

2. Project Description

2.1. Nature and Extent of the Proposed Development

The proposal is for the development of 483no. residential units, an access road, creche, 824no. car parking spaces (including 2no. undercroft parking facilities with a combined total of 96no. spaces), 512no. cycle parking spaces, open space / landscaped areas, and all associated ancillary works in a new community on a 17.9ha parcel of lands c.1.3km north of Blackrock Village Centre and c.3km south of the central core of Dundalk. The Site of the proposed development is presented in Figure 2.1.

The proposed residential units are arranged in a series of character areas that respond to the zoned open space and the existing landscape character of the lands. Views within and from the development are framed by legible links that supervise the space and connect to the existing landscape structure. A developable area of 13.8ha results from the deduction of the 3.7ha zoned open space from the gross Site area; and, sustainable residential densities of 35 dwellings per hectare are achieved through the use of a variety of housing typologies including apartments, duplex, terraced, semi-detached and detached dwellings as shown in Figure 2.2.



Figure 2.1 – Proposed Development Site (Site boundary denoted in red).



Figure 2.2 – Proposed Site Layout

The layout proposes five landscape character areas, each responding to specific landscape, topographical and boundary considerations, as summarised below and presented in Figure 2.3.

Cooley View - A forecourt open space providing a sense of place and an entrance to the new community. The siting of dwellings along the southern edge sets up a back-to-back condition with any future residential development. Landscape is envisaged as having a wetland character.

Meadow & Field - The most extensive character area within the development, occupying the core central space from which the other character areas integrate. It is formed by the zoned open space compartmentalised by the pedestrian and cycle movement network and by hedges, trees and fences into a series of smaller enclosures, with amenity/play interventions throughout the space. The edges of this character area are defined by apartment buildings, offering supervision of the open space through higher densities, open up views to the estuary to the east from higher levels, and framing the public realm when viewed from the east.

The Birches & Pine - As the land rises subtly in the direction of the Golf Course, the site character will also change. This area will respond to the existing conifer planting associated with the Golf Course and slightly higher and drier land. The golf course edge is occupied by detached dwellings taking advantage of excellent views, vistas to the west. A triangular shaped public open space is located at the heart of the south portion of this character area. This pocket park is defined by the building form of mixed house typologies to provide more local and intimate space which aid placemaking in this character area.

Bóthar Maol - Acting as a landscape extension to Bóthar Maol, the built form provides a series of gabled relationships to existing dwellings to the north. Small streets, homezones, each street is different in size and shape, which will add to its individuality and sense of place.

Mill End - Intimately scaled enclave responding to existing mature landscape character.



Figure 2.3 – Proposed Character Areas

In addition to the zoned open space; 10% of the developable area (1.38ha) will be delivered as a series of public open spaces. While these spaces are organised to provide more local and intimate spaces that aid placemaking in the character areas, each acts as a component of a legible sequence of connections to and through the zoned open space to adjacent lands as illustrated in Figure 2.4. A notable connection is made to the historic Bóthar Maol lane connection via a pedestrian / cyclist path. The landscape design responds to the presence on Site of many existing hedgerows, which form the boundaries between fields. The layout recognises hedgerows as the primary land form on the Site and uses them to order the development where possible. Detailed landscape design will seek opportunity to introduce new boundary conditions between houses or development clusters, which are part of the soft, green landscape, reinforcing where appropriate the hedgerow structure. Such soft boundaries may be planted with indigenous trees and wildflowers, with a simple fence along the centreline to demarcate property boundaries as discussed further in Chapter 5 – Landscape and Visual.

Where an existing hedgerow runs through a proposed public open space, it may be appropriate to retain the larger, good quality trees that form part of the hedgerow as focal points within the public space, and to remove the hedgerow itself. A diverse range of planting will be provided to compensate for any hedgerow removal required to maintain linkages between public open spaces.

The landscape and engineering design of this development incorporates sustainable drainage systems (SuDS) measures including swales, bio-retention areas, wetlands, and permeable paving. A number of 'homezone' areas are proposed as part of the layout design. Within each 'homezone' a shared surface is proposed for the carriageway and the pedestrian areas, with priority given to pedestrians and cyclists. Trees and other planting have been incorporated within the design so as to create an attractive streetscape. It is proposed that the construction of the development will be delivered in 11no. phases (refer to Figure 2.6).



Figure 2.4 – Open Space within the development

Dwellings are provided in a ratio of c. 46.6% apartments to 53.4% houses; therefore mono-typologies are avoided. Within the housing, ten distinct dwelling typologies are provided in a mix of 3, 4, and 5 bed units, and a mix of terraced, semi-detached and detached arrangements. Terraces are kept short to avoid visual monotony, and articulation of both built volumes and building lines is provided. The residential units are predominately two storey in height, and unit types along the northern boundaries of the Site are considered in the context of existing adjacent residential development. The housing mix and typologies are presented in Table 2.1 and Figure 2.5 below.

Apartments are employed not only to further avoid mono-typologies across the lands, but also to aid placemaking and identity by utilising their increased height and linear forms to frame and supervise the large central open space. Apartments edging the open space to the north, south and west are 4-storey.

Table 2.1 - Housing Mix and Typologies

Housing Mix	
Detached	105 Units (21.7%)
Semi-Detached	114 units (23.6%)
Terraced	39 units (8.1%)
Duplexes	06 units (1.3%)
Ground Floor Apt. below Duplexes	06 units (1.3%)
Apartments	213 units (44%)
Total Residential units: 483 units	
Total House Units: 258 units	
Total GF Apart + Duplexes above: 12 units	
Total apartment units: 213 units	
Housing Typologies	
Total 5 bed	41 units (8.5%)
Total 4 bed	101 units (20.9%)
Total 3 bed	116 units (24%)
Total 3 bed Duplexes	06 units (1.3%)
2 bed Ground Floor Apt. below duplexes	06 units (1.3%)
2 bed Apartments	149 units (30.8%)
1 bed Apartments	64 units (13.2%)
Total Residential units: 483 units (100%)	



Figure 2.5 – Housing Mix and Typologies

2.2. Preliminary Phasing

It is proposed that the construction of the residential development will be delivered in 11no. Phases (Year 1 to Year 5) as illustrated in Figure 2.6. It must be noted however that this phasing plan is preliminary and may be subject to revision at a later stage of the development.

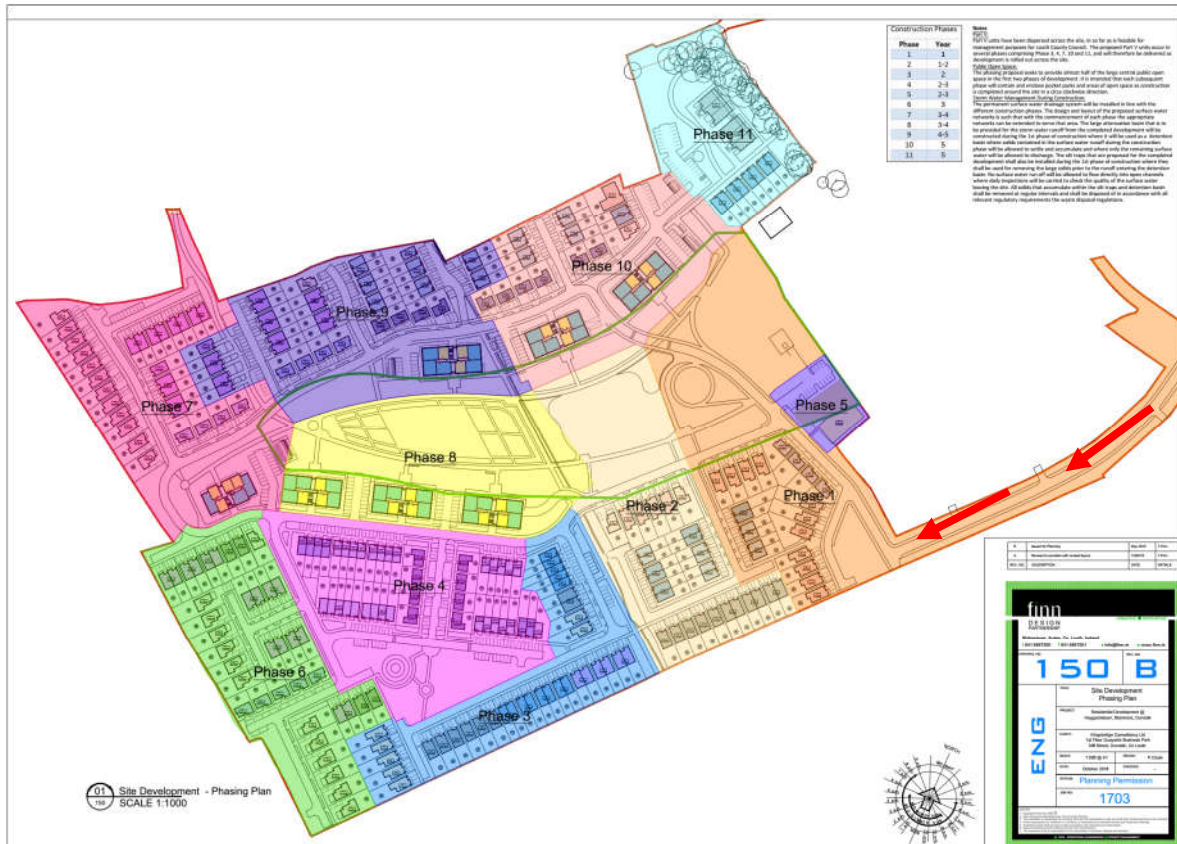


Figure 2.6 - Preliminary Phasing of the development

The first phase of the development will be developed in the south east corner of the Site and will be accessed through the proposed entrance off the R172 during the construction phase. Following the construction of Phase 1, this access route will become operational for the residents of the units developed during this phase and will also be used by construction traffic for the remaining phases (Phase 2 – Phase 11).

2no. pedestrian / cyclist access points are proposed for the north west and north east of the Site, off Bóthar Maol and will become operational once the construction of Phase 7 and Phase 11 are complete. The proposed construction period will last 5 years, as per this planning application request.

2.3. Construction Aspects

Construction works will take place between 8am and 6pm Mondays to Fridays inclusive, and between 8am and 2pm on Saturdays, with no works taking place on Sundays or Public Holidays (unless agreed via. written approval from the planning authority in exceptional circumstances).

The general phasing of the construction stage will be as follows;

- **Site Mobilisation;** Secure Site, establish Site access and Site compound (including parking, welfare facilities and canteen, Site offices, storage areas and temporary utilities / services), establish internal traffic routes and haul routes, mobilise machinery, equipment and materials;
- **Site Clearance;** Remove existing topsoil and stockpile for reuse onsite, survey and mark out various elements of the construction works as required;
- **Well Decommissioning;** In advance of commencement of the construction phase, the disused existing onsite well, securely located within a pump house in the north-western portion of the Site will be fully decommissioned by an experienced borehole specialist in

accordance with relevant guidelines, 'Good practice for decommissioning redundant boreholes and wells' (UK Environment Agency, 2012).

- **Develop Site Infrastructure;** Install attenuation area and drainage network, roads and services and key ancillary services;
- **Construction:** Construct 483no. residential units on a phased basis. Phase 1 to Phase 11 will be delivered over a maximum period of five years.
- **Landscaping:** Landscape each of the residential properties and establish public open space lands as per the preliminary phasing plan presented in Figure 2.6.
- **Site Demobilisation;** Removal of all machinery, equipment, materials and residual waste from Site, decommissioning of all temporary utilities/ services, removal of all temporary units from the Site compound, removal of Site fencing and signage, and final reinstatement.

Typical machinery used onsite during the construction phase will include mechanical excavators, dumper trucks, bull dozers, concrete delivery trucks, mobile cranes, and mobile elevating work platforms (MEWP). Based on the results of the geotechnical investigation it is likely that shallow bedrock beneath the Site will require breaking out to facilitate any deep excavations particularly in the lower lying eastern portion of the Site.

2.3.1. Site Compound

The location of the Site compound will vary as the phased development progresses. However, it is noted that, with the exception of the existing hedgerows and property boundaries present within and adjacent to the Site, taking account of the findings of this EIAR no significant environmental constraints associated with the proposed location of the Site compound have been identified within the red-line development boundary. No significant environmental exclusion zones with regards to the location of the proposed Site compound area have been identified. The Site compound will be positioned within each phased area of the development away from any existing hedgerows and adjacent private properties. Accordingly, the positioning of the Site compound will have no adverse environmental impacts during the construction phase.

2.3.2. Traffic Management

The proposed transport routes of all machinery entering and egressing the Site, for the full duration of the five-year phased construction period shall be through the proposed entrance off the R172, as presented above in Figure 2.6. All construction activities will be managed and directed by a Construction Traffic Management Plan (CTMP). The details of the CTMP will be agreed with the roads department of the Local Authority in advance of construction activities commencing on-Site.

2.3.3. Environmental Management

The construction of the proposed development will be in accordance with the Outline Construction Environmental Management Plan (CEMP) submitted as part of this planning application (which takes account of the Schedule of Environmental Commitments presented within this EIAR). This live document will be further developed within the project specific Detailed CEMP which will be prepared by the Contractor in advance of the construction phase and will be fully implemented onsite for the duration of the construction phase of the project. Environmental monitoring will be carried out during the construction phase as detailed within the Schedule of Environmental Commitments presented in Chapter 14.

2.3.4. Waste Management

The construction of the proposed development will be in accordance with the Outline Construction and Demolition (C&D) Waste Management Plan (WMP) submitted as part of this planning application, prepared in accordance with the relevant following guidance '*Best Practice Guidelines on the Preparation of Waste Management Plans for Construction & Demolition Projects*' (Department of Environment, Heritage and Local Government (DoEHLG), 2006). The Outline C&D WMP provides a mechanism for monitoring and auditing waste management performance and compliance for the duration of the project. The document also provides a detailed overview of key waste management considerations for the project at this preliminary stage, while also allowing for further refinement as the project progresses through to the detailed design and construction stages. This live document will be further developed within the project specific Detailed Waste Management Plan which will be prepared by the Contractor in advance of the construction phase and will be fully implemented onsite for the duration of the construction phase of the project.

2.4. Operational Aspects

2.4.1. Landscaping

As discussed further in Chapter 5 – Landscape and Visual, the majority of residential properties along Bóthar Maol road are currently screened from the Site by robust hedgerows, fences and walls. However, a number of these houses are not screened from the Site. In order to ensure that all houses along Bóthar Maol road are at least partially screened from the Site, additional planting is proposed in these locations. This advanced planting is proposed to take place in the early stages of the construction phase to allow the planting to provide adequate screening prior to the Site becoming fully operational.

2.4.2. Volume and Profile of Usage

This development will be used on an all-year round basis with the main users being the residents of the residential units, followed by the users and staff of the proposed crèche and pedestrians and cyclists who may utilise the proposed pedestrian / cyclist paths on a regular basis. The proposed impacts of the additional traffic and traffic capacity of the local road network is considered in greater detail in Chapter 8 – Traffic.

2.4.3. Description of the Baseline Scenario

The baseline scenario including a description of the relevant aspects of the current receiving environment has been considered as part of this EIAR through the collection and collation of baseline data including analytical data where relevant (traffic, air quality, noise levels, and soil quality). A detailed description of the current receiving environment is presented in relevant sections for each environmental topic. The predicted changing baseline (i.e. the likely future receiving environment) that could arise as a result of committed development within the vicinity has also been addressed, where relevant, and is presented under the cumulative impacts section for each environmental topic assessed within this EIAR.

2.5. Description of the Site and Surrounds

The subject lands comprise c.17.9ha located off the Blackrock Road in the area of Blackrock, County Louth. This Site is c.1.3 km north of Blackrock Village Centre and c.3 km south of Dundalk. The lands are strategically located within close proximity to established employment providers as follows;

- Finnabair Industrial Estate is on the opposite side of the Bóthar Maol, c.70m north of the subject lands;
- Dundalk Retail Park is c. 700m from the subject Site;
- Xerox Technology Park and Dundalk Logistics Park are both c. 1km to the west of the lands; and,
- Dundalk Institute of Technology (DKIT) Campus is c. 600m to the northwest.

The subject Site is currently good quality arable land, generally square in plan and subdivided into a small number of relatively large field enclosures, as presented in Photograph 2.1. The northern boundary is defined by a variety of private residential properties which front Bóthar Maol (a historic route) which will only be publicly accessible from the Site via. 2no. proposed pedestrian / cyclist path in the northern portion. The western and part of the southern boundary of the Site adjoins Dundalk Golf Course and practice range. The majority of this boundary is currently fenced and planted with non-native conifer trees. The remainder of the southern boundary joins with lands which are currently in agricultural use, but also zoned for residential use. Along much of the eastern boundary (particularly to the north east) are mature hedgerows and trees which separate the subject lands from two large Sites which are privately owned residential properties. The land undulates significantly, with a general rolling transition from the lowest point to the north east corner at c. 6.08mAOD (where it meets Bóthar Maol) to a high point of c. 23.78mAOD to the south west (at the boundary with the golf course / practice area). Refer to Photographs 2.1 to 2.4 for a general overview of existing Site conditions.



Photograph 2.1 – View Facing The Southern Portion Of The Site



Photograph 2.2 – Aerial Photo Showing Baseline Site Conditions



Photograph 2.3 – View Facing Eastern Site Boundary



Photograph 2.4 – Aerial Photo Showing Baseline Site Conditions

2.6. Consideration of Reasonable Alternatives

As stated in 'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment' by DoHPLG 2018, 'Reasonable alternatives may relate to matters such as project design, technology, location, size and scale. The type of alternatives will depend on the nature of the project proposed and the characteristics of the receiving environment. For example, some projects may be Site specific so the consideration of alternative Sites may not be relevant. It is generally sufficient for the developer to provide a broad description of each main alternative studied and the key environmental issues associated with each. A 'mini- EIA' is not required for each alternative studied'.

The proposed design is defined by key urban design principles informed by the physical site characteristics and the planning environment identified in the design team's initial site appraisal as included in Figure 2.7 below.



Figure 2.7 – Urban Design Approach – Key Design Principles

A number of Reasonable Alternatives have been considered, namely;

- Alternative Considered 01 - Revised Entrance Organisation;
- Alternative Considered 02 - Western Apartment Location;
- Alternative Considered 03 - Gabled Arrangement to Golf Course;
- Alternative Considered 04 - Intensification of Use in South-West;
- Alternative Considered 05 - Alternative Parking Arrangement to Zoned Open Space; and,
- Alternative Considered 06 – SHD Planning Application: Duration of Planning Permission Sought.

Potential alternatives to the proposed development have been considered at length within this submission. Reasonable alternatives considered do not differ significantly from the proposed design. As such, the differences between alternatives considered and the proposed layout are for the most part limited to access arrangements; typologies and mix proposed; degree of linkage to potential future development; and, location of heights within the development. A summary of design alternatives is presented below, with further details of each alternative considered included in Sections 2.6.1- 2.6.6 below.

2.6.1. Alternative Considered 01 - Revised Entrance Organisation

The first alternative considered related to the following revised entrance organisation as presented in Figure 2.8:

- Relocation of proposed access road north of final alignment to improve the sense of entry to the development and to provide views from the entrance to western extremities of subject lands to aid legibility and sense of place.
- Rejected due to lack of client control of this alternative.
- No significant environmental issues were identified associated with this alternative.

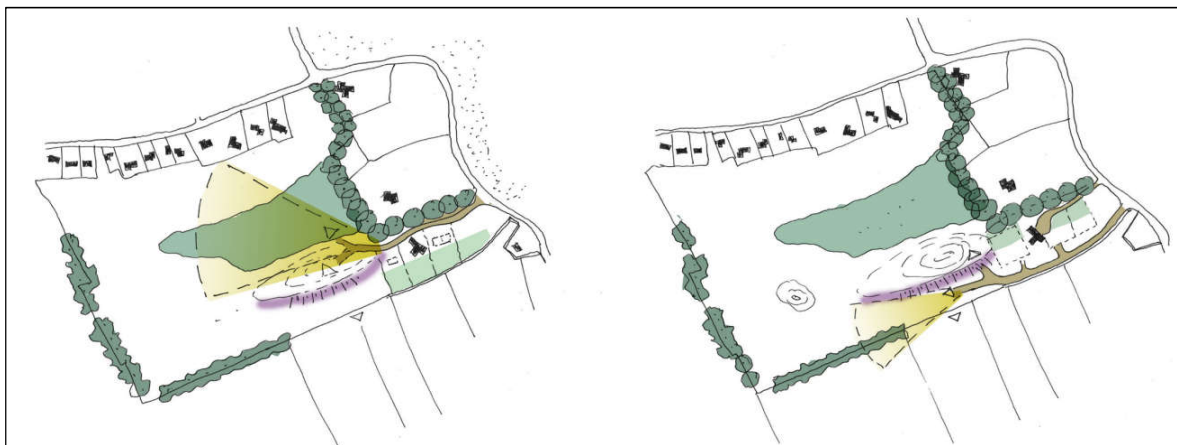


Figure 2.8 – Revised Entrance Organisation

2.6.2. Alternative Considered 02 - Western Apartment Location

The second alternative considered related to the location of the proposed Apartment Block in the Western portion of the Site as presented in Figure 2.9:

- Developed with an alternative access location as a consideration; this option resulted in an additional secondary open space south of the zoned open space along the entrance route, and clustered taller apartment forms to the north and south of the western extremity of the zoned open space (to close the vista from the east and reduce the golf course view aperture to the west).
- This was rejected in tandem with the rejection of an alternative road alignment.



Figure 2.9 - Western Apartment Location

2.6.3. Alternative Considered 03 - Gabled Arrangement to Golf Course

Another alternative considered related to a gabled arrangement to the existing golf course as presented in Figure 2.10:

- Initial design development had significant differences from the final proposal in terms of mix and orientation of units; however, the most notable difference is the character of the residential edge formed to the golf course.
- This was rejected, and the revised orientation of the edge (as reflected in the final proposal) adopted due to the final orientation better exploiting views west over the golf course and east to the estuary.
- No significant environmental issues were identified associated with this alternative.



Figure 2.10 - Gabled Arrangement to Golf Course

2.6.4. Alternative Considered 04 - Intensification of Use in South-West

A fourth alternative considered related to intensification of use in the South-west as presented in Figure 2.11:

- Design development to reduce the number of apartment blocks to the perimeter of the park through intensification of housing typologies in the south-west quadrant.
- This was rejected due to the lack of visual interest created along the southern boundary and the over scaling of the new open space in the south west quadrant that resulted from housing efficiencies.
- No significant environmental issues were identified associated with this alternative.



Figure 2.11 - Intensification Of Use In South West

2.6.5. Alternative Considered 05 – Alternative Parking Arrangement to Zoned Open Space

The final design alternative considered related to an alternative parking arrangement to lands zoned for use as open space, as presented in Figure 2.12:

- Surface car-parking provided north of apartment blocks A, B, & C between building edge and Class 2 Zoned Open Space.
- The final design eliminates parking in these locations for reasons to do with the negative impact of such parking; firstly, in relation to the quality of the open space when edged with parking bay; secondly due to the visual impact of parking in this location on the setting of the residential apartment blocks themselves. This could be considered either from the point of view of an external observer where the built form is edged by hard-surfaced parking rather than sitting in a landscape setting, or from the point of view of the occupant where views to open space are interrupted by the lower visual quality of parking.
- No significant environmental issues were identified associated with this alternative.

Thus 2no. undercroft car parking facilities were incorporated into the final design, which is described in detail under Section 2.1 Nature and Extent of the Proposed Development of this EIAR.



Figure 2.12 - Alternative Parking Arrangement to Zoned Open Space

2.6.6. Alternative Considered 06 – SHD Planning Application: Duration of Planning Permission Sought

Initially it was proposed that a ten-year planning permission would be sought for the proposed development. However, taking account of the need for the residential project in the context of current and future population and employment growth within the Dundalk region, and following pre-

application consultation with ABP, a five-year planning permission is considered to be more appropriate for the subject Site. Therefore, a five-year planning permission will be sought for the proposed SHD. This EIAR has been revised accordingly.

2.7. Consultation

As part of the EIAR assessment process, consultation was undertaken with statutory organisations at various stages of the pre-planning process. All environmental consultees were consulted by letter or email in August 2018 (during the Environmental Scoping phase of this EIAR) regarding any environmental or planning interests that they may have in relation to the proposed development. A full list of consultees including date and method of correspondence is presented in Appendix C.

In addition, as part of the consultation process individual meetings were arranged with a number of key stakeholders to effectively discuss the key potential issues of the project in accordance with Section 5(2) of the Planning and Development (Housing and Residential Tenancies Act 2016), as detailed further below in Section 2.9 of this report.

A summary of all relevant feedback in relation to the proposed development is presented below. A copy of all pre-application consultation correspondence received from statutory organisations as part of the EIAR process is presented in Appendix C. All relevant comments from the various consultees have been fully addressed as required within this EIAR and the accompanying NIS.

2.7.1. An Bord Pleanála (ABP)

A synopsis of the ABP notice of pre-application consultation opinion detailed in a letter dated 15th February 2019 is presented as follows (refer to Appendix C for a full record of ABPs comments);

- **Timing and phasing of the development:** *'Where it is proposed to develop the subject lands prior to the adoption of the new development plan a planning rationale / justification for the release of these Phase II residential lands should be submitted which has due regard to all Phase I residential lands which remain undeveloped... the duration of permission sought should also be considered in this context.'*
- **Surface water management and Risk of Flooding:** *'Further consideration of documents as they relate to surface and storm water management for the development lands and the risk of displaced or increased discharge of waters downstream to the Dundalk Bay SAC, including the risk of flooding to the Site entrances. This further consideration should be considered within the Environmental Impact Assessment Report....'*
- **The following specific information should be submitted with any application for permission;**
 - *In the context of ancillary or associated enabling infrastructure (roads and carparking) being located on lands zoned 'Recreation, Amenity and Open Space' and thereby reducing the quantum of open space, a design rationale / planning justification in respect of the open space provision and built /urban edge surrounding it should be justified.*
 - *An Environmental Impact Assessment Report.*
 - *A layout plan with zoning objective overlain...*
 - *Photomontages and cross sections at appropriate intervals for the proposed development including how the development will interface with contiguous land-uses. Proposed boundary treatments should be specified.*
 - *Details of existing and proposed levels across the development Site relative to adjoining lands in particular contiguous residential properties...*
 - *Having regard to the local road network serving the Site and adjoining lands and its ability to accommodate additional traffic and/or accesses, the prospective applicant should demonstrate the suitability of the proposed vehicular access arrangements for the subject Site and to consider or address any issues in respect of access to adjoining lands...*
 - *A Site layout plan which clearly identifies the full extent of works to the proposed entrances and road junctions whether in public or private ownership. Relevant consents to carry out works on lands that are not included within the red-line boundary. The prospective applicant is advised that all works should as far as possible be included within the red-line boundary.*

- *All existing watercourses and utilities that may traverse the Site including any proposal to culvert /re-route/ underground existing drains/ utilities should be clearly identified on a Site layout plan.*
- *A Building life cycle report...*
- *A construction and demolition waste management plan.*
- *A phasing plan for the proposed development which includes the phasing arrangements for the delivery of the public open spaces, surface water management proposal having regard to sub-catchments within the scheme and Part V provision.*
- *A Site layout plan indicating all areas to be taken in charge.*
- **Notification of application to the following authorities;**
 - *Irish Water*
 - *Transport Infrastructure Ireland*
 - *Minister for Culture, Heritage and the Gaeltacht*
 - *Heritage Council*
 - *An Taisce – the National trust for Ireland*
 - *Louth County Childcare Committee*

2.7.2. Louth County Council (LCC)

A synopsis of the relevant conclusions set out in the written opinion received from LCC in a document dated 21st January 2019 is presented as follows (refer to Appendix C for a full record of LCCs comments);

- *It is considered prudent that the EIAR evaluates the proposal over a maximum of 10 years as the development is sought for a period of ten years...*
- *A report which specifically addresses the proposed materials and finishes and the requirement to provide high quality sustainable finishes and details.*
- *A long term management and maintenance structures plan (life cycle report)...*
- *Detailed photomontage report which includes the detailing of finishes from the Blackrock Road and Bóthar Maol.*
- *Further consideration / amendments of the documents as they relate to the phasing of the development...*
- *A Site layout plan showing what areas are to be taken in charge by the Planning Authority.*
- *A childcare demand report...*
- *Further consideration / amendment of documentation in line with the requirements of the infrastructure section as set out below;*
 - *Adequate visibility shall be made available and maintained at the Main Entrance Roadway...Prior to the commencement of the development the application shall also submit revised details indicating the above sightline provision at the existing junction with Bóthar Maol and the R172...*
 - *No work shall commence on Site until the visibility splays have been provided...*
 - *The application has proposed provision if right turning lanes on the R172 at the Main Entrance Roadway and at the existing junction with Bóthar Maol and the R172...the applicant shall submit details demonstrating compliance with Table 4.1 of the TII publication DN-GEO-03060...*
 - *The application shall also prepare and submit a Combined Stage 1 and 2 Road Safety Audit for the proposed right turning lanes.*
 - *All shared surfaces and home zone areas within the development shall be surfaced with bituminous material...Proposed surfacing colours shall be agreed prior to commencement of the development.*
 - *The application shall fully implement all mitigation measures as detailed in Section 7.0. of the Flood Risk Assessment Report received from Finn Design Partnership...*
 - *Surface water from the Site shall be disposed of within the boundaries of the Site and shall not discharge onto the public road or adjoining property...*

- Design and construction of all proposed surface water drainage and SuDS devices shall be supervised and certified by a Competent Independent Civil Engineer.
- The application has submitted a Landscape Masterplan Drawing No. 18.120.100...prior to commencement of the development the applicant shall...submit details of a root barrier system...to be implemented to prevent any root damage to adjacent footpaths and roads.
- The applicant shall implement the Landscape Management Plan...
- Design and construction of all proposed Retaining Walls shall be supervised and certified by a Competent Independent Structural Engineer.
- All hard standing areas shall be covered with an impermeable surface... and drained... to a separate surface water drainage system...Only clean uncontaminated water from all hardstanding areas including roofs within the Site shall be discharged to the surface water drainage system...
- All raised tables, ramps and uncontrolled pedestrian crossing points are to be constructed in accordance with 'Traffic Management Guidelines', 2003,...
- All traffic signs and road markings shall be in accordance with the 'Traffic Signs Manual' published by the Department of Transport.
- Table 7.7. of the 'Guidelines for setting and managing speed limits in Ireland', March 2015, indicate 30 km/h as an appropriate speed limit in a housing estate such as this proposed development....an independent speed survey shall be carried out...
- Within 3 months of the grant of this permission the applicant shall demonstrate that all proposed traffic calming devices comply with the Louth County Council Policy on Traffic Calming...
- Prior to the commencement of the development the applicant shall submit revised details of the proposed speed reduction measures indicated on submitted Main Entrance Roadway Drawing No. 100 – 1703...
- Public lighting design within the development shall be carried out by a competent person with experience... and shall be as indicated in the submitted Street Lighting Proposals Report...
- Prior to the commencement of the development the applicant shall prepare and submit for agreement a Construction Management Plan for the development...
- The applicant shall liaise with statutory bodies and the Public Utility Authorities and carry out all diversions, re-routing, modifications etc. as required during the construction of the works...
- The applicant shall make all necessary arrangements to apply for and obtain a Road Opening Licence(s) from Louth County Council...
- The applicant shall be responsible for the full cost of repair in respect of any damage caused to the adjoining public road/footpath arising from the construction work...
- All necessary measures as may be determined by the Planning Authority shall be taken by the developer/ contractor/ servants / agents to prevent the spillage or deposit of clay, rubble or other debris on adjoining public roads or footpaths during the course of the development works. The developer shall ensure that all vehicles leaving the development are free from any material that would be likely to deposit on the road and in the event of any such deposition immediate steps shall be taken to remove the material from the road surface. The developer shall be responsible for the full cost of carrying out road/ footpath cleaning work.
- As part of the landscaping plan further details on street furniture, including bollards, lighting, fixtures and seating shall be provided. Areas of exercise / street furniture shall be included as part of the development of the open space area.

2.7.2.1. Louth County Council - Heritage Officer

In email correspondence received on 15th August 2018, Mr Brendan McSherry, the Louth Heritage Officer, confirmed receipt of the pre-application consultation letter and noted the following;

- The proximity of the Site to Dundalk Bay SAC/ SPA and the need for a full NIS.
- The proximity of the Site to Bóthar Maol and its historical significance. The trees along this route are noted as being identified as significant in the 'Ecology of Blackrock' study.
- Blackrock as a whole is very low-lying and sea-level rise should be considered.

2.7.2.2. Louth County Council - Water Services

In email correspondence received on 13th August 2018, Mr David Hanratty, Senior Exec. Engineer, confirmed receipt of the pre-application consultation letter and advised that Irish Water Guidelines entitled ‘*Guide to connect – Water and wastewater – Large business, housing and mixed use developments*’ should be followed during the planning and construction of the development, including the submission of a pre-connection enquiry to Irish Water.

2.7.2.3. Louth County Council - Operations & Local Services

In email correspondence received on 20th August 2018, Mr Mark Johnston, Senior Engineer, confirmed receipt of the pre-application consultation letter and made the following comments regarding potential engineering needs which may be associated with the proposed development:

- *The proposed storm water system would be of interest to Operations, specifically in relation to existing / new road gullies on the R172, kerbing along the proposed entrance on the seaward side, and the entrance onto the R172.*

2.7.3. Department of Culture, Heritage and the Gaeltacht (DoCHG)

In letter correspondence dated 25th September 2018, the Department noted that the Site is located in an area of very high archaeological potential and is in close proximity to monuments that were uncovered in the course of previous developments. The Department recommended the engagement of the services of a suitably qualified archaeologist to conduct an Archaeological Impact Assessment of the lands where the development is to take place. The Archaeological Impact Assessment should include the results of an archaeological geophysical survey and the results of subsequent test excavations at the location. The Department also noted that the archaeological report should be included in any Environmental Impact Assessment Report (EIAR) that is submitted as part of the Strategic Housing Development (SHD) process.

With respect to nature conservation the Department also noted the following:

- The proximity of the proposed development to Dundalk Bay SAC and SPA. Issues to be assessed will therefore include any ex-situ impacts on birds should they roost or feed on the proposed development lands or lands adjacent to them. In addition, it has been indicated to this Department that surface water runoff may end up in Dundalk Bay. Any deterioration in water quality could impact adversely on habitats and on the food species of birds.
- *‘With regard to scoping for an EIAR for a proposed development, in order to assess impacts on biodiversity, fauna, flora and habitats, an ecological survey should be carried out of the Site of the proposed development Site including the route of any access roads, pipelines or cables etc. to survey the habitats and species present. Where ex-situ impacts are possible survey work may be required outside of the development Sites. Surveys should be carried out by suitably qualified persons at an appropriate time of the year depending on the species being surveyed for. The EIAR should include the results of the surveys and detail the survey methodology and timing of such surveys.’*
- Other relevant consultees including Inland Fisheries Ireland, and the Geological Survey of Ireland were noted, along with recommended data sources in terms of baseline ecological data.
- The impact of the development on the flora, fauna and habitats present should be assessed. In particular the impact of the proposed development should be assessed, where applicable, with regard to nine specific criteria, as detailed further in correspondence received on 25th September 2018, presented in Appendix C.
- Reference should be made to the National Biodiversity Action Plan 2017-2021 and any relevant County Biodiversity Plan, as well as the All-Ireland Pollinator Plan 2015-2020, one of the objectives of which (Objective 1) is to ‘*mainstream biodiversity into decision making*’, including for all public authorities to move towards no net loss of biodiversity. It also requires Local Authorities to develop policies and objectives for the protection and restoration of biodiversity.’ Any biodiversity losses should be mitigated for. The interaction of biodiversity with hydrology / geology was noted, ‘*in particular any impact on water table levels or groundwater flows may impact on wetland Sites some distance away. The EIAR should assess cumulative impacts with other plans or projects if applicable. Where negative impacts are identified suitable mitigation measures should be detailed if appropriate. As EU Member States have to report every 6 years on the National resource of habitats and species listed under the Habitats Directive it is important that any impact on such habitats and species both inside and outside of Natura 2000 Sites is recorded.*’

- *'The EIA should address the issue of invasive alien plant and animal species, such as Japanese Knotweed, and detail the methods required to ensure they are not accidentally introduced or spread during construction.'*
- The importance of hedgerows for nesting birds, badgers, bats and woodland flora was noted, and the Department recommended that these should be maintained where possible. Any removal of trees / hedgerows this should be mitigated via. planting of suitable native species. Hedgerows and trees should not be removed during the nesting season (i.e. March 1st to August 31st).
- *'Bat roosts may be present in trees, buildings and bridges. Bat roosts can only be destroyed under licence under the Wildlife Acts and a derogation under the Birds and Natural Habitats Regulations and such a licence would only be given if suitable mitigation measures were implemented. Where so called bat friendly lighting is proposed as mitigation then it should be proven to work as mitigation.'*
- The Department recommended that any watercourse or wetland impacted on *'should be surveyed for the presence of protected species and species listed on Annexes II and IV of the Habitats Directive.'* It was also noted that *'a 10 m riparian buffer on both banks of a waterway is considered to comprise part of the otter habitat'*, and *'any proposed development should be located at least 10 m away from the waterway. Construction work should not be allowed impact on water quality and measures should be detailed in the EIA to prevent sediment and/or fuel runoff from getting into watercourses which could adversely impact on aquatic species. Flood plains, if present, should be identified in the EIA and left undeveloped to allow for the protection of these valuable habitats and provide areas for flood water retention.'* The Department also recommended that IFI should be consulted with regard to impacts on fish species.
- *'Regarding water quality it was noted that ground and surface water quality should be protected during the construction and operation of the proposed development and if applicable the applicant should ensure that adequate sewage treatment facilities are or will be in place prior to any development. The applicant should also ensure that adequate water supplies are present prior to development.'*
- The requirement for an outline construction management plan (CMP) was noted. *'The positions, locations and sizes of construction infrastructure and mitigation, such as settlement ponds, disposal Sites and construction compounds, may significantly affect European Sites, other designated Sites, habitats, and species in their own right and could have an effect for example on drainage, water quality, habitat loss, and disturbance. If applicants are not in a position to decide the exact location and details of these at time of application, then they need to consider the range of options that may be used in their assessment so that all issues are covered.'*
- Specifically, in relation to Appropriate Assessment the following points were made by the Department:
 - Various guidance sources were noted.
 - Data sources in relation to Site specific conservation objectives were provided.
 - Details of the zone of influence in relation to cumulative and ex situ impacts were provided.
 - In the event that public supply / mains are not to be used by the proposed development for water / waste water services, the Department noted that the impacts (including cumulative impacts) of any groundwater abstraction or waste water discharge associated with the proposed development should be assessed.
 - Alien invasive species, and the requirement of the outline CMP should also be addressed.
- The Department also noted that where there are impacts on protected species and their habitats, resting or breeding places, licences may be required under the Wildlife Acts or derogations under the Habitats Regulations.

Refer to correspondence received on 25th September 2018, presented in Appendix C for further details.

In subsequent letter correspondence, dated 28th September 2018, the Department stated that, following submission of further information clarifying the proposed discharge of water into Dundalk Bay, while the Department does not currently have the entire resident expertise to comment in any detail on drainage methodology, it did note from the answers to the previous queries, that *'it is envisaged that the discharged water will not be contaminated and that no foreshore licence will be needed etc'*. The Department reiterated that issues to be assessed should include any ex-situ impacts on birds should they roost or feed on the proposed development lands or lands adjacent to them. Details of bird usage of the Site throughout the year, including the drainage/ SUDS Sites, should be provided in the Environmental Impact Assessment Report (EIA) and Natura Impact Statement (NIS).

It was also noted that should there be a failure in the SUDS proposals this could lead to a deterioration in water quality that could impact adversely on habitats and on the food species of birds. Any NIS and EIAR therefore will need to include details of proposed water quality monitoring and details of emergency procedures should there be any failure of SUDS and/or any decrease in water quality. Refer to correspondence received on 28th September 2018, presented in Appendix C for further details.

2.7.4. Inland Fisheries Ireland (IFI)

In letter correspondence dated 27th August 2018, Inland Fisheries Ireland (IFI) noted the Site is located within the Castletown catchment and is in close proximity to Inner Dundalk Estuary which supports many species of fish including flounder, sprat and eels (listed as critically endangered). It was also observed that a number of rivers flow into the Castletown Estuary, specifically the Castletown and Flurry Rivers, which contain valuable fisheries habitats and support a number of species which migrate throughout the estuary. IFI noted that given the *'Given the size of the proposed development it would be important to ensure that mitigation measures are in place in relation to the management of storm water and wastewater from the Site in order to conserve these valuable aquatic habitats.'* Refer to correspondence received on 27th August 2018, presented in Appendix C for further details.

2.7.5. Department of Housing, Planning, Community and Local Government - Marine Environment and Foreshore

In letter correspondence received on 31st August 2018, the Marine Environment and Foreshore division of the Department of Housing, Planning, Community and Local Government noted the following;

- The requirement for a Foreshore Licence / Lease should be considered;
- In terms of potential impacts to the Marine Environment potential impacts should be considered with regard to the following;
 - Marine Strategy Framework Directive;
 - River Basin Management Plans and associated Programme of Measures in compliance with the requirements of the EC (Water Policy) Regulations as amended; and,
 - EC Environmental Objectives (Surface Water) Regulations 2009.
- It would be advisable to liaise with IFI, and any required mitigation measures would need to be adopted to minimise any impacts as relevant to water quality or fisheries interests.
- Where appropriate, any proposed surface water discharge to the marine environment should be subject to detailed sediment transport / deposition/ erosion studies.
- The EIAR should address and mitigate against any potential adverse impacts that could be caused to other foreshore users where relevant (marine tourism, amenity uses, fisheries interests, or bathing / walking if applicable).
- Adequate mechanisms (such as swales, grit traps and hydrocarbon interceptors) will need to be factored into the overall scheme as appropriate, subject to best design procedure, such that any potential impacts from any surface water outfall to the marine environment are minimised.

2.7.6. Transport Infrastructure Ireland (TII)

In letter correspondence received on 23rd August 2018, Transport Infrastructure Ireland (TII) made the following comments / recommendations;

- TII would be concerned as to the potential significant impacts the development would have on the national roads network (and junctions with national roads) in the proximity of the proposed development.
- Consultations should be held with the relevant Local Authority / National Roads Design Office regarding the locations of existing and future national road schemes.
- The EIAR should demonstrate that the development can proceed complementary to safeguarding the capacity, safety and operational efficiency of the national road network. The Traffic analysis should include capacity analysis and cumulative impacts with existing / planned developments. It is advised that the scheme promoter has regard to Section 2.2 of the NRA/TII Guidelines which addresses requirements for sub-threshold TTA.

- The designers should consult TII Publications to determine if a Road Safety Audit is required. Relevant other design and construction standards and guidance documents were noted by TII as required.
- The EIAR should include provision for travel planning / mobility management planning in the interests of protecting national roads capacity in the interests of sustainable travel policy.
- The EIAR should be produced having regard to '*Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes*' (NRA, 2006).
- The EIAR should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) and the incorporation of any noise barriers should these be required.
- The EIAR should identify the methods / techniques proposed for any works traversing / in proximity to the national road network to demonstrate that the development can proceed complementary to safeguarding the capacity, safety and operational efficiency of that network.
- The EIAR should have regard to previous Environmental Assessments / Reports and conditions and / or modifications imposed by ABP regarding road schemes in the area.

2.7.7. HSE

In letter correspondence received on 28th August 2018, the HSE confirmed receipt of the pre-application consultation letter and following a review of the information received, stated that the HSE wished to make no comment at this time.

No further relevant comments were received prior to the submission of this application.

2.8. Meetings

As part of the consultation process individual meetings were arranged with a number of key stakeholders to effectively discuss the key issues of the project in accordance with Section 5(2) of the Planning and Development (Housing and Residential Tenancies Act 2016). Pre-planning discussions were undertaken with Louth County Council on the 19th September 2018 and the 23rd January 2019. Meetings were also held with Louth County Council Transport and Infrastructure Department. The Traffic and Transport Assessment scoping document, which outlined the proposed content and methodology of the full Traffic and Transport Assessment process, was issued to and agreed with Louth County Council in January 2019.

Pre-application consultation was held with An Bord Pleanála (ABP) Representatives and Louth County Council on 31st January 2019, with ABP issuing their opinion on 13th February 2019. All relevant recommendations from both ABP and Local Authority pre-application consultation meetings have been addressed within this EIAR and the accompanying NIS.

As advised by Louth County Council, a meeting request was also submitted to the National Parks and Wildlife Services (NPWS) in August 2018 via. the Development Applications Unit (DAU) of the Department of Culture, Heritage and the Gaeltacht, to discuss the proposed drainage design strategy for the proposed development. However, in response the DAU requested additional information to determine if a meeting was warranted. Following the submission of additional specific design details, the Department outlined recommended items to be considered within the EIAR and NIS (as detailed previously under Section 2.9 of this EIAR). The Department also confirmed on 28th September 2018 that, following receipt of further information clarifying the proposed discharge of water into Dundalk Bay, a meeting was not required.

2.9. Risk of Major Accidents and/or Disasters

As previously stated, an Outline Construction Environmental Management Plan (CEMP) has been submitted as part of this planning application. This Outline Plan will be developed further by the Contractor into a Site / project specific Detailed CEMP and will list all environmental mitigation measures that will be implemented by all site personnel during the construction of this development, including the appointment of an Environmental Manager during the construction phase.

The Environmental Manager will be responsible for the preparation of an Environmental Incident Emergency Response Plan which should be made available to all relevant Site staff. Typically, emergency procedures would include contact details of key personnel in local authorities and

statutory authorities including the National Parks and Wildlife Services (NPWS), Inland Fisheries Ireland (IFI), LCC and the Environmental Protection Agency (EPA). Emergency preparedness and response procedures (including the provision of suitable oil spill kits and absorbent material) should be clearly set out within the Detailed CEMP in the highly unlikely event of an environmental pollution incident onsite. It is noted that a Lower Tier Seveso Site, Cooley Distillery, is located c. 5km east of the Site. The distillery site however is on the opposite side of Dundalk Bay and is therefore not considered to pose any potential risk of major accident and/or disaster to the proposed development.

Given that historical and existing land use at the Site is agricultural in nature, and that surrounding land use is primarily residential / amenity, along with the fact that the proposed development is zoned *Residential 2'* and *'Recreation, Amenity and Open Space'*; this would indicate that the potential risk of major accidents and/or disasters is very low. In addition, no significant risk of major accidents or disasters is associated with the proposed development, taking account of the nature and scale of this residential development.

Accordingly, the potential risk posed by a major accident and/or disaster has been considered and based on the low vulnerability of the proposal to such risk, and the unlikely potential occurrence of such an incident, the overall risk is considered to be low.

2.10. Consideration of Cumulative Impacts with other Projects

Potential cumulative impacts, defined as *'the addition of many minor or significant effects, including effects of other projects, to create larger, more significant effects'* (EPA, 2017) have been considered for each environmental topic within this EIAR. A summary of all committed development in the immediate environs of the proposed development, which have been approved by Louth County Council / ABP within the last 7 years, have been reviewed as part of the preparation of this EIAR. Relevant committed development is summarised below under two broad categories; residential developments, and development within adjacent business parks. Each Chapter of this EIAR, where relevant, includes a cumulative impact assessment of the proposed development with other committed developments in the immediate area. Therefore, each of the following developments, which are not part of the existing environment, has been reviewed in terms of potential cumulative environmental impacts that may arise with the proposed construction and operation of this development. The results of the cumulative impact assessment for each environmental topic are presented in Chapter 3 to Chapter 12 and Chapter 13 Interactions.

2.10.1. Residential Developments

Proposed residential developments within the vicinity of the Site generally comprise the construction of various types of residential developments or amendments to previously granted permission; the scope for each relevant committed development is briefly summarised below. The location of each of these developments are shown in Figure 2.13 below.

- Strategic Housing Development (SHD) Application to ABP - McCaughey Homes Ltd., Old Golf Links Road & Tuites Lane, Blackrock, Dundalk, Co Louth (Planning Ref: ABP-303253-18– Granted April 2019)** - SHD: STAGE 3 Application lodged with An Bord Pleanála. Permission for a Strategic Housing Development to consist of 166 no. residential units comprising of 67 no 1 - 3 bed apartments / duplexes within 12 no. 2 - 3 storey blocks, and 99 no. 2 storey 2 - 4 bed semi-detached / detached / terraced houses. Provision of a crèche (c250sq.m), bike and bin stores. 294 no. car parking spaces. Provision of open spaces and completion of street network and link roads. Main access to Old Golf Links Road via. existing estate road shared with the adjoining Cois Ferraige estate. Separate access off Old Golf Links Road to serve 4 of the proposed houses. Pedestrian / cyclist access via. Tuites Lane and extension to public footpath along Old Golf Links Road (on land in ownership of applicant). All associated Site development works, landscaping, boundary treatments and services provision. A Natura Impact Statement has been prepared as part of the application. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dundalk and Environs Development Plan 2009 - 2015 (as extended). The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land. A Natura Impact Statement has been prepared in respect of the proposed development.

- **Michael White, The Loakers, Blackrock, Dundalk, Co. Louth (Planning Ref: 18/157 – Granted October 2018)** - Permission for development will consist of: 16 no. two storey, 3 bedroom dwelling houses in 3 separate blocks (2 blocks comprising of 5 no. units each and 1 block comprising of 6 no. units) and all associated site development works. **Significant Further Information received 07/09/2018*
- **Wonderglade, Carlinn Hall, Mullagharlin Road, Dundalk (Planning Ref: 18/231 – Granted May 2018)** - EXTENSION OF DURATION: Parent ref: 16/61 - Permission for development to vary previously permitted developments as granted under P.A Ref. No. 04/1451 (the appropriate period of which was extended under P.A. Ref. 12/75) and as varied under P.A. Ref. No. 14/534 and P.A. Ref. No. 15/212. The development will consist of the change in house type to comprise 50 no. 2 storey houses and 6 no. apartments in a 2 storey building, reducing the overall number of permitted dwellings on the Site from 212 to 198. In addition, 2 no. single storey assisted living units are proposed. The proposal also includes revisions to the internal road layout, open space areas and all associated Site development works including modifications to general infrastructure, foul drainage and surface water drainage. **Significant Further Information received 20/06/16. No of dwelling units reduced by 2no to 56**
- **Shannon Homes Ltd, Blackrock Cove, Golf Links Road, Haggardstown (Planning Ref: 17/784 – Granted December 2017)** – Permission for development to vary previously permitted development granted under P.A. Ref No. 08/650 as extended under P.A. Ref 13/379 and as varied under P.A. Ref. No.'s 14/450 (PL.15.244462) and P.A. Ref. No. 15/658. The development will consist of the replacement of 18 no. permitted 2 storey detached and semi-detached dwellings with 26 no. 2 storey semi-detached bringing the overall numbers of dwellings on the Site to 137, and the omission of the permitted crèche.
- **East Coast Catering (Ireland), Fairways Hotel, Dublin Road, Haggardstown, Co Louth (Planning Ref: 17/440 – Granted November 2017)** - Permission for development to consist of a mixed-use development consisting of: a) extensions and alterations to the Hotel Building and b) the construction of 48 no. dwellings towards the southern part of the Site. The proposed extensions and alterations to the hotel consist of the addition of a new 3 storey block to the north accommodating a new reception/foyer/bar/restaurant at ground floor level, with bedrooms located on the upper floors and the provision of a new 3 storey bedroom wing to the south of the existing 3 storey bedroom block to provide a hotel with 102 no. bedrooms overall. The proposed extensions and alterations to the hotel will also provide for upgrade and reconfiguration works to the existing 3 storey bedroom block that includes enclosing balconies to existing bedrooms at 2nd floor level in the front west elevation as well as a new external facade and internal reconfiguration including partial demolition of some internal/external walls. The proposed extensions and alterations also provide for a covered pedestrian walkway along the northern elevation leading from a proposed car parking area (to the east) to a new 'side' entrance located in the northern elevation of the hotel. In addition, new internal and external service facilities are proposed along with new signage. The proposed new signage consists of facade signage as well as totem signage at Site entrance. The proposed residential element of the development comprises 40 no. houses and 8 no. apartments. The proposed houses are in detached and semi-detached format and range in height from 2-3 storeys. The apartments are accommodated in 2 no. 2 storey buildings, all with own door access. The proposed development will also provide for all associated Site development works including car parking, alterations to ground levels, open space, landscaping and boundary treatments (including the construction of a section of retaining wall along the south-western boundary of the Site), public lighting and services. Vehicular access to the proposed development (hotel and residential) will be provided via the existing permitted and established access to the Fairways Hotel Site off the Dublin Road (R132) ** significant further information received 10 Nov 2017**
- **Shane Agnew, Hamilton, Rock Road, Blackrock (Planning Ref: 17/47 - Granted June 2017)** - Permission for development for the following 1. to construct 12 no. semi-detached dwelling and access road, 2. connection to existing sewer and existing surface water drains. 3. Note this Site currently has planning for 12 houses under a larger development planning reference 08/240, 12/439 & 13/112. All foul sewer, surface water drainage design, road visibility & open space details to be as per the above mentioned planning permissions & can be conditioned to comply with same.
- **Groveview Builders Ltd, Marlbog Road, all in the townland of Haggardstown, Dundalk (Planning Ref: 16/584 – Granted October 2016)** - Permission for amendments to Reg. Ref. 03/1754 (as amended by Reg. Ref. 06/1075) extended under Reg. Ref. 15/91. This development to consist of 36 No. 3 bedroom houses (Type P), 12 No. 4 bedroom houses (Type Q) and 5 No.

4 bedroom houses (Type Qa) and ancillary Site works, to be known as No.'s 2-44 Marlmount Walk (even numbers only), No.'s 1-5 Marlmount Park and No.'s 1-26 Marlmount Gardens of Marlmount Housing Development.

- **Fallstar Construction Ltd., Greenpark, Inner Relief Road, Marshes Upper (Planning Ref: 15/285 - Granted August 2015)** - Permission for a development consisting of 4 no. blocks of student housing three storeys in height and comprising 21 units each, each containing 9 rooms (total 189 rooms), a 127 room nursing home two storeys in height with ancillary facilities, a research, development and training centre five storeys in height and with a gross floor area of 12,286 sq.m all with associated parking, roof - top plant including optional solar / photovoltaic panels and all associated Site development works.
- **McParland Bros. (Ire.) Ltd., Belfield, Haggardstown, Dublin Road, Dundalk (Planning Ref: 15/296 – Granted June 2015)** - Extension of Duration ref. 09813. Permission for 138 *(reduced to 126)* residential units comprising of: 18no. 2 bedroom 2 storey mid terrace dwelling house, 10no. 2 bedroom 2 storey end of terrace dwelling houses, 6no. 3 bedroom 2 storey end of terrace dwelling houses, 2no. 3 bedroom 2 storey detached dwelling houses, 34no. 3 bedroom 2 storey semi-detached dwelling houses, 56no. 4 bedroom 2 storey semi-detached dwelling houses, 12 no. apartments in two no. 2.5 storey blocks each block comprising of 4no. 2 bedroom apartments, 2no. 1 bedroom apartments, 1 no. crèche 262m² with car parking, private open space & associated Site development works.
- **Groveview Builders Ltd, Haynestown, Dundalk, Co Louth (Planning Ref: 15/97 – Granted April 2015)** - EOD re 08/1309. Permission for the construction of a residential development consisting of 257 no. dwellings (in lieu of 285 no. previously approved dwellings in sector 1 of approved development 03/1754) consisting of 61 no. 2 bedroom, two storey dwellings (Type A), 100 no. 3 bedroom, two storey dwellings (Type B), 62 no. 3 bedroom, two storey dwellings (Type C), 34 no. 4 bedroom, 2 storey dwellings (Type E with optional 4 bedroom, 2 storey dwelling without ground floor extension, house type D) all contained in 56 no. semi-detached blocks (8 no. type BB, 31 no. type CC, 17 no. type EE (Optional 17 no. type DD), 6 no. 3 unit terraced blocks (Type BAB), 26 no. 4 unit terraced blocks (Type BAAB), 1 no. 3 unit terraced block (Type AAA) and 5 no. 4 unit terraced blocks (Type BBBB) and all associated Site development works including outfall foul and surface water sewers, landscaping, boundary treatments, open spaces and car parking with relocated vehicular access point provided from new distributor road currently under construction under Reg. Ref. 03/1754 (relocated circa. 1.m north of previously approved location). The total area of lands the subject of this application is circa 8.11Ha. (20.04Ac). Significant Further Information: Minor amendments to Site layout plan, additional details, drawings and documents in relation to Site services and boundary treatments.
- **Andrews Construction Limited., Old Golf Links Road , Blackrock , Co. Louth (Planning Ref: 14/43 – Granted April 2014)** - Extension of Duration of Planning Permission Ref. No. 08/886 which consists of Permission for the removal of 36 no. apartments in 3 no. blocks previously granted Planning Permission under Reg. Ref. 05/1518, and replacement with 16 no. houses comprising 12 no. 4 bedroom 2 storey semi-detached dwellings and 4 no. 3 bedroom 2 storey terraced houses. Permission is also sought for the relocation of the crèche also granted Planning under the above Permission. Significant Further Information: replacement of 2 no. 4 bedroom houses with 3 no. 2 bedroom houses - total 17 houses.
- **Shannon Homes Ltd, Blackrock Cove, Golf Links Road, Haggardstown, Blackrock (Planning Ref: 13/379 – Granted – November 2013)** - Extension of Duration of planning permission 08/650 which consists of Permission for development which will consist of: a total of 145 no. residential units, consisting of 115 no. housing units and 30 no. apartments units. The 115 no. houses comprise a mix of 2, 3 and 4 bedroom units in the form of terraced, semi-detached and detached dwellings ranging in height from 1 & half to 2 storeys. The 30 no. apartments comprise 2 bedroom units in 7 no. blocks, each 2 storey in height. The proposed development will include a child care facility with ancillary accommodation and parking. The development also provides for roads, parking, footpath, services, landscaping, boundary treatments, connection to existing public sewer and services, associated infrastructure work and all associated Site development works. Vehicular and pedestrian access will be provided to the development via. the existing entrance to the existing Blackrock Cove development off the Golf Links Road. The development will be constructed in 3 phases, with phase 1 to comprise of 56 houses and child care facility with ancillary accommodation, phase 2 to comprise of 31 no. houses and 30 no. apartments and phase 3 to comprise of 28 no. houses.
- **M.W. Developments, Old Golf Links Road, Haggardstown, Blackrock, Dundalk (Planning Ref: 11/139 – Granted May 2011)** - Permission alterations to residential development granted

planning permission under planning reference 06/753 by way of the following: (a) deletion of 2no. apartments at Site numbers 15 and 15a Croch Shee View and replacement of same with 2no. 2 storey semi-detached dwellings (b) change of house type to Site numbers 1 and 3 Croch Shee View (c) alterations to the position and Site boundaries of house 16, 17, 18, 19, 20, 21, 22 and 23 Croch Shee View (d) alteration to the position and rear boundaries of house numbers 24 and 25 Croch Shee View.

2.10.2. Business Park Developments

Proposed relevant committed development within the Finnabair Industrial Estate, Dundalk Retail Park, Claremont Business Park, and Mounthamilton and Xerox Technology Park is briefly summarised below.

- **Petogross Group Ltd, Dundalk Retail Park, Inner Relief Road, Marshes Upper (Planning Ref: 19210) – Granted May 2019)** - Permission for a new filling station. The service station building (466.2 sq.m) will contain 3 no. food offers (offer 1 - 19.8sq.m, offer 2 - 16.5sq.m and offer 3 - 14.8sq.m), a net retail area of 100sq.m (including ancillary off-licence, 4.1sq.m), a seating area (69.47 sq.m) and back of house area for storage, toilets and food preparation (192.2sq.m). Food offer no. 3 will include a drive-thru hatch facility and will involve hot food for consumption off the premises. The service station building will have a storage yard to the rear and will contain 8 no. signs (3 on north façade, 1 each on west and east façade and 3 on south façade), along with 1 no. logo on the north façade. Also 6 no. pump islands with branded canopy over (signage to 3 no. sides). All associated site works including new two-way road along south boundary, landscaping, outdoor seating, jet wash, brush wash, car wash storage (12sq.m), picnic area, car parking spaces, boundary treatment around the perimeter of the site, play area, refuelling point, vents, underground tank farm, main ID sign, drive-thru lane, provision of 1 no. vehicular entry point and 2 no. exit points and 'welcome' and 'exit' signs.
- **IDA Ireland, Finnabair Industrial Park, Marshes Upper, Dundalk (Planning Ref: 18980 – Granted January 2019)** - Permission for development to consist of the construction of an ESB Substation, a bicycle stand and all associated Siteworks.
- **Almac Pharmaceuticals, Finnabair Industrial Estate (Planning Ref: 1835 – Granted April 2018)** - Permission for erection of a two storey storage, distribution and office building of 7,344sqm floor area, a single storey Site security/reception building of 141 sqm floor area, changes to existing Site accesses and new associated Site development works.
- **Almac Pharmaceuticals, Finnabair Industrial Estate (Planning Ref: 1885 – Granted March 2018)** - Permission for an internal mezzanine extension of 330sqm, elevational changes and the installation of external plant to the existing service yard of the former Smarthomes building.
- **Irish Life Assurance plc, Finnabair Business Park, Marshes Upper, Dundalk (Planning Ref: 17157 – Granted April 2017)** - Permission for the construction of a 3 storey open plan commercial office building with roof mounted plantrooms, with 225 no. staff carparking spaces to the east, 4 no. bicycle shelters and generator with associated fuel tank to the north, external illuminated advertising signage on the building in 3 no. locations, and ancillary hard and soft landscaping works. Gross internal floor space of the proposed development is 5365sqm, all on a Site of 1.66ha.
- **Hughes Transport, Xerox Technology Park (Planning Ref: 14436 – Granted January 2015)** - Permission for a proposed logistic warehouse of 1352m² in floor area and 11.062m high with associated vehicular parking, new 2.4 high paladdin boundary fence. New Site entrance to existing internal access road and all associated Site development works.
- **Satir Europe Ltd, IDA Business & Technology Park, Finnabair, Dundalk (Planning Ref: 14520051 – Granted July 2014)** - Extension of Duration of planning permission 09/45 which consists of the development will consist of the construction of a light industrial facility c.14,400sqm gross floor area. the building will provide production floor space, storage, conference and ancillary staff facilities at ground floor (9,214sqm). offices and management suite, training and resource facility, staff canteen (5,186sqm) and plant rooms at first floor with an elevated platform floor for quality control testing including associated lift shaft and stairwell (60sqm overall height 30.4m) the development shall also include 2no. new vehicular access points onto existing park service roads, associated Site development works, parking and landscaping all on Site of c. 3.17ha. please note that part of the planning application Site is within the administrative area of Louth County Council however the planning application in its entirety is being considered by Dundalk Town Council in accordance with an agreement between both planning authorities under section 85 of the local government act 2001.

- **Jan Van Dijk, Inner Relief Road, Dundalk, Co Louth (Planning Ref: 12/56 – Granted April 2012)** - Extension of duration of 06/1624 for 2800sqm office building over four storeys with a basement car park, new access road and all associated Site works.

The remainder of committed development within the vicinity of the Site relate to proposed single dwelling properties, extensions to existing properties, or the provision of signage and boundary fencing, and are generally of small scale. Therefore, based on the location, nature and scale of the proposed development, the remainder of committed development within the vicinity of the Site have not been considered further with regards to potential cumulative environmental impacts.

A number of live developments (i.e. new developments which have not yet been granted planning permission) have also been identified on the Louth County Council Planning Portal within the vicinity of the proposed development as follows;

- **Thistleglade Ltd., Finnabair Business & Technology Park (Planning Ref: 19179 – On Hold as further information is required)** - Permission for the construction of a car parking area with new entrance coming off the existing technology park roundabout, car park management barriers, lighting and lighting stands for the car park area, fencing to the perimeter of the car parking area, associated landscaping, surface water drainage provisions and all associated site works.
- **Jan C. Van Dijk, Inner Relief Road (R215) and Dublin Road (R132), Dundalk, County Louth (Planning Ref: 19/171) – Pre-Validation Stage** - SHD: Application to An Bord Pleanála: Permission for a STRATEGIC HOUSING DEVELOPMENT to consist of 142 No. apartments (52 no. 1 bed, 64 no. 2 bed, and 20 no. 3 bed) in five buildings, ranging in height from two to five storey on a site measuring 2.16 hectares including a crèche (122sqm) and community room (122sqm.) together with parking, roadways and ancillary site works including works to the public road, landscaping and boundary treatments. Provision is made for the installation of solar/photovoltaic panels on the roofs of each building the direction of which will depend on orientation. The application also includes a new vehicular access via a roadway and new entrance off the R215 Inner Relief Road (This access was permitted under P.A. Ref. 16/803 (ABP Ref. 15.247927) and a dedicated pedestrian/cycle link to Dublin Road (R132). The application contains a statement setting out how the proposal will be consistent with the objectives of the Dundalk and Environs Development Plan 2009-2015 (as varied and extended). and the Louth County Development Plan 2015-2021). The application may be inspected online at the following website set up by the applicant: www.finnabairsouth.ie



Figure 2.13 - Nearby Planning Applications