to the extent that vehicles use the mouth of St Vincent Road to pull in to allow traffic coming from the Cappocksgreen end of the street to proceed to "Main Street N52". The LCC proposal will see seven car parking spaces provided on the "Old Railway Lands" via the new entry/exit. Regardless

of the number of parking places provided the proposal is silent on the high traffic hazard risk currently experienced daily by residents and pedestrians alike that any scheme that would increase the traffic hazard profile of the area must be rejected. To our knowledge the only safety reference to the new entry/exit is contained in document 13 – “Ardee 2040 – Stage 1 & 2 Road Safety Audit” dated January 2024 where no mention is made of traffic volumes as the audit was restricted to examining the new entry/exit for cars and pedestrians. The document states that there is a safety risk as the likelihood is that pedestrians from the “Main Street” direction will use the new car park entry to gain access to the “Old Railway Lands” rather than use the pedestrian entry at the junction of Sean O’Carroll Street and Old Chapel Lane.

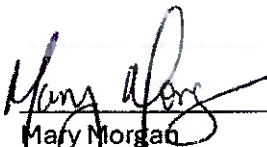
Despite the erroneous statement that pay parking is active in the LLC controlled parking areas it is clear from the proposal that pay parking will be implemented in Ardee and with the deliberate reduction of 150 car parking spaces with the application site motorists will seek out parking in the streets outside of the application area. This undoubtedly means that on street parking outside homes will be increasingly used by transient motorists to avoid compliance with pay parking or need given the significant reduction of 150 car parking spaces.

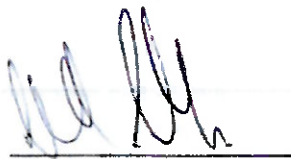
Despite the utopian picture painted by the LCC planning application no public transport options can adequately provide for the needs of current car owners who need to transact all aspects of their lives in Ardee. The town is a vibrant rural town and as such is a centre for a wide catchment area covering townlands and villages in Louth and Meath. No public or private bus company can provide sufficient depth of services to cover all the transport needs of the surrounding rural area. Ardee is not the size of Dundalk or Drogheda which can commercially support bus services within their boundaries, therefore like it or not the car (increasingly EV) will remain the dominant mode of transport. While public and private bus services visit Ardee as a route point e.g. Dublin to Letterkenny Express or Monaghan to Dublin there is no ‘town’ service in Ardee and therefore commuters in our view will expect to be able to drive to Ardee, park and conduct their business and or pick up a bus service as it passes through Ardee.

The “Old Railway Lands” are currently a magnet for anti-social behaviour. There is in our view nothing in the planning application that provides any comfort regarding public safety in respect of the public use of the lands and therefore we are of the opinion that anti-social behaviour will increase with a consequential increase to public safety.

LCC has publicly stated in the local print media that it plans to move circa 120 memorial trees that have been planted in the “Old Railway Lands”. We object to this work taking place on the basis that the movement of the trees are site works and should form part of the planning permission request. The fact that LCC is proceeding to carry out the works indicates that they believe their permission request will be granted or the appalling vista that they already have received approval from An Coimisiún Pleanála before submissions to the planning proposal have been received.

Yours faithfully


Mary Morgan


David Reid

Appendix 1 – O' Dolan Terrace on Sean O'Carroll Street



Source: Dundalk Argus 9th January 2026