

# Statement of Consistency & Planning Report

*In respect of*

**Proposed Strategic Housing Development at Bridgegate,  
Rathgory & Mulladrillen, Ardee, Co. Louth**

*Prepared for*

**The Ardee Partnership**

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## Executive Summary

The proposed residential development provides for 272 no. dwellings, in a sustainable mix of houses and duplex apartments, as well as a crèche, community centre and series of public open spaces which will comprise a significant central public park, access and infrastructure within an overall 13.03 hectares site.

The proposals seek to provide a logical and sustainable extension of the settlement of Ardee and will make optimal use of the existing infrastructure at the 155-unit residential development at Bridgegate adjoining to the northwest, granted under Louth County Council Reg. Ref.: 10174 (ABP Ref: PL15.238053) (as amended) and currently under construction by the applicant The Ardee Partnership. The proposals overlap the adjoining permitted development and will result in the replacement of 31 no. houses at this location with open space around a linear park and riparian corridor around a realigned Rathgory Tributary, community building and crèche, resulting in a total of 396 no. units across the total phases at Bridgegate upon a grant of permission.

A 7-year planning permission is sought for the proposed development.

## National and Regional Policy

The proposed development at Bridgegate accords with the National Planning Framework (2018) (NPF), in particular with the principles of compact growth and the reinforcement of the country's existing urban structure. Where housing policy is concerned, the proposed development is in keeping with the NPF's core principles for housing delivery – in particular that the location of new housing be prioritised in existing settlements – and its objectives for the provision of homes at sustainable locations and appropriate residential density within settlements. The National Planning Framework outlines principles of compact growth and the reinforcement of the country's existing urban structure at all levels. This proposed development, located within the settlement of Ardee meets these objectives and seeks to deliver a legible scheme of high-quality layout at the location.

The Regional Economic and Spatial Strategy for the Eastern and Midlands Regional Assembly (RSES) adopted in 2019 establishes Settlement Typologies. Whilst not specifically classified in the RSES, Ardee is classified as a *'Self-Sustaining Growth Town'* in the Louth County Development Plan 2021-2027 defined *'as a regionally important local drivers serving their resident population and surrounding catchments and with a reasonable level of jobs and services'*. A *'Self-Sustaining Growth Town'* as set out in the RSES aims to support economic growth with an increasing population and possesses capacity for commensurate growth. The proposed development will help to achieve the aims of the RSES in this respect.

The proposed development accords with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (SRD)(2009) and could be best described as an edge of town greenfield site, within the settlement boundary. The site is located on the southern perimeter of Ardee within 1km of Main Street, which is accessed by the N2 to the west, via the Bridgegate residential development currently under construction generally to the northwest of the subject site.

The SRD note that a balance has to be struck between the reasonable protection of the amenities and privacy of adjoining dwellings, the protection of established character and the need to provide residential infill. The proposed density of the subject development is in excess of 35 units per net hectare, which is in accordance with strategic Government guidance and the content of the RSES.

The proposal is in compliance with Specific Planning Policy Requirement (SPPR) 4 of the Urban Development and Building Height Guidelines (December 2018) which requires that developments meet the Sustainable Residential Development in respect of density and provides an appropriate mix of building heights and typologies and to avoid monotype building typologies. The proposal provides an appropriate range of 2 and 3 no. storey housing and duplex dwellings and a density in compliance with the Sustainable Residential Development in Urban Areas (SRD, 2009) at c. 35.34 units per hectare (net). This is considered wholly appropriate given the site's location adjacent to existing and permitted development of lower densities to the west and north as well as the site's constrained nature in respect to varying topography and areas of challenging gradients in both the northern and southern extremities.

The Development for Housing, Planning & Local Government issued a Circular in April 2021 (NRUP 02/2021) in relation to the interpretation of 'Residential Densities in Towns and Villages, as set out in Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009'. The Circular (publicly available on the Department website) states that within large town (population in excess of 5,000) locations '*net densities of 30-35 dwellings per hectare may be regarded as acceptable*' at 'outer suburban/ greenfield' location.

In compliance with SPPR 4 the proposal provides a mix of building heights, 2 storey dwellings and 3 storey duplex apartments. In addition, the proposal avoids monotype building typologies through a range of unit types, comprising 17 or 6.3% 1-bedroom units, 74 or 27.2% 2-bedroom units, 170 or 62.5% 3-bedroom units and 11 or 4% 4-bedroom units. This has been informed by a socio-economic study of emerging demographics in Ardee, as detailed later in this report.

The design approach is based on the creation of a sustainable development; the development provides a crèche, community building and public park amenities, while providing permeable pedestrian connections to the permitted public park to the west and linking to the northern perimeter adjacent to Hale Street. The internal road layout is extended to meet the site boundary at various locations to accommodate potential future links. A bus stop is included at Bridgegate Avenue to enhance mobility and ensures all dwellings are within 275 metres of public transport links.

The proposed development conforms to guidance within the Guidelines on layout and design by effectively utilising the site, making a positive contribution to its surroundings by the provision of the large public park which forms the northern part of the site, having a sense of identity and place, providing for effective connectivity and featuring a design which is guided by the best principles of passive surveillance. The proposed development has had regard to and achieves the 12 criteria for sustainable residential development contained within the Urban Design Manual (2009), a companion document to the SRD Guidelines.

The proposed development will make efficient use of land, be of high-quality design and integrate physical and social infrastructure, optimising the serviced nature of the site adjacent to existing and under construction residential development to the west and north. This meets the definition of a sustainable neighbourhood contained within Delivering Homes, Sustaining Communities (2007). The development will meet the criteria for the design of housing contained within the accompanying best practice guidelines, Quality Housing for Sustainable Communities (2007). The proposed duplex apartments and associated communal spaces located to the north of duplex Blocks A-D (c. 499 sqm) will conform to and exceed the standards set out within the Sustainable Urban Housing: Design Standards for New Apartments Guidelines (2020).

The proposed development conforms to the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (2013), as updated, featuring a permeable layout and integrated model of street design that balances the needs of pedestrians, cyclists and motorists.

## **Local Policy**

### **Louth County Development Plan 2021-2027**

The County Development Plan includes a Settlement Statement and Land Use Zoning Map for Ardee. The subject lands are included within the Land Use Zoning Map for Ardee zoned 'A2 New Residential Phase 1' lands to '*provide for new residential neighbourhoods and support community facilities*'. Accompanying text states that A2 zoned land '*is the primary location for new residential neighbourhoods*' and development should be of high-quality design and layout, appropriate mix and sustainable transport links whilst density should be reflective of the location with high densities at more central locations.

The applicant is committed to the build out of Phases 1-3 of Bridgegate permitted to the west, with the proposal the subject of this application a logical extension of the development. The proposed development will also contribute to the housing allocation of 583 units as set out in Core Strategy Table 2.15 of the County Development Plan 2021-2027 and is therefore in accordance with the objectives of the Plan in this regard.

The County Development Plan retains the objective for the provision of a 12 acre (4.9 ha) public park at the location under 'Spot Objective 4' and includes Policy Objective SS 42 to facilitate the provision of a

link road between Rathgory and Mulladrillen and Black Road. The proposed development facilitates this provision within the site boundary. It is noted that the proposal includes a c. 3.62 ha public park in the northern part of the application site which will adjoin that permitted under parent permission Reg. Ref.: 10174; ABP Ref: PL15.238053 immediately to the west, providing a total of c. 7.2 ha of public park at Bridgewater. The proposal includes the extension of Bridgewater Avenue to the eastern boundary of the lands in accordance with draft Policy SS42. In addition to this, a reserved route through the northern part of the public park (extending from Bridgewater Drive) has been identified and factored into the landscaping proposals in this location to facilitate a future connection at this location, if required.

The proposals are therefore considered to be consistent with the land use zoning objective and relevant site-specific policies of the Louth County Development Plan 2021-2027.

The proposed development accords with the relevant policies of the county plan's relevant development management policies, including with respect to roads, housing, transport, open space, car parking, waste, lighting, social infrastructure, drainage and water, walking and cycling, energy and construction.

### **Material Contravention**

The development may be considered a material contravention of the Louth CDP 2021-2027. A Statement of Material Contravention is submitted alongside this application to An Bord Pleanála. The proposal may also be considered as a material contravention of the CDP relative to car and bicycle parking, development density, boundary treatments, green infrastructure, geological sites and provision of single storey dwellings. This is detailed further in the accompanying Statement of Material Contravention.

### **Protected Structures & Recorded Monuments**

The Louth CDP identifies no protected structures in the vicinity of the proposed development. A Recorded Monument is located on lands within the perimeter of the permitted development Reg. Ref.: 10174 (ABP Ref: PL15.238053) at Bridgewater to the northwest. The proposed development is not considered to have any adverse impact upon the local historic environment. This is assessed in Chapter 13 of the accompanying EIAR.

### **Environmental Impact Assessment**

Proposals requiring environmental impact assessment are listed in Schedule 5 of the Planning and Development Regulations 2001 (as amended). Schedule 5 (Part 2) of the Planning & Development Regulations 2001 (as amended) set mandatory thresholds for each project class.

The proposed development will effectively form an extension to the development at Bridgewater and overlaps with parts of permitted development Reg. Ref.: 10174 as amended and will supersede permitted development at this location. The proposal comprises 272 no. residential units, public open space, a linear park, a public park, enlarged crèche to cater for the wider site, community building, access and all associated infrastructure. This will result in a total of 396 units at the overall Bridgewater development.

In this respect, the development constitutes Category 13(b)(ii) development under Part 2 of Schedule 5 of the Planning and Development Regulations 2001 as amended as it constitutes an extension of a development which would result in an increase in size greater than an amount equal to 50% of the appropriate threshold.

Category 10(b)(iv) refers to 'Urban development which would involve an area greater than 2 hectares in the case of business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.'

The gross site area is approximately 13.03 hectares and will form part of the Bridgewater development by The Ardee Partnership in Ardee. The initial phases of development are currently under construction, comprising 155 no. residential units, a crèche, community building, public park, open space, access and all associated infrastructure.

An Environmental Impact Assessment Report accompanies this application relative to the proposed development of 272 no. units.

### **Conclusions**

The proposed development is considered to be consistent with the proper planning and sustainable development of the area, Section 28 Guidelines and national and regional planning policy framework. The proposal development has been amended and refined following pre-application consultation with the Planning Authority and An Bord Pleanála and feedback received in respective opinions. The proposal is considered to be in accordance with the extant and emerging local planning context for Ardee and County Louth and will have a positive impact upon the settlement through the provision of much needed residential development as well as implementing significant planning gain in the form of community facilities, roads infrastructure and a significant area of public park, providing permeable links to the surrounding area. In this regard, the proposal is considered to constitute proper and sustainable development at the location and therefore should be granted planning permission.

## 1.0 INTRODUCTION

On behalf of the applicant, The Ardee Partnership, this Statement of Consistency with Planning Policy has been prepared to accompany an application for Strategic Housing Development at Bridgewater, Drogheda Road, Ardee, Co. Louth

In summary, the proposal will comprise 272 no. residential units, all associated access, car parking, public park, linear landscaped park, open space and a crèche and community building. The proposed development boundary overlaps with the permitted development under Louth County Council Reg. Ref.: 10174; ABP Ref: PL15.238053. This encompasses the crèche, community centre and 31 no. dwellings at Bridgewater Crescent and Bridgewater Way in the western part of the subject site and will supersede the permitted development in this part of the site.

The proposals will provide a more legible and efficient street layout at this location, omitting cul-de-sac development, replacing the permitted dwellings and enhancing the open space around the open watercourse which bisects the site on the east-west axis. Taken together with the permitted development at Phases 1-3 (currently under construction) it will provide a cumulative total of 396 no. units at the wider residential development at Bridgewater, equating to net increase of 238 units at the location.

This consistency statement, prepared by John Spain Associates, demonstrates that the proposal is consistent with the relevant national planning policy, guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), and with local planning policy. It should be read in conjunction with the accompanying detailed documentation prepared by Darmody Architecture, Stephen Diamond Associates Landscape Architects and CS Consulting Engineers, amongst others.

For details of consistency with the quantitative standards for residential units as outlined in the Quality Housing for Sustainable Communities 2008, and the Louth County Development Plan 2021-2027 please refer to the Housing Quality Assessment prepared by Darmody Architecture.

This planning application is accompanied by a comprehensive range of documentation which specifically seeks to address the requirements of the Planning and Development (Housing) and Residential Tenancies Act 2016, the Planning and Development (Strategic Housing Development) Regulations 2017, and items raised by the Planning Authority and An Bord Pleanála during pre-application consultation, as well as the relevant sections of the Louth County Development Plan 2021-2027.

An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared and are submitted with this application to An Bord Pleanála.

## 2.0 SITE CONTEXT & DESCRIPTION

### 2.1 Site Context

The application site is located to the east of the Drogheda Road and to the south-east of Ardee Town Centre. Ardee is located 25 kilometres from Drogheda on the N33 / M1 and 20 kilometres from Dundalk on the N52.

The town has grown considerably over the last 20 years, the population in 1996 was 3,440, growing to 3,564 by the census of 2002 and reaching 4,301 by 2006. The population has continued to rise to 4,928 persons as recorded in the most recent census in 2016, a 15% rise on 2006 levels.



Ardee contains numerous public amenities, including a library, Louth County Council civic offices, a large community and sports centre, as well as a primary care unit at St. Brigid's Hospital Complex. Ardee has three primary schools, Scoil Mhuire na Trócaire National School, Ardee Educate Together National School (both subject to expansion) and Monastery National School. Monastery National School is located just to the northwest of the subject site. Ardee is also served by Ardee Community Secondary School which is currently undergoing expansion.

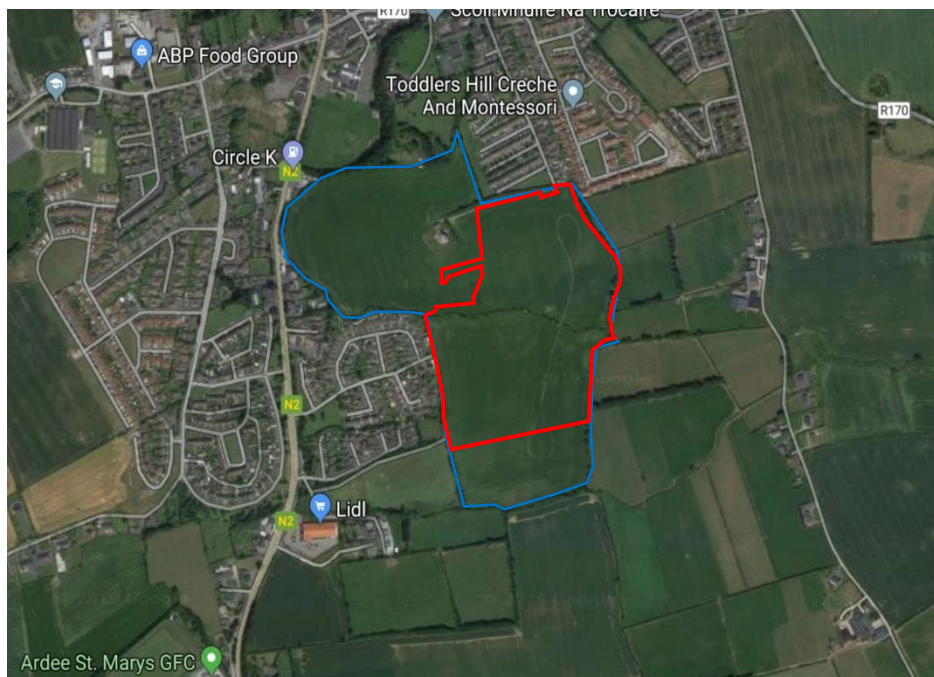
Ardee is well equipped in terms of infrastructure, facilities and local employment to cater for an increase in population and accordingly the delivery of residential development is provided for on the subject lands.

## 2.2 Site Description

The subject lands extend to a gross area of approximately 13.03 hectares of undeveloped greenfield land located in the southern part of Ardee, 1km south of the town centre. The site is bounded to the south and east by open countryside, defined by hedgerow at the eastern boundary. Existing residential developments at De La Salle and Cherrybrook border the site to the north and west respectively, with the initial phases of the residential development at Bridgewater, permitted under Louth County Council Reg. Ref.: 10174; ABP Ref: PL15.238053 and as subsequently amended, adjoining to the northwest, with a water tower located within this area.

The site is characterised by a watercourse and associated planting which bisects the lands on the east-west axis at the lowest part of the site, with steeply elevated lands rising to the north and rising gradient moving towards the southern boundary. The nature of the topography at the location considerably limits the development potential of the lands, particularly in the northern part of the site. In this regard, 3.62 ha of total site area is considered undevelopable, providing a net developable area of c. 7.7 ha.

**Figure 2.1 – Approximate Site Location outlined in red and applicant ownership in blue**



(Source: Google Maps)

## 2.3 Planning History

The following section provides an overview of the most relevant planning history for the subject site which is relevant to the consideration of the current application.

### Phases 1-3, Bridgegate, Ardee

#### LCC Reg. Ref. 10174; ABP Ref: PL15.238053

Planning permission was sought for the following residential development on lands to north west (and slightly overlapping) the subject lands:

*“Planning permission for a 10 year permission for a development consisting of a public park (4.91ha)... 281 residential dwellings ranging in height from 1-4 storeys... single storey community building (167 sqm), three storey neighbourhood centre incorporating 2 no. retail units with 1 no. unit for the sale of hot food for consumption off the premises at ground floor level (290 sqm)... a section of new Local Collector Road (c.600m in length), 503 no. car parking spaces & 54 no. cycle parking spaces... landscaping works to include the provision of local and neighbourhood open space area... new road junction off Drogheda Road... and all associated site development works including construction of roads, cycle routes & pedestrian walkways... partial re-aligned and culverting of existing watercourse which bisects the site... re-routing of pipelines to/from the town reservoir... and provision of new water supply system, foul water drainage systems.”*

Following a request of further information, Louth County issued a decision to grant a 6 year permission on 10th of November 2010 for a reduced number of 270 residential units. This decision was subject to a third party appeal to An Bord Pleanála (Ref: PL15.238053). At the request of the Board, significant further information received on 4th October 2011 proposed a more refined development.

A final grant of planning permission was issued on 16th of January 2012 subject to 25 no. conditions, the most notable of which are listed as follows:

- Development reduced to 144 units and community park.
- A 10 year planning permission.
- Development to take place over 3 phases.
- Phase 1 limited to 53 no. units.
- Work on any subsequent phases shall not commence until such time as the written agreement of the planning authority is given to ensure the timely provision of services, for the benefit of the occupants of the proposed dwelling.
- No development to commence until such times as the upgrading of the Ardee wastewater treatment plant has commenced and occupation restricted until such times that adequate treatment capacity has been commissioned.

The initial phases of development are currently under construction, with Phase 1 comprising 54 no. units at the northern part of the site nearing completion.

The parent permission was granted an extension under **Reg. Ref.: 21535** expiring 4<sup>th</sup> March 2027. The parent permission has been subject to the following amendment permissions noted as follows.

#### Reg. Ref.: 19336

Louth County Council granted planning permission on 23<sup>rd</sup> July 2019 for development consisting of the amendment of development permitted under Reg. Ref.: 10174 (An

Bord Pleanála Ref. PL15.238053) on a c. 3.70 hectare site across 2 no. parcels of land. The development consisted of:

*'The construction of a total of 65 no. residential houses (replacing the previously permitted dwellings at the location), comprising of the following: - 18 no. 2-bed terrace two storey dwellings (Type 1); - 23 no. 3-bed detached and semi-detached two storey dwellings (Type 2); - 12 no. 3-bed detached and semi-detached two storey dwellings (Type 3); - 4 no. 4-bed semi-detached two storey dwellings (Type 4); - 2 no. 4-bed detached two storey dwellings (Type 5); - 6 no. 3-bed semi-detached two storey dwellings (Type 6). The proposed development also provides for a community facility extending to 176 sqm gross floor area and a crèche building with a gross floor area of 378 sqm gross floor area, which will replace previously granted crèche and commercial units at the location. Vehicular access for the residential units will be provided via the adjoining permitted residential development (Louth County Council Reg. Ref.: 10174, currently under construction). The total gross floor area of the proposed development equals c. 7,348 sqm. The proposal includes all associated site works, internal roads, cycleways and footpaths, the provision of public open space, car parking, landscaping, boundary treatments, and foul and surface water drainage.'*

Planning permission was granted subject to 21 conditions. An extension of this permission to 31<sup>st</sup> December 2025 was granted in March 2022 under Reg. Ref.: 2222.

#### **Reg. Ref.: 19353**

Louth County Council granted planning permission on 31<sup>st</sup> July 2019 for development consisting of the amendment of development permitted under Reg. Ref.: 10174 (An Bord Pleanála Ref. PL15.238053) on a c. 3.01 hectare site. The development consisted of:

*'The construction of a total of 52 no. residential houses (replacing previously permitted dwellings at the location) comprising of the following: - 11 no. 2-bed terrace two storey dwellings (Type 1); - 26 no. 3-bed semi-detached two storey dwellings (Type 2); - 7 no. 3-bed detached and semi-detached two storey dwellings (Type 3); - 8 no. 4-bed semi-detached two storey dwellings (Type 4). Vehicular access for the residential units will be provided via the adjoining permitted residential development (Louth County Council Reg. Ref.: 10174, currently under construction). The total gross floor area of the proposed development equals c. 5,553 sqm. The proposal includes all associated site works, internal roads, cycleways and footpaths, the provision of public park area, car parking spaces, landscaping, boundary treatments, and foul and surface water drainage.'*

Planning permission was granted subject to 21 conditions. An extension of this permission to 31<sup>st</sup> December 2025 was granted in March 2022 under Reg. Ref.: 2225.

#### **Reg. Ref.: 19549**

Louth County Council granted planning permission on 30<sup>th</sup> September 2019 for development consisting of the amendment of development permitted under Reg. Ref.: 10174 (An Bord Pleanála Ref. PL15.238053) on a c. 0.25 hectare site. The development consisted of:

*'The replacement of 6 no. dwellings within Phase 1 of the permitted development. Proposed dwellings comprise 6 no. semi-detached, 3-bedroom, two storey units, landscaping, car parking and associated infrastructure and will replace 6 no. semi-detached units and landscaping, car parking and associated infrastructure at the same*

*location. The total gross floor area of the proposed development equals c. 642 sqm. No other changes are proposed.'*

Planning permission was granted subject to 7 conditions.

**Reg. Ref.: 19875**

Louth County Council granted planning permission on 9<sup>th</sup> January 2020 for development consisting of the amendment of development permitted under Reg. Ref.: 10174 (An Bord Pleanála Ref. PL15.238053) on a c. 0.38 hectare site. The development consisted of:

*'The replacement of 1 no. 3-bedroom detached dwelling at 4 Bridgegate Park with public open space, landscaping and 4 no. surface car parking spaces, assigned to nos. 3 & 5 Bridgegate Park. The proposals include the realignment of the access road and pedestrian footpath at Bridgegate Park to facilitate the implementation of water and drainage infrastructure. This will result in an increased area of the public park to the south.'*

Planning permission was granted subject to 1 condition.

**Reg. Ref.: 211475**

Louth County Council issued a notification of a decision to grant planning permission on 3<sup>rd</sup> February 2022 for development consisting of the replacement of 6 no. dwellings at Bridgegate Grove with 3 no. houses of varied type, reconfigured car parking arrangement and landscaping. The site adjoins the subject site to the northwest. There were no observations made on the application and a final grant was awaited at the time of lodgement.

Previous Applications

**Reg. Ref.: 06/213**

**ABP Ref: PL15.225224**

Planning permission was sought from Louth County Council for the following development at Rathgory, Mulladrillen, Drogheda Road, Ardee:

*"639 residential units comprising of 2 no. detached 2 bed single storey bungalows. 5 no. detached 3 bed single storey bungalows. 12 no. detached 3 bed dormer bungalows. 16 no. semi-detached 2 bed bungalows; 3 no. detached 4 bed 2 storey dwellinghouses. 34 no. semi detached 4 bed dormer bungalows. 196 no. 2 storey semi detached 3 + 4 bedroom dwellinghouses. 10 no. 2.5 storey semi detached 4 bed dwellinghouses. 18 no. 2.5 storey 4 bed end of terrace dwellinghouses. 27 no. 2 storey 3 bed mid terrace dwellinghouses. 4 no. 2.5 storey 4 bed mid terrace dwelling houses. 8 no. 2 storey 3 bed end of terrace dwelling houses. 71 no. 2 storey 2,3 + 4 bed terraced dwelling houses. 12 no. 2 bed apartments (in 2 no. 3 storey blocks, 12.3m high of 6 units each). 27 1,2 + 3 bed apartments in 1 no. 3 storey block 11.56m high. 52 no. 1, 2+3 bed apartments in 1 no. 3 storey block 11.565m high. 5 blocks of 3 storey (12.105m high) duplex units containing a total of 40 no. 2 bed units. 3 blocks of 3 storey (12.105m high) duplex units containing a total of 36 no. 2 bed units. 8 blocks of 3 storey (11.0586m high) duplex units containing a total of 64 no. 2+3 bed units and 2 no. single storey crèches 505sqm and 605sqm in area with staff car parking and private gardens and landscaping and associated site development works all to be built in 10 no. separate phases over a 10 year period. This planning application will be accompanied by an Environmental Impact Statement".*



Planning permission was refused by Louth County Council. This decision was appealed to An Bord Pleanála who upheld the planning authority's decision and refused permission on 3<sup>rd</sup> March 2008 for reasons relative to prematurity pending the upgrade of the existing water supply for Ardee and contravention of the Ardee Local Area Plan zoning which required that a 12 acre park be provided.

It is noted that the infrastructure constraints cited as a reason for refusal of Reg. Ref.: 06/213 have now been overcome and a public park is now permitted under Reg. Ref.: 10174 and the completion of this is proposed within the current development.

**Reg. Ref.: 00/1311**  
**ABP Ref: PL15.127333**

Outline planning permission was sought from Louth County Council for 281 no. residential units at Rathgory, Mulladrillen, Drogheda Road, Ardee.

Planning permission was granted by Louth County Council. This decision was appealed to An Bord Pleanála who upheld the decision and granted outline planning permission for the proposed residential development on 11<sup>th</sup> November 2001.

### 3.0 DEVELOPMENT DESCRIPTION

**Figure 3.1 – Proposed Site Layout Plan**



Source: Darmody Architecture

The Site Layout Plan (Figure 3.1) prepared by Darmody Architecture illustrates the main body of the proposed development including all residential dwellings and its integration with the permitted residential development at Bridgegate to the north and west.

### 3.1 Residential Development

The proposed development comprises 272 no. residential units, associated access, car parking and landscaped open space. In addition, a crèche c. 484.1 sqm, a 165 sqm community building, public park and series of public open spaces, including a feature linear park around the realigned Rathgory Tributary bisecting the site. The development seeks to consolidate and add positively to the sustainable growth of Ardee at the location and provides continuity to the permitted and established development pattern through a proposal of high-quality design and layout which enhances permeability and provides for future connections to adjoining lands.

The overall mix of units is as follows:

**Table 3.1 – Proposed Dwelling Mix**

<b>Proposed Units</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>	<b>5 bed</b>	<b>Overall</b>	<b>Percentage of Total</b>
Duplex Apartments	17	24	25	0	0	66	<b>24.3%</b>
Houses	0	50	145	11	0	206	<b>75.7%</b>
<b>Overall Total</b>	<b>17</b>	<b>74</b>	<b>170</b>	<b>11</b>	<b>0</b>	<b>272</b>	
<b>Percentage of Total</b>	<b>6.3%</b>	<b>27.2%</b>	<b>62.5%</b>	<b>4%</b>	<b>0%</b>	<b>100%</b>	

Source: Darmody Architecture

The proposal includes a mix of 2 no. storey houses (75.7%) and a 3 no. storey duplexes (24.3%), providing a range of 14 different unit types, promoting choice contributing to sustainable communities.

The development will include 50 no. 2-bed houses, 145 no. 3-bed houses, and 11 no. 4-bed houses of varying style, including terraced and semi-detached dwellings as well as 17 no. 1 bedroom duplexes, 24 no. 2 bedroom duplexes, and 25 no. 3 bedroom duplexes. A total of 48 no. duplex units will be provided in 4 no. blocks to the north of Bridgegate Avenue, with the remainder located primarily at corner locations in the southern part of the site. As described in greater detail below, all dwellings are in compliance with relevant minimum standards.

The proportion of each dwelling type is considered to respond appropriately to the current market demand in Ardee and the projected population for the settlement, which is considered to see significant growth of 2, 3 and 4 person households (typically family units) to reach c. 64% by 2026 is set out in detail in the accompanying Socio-Economic and Housing Supply Assessment prepared by Future Analytics. In this regard, the proportion of unit types provided is considered aligned with future housing needs and demand.

Dwellings are connected through a series of internal roadways with a large public open space (c. 1.5 ha) provided within a linear park adjacent to the Rathgory Tributary proposed. Smaller parks and ancillary open space are provided throughout the site, with a third area of public open space (c. 0.29 ha) located centrally within the southern part of the site. The layout of the dwellings includes passive surveillance across areas of open space to provide a safe environment for residents as illustrated in Figure 3.1 above.

The dwelling mix of the wider Bridgewater development, comprising the permitted and proposed development, is noted below for clarity. It is considered that the proposed development provides continuity to the characteristics and dwelling types in the initial 3 no. phases at Bridgewater, whilst introducing a further element of variation through the provision of duplexes and a mix of 2-, 3- and 4-bedroom houses. Owing to the projected population growth and nature of this, the overall make-up of the wider development at Bridgewater as proposed is considered acceptable and commensurate with the existing quantum of housing in Ardee.

**Table 3.2 – Proposed Overall Dwelling Mix at Bridgewater**

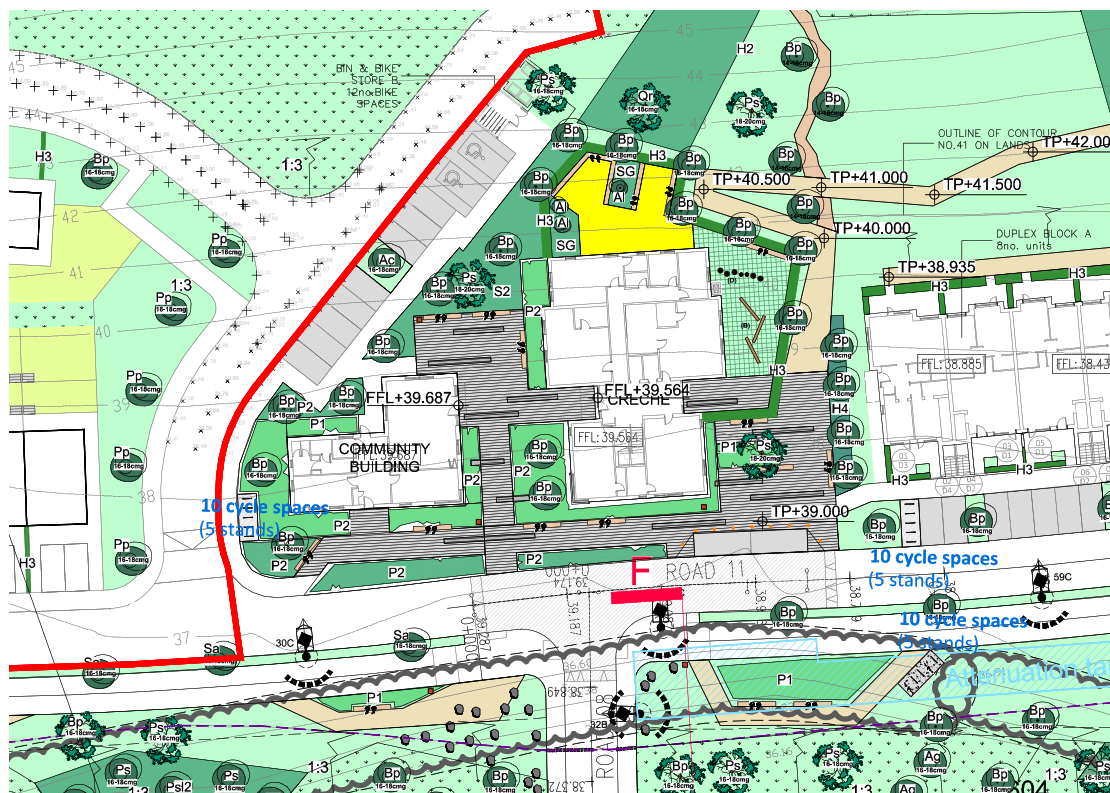
	1 bedroom	2 bedroom	3 bedroom	4 bedroom	Overall
Houses	-	78	228	24	330
Duplex Apartments	17	24	25	-	66
Total	17	102	253	24	396
Overall Mix	4.2%	25.5%	64.3%	6%	100%

### 3.2 Community Facilities

A public park, crèche and community are provided in the northern part of the site within a community hub which is a focal point to the overall Bridgewater development. The community facility buildings are sensitively designed and sited to provide a welcoming gateway to the public park to the north. This is provided via a public plaza located to the east of the crèche building and west of duplex Block A to the east, which allows for significant levels of passive surveillance of the plaza. Visitor car parking is provided on site to encourage use by the wider community beyond Bridgewater, with a drop off layby south of the community building at Bridgewater Avenue, with bicycle parking spaces and a bus stop also provide adjacent to the community hub, promoting sustainable travel to the site.

The proposed 2 storey crèche extends to c. 484.1 sqm and has been designed to cater for the overall development at Bridgewater, which will equate to 396 no. units, subject to the grant of the proposed development. The crèche will replace the permitted 378 sqm facility granted under Reg. Ref.: 10174 and amended under Reg. Ref.: 19336 and has capacity for 100 no. children. This is discussed in greater detail below and in the accompanying report by Future Analytics. A children's play area is located to the north of the crèche building.

The single community building extends to 165 sqm and has been designed to be consistent with the building permitted under Reg. Ref.: 19336. Car and bicycle parking is provided adjacent to both buildings on Bridgewater Avenue and Bridgewater Green with a proposed bus stop located opposite the community hub.

**Figure 3.2– Community Hub**

Source: Stephen Diamond Associates

### 3.3 Site Layout

Dwellings are provided in a series of defined areas contributing to a robust site layout and sited in semi-detached and a variety of terraces with dual aspect corner units.

In the northern part of the site at Bridgeway Avenue, 4 no. blocks of 3 no. storey duplex units are located, providing 48 no. units which benefit from proximity to the large area of public park to the north and attractive aspects across the linear park public open space around the watercourse to the south. Secure bicycle and bin stores are positioned between Blocks A & B and Blocks C & D to ensure convenience for residents in accordance with development plan and relevant section 28 guidelines standards. These will be maintained by a management company. Easily accessible landscaped communal open space, extending to c. 499 sqm, is provided to the north of these units, which exceeds the requirements of the Apartment Guidelines in this respect. Areas of private amenity space are also provided at ground floor level with private terraces serving upper floor units enjoying a southerly aspect providing passive surveillance across the public open space to the south.

The proposed western part of the site overlaps with permitted development Reg. Ref.: 10174 and includes 8 no. dwellings on the north-south axis at the western perimeter which provides a strong entrance to the southern part of the site, with a 3-storey duplex unit at the corner of the east-west street, providing a uniform frontage at the southern part of the linear park. This replaces the permitted 31 no. units at this location under the parent permission at Bridgeway, as amended under Reg. Ref.: 19353 and will implement a more efficient and robust and legible layout that removes cul-de-sac design which enhances the setting of the public open space to the north and provides uniform frontage and passive surveillance. This efficient layout permits a density of c. 35.34 units per hectare net within the development.



An additional 18 no. 3 storey dual aspect duplexes are located throughout the southern part of the proposed development sited at corner locations providing an open and attractive layout which enhances passive surveillance. Duplexes at the southern part of the site are served by private amenity in the form of upper floor terraces and external gardens at ground level. All duplex units meet or exceed minimum standards set out in the Apartment Guidelines 2020.

An area of public open space (POS 3) provides the focal point of the southern part of the site and is located centrally, with a mix of 2-, 3- and 4-bedroom dwellings providing a strong frontage to this area. A central spine to the site layout is orientated south from the community facilities at Bridgegate Avenue across the watercourse to reach the public open space. This transitions into a neighbourhood street and shared surfaces along the eastern side of the open space.

Dwellings are sited in uniform terraced blocks ranging from 3 to 8 units per block with semi-detached dwellings also incorporated into a varied design which provides visual interest and avoids a monotonous appearance.

Each dwelling benefits from private open space, car parking and associated landscaping adjacent. Pedestrian footpaths are included throughout the site to encourage sustainable modes of travel with neighbourhood streets provided in the southern part of the site to prioritise pedestrian activity and promote a safe environment. The proposed development includes cycle lanes to the south of Bridgegate Avenue providing continuity to the permitted development to the west.

The southern part of the proposed site is based around a robust street layout on the north-south and east-west axis, providing a series of primary and local streets in a clear hierarchy. The existing eastern boundary of trees and hedgerows will be largely retained within the proposed layout, providing a defined edge to the site and consolidated by additional tree and hedgerow planting. The southern and western perimeters are completed with a combination of timber fencing and mixed hedgerow planting to the rear of dwellings at this location. At the western boundary this provides an adequate landscape buffer between the proposed scheme and the adjacent Cherrybrook development to the west.

The site layout is strongly influenced and to a large extent constrained by its natural characteristics. This includes the significantly elevated northern part of the site at Mulladrillen Hill which consists of a challenging topographic area which is not feasible to develop for housing and has been designed for the purposes of the public park. This will contribute to the completion of this large area of public open space, the initial stages of which are currently under construction to the northwest, providing a total of c. 7.2 ha of public amenity for use by the wider population. This is in compliance with Spot Objective 4 of the Louth CDP which seeks *'to provide a public park with a minimum area of 12 acres (4.9 hectares) as part of a residential development'* in the northern part of the site. This provision is considerably exceeded (by c. 2.3 ha) by the proposal in combination with the permitted public park at Phases 1-3 of Bridgegate to the west. Permeable links are provided from the public park linking to the permitted park to the west at 2 no. locations, with a footpath extending to the northern site perimeter adjacent to De La Salle Crescent and Hale Street, enhancing connections to Ardee town centre, with dedicated cycle lanes provided along Bridgegate Avenue.

An indicative road reserve for the future implementation of a link road extending east from Bridgegate Drive through the northern part of the public park has been included in the proposed site layout. This is in addition to Bridgegate Avenue, which extends to the eastern boundary also facilitating links to the lands to the east. These provisions

have been subject to engineering feasibility and design, please refer to the accompanying CS Consulting reports for further details.

The existing watercourse of the Rathgory Tributary will be realigned to improve legibility and has been effectively designed into the site layout as a feature element surrounded by a valuable area of public open space and a landscaped linear park. The watercourse will be carefully designed to ensure safety for residents whilst maximising its benefits as a riparian ecological corridor, bordered by a combination of planting and landscaped open space. Refer to SDA Drawing no. 20-547-SDA-PD-DR-001.

The site gradient rises moving towards the southern perimeter and has influenced the layout and siting of dwellings in this area. It should be noted that the culverting of this watercourse in the north-western part of the site at POS2 was conditioned as part of planning permission Reg. Ref.: 19353 by Louth County Council. The proposals will ensure this watercourse remains open and is wholly incorporated into the development and scheme design, considered as a superior alternative to the culverting of the stream at this location.

In this respect, the site layout and design optimise the natural characteristics of the lands, ensuring the balance of the public park in the northern part of the site is implemented. Proposals also enhance the nature of the watercourse throughout the site, providing a landscaped open space amenity which enhances biodiversity and creates habitats. Existing boundary hedgerows and treelines will be consolidated by additional planting, with a substantial net increase of 446 trees across the development to that currently existing.

The southern part of the site is characterised by significant areas of green space at the focal point at POS3 and generous private garden spaces to the rear of dwellings and a series of tree lined avenues, local roads and neighbourhood streets. This aims to implement an integrated site layout which extends the initial phases of Bridgegate which is under construction to the northwest, optimising infrastructure and servicing in situ, as well as respecting the setting and development pattern of Cherrybrook to the west.

The site layout, roads and streets hierarchy provide a high-quality development which constitutes an appropriately designed extension to the southern part of Ardee which will create sustainable communities whilst providing for future links to surrounding lands and has been developed in accordance with the Design Manual for Urban Roads and Streets, as detailed within the accompanying statement provided by CS Consulting Engineers.

### **3.4 Density**

As noted above, the natural characteristics of the subject site considerably limit its capability to deliver development. In this regard, the steep northern part of the site, comprising c. 3.62 ha, has been discounted for the purposes of construction and will be designed as a landscaped public park.

In accordance with the Sustainable Residential Development in Urban Areas Guidelines 2009, the public open spaces and significant landscape buffer strips have been excluded from the net area of the site. This includes the riparian corridor around the watercourse extending 10m each side of the channel, comprising a large part of POS1 and POS2. This is set out in Table 2.2 below. This equates to a developable site area of c. 7.7 ha.

**Table 3.3 – Site Area**

		ha
<b>Gross Site Area</b>	<b>13.032</b>	ha
<b>Public Park Area</b>	<b>3.623</b>	ha
<b>Preliminary Net Site</b>	<b>9.409</b>	ha
<b>POS 01 &amp; POS 02 Land parcels</b>	<b>1.713</b>	ha
<b>Final Net Site Area</b>	<b>7.696</b>	ha

Source: Darmody Architecture

This equates to a net site area of c. 7.7 hectares at the subject site and a proposed net density of c. 35.34 units per hectare.

The subject site is considered to constitute an ‘Outer Suburban / Greenfield Site’ in the context of the Sustainable Residential Development in Urban Areas Guidelines 2009, which recommend densities of 35-50 units per hectare at these locations, with a variety of house types provided.

The Development for Housing, Planning & Local Government issued a Circular in April 2021 (NRUP 02/2021) in relation to the interpretation of ‘Residential Densities in Towns and Villages, as set out in Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009’. The Circular states that within large town (population in excess of 5,000) locations ‘*net densities of 30-35 dwellings per hectare may be regarded as acceptable*’ and ‘*although generally discouraged*’ does not preclude net densities of less than 30 dwellings per hectare at ‘outer suburban/greenfield’ location. The proposed density is therefore considered applicable to the subject site at Bridgegate. The proposed development has been designed to align with the principles set out in the extant SRD Guidelines which have been considered appropriate by the Planning Authority as stated in their pre-application consultation Opinion.

### **3.5 Access & Permeability**

The proposed development has been designed to provide a permeable and integrate extension of Ardee. The primary access to the site will be taken from the Bridgegate residential development (from Bridgegate Avenue) which is currently under construction by the applicant to the northwest. Access to Bridgegate is from the N2 Drogheda Road located to the west.

Bus stops located on the N2 (Drogheda Road) are served by 4 no. bus routes, operated by Bus Éireann and by McConnors Buses, which connect Ardee to Dublin, Drogheda, Dundalk, Carrickmacross, and Monaghan town. These include the no. 167 local service connecting to Ardee Lidl from the town centre, the no. 182 linking Monaghan bus station with Drogheda bus station and the service no. 182A providing a connection between Ardee and Drogheda. The nearest bus stop is located approximately 600 metres walking distance from the northwest site boundary. Refer to CS Consulting Traffic & Transport Assessment for further details on bus services and frequencies.

Following pre-application consultation with the Planning Authority and An Bord Pleanála, a bus stop has been included within the proposal located on Bridgegate Avenue opposite the community hub. This will facilitate a local bus service to access the development and will ensure all proposed dwellings are located within 275 metres of a bus stop, enhancing accessibility and providing an alternative to the private car.

The site layout at the southern part of the site has been designed to facilitate future access via Cherrybrook. It is understood that an application to take in charge Cherrybrook is currently being considered by Louth County Council. The internal road layout makes provision for potential future links to lands to east and south, with Bridgegate Avenue extending to the eastern perimeter in order to comply with the policy objective of the Louth CDP 2021-2027.

The proposed site layout provides 2 no. points of access to the subject site from Bridgegate Avenue in the northwest, which extends from the initial phases of the residential development. Bridgegate Way branches south from this location, with Bridgegate Avenue continuing to the eastern boundary of the site providing access to the crèche, community building, public park and the 4 no. duplex blocks located to the north of the street. Permeability through the public park is also provided in the northern part of the site with a footpath extending to the northern perimeter adjacent to Hale Street with 2 no. additional pedestrian connections to the permitted public park to the west at Bridgegate Drive and Bridgegate Green. This ensures the proposed development is fully integrated with the permitted development to the west as well as providing for potential future access adjoining lands.

An additional entry point to the southern part of the development is orientated south from the community facilities and gateway to the public park, bridging the watercourse and providing a primary spinal landscaped corridor route through the site. This will facilitate use by residents in the southern part of the site accessing the northern part of the development and is subject to a combination of shared surfaces, landscaping and tree planting, creating a safe and attractive corridor which is pedestrian and cyclist friendly.

A series of 'neighbourhood streets' are located throughout the southern part of the site which include a mix of hard and soft landscaping, shared surfaces and street furniture. Neighbourhood streets are strategically located to provide passive surveillance to areas of open space and promote a sense of place and safety. This ensures that the development prioritises sustainable modes of travel for pedestrians and cyclists in accordance with the principles of the Design Manual for Urban Roads and Streets. This is detailed further within the accompanying Architectural Design Statement prepared by Darmody Architecture and DMURS Statement prepared by CS Consulting.

The proposed layout provides connections through the site and provides for future links to lands to the east and south.

This is achieved by the following:

- Extending Bridgegate Avenue to the eastern perimeter of the site
- Identification of indicative road reserve for the implementation of a link road through the northern part of the site extending from Bridgegate Drive, if required
- Providing a road connection up to the western perimeter of the site to provide for a potential future access to the site via Cherrybrook, subject to landowner agreement
- Providing a road connection to the site perimeter at the southwest corner of the site where this meets an existing agricultural access route at this location to provide for potential future access
- Including road connection up to the eastern boundary of the site to the south of public open space area 1

- Implementing a road connection up to the southern perimeter of the site to provide for future access to the adjoining lands
- 2 no. pedestrian links to the permitted area of public park to the west
- 1 no. pedestrian path extending to the northern boundary adjacent to De La Salle Crescent / Hale Street

In this respect, the proposals have been designed to integrate fully with the nature of the surrounding lands and provide for future connections to these lands in accordance with the objectives of the Louth County Development Plan

Cycle lanes are provided south of Bridgewater Avenue (extending to the eastern boundary) to promote access to the community building and public park, with cycle parking provided adjacent to these features to cater for visitors from the wider area.

The network of streets is served by pedestrian footpaths and make provision for cyclists through a series of neighbourhood streets and shared surface areas, promoting sustainable modes of travel, including a dedicated cycle lane on Bridgewater Avenue. Street hierarchy has been informed by the principles of DMURS.

This will ensure easy access to the areas of public open space throughout the site and the community facilities located in the northern part of the development. It will also connect seamlessly with the initial phases of Bridgewater to the northwest and beyond to the N2 and Ardee town centre via enhanced pedestrian and cycle links.

The roads and streets hierarchy of proposed development is proposed to be taken in charge by the local authority, with the extent of this demonstrated in the accompanying Darmody Architecture drawing PA-007.

### 3.6 Open Space

A total of c. 5.37 ha of public and communal open space is provided throughout the development in the form of:

- Mulladrillen Hill Public Park (3.62 ha)  
A dedicated public park to the north of the site, providing amenity to both the site and the surrounding area. The Park will include pitches, a dog park, a meadow and natural play areas, served by a series of compressed gravel pedestrian and cycle access routes and informal paths. This will integrate with and provide an extension to the permitted public park adjacent to the west via 2 no. proposed links at Bridgewater Drive to the northwest and Bridgewater Green to the southwest of the proposed public park. Phases 1-3 of Bridgewater are currently under construction and will deliver a significant planning gain to the development and the wider settlement. An additional footpath will be provided to meet the northern boundary at De La Salle Crescent / Hale Street to the northeast, enhancing access to town centre and enabling local residents to access the public park from this location.
- Public Open Space Area 1 (1.05 ha)  
This area is located to the east of the southern spine road which branches from the community facilities and gateway entrance to the Public Park. The area is focused on the realigned watercourse and provides a series of formal and informal pedestrian routes, an amphitheatre, kickabout space, fitness space and extensive landscaping and mix of planting. Cycle lanes are provided in the northern area of the open space to the south of Bridgewater Avenue with cycle parking placed at strategic locations throughout. The riparian corridor has been designed to enhance

biodiversity at this location and provide a high-quality element of amenity value to the scheme.

- **Public Open Space Area 2 (0.43 ha)**  
This area is located to the west of the southern spine road. The area is focused on the realigned watercourse and includes a mix of planting. It provides pedestrian routes along its southern perimeter as well as through the area. Additional landscaping is provided in the northern part of POS2 south of the bus stop, with a seating area and cycle lane located south of Bridgesgate Avenue.
- **Public Open Space Area 3 (0.29 ha)**  
This is a centrally located area of public open space which acts as the focal point of the southern part of the site. It combines a mix of hard and soft landscaping and includes a nature based play area, seating areas and defined pedestrian routes.

Excluding the area of public park (3.62 ha) in the northern part of the site, the three areas of public open space combine to provide c. 1.8 ha or 18.6% of the total site area. Taken in combination with the public park, c. 5.4 ha of public open space is provided within the red line site boundary, equating to c. 41% of the site.

These will provide a substantial level of high-quality amenity to future occupants in addition to private garden which is provided at each dwelling of a minimum of 60 sqm and 80 sqm for 3-bed units and above. Private amenity is provided in the form of gardens and external terraces at upper floor duplex units, with all dwellings meeting or exceeding relevant minimum standards. It will also provide the wider settlement of Ardee with additional landscaped open space which provides for sports, fitness activities and performances, adding value to the quality of living in the area as well as additional views and vistas from Mulladrillen Hill which will be transformed to a valuable amenity asset for the wider community.

### 3.7 Overall Open Space

Taken in combination with the permitted development at Phases 1-3 at Bridgesgate, the overall development, subject to the grant of the subject application, provide a total of c. 7.2 ha of public park at Mulladrillen Hill in excess of the 4.9 ha (12 acres) park area required by Spot Objective 4 of the Louth CDP 2021-2027 in this location.

This is in addition to:

- Combined c. 1.2 ha of public open space at Phases 1-3
- Combined c. 1.8ha of public open space at the proposed development

This provides c. 3 ha of open space for the overall development of 396 dwellings, providing in excess of 12% of the net site as public open space (excluding the public park amenity at Mulladrillen Hill).

A calculation has been undertaken to ascertain the reduction in public park at Mulladrillen Hill in the situation that the indicative road reserve in the northern part of the site was implemented to provide a link to the lands adjoining to the east. The area of this road extends to c. 0.225 ha and would reduce the public park area in the northern part of the application site to c. 3.4 ha. Taken in combination with the permitted public park at initial phases of Bridgesgate, a total of c. 6.947 ha of public park would be provided (excluding the indicative road reserve), This would also exceed the the 4.9 ha (12 acres) park area required by Spot Objective 4 of the Louth CDP 2021-2027 in this location.

### 3.8 Phasing of Development

The applicant proposes to deliver the development in 6 no. phases. This is illustrated in the accompanying Phasing Plan prepared by Darmody Architecture.

Phase 1 will consist of the part of the crèche and community building, associated parking and infrastructure in the northern part of the site on Bridgegate Avenue, as well as the central spine branching to the south which provides a connection to the southern part of the site via the watercourse crossing. Dwellings extending across the southern boundary of the open space is included. This will include 40 no. dwellings, parking, landscaping, open space at POS1 and POS2, including pedestrian watercourse crossing, part of the crèche and community building and associated infrastructure. A total of 4 no. Part V units will be delivered in this phase.

Phase 2 will comprise public open space POS3, including 45 no. dwellings, parking, landscaping, access and associated infrastructure at the central part of the site. A total of 6 no. Part V units will be delivered in this phase.

Phase 3 will comprise the balance of the crèche (with cumulative demand arising in later phases to ensure the viability of the creche when operational), Bridgegate Avenue extending east and the Public Park and communal open space to the north of the duplex blocks, including 48 no. dwellings, parking, landscaping, access, part crèche and public park and associated infrastructure. A total of 4 no. Part V units will be delivered in this phase.

Phase 4 will comprise the eastern part of the proposed development including 49 no. dwellings, parking, landscaping, access and associated infrastructure. A total of 10 no. Part V units will be delivered in this phase.

Phase 5 will comprise 46 no. dwellings, parking, landscaping, access and associated infrastructure at the southern perimeter of the site. A total of 2 no. Part V units will be delivered in this phase.

Phase 6 will comprise the balance of 44 no. units at Bridgegate Way at the western part of the site, including parking, landscaping, access and associated infrastructure. A total of 2 no. Part V units will be delivered in this phase.

The 28 no. Part V units are distributed throughout the site and will be built out in accordance with each phase. Public open space and the community facilities will be constructed in development Phase 1, 2 and 3.

### 3.9 Car Parking and Cycle Parking Provision

**Table 3.4 – Parking**

	<b>Car Parking</b>	<b>Cycle Parking</b>
Houses	362	Rear Gardens (412)
Duplexes	84	204
Crèche	17	20
Community Building	6	12
Visitor	11	60
<b>Overall</b>	<b>480</b>	<b>296 (708)</b>

A total of 446 no. car parking spaces are provided for the residential element of the development equating to 1.64 spaces per unit. As noted in the accompanying Traffic

& Transport Assessment prepared by CS Consulting, parking has been allocated to dwellings based on the dwelling type and number of bedrooms. 2-bed houses have been allocated 1no. space while 3-bed and 4-bed houses have been allocated 2no. spaces. Parking for 1-bed duplex units has been provided at a rate of 1 no. space per unit while parking for 2-bed and 3-bed duplex units has been provided at a rate of 1.2 no. and 1.5 no. spaces per unit respectively.

The Louth County Development Plan 2021-2027 standards require a total of 566 car parking spaces. Therefore, the proposed development may be considered a material contravention of the CDP. This is detailed further within the accompanying Statement of Material Contravention.

This is considered justifiable in the context of 2016 CSO census data which indicate that the average rate of car ownership in established residential areas surrounding the subject site varies between 1 and 1.5 and having regard to the number of 1 and 2 bed units at the site proposed which will typically be occupied by single persons or couples relying on a single vehicle.

Furthermore, the site provides good access to sustainable forms of transport in the form of walking and cycling links to local bus stops on the N2 Drogheda Road (c. 600 metres) and Ardee town centre approximately 1 km north. The development includes a bus stop on Bridgegate Avenue. This will facilitate a local bus service to access the development and will ensure all dwellings are located within 275 metres of a bus stop, enhancing accessibility and providing an alternative to the private car.

A total of 17 spaces are provided for the c. 484.1 sqm crèche which has capacity for 100 children. An additional 6 spaces are provided for the 165 sqm community centre, with 11 visitor spaces also provided. A total of 152 accessible spaces are included within the overall provision at the development.

Short and long stay bicycle parking is provided at the community building and crèche in the form of Sheffield stands, comprising 32 spaces. The 66 no. duplex units are served by 204 no. spaces (88 no. within bike stores) with 60 visitor spaces (Sheffield stands) adjacent to the duplex units and the open spaces throughout the site, with rear gardens and internal storage provided at Duplex D7 and D8 units types. An additional 60 visitor bicycle parking spaces are provided throughout the site for public use and those accessing the public open space and park. This provides a total of 296 no. spaces proposed, significantly in excess of the development plan standard and increased significantly to the 178 spaces proposed at pre-application stage.

Please see the accompanying TTA prepared by CS Consulting Engineers for full assessment of the development in the context of the local road network which concludes that *'the proposed development shall not generate excessive vehicular traffic flows'*.

### **3.10 Landscaping Strategy & Arboriculture**

The landscape strategy aims to integrate the proposed development with the existing landscape and create a network of attractive and useable open spaces while contributing to the local biodiversity with all current boundary planting retained within the proposed development. This has been prepared by Stephen Diamond Associates.

As noted above, the proposed development is characterised by extensive public open space and green areas, influenced by the natural characteristics of the lands. The public park located in the northern part of the site combines a mix of formal and informal pedestrian routes which are compliant with Part M of the Building Regulations and



combine a range of uses alongside extensive scrubland and native woodland planting, nature-based play area, natural meadows and an enclosed dog walking area.

The area includes an indicative road reserve for a link road to the east whilst retaining and incorporating retained boundary hedgerow and planting to the north and east, consolidating this with supplementary planting to strengthen the site edges.

The accompanying Arboricultural Report and Tree Survey prepared by Charles McCorkell illustrates that the majority of existing treelines and hedgerows within the site shall be retained in the proposals. The minor number of trees lost for development are U-category and of low quality. The proposal includes sufficient space for significant new high-quality planting to be carried out and the strategy will significantly increase the number of trees on site. This will have a long term and positive environmental impact on the local landscape. The Report concludes that the trees and landscape strategy on the site is sustainable, with a substantial net increase of 446 trees on site, with a riparian corridor provided adjacent to the Rathgory Tributary. This is considered a superior alternative to the culverted watercourse conditioned under permission Reg. Ref.: 19353 and will enhance levels of biodiversity at the site.

Areas of woodland planting are also located along the north-eastern part of the site, providing a landscape buffer with the adjacent residential development at De La Salle Crescent. A pedestrian footpath is extended to the northern perimeter, enhancing links and permeability with the adjoining residential area. The existing hedgerow at the site's western boundary at Cherrybrook will be consolidated by native hedgerow planting providing a strong landscaped buffer at this location, enhancing privacy and residential amenity for existing and future occupants.

Public open space areas POS1 and POS2 have been designed with the realigned watercourse as a focal point. This linear park ensures the watercourse becomes a feature element of the landscaping scheme on the site and includes a landscape buffer strip of 10 metres on each side of the stream. This riparian corridor includes planting and the creation of habitats to enhance biodiversity on the site with hard standing development within this zone. The realigned watercourse will include a 5m level access to the southern bank of the Rathgory Tributary deemed as acceptable by the OPW during pre-application consultation.

The linear park includes a pedestrian crossing in POS1 and enhances connectivity throughout the area via a series of universally accessible pedestrian routes which enhance access from adjacent dwellings and promote the use of the area.

The linear park provides a range of facilities which are designed to attract activity and use by residents of Bridgegate as well as the wider area of Ardee. These include an amphitheatre and seating areas, fitness space with in-situ equipment, a fitness class area and kickabout area, complemented by a range of scrubland, nature meadow and woodland planting in the eastern part of the area. Street furniture and areas of seating are distributed throughout the space, which is bisected by a tree lined avenue extending south from the crèche and community building. This provided 1 of 3 no. crossings of the Rathgory Tributary, 2 no. of which are vehicular and cycle routes, the third a pedestrian bridge in the centre of POS1.

Raised pedestrian crossings and traffic calming measures are provided on Bridgegate Avenue, enhancing safe movement for all users. A bus stop is located to the south side of Bridgegate Avenue with seating adjacent. Cycle lanes are routed south of Bridgegate Avenue and extend through POS1 to the eastern boundary. The linear park is connected to the central area of public open space to the south via a central landscaped spine route. The central square provides a focal point for the southern part

of the site and includes a series of hard and soft landscaping elements, planting, boulders, seating areas and play equipment. It is designed to encourage pedestrian and cycle routes along its eastern perimeter via the shared surface neighbourhood street at this location.

It is considered that the landscaping strategy places a strong emphasis of the natural elements of the site and will enhance the setting of the watercourse as well as creating biodiversity through a range of woodland and shrub planting. The landscaping strategy creates unique character zones within the wider scheme which assists legibility and provides wayfinding and a sense of place to the benefit of future residents. We refer the Board to the enclosed Landscape Design Rationale and drawings, prepared by Stephen Diamond Associates for further details.

### **3.11 Landscape & Visual Impact**

The proposed development is comprised of predominately 2 no. storey residential dwellings with 66 no. duplex 3-storey units provided. The development is located adjacent to existing low rise residential development at Cherrybrook to the west and De La Salle Crescent to the north. The development under construction by the applicant at Bridgegate to the northwest comprises 2 no. storey residential dwellings. In this respect, the proposals are considered to be suitable in the context of the surrounding existing and permitted residential development and will provide continuity in this respect. A Landscape & Visual Impact Assessment has been undertaken by Stephen Diamond Associates and is included in this application at Chapter 9 of the EIAR.

It is also noted that the site is characterised by steep landform to the north, with no development proposed above the 41m AOD contour. The site falls to the watercourse before rising moving towards the southern boundary. The dwellings adjacent to the western perimeter have finished floor levels similar to the existing dwellings at Cherrybrook to the west and are acceptable in this regard.

The development is considered to appear subservient to the natural landform in the northern part of the site, which will be enhanced through high quality landscaping, improving the visual appearance of the area. This is complemented by a linear park and riparian corridor alongside the watercourse, further enhancing the aesthetical quality of the site. A range of hard and soft landscaping, series of tree lined avenues, shared surfaces and mix of 14 no. dwelling types contributes to a high quality and varied visual appearance.

Chapter 9 of the accompanying Environmental Impact Assessment Report details Landscape and Visual Impact Assessment of the proposal.

### **3.12 Design & Finishes**

The proposed residential development comprises 14 no. different house types including semi-detached, terrace and duplex units ranging from 2 to 3 storey in height. The dwellings are designed and finished to a high-quality standard, consisting of selected brick, reconstituted stone feature bands, metal canopies and selected cladding, blue/black concrete roof tiles, selected fascia, gutter and downpipes with selected UPVC windows and doors, with metal canopies above ground floor apartment entrances. Select render is proposed on duplex units, with extensive glazing characterising dwelling design throughout, accompanied by selected infill panels, contributing to an attractive and modern visual appearance. Areas for solar panels are indicated at roof level of each dwelling.

The proposed crèche and community building are also finished to a high standard. Both buildings comprise a modern design consisting of extensive glazing (and opaque glazing) in combination with metal roof, complemented by aluminium window frames and pre-coloured white render finish.

Refer to the Architectural Design Statement prepared by Darmody Architecture for further details on materials and finishes.

### 3.13 Drainage & Flood Risk

The proposed drainage strategy has been prepared by CS Consulting and is considered in detail in the accompanying Engineering Services Report. The proposed development will make optimal use of the in-situ drainage infrastructure permitted under Reg. Ref.: 10174 and as amended under Reg. Ref.: 19336 and 19353.

The drainage strategy has been designed in accordance with the Greater Dublin Strategic Drainage System Guidelines and the applicant has consulted Louth County Council Infrastructure Services and the OPW in preparation of this application. Irish Water has issued a Confirmation of Feasibility letter in respect of the development's connections to the existing network which can be facilitated through the applicant's connection application process following any grant of planning permission. A Letter of Design Acceptance is also enclosed.

The applicant has worked collaboratively with the drainage and infrastructure section of Louth County Council throughout the pre-application stage of the proposed development. This involved input from CS Consulting Engineers and JBA Consulting, engineering and flood risk consultants on the project.

The accompanying CS Consulting Engineering Services Report notes that *'the drainage strategy at the subject site contributes to an improved situation at the [Rathgory Tributary] watercourse in terms of reduction to peak flow in reaching the channel'*.

Please refer to the accompanying Engineering Services Report prepared by CS Consulting Engineers and the Site-Specific Flood Risk Assessment prepared by JBA Consulting for details.

#### 3.13.1 Foul Drainage

Please refer to the accompanying CS Consulting Engineering Services Report for details. As set out in the engineer's report, the proposed development will make optimal use of the in-situ drainage infrastructure permitted under Reg. Ref.: 10174 and as amended under Reg. Ref.: 19336 and 19353. The current site is not currently developed and as such no sewers are located on the subject lands. All effluent generated in Ardee is conveyed to the Regional Wastewater Treatment Plant (EPA Licence Number D0117/01). The Regional Treatment Plant has recently been upgraded and has expanded capacity from 5000 PE (population equivalent) to 10,000 PE.

CS Consulting detail that the proposed development will require a new separate foul drainage network to collect and convey the effluent generated by the proposed development. It is proposed to connect to the stormwater sewer permitted under Reg. Ref.: 10174 (as amended by Reg. Ref.: 19336) adjoining to the west which is currently under construction. This permitted development's foul drainage network has been designed to cater for the flows from the subject site, in addition to its own.

Irish Water have confirmed acceptance of the proposed drainage strategy via a Letter of Design Acceptance having previously issued Confirmation of Feasibility that the development can connect to Irish Water infrastructure. The applicant acknowledges the commentary of Irish Water set out within the Confirmation of Feasibility on the upgrades required to the wastewater network to cater for the additional proposed load. It is understood that the upgrades do not require third party permission and it will be under the remit and control of Irish Water to implement the upgrade works through the applicant's connection application process following any grant of planning permission.

The drainage strategy has been designed in accordance with the Greater Dublin Strategic Drainage System Guidelines and has been subject to consultation Louth County Council Infrastructure Services. An Irish Water Statement of Design Acceptance accompanies the CS Consulting Engineering Services Report, please refer to this report for further details.

### **3.13.2 Surface Water Drainage and SUDS**

Please refer to the accompanying CS Consulting Engineering Services Report for details. As noted within the report, surface water and runoff will be attenuated to 4 no. Stormtech storage units located beneath the areas of public open space and subject to treatment before being discharged at greenfield rates by a hydrobrake control to the realigned Rathgory Tributary.

As set out in the CS Consulting Engineering Services Report, the objective of SUDS to provide an effective system to mitigate the adverse effects of storm water runoff on the environments, through enhanced quality systems and on local infrastructure to aid in preventing downstream flooding. The features proposed shall reduce run-off volumes, pollution concentrations and enhance groundwater recharge and biodiversity. The proposed SUDS features within the subject development shall consist of:

- Low water usage sanitary appliances;
- Water butts to retain rainwater for re-use for landscaping and maintenance purposes; and
- Permeable paving for car-parking bays

### **3.13.3 Water Supply**

Please refer to the accompanying CS Consulting Engineering Services Report for details. The proposed watermain network system has been designed in accordance with the specifications and requirements of Irish Water. The subject development's potable water supply network has been designed to be connected into that of the adjacent permitted development (Reg. Ref.: 10174 and 19/336) to the west, which is currently under construction.

As per the Irish Water Confirmation of Feasibility letter, a connection to the existing water network can be facilitated, with the exact connection location and requirements to be agreed at connection application stage.

The water main layout and details are in accordance with the 'Irish Water Code of Practice for Water Infrastructure' and the 'Irish Water Code of Practice for Wastewater Infrastructure'.

### 3.13.4 Site Specific Flood Risk Assessment & Rathgory Tributary Realignment

A Site-Specific Flood Risk Assessment has been prepared by JBA Consulting and accompanies this submission. The majority of the application site is located within Flood Zone C (including all dwellings). The eastern part of the site is located within Flood Zone A in the context of the latest OPW mapping tool found at [www.floodinfo.ie](http://www.floodinfo.ie). This area is proposed as a wildflower meadow in the landscaping scheme. No hard standing development is proposed within this area.

The Rathgory Tributary flows through the site in a westerly direction. There are no records of previous flooding on the application site as set out in the JBA SSFRA. The SSFRA notes that:

*'Risk to the site is managed in accordance with the Louth County Development Plan guidance. Floor levels are set to the 1% AEP climate change water level, plus a freeboard allowance of at least 1.25m. Further, the finished floor level provide a minimum of 150mm above surrounding ground levels to provide protection against pluvial flooding. All residential buildings have also been located in Flood Zone C, further minimising the risk of inundation. The part of the site within Flood Zone A/B is kept as a meadow/open space and the riparian corridor is also provided. Overall there is a small decrease in the peak flood flows downstream of the site and there are no negative impacts elsewhere.'*

The proposed development includes the realignment of the Rathgory Tributary to regularise the internal access and layout of the proposed development and provide a riparian corridor within a linear park which will contribute positively to the environment of the development and enhance biodiversity.

As set out in the SSFRA the stream's hydraulic conveyance will be maintained and OPW hydraulic requirements (under Section 9 of the Arterial Drainage Act) applied for after any grant of planning permission. Section 50 applications will also be made in due course for the culverts to be placed within the watercourse. JBA have undertaken hydraulic modelling of the realigned stream based on OPW mapping.

The SSFRA notes that *'the work undertaken in the SSFRA and by the CS Consulting stormwater design has demonstrated that there is no additional surface water runoff from the development, the peak flow downstream is reduced and that the design appropriately manages flood risk from all sources'*.

The report concludes:

*'As a result of the mitigation details discussed above, it is concluded that the development proposal is in compliance with the core principles of the Planning System and Flood Risk Management Guidelines and has been subject to a commensurate assessment of risk.'*

### 3.14 Construction & Waste Management

A Construction Waste Management Plan and an Operational Waste Management Plan has been prepared by AWN to accompany this submission appended to Chapter 11 of the EIAR. As set out within the Construction WMP, the recycling of waste will be maximised during the construction phase, and waste reduction initiatives will be employed.

In the operational phase of the development, a three-bin system will be employed in the proposed residential units. Bins stores will be provided at an easily accessible

location between Blocks A & B and Blocks C & D of the duplex units on Bridgewater Avenue and will encourage the recycling of domestic waste. Bins will also be provided in each individual unit.

A Construction Management Plan prepared by CS Consulting and a Construction & Environmental Management Plan prepared by Altamar also accompany this application, providing details of the proposed approach to the construction phase of the development having regard to the careful management of the site and its natural features. This is detailed further within the relevant documents and the relevant chapters of the EIAR: Chapter 3: Population & Human Health; Chapter 4 – Biodiversity; Chapter 11- Waste Management.

### **3.15 Summary**

The development will provide Ardee with an additional 272 residential units, contributing to the range and choice of dwellings in the settlement. The development, forming an extension of the Bridgewater residential area will make optimal use of the serviced nature of the site and the infrastructure permitted and in-situ to the northwest of its perimeter. This will provide a sustainable development which constitutes a logical extension to the settlement on appropriately zoned lands.

The proposed units will benefit from excellent connectivity to surrounding areas via pedestrian and cycle links, as well as a new bus stop within the site, and proximity to significant high-quality public open space, park and landscaping. The proposed community building and crèche facility proposed as part of this development will also provide amenities for the Bridgewater development and the wider area of Ardee, comprising substantial planning gain.

## **4.0 NATIONAL AND REGIONAL PLANNING POLICY**

The key provisions of national (including relevant Section 28 guidelines) and regional planning policy as it relates to the proposed development is set out in the following sections. The key policy and guidance documents of relevance to the proposed development are as follows:

- National Planning Framework (2018) and Implementation Roadmap;
- Housing for All – A New Housing Plan for Ireland (2021);
- Rebuilding Ireland – Action Plan for Housing and Homelessness (2016);
- Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly Area 2019;
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
  - Related Circular NRUP 02/2021 'Residential Densities in Towns and Villages'
- Design Standards for New Apartments: Guidelines for Planning Authorities (2020);
- Urban Development and Building Height Guidelines (2018);
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;
- Design Manual for Urban Roads and Streets (2013);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- The Planning System and Flood Risk Management (2009);
- Draft Water Services Guidelines for Planning Authorities (2018).

## 4.1 National Planning Framework

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.

As a strategic development framework, *'Project Ireland 2040'* sets the long-term context for our country's physical development and associated progress in economic, social and environmental terms and in an island, European and global context.

The NPF seeks to influence the location of new housing development and future population growth, and targets the location of 50% of new housing development within and close to the existing 'footprint' of built up areas over the lifetime of the framework.

The NPF plans for growth of 490,000 to 500,000 people in the Eastern and Midlands region.

### 4.1.1 National Strategic Outcomes

The NPF states that carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. Section 2.6 of the NPF seeks to provide compact and sustainable growth.

Chapter 4 of the National Planning Framework seeks to make urban places stronger *'to enhance people's experience of living and working in and visiting urban places in Ireland.'*

The following is outlined:

National Policy Objective 3a of the NPF states that it is a national policy objective to *'deliver at least 40% of all new homes nationally within the built up envelope of existing urban settlements.'*

National Policy Objective 4 states *'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 11 states: *'In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.'*

National Policy Objective 27 seeks to *'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 33 seeks to *'Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.'*

National Policy Objective 34 seeks to *'Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.'*

National Policy Objective 35 seeks to *'Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.'*

#### **4.1.2 Evaluation of Consistency**

The proposed development accords with the National Planning Framework (2018) (NPF), in particular with its principles of compact growth and the reinforcement of the country's existing urban structure at all levels. Where housing policy is concerned, the proposed development accords with the NPF's core principles for housing delivery – in particular that the location of new housing be prioritised in existing settlements.

In accordance with the NPF's strategy of compact growth, it is proposed to develop new homes within Ardee's existing development envelope which provides a sustainable extension to the settlement in an area which has strong physical and social infrastructure and potential for significant growth.

The proposed development will provide for the phased delivery of housing, community facilities and a public park, as well as significant public open space and roads infrastructure facilitating future connections to adjacent lands.

In accordance with National Policy Objective 33, new homes will be provided at a sustainable location, with access to existing services and facilities, located in close proximity to the north of the site. In accordance with National Policy Objective 35, the proposal will increase residential density within the existing settlement of Ardee by providing a development slightly in excess of 35 units per hectare consistent with extant Guidelines on Sustainable Residential Development in Urban Areas 2009.

#### **4.2 Implementation Roadmap for the NPF**

The Implementation Roadmap for the NPF sets out in detail the transitional arrangements for the implementation of the NPF at regional and local level. The Roadmap document sets out 'Transitional Population Projections', and notes that City and County Development Plans will undergo a process of review of review and updating by 2020 / 2021.

The transitional population projections plot a growth trajectory set approximately mid-way between what is currently being planned for in statutory Development Plans if projected forward to 2031, and the more likely evidence based and nationally coherent projected scenario to 2031 and 2040. These 'adjusted' transitional figures will apply to 2026 and will also inform the period to 2031.

The Roadmap document states that in all individual counties where population growth is projected to be at or above the NPF national average baseline, provision shall be made to enable planning for aggregate growth within that county up to that figure for each Census year and related intercensal period i.e. to 2026 and, subject to review, 2031.

The Roadmap further notes that the published NPF population projections account for a 25% 'headroom' allowance for additional population growth in every County pro-rata, for each Census year and related intercensal period. For the purposes of the transitional population projections for the roadmap, a further 25%, over and above the population projected to 2026 in the NPF has been added.



Cumulatively, this means provision for 50% more growth than is required to 2026 has effectively been accounted for at a national level. It also means that there is limited further requirement for 'headroom' for population growth to be incorporated into statutory Development Plans in most cases.

However, the roadmap acknowledges that provision for headroom, not exceeding 25%, can be considered to 2026 in those counties where projected population growth is projected to be at or above the national average baseline (i.e. Cork (City and County), Dublin (all four local authorities), Galway (City and County), Kildare, Limerick, Louth, Meath, Sligo, Waterford, Westmeath, and Wicklow).

The transitional population projections for Co. Louth set out within the Roadmap document are as follows:

- 2016 (census population figure) – 129,000
- 2026 – 139,000 – 144,500
- 2031 – 144,000 – 151,500

The Implementation Roadmap thereby acknowledges the need for a transitional period to implement the objectives of the National Planning Framework.

#### 4.3 Rebuilding Ireland – Action Plan for Housing and Homelessness

Rebuilding Ireland was launched in 2016 with the objective to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021, while at the same time making the best use of the existing stock and laying the foundation for a more vibrant and responsive private rented sector.

Rebuilding Ireland is set around 5 no. pillars of proposed actions summarised as follows:

- ***Pillar 1 – Address Homelessness: Provide early solutions to address the unacceptable level of families in emergency accommodation; deliver inter-agency supports for people who are currently homeless, with a particular emphasis on minimising the incidence of rough sleeping, and enhance State supports to keep people in their own homes.***
- ***Pillar 2 – Accelerate Social Housing: Increase the level and speed of delivery of social housing and other State – supported housing***
- ***Pillar 3 – Build More Homes: Increase the output of private housing to meet demand at affordable prices.***
- ***Pillar 4 – Improve the Rental Sector: Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents.***
- ***Pillar 5 – Utilise Existing Housing: Ensure that existing housing stock is used to the maximum degree possible – focusing on measures to use vacant stock to renew urban and rural areas.***

The proposed development is consistent with Pillars 2 and 3 to accelerate social housing, build more homes. Provision of the 272 no. residential units will substantially add to the residential accommodation availability in the area and cater for the increasing housing demand. The proposed development will contribute to the quantum of new social housing units available to the Council through the Part V agreement which is consistent with Pillar 2.

#### 4.4 Housing for All – A New Housing Plan for Ireland

The Government's 'Housing for All – A New Housing Plan for Ireland' published on 2<sup>nd</sup> September 2021 sets out a series of key pathways to delivering a sustainable housing system in the period to 2030 with the overall aim that *'everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life'*. The Plan sets a target of constructing an average of 33,000 homes per annum until 2030 to meet targets set out for additional households as outlined in the National Planning Framework. Housing is required to satisfy demand for housing across four tenures: affordable, social, private rental and private ownership, and should be *'advanced through the planning process and built within the context of specific development targets for the five cities and major towns'*.

In order to achieve this, Housing for All provides four pathways to achieving four overarching Housing Policy Objectives:

1. Supporting Homeownership and Increasing Affordability
2. Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion;
3. Increasing New Housing Supply; and
4. Addressing Vacancy and Efficient Use of Existing Stock.

The Plan has the largest ever housing budget in the history of the state to support these pathways, with in excess of €20bn in funding from the Exchequer, the Land Development Agency (LDA) and the Housing Finance Agency over the next five years. This will also support the creation of an enabling framework of a more sustainable housing system that will meet the housing needs of a generation.

#### **4.4.1 Evaluation of Consistency**

The proposal will deliver much needed housing within the Eastern & Midlands Region in accordance with the aims of Housing for All and Rebuilding Ireland. The proposed development will contribute to increasing new housing supply and increase affordability within the settlement of Ardee.

The proposals will also include an element of social housing in accordance with Part V of the Planning & Development Act 2000, as amended. The proposed contribution in this regard has been discussed with Louth County Council Housing Department prior to this submission and is illustrated by the accompanying Part V drawing, providing 28 no. units. Draft costings and validation letter from Louth County Council is also submitted alongside this application.

#### **4.5 Regional Economic and Spatial Strategy 2019**

The Regional Economic and Spatial Strategy (RSES) notes that the preferred spatial strategy for the Eastern and Midland is the consolidation of Dublin plus the Regional Growth Centres of Athlone, Dundalk and Drogheda, supported by planned focused growth of a limited number of self-sustaining settlements (third tier towns).

It is noted that the Louth County Development Plan 2021-2027 classifies Ardee as a *'Self-Sustaining Growth Town'* in this regard. These are 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'*.

According to the RSES, Local Authorities, in the preparation of their Core Strategies should have due regard to the settlement typology of towns in the Region and carefully

consider the phasing of development lands to ensure that towns grow at a sustainable level appropriate to their position in the hierarchy.

The Louth County Development Plan 2021-2027 sets out Core Strategy population targets for the growth of Ardee. Core Strategy Table 2.17 of the draft Plan sets a housing allocation of 584 units in the Plan period, with a projected population increase of 1,655 in the same period. The Plan introduces phased residential zoning. The proposed application site is located on Phase 1 Residential lands zoned A2 in the CDP and is therefore suitably located to contribute to the sustainable growth of Ardee.

#### **4.5.1 Evaluation of Consistency**

The proposed sequential development at Bridgewater will consolidate the existing built-up area of Ardee, identified as a 'Self-Sustaining Growth Town' by the Louth County Development Plan 2021-2027. The proposed density of 35.34 units per hectare (net) is considered to be compliant with content of the RSES in respect of self-sustaining growth towns and will implement sustainable development at the location.

#### **4.6 Urban Development and Building Heights (2018)**

The Urban Development and Building Heights contain SPPR 4 which requires:

*'It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:*

*1. the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2009)" or any amending or replacement Guidelines;*

*2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and*

*3. avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.'*

#### **4.6.1 Evaluation of Consistency**

The proposed development provides an appropriate density in compliance with the Sustainable Residential Development in Urban Areas (2009) at c. 35.34 units per hectare (net) for an 'Outer Suburban / Greenfield' site.

The proposal includes for a mix of building heights and includes 2 storey houses and 3 storey duplex units. In addition, the proposal avoids monotype building typologies, and includes a range of 14 no. dwelling types, comprising 17 or 6.3% 1-bedroom units, 74 or 27.2% 2-bedroom units, 170 or 62.5% 3-bedroom units and 11 or 4% 4-bedroom units.

#### **4.7 Sustainable Residential Development in Urban Areas (2009)**

These Guidelines support a plan-led approach to development as provided for in the Planning and Development Act 2000, as amended. Section 2.1 of the Guidelines note that *'the scale, location and nature of major new residential development will be determined by the development plan, including both the settlement strategy and the housing strategy'*.

The subject site is located in Ardee, which is identified as a '*Moderate Sustainable Growth Town*' in the extant Louth County Development Plan 2015-2021 and can be considered as an outer suburban, greenfield site in respect to the guidance set out within the Guidelines for Sustainable Residential Development in Urban Areas, where densities of 35 to 50 units per hectare net and no less than 30 units per hectare net are recommended.

The Sustainable Residential Development in Urban Areas (SRD) Guidelines provide guidance on the core principles of urban design when creating places of high quality and distinct identity.

The Guidelines recommend that planning authorities should promote high quality design in their policy documents and in their development management process. To assist with this, the Guidelines are accompanied by a Design Manual discussed below which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.

The role of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas is to ensure the '*plan led*' delivery of new development throughout the country.

#### Circular NRUP 2/2021

The Department for Housing, Planning & Local Government issued a Circular in April 2021 (NRUP 02/2021) in relation to the interpretation of 'Residential Densities in Towns and Villages, as set out in Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009'. The Circular states that within large town (population in excess of 5,000) locations '*net densities of 30-35 dwellings per hectare may be regarded as acceptable*' and '*although generally discouraged*' does not preclude net densities of less than 30 dwellings per hectare at 'outer suburban/ greenfield' locations. This is applicable to Ardee as a large town with a population greater than 5,000.

### **4.7.1 Evaluation of Consistency**

Sustainable neighbourhoods require a range of community facilities, and each district/neighbourhood will need to be considered within its own wider locality, as some facilities may be available in the wider area while others will need to be provided locally. The proposed development provides for a crèche, a public park and open space.

The proposed development accords with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and is considered an 'Outer Suburban / Greenfield' site. The proposed development will achieve a net residential density of c. 35.34 units per hectare, which is considered to be an appropriate level of density given the location and nature of the subject site, in accordance with the requirements of the Guidelines.

The April 2021 Department Circular considers that while net densities of 35-50 dwellings per hectare within larger towns are encouraged by the Guidelines, net densities of 30-35 dwellings per hectare may be regarded as acceptable at 'outer suburban/ greenfield' locations, with a baseline of 30 dwellings per hectare. The proposed development density is fully aligned with the Guidelines and has been noted by the Planning Authority as acceptable as set out in their pre-application consultation opinion.

The SRD note that a balance has to be struck between the reasonable protection of the amenities and privacy of adjoining dwellings, the protection of established character and the need to provide residential development.

The application site is zoned A2 for 'New Residential' use in the Louth CDP 2021-2027, is located within the settlement boundary of Ardee and provides a suitable location for the sustainable future expansion of the town in accordance with the development plan.

The design approach is based on providing a compact and permeable residential development which is characterised by high-quality open space. This is achieved by providing a network of good quality, landscaped open spaces benefiting from passive surveillance and coupled with a variety of house types, catering to a sustainable mix of household sizes.

The proposed development conforms with the Guidelines in respect of layout, design and density – by making effective use of the site; making a positive contribution to its surroundings; having a sense of identity and place; providing for effective and enhanced connectivity through permeable pedestrian and cycle links and provision for public transport on site and featuring a design which is guided by the principles of passive surveillance.

The proposed development has been designed taking cognisance of the 12 criteria for sustainable residential development contained within the Urban Design Manual (2009), a companion document to the SRD Guidelines, examined below and set out in the Darmody Architecture design statement.

The proposed development incorporates design principles such as shared surfaces / neighbourhood streets to reduce traffic speeds on streets with housing and seeks to prioritise walking and cycling through quality alternative linkages other than roads in accordance with the principles of the Design Manual for Urban Roads and Streets 2012.

The layout is highly accessible for all users, with a permeable layout both internally and externally as new linkages are provided to surrounding land uses. The layout is legible, with a clear distinction in design, character and treatment between primary and local and shared surface streets. The layout is based around a series of residential blocks within a strong grid-iron design.

The Design Manual sets out a series of 12 criteria which it recommends should be used in the assessment of planning applications and appeals. The 12 criteria are discussed in detail below. This submission is accompanied by a Design Statement, prepared by Darmody Architecture, which demonstrates how the proposed development has regard to and has been developed in accordance with best practice in respect to urban design. The Architectural Design Statement should be read in conjunction with this Statement of Consistency and with the plans and particulars accompanying this submission.

#### **4.7.2 Urban Design Manual – A Best Practice Guide (2009)**

##### **Figure 4.1 – Urban Design Manual 12 criteria**



Source: Urban Design Manual DoEHLG 2009

The Urban Design Manual is based around 12 criteria that have been drawn up to encapsulate the range of design considerations for residential development based on “a distillation of current policy and guidance and tried and tested principles of good urban design.” The 12 no. criteria are assessed as follows:

#### 4.7.3 Context: How does the development respond to its surroundings?

The proposed development responds to its surroundings by providing attractive streets and open spaces which integrate appropriately with existing and permitted residential development to the north and west. It will provide new residential development and amenity, sequential to the residential development adjoining. The proposed public park to the northern part of the site will complete the c. 3.72 ha public park permitted as part of the initial phases of Bridgeway to the northwest and will complement the public open spaces at the linear park and also in the southern part of the site. The community building and crèche will cater for and contribute to a high quality of community facilities for the overall development at Bridgeway. The proposed development will fit well with and complete the wider masterplan for the lands, providing logically located, sequential development in accordance with the site’s residential zoning.

#### 4.7.4 Connections: How well is the new neighbourhood / site connected?

The final development layout shall incorporate features that benefit all road users by encouraging low vehicle speeds (such as reduced road corner radii, kerb buildouts, raised and shared surfaces, plantings, etc.), following the principle that roads should serve a community and not dominate it by prioritising pedestrian and cycle movement. The provision of good permeability for pedestrians and cyclists are all key objectives of the proposed site layout.

The proposals include road connections designed to meet the western perimeter of the development at three locations, from the permitted Bridgeway Avenue from which primary access will be taken, with provision for potential future secondary access links

to the southern part of site at Cherrybrook and at the southwest perimeter. It is understood that Cherrybrook, adjoining to the west, is subject to a taking in charge application which is currently being considered with Louth County Council. However, the proposed development is not dependent on these connections for access.

An additional two roads extend to the eastern and southern site boundary, facilitating potential future links to adjacent lands with Bridgegate Avenue extended to the eastern boundary to facilitate a future connector link road with lands to the east. This is in addition to an indicative route for a future connection through the northern part of the public park.

Pedestrian and cyclist access to the proposed development shall initially be facilitated at 2 no. locations at the N2 Drogheda Road, via the access junction and internal road network of the adjacent permitted Bridgegate development to the north-west (currently under construction), with additional pedestrian access provided adjacent to Hale Street, at the northern boundary of the subject site. Pedestrian links at the public park connect to the permitted park to the west, fully integrating with this amenity. Cycle lanes are provided along the full length of Bridgegate Avenue. These provisions successfully integrate the development with adjacent land uses and established neighbourhoods with future links facilitated by the proposed internal roads and pedestrian network. A bus stop is proposed at the south side of Bridgegate Avenue opposite the community hub. This will enhance accessibility and connectivity of the overall Bridgegate development and promote sustainable forms of travel.

#### **4.7.5 Inclusivity: How easily can people use and access the development?**

The proposed development includes houses and duplexes which are suitable for mobility impaired persons, which provides a bedroom at ground floor allowing for ease of access as needs change and access to upper floors become difficult. Landscape design and detailing of roads and footpaths provide for movement throughout the development by mobility impaired persons, in compliance with Building Regulations Part M.

The proposed development will provide a variety of vehicle, pedestrian and cycle routes throughout the site. The internal road network provides for a clear navigable route throughout the development with a series of cycle paths and footpaths to increase the overall level of connectivity and permeability for future residents, with 'neighbourhood streets' characterised by shared surfaces provided in the southern part of the site.

The development will provide for disabled car parking spaces and all communal areas and house types are designed to be accessible to all.

#### **4.7.6 Variety: How does the development promote a good mix of activities?**

The proposed development provides for an excellent mix of activities located within the areas of public open spaces which equate to c. 41% of the total red line site area. The northern part of the site is provided as a c. 3.62 ha public park with informal and formal games areas, a dog park, passive open space and a combination of hard and soft landscaping. Pedestrian and cyclist connections are provided through the public park to lands to the west and north, improving accessibility.

Additional public open space focused upon the realigned Rathgory Tributary provides for community uses in the form of an amphitheatre, equipped external gym area, fitness zone, kickabout area, street furniture and passive activity. A third public open space is located in a central area of the southern part of the site and incorporates a mix of hard

and soft landscaping, nature-based play and seating areas. All landscaped areas incorporate a mix of tree, hedgerow and shrub planting and benefit from the site's southern orientation.

The proposal also includes a community building and crèche facility located centrally and easily accessible from all dwellings. This is located adjacent to a gateway entrance to the public park to the north. It is considered that the proposed development provides the necessary ancillary land uses required for this residential development and will promote a good mix of activities through public open spaces and a combination of passive and active recreation and walking routes.

#### **4.7.7 Efficiency: How does the development make appropriate use of resources, including land?**

The proposed development provides a range of residential units as well as a crèche, community, public park and a series of public open spaces which will serve Bridgewater, as well as the wider settlement of Ardee. This results in a net density of c. 35.34 units per hectare. This density makes efficient use of the residential zoned lands and includes an appropriate quantum of public open space (18.6%), excluding the public park to the north. A total of c. 5.4ha or c. 41% of the overall site is provided as public open space, inclusive of the public park at Mulladrillen Hill, providing an excellent resource for future and existing residents in Ardee.

The linear public open space centred on the realigned watercourse optimises this natural resource and contributes positively to the setting and character of the proposed development. This will enhance biodiversity on site and provides a valuable amenity resource to the development.

The layout and orientation of the scheme has been designed by Darmody Architecture to have regard to aspect and views and ensure both dwellings and areas of open space achieve high quality access to daylight and sunlight throughout the day.

#### **4.7.8 Distinctiveness: How do the proposals create a sense of place?**

The site layout has been devised to provide a legible, permeable layout with a range of dwelling types which create a definitive sense of place in a new residential community. The landscape inputs prepared by Stephen Diamond Associates sets out in detail the landscaping proposed and how this integrates with the design of the new residential district – all of which will form a strong and positive identity for each area, while providing links to the public park and incorporating the watercourse into the development.

As detailed within the Darmody Architecture Design Statement, the development is designed around 4 no. Character Areas defined by the community uses at the site: Community Hub & Hill Park Access, Neighbourhood Streets, Linear Park Edge and Central Pocket Park. The scheme delivers a coherent urban network of streets and public realm spaces that respond to the existing context in terms of height, scale, uses and open space to integrate appropriately and provide continuity to the permitted initial phases of development at Bridgewater. A green riparian corridor along the Rathgory Tributary characterises the area at the community hub and Bridgewater Avenue, with generous provision of open space throughout the site complementing the public park which occupies the northern part of the site.

The proposed layout of the streets and design of the residential buildings will create a high quality and distinctive residential environment, which provides for potential future



connections to the adjoining lands whilst promoting easy access to the N2 Drogheda Road to the west and Ardee town centre to the north via Hale Street.

There is a variety and mix of dwelling types, heights and design, with a mix of duplex buildings and houses, proposed throughout the scheme, thereby providing a distinctive sense of place on site, influenced by extensive provision of public open space. Dual frontage units are located at corner sites to provide an inclusive design which promotes passive surveillance and active frontages. High-quality material finishes are provided throughout the development as detailed further in the accompanying Design Statement prepared by Darmody Architecture.

#### **4.7.9 Layout: How does the proposal create people-friendly streets and spaces?**

The proposed site layout plan provides for a legible, permeable and distinctive layout, with a range of dwelling types. The structure of the site layout is based on the principles of best practice urban design including permeability, connectivity and legibility in order to prioritise pedestrian and cycle movement through shared surfaces at neighbourhood street areas promoting safety throughout.

Reduced vehicle speed is a fundamental principle behind the layout. In general, all roads are designed for maximum vehicle speeds of 30 km/h or 20 mph. Traffic calming features have also been designed into the development at Bridgegate Avenue and the central landscaped spinal route through the site, which includes tabled crossing points and shared spaces, provides varied surfaces to discourage high speeds, in accordance with best practice (DMURS).

The proposed layout of the development provides for a straightforward, easily accessible and easily navigable network of places for pedestrians and cyclists and vehicles. The hierarchy of streets and routes are clearly defined with the main artery route through the development with a number of other circulation roads and footpaths branching off this main access. All streets are designed with tree planting and landscaped elements to create a pleasant environment and encourage users to travel by bicycle or on foot.

#### **4.7.10 Public Realm: How safe, secure and enjoyable are the public areas?**

The layout and design of the proposed development has been influenced by the level of security and overlooking that can be considered so as to provide a high level of passive surveillance on both the area of open space and public access areas. The design of the dwellings provides for a direct frontage onto all public areas ensuring the provision of a safe, secure and enjoyable residential development.

The proposed development will also provide for a connected series of public open spaces c. 1.8 hectares or 18.6% of the developable residential site area. The proposed development therefore exceeds the 15% open space requirements as set out in the County Development Plan. This calculation excludes the 3.62 ha of public park in the north of the site.

The location, layout and usability of the proposed public open spaces are of a high quality and will contribute positively to the residential amenity of future residents, with a public lighting scheme forming part of this application. The open space provision for the entire scheme was carefully considered by the design team, and it is submitted the detailing and high-quality finish as illustrated on the Landscape Masterplan prepared by Stephen Diamond Associates, and the Landscape Design Statement which confirms a high degree of amenity for future residents of the scheme.

#### **4.7.11 Adaptability: How will the buildings cope with change?**

Each of the proposed dwellings meets or exceeds the minimum standards for residential unit size. The development provides a mix of 1, 2, 3- and 4-bedroom units that can be easily reconfigured to adapt to the changing life cycles and personal needs of each resident, with potential for additional attic space rooms and the integration of elevations where necessary. Refer to Darmody Architecture drawings for further details.

#### **4.7.12 Privacy / Amenity: How do the buildings provide a high-quality amenity?**

Each house type is provided with an area of useable private open space which meets or exceeds the County Development Plan standards. All of the apartment units meet or exceed the Section 28 Guidelines unit size requirements, as set out in the Housing Quality Assessment, prepared by Darmody Architects with appropriate private amenity included by private garden or external terrace. The design of dwellings has also had due regard to the siting and orientation of the development in order to maximise the solar gain and natural light aspect of each dwelling. All buildings provide for solar panel installation at roof level.

The development provides for adequate separate distances between dwellings. This maintains a high level of privacy and amenity obtained by residents and reduces the levels of overlooking and overshadowing.

In this regard, reference should be made to Housing Quality Assessment prepared by Darmody Architects, which contains a detailed appraisal of the standards achieved in the proposed development in meeting the space and amenity needs of future residents.

#### **4.7.13 Parking: How will the parking be secure and attractive?**

It is proposed to provide 1.64 car parking spaces per dwelling with a total of 446 spaces provided for the residential use at the site. This is considered appropriate having regard to the number of 1 and 2 bed units at the site proposed which will typically be occupied by single persons or couples relying on a single vehicle. The site provides good access to sustainable forms of transport in the form of walking and cycling links to local bus stops on the N2 Drogheda Road and Ardee town centre approximately 1 km north. A bus stop is included in the proposals at Bridgewater Avenue which can accommodate a local bus service. This will enhance the accessibility of the overall development and reduce reliance on the private car. Parking will be provided on or adjacent of each plot and incorporated into the landscaping strategy for the development benefitting from passive surveillance from dwellings enhancing security.

A total of 16 spaces are provided for the 484.1 sqm crèche. An additional 7 spaces are provided for the 165 sqm community centre, with 10 visitor spaces provided on Bridgewater Avenue and Bridgewater Green adjacent to the public park to the north.

Short and long stay bicycle parking is provided at the community building and crèche in the form of Sheffield stands, comprising 32 spaces. The 66 no. duplex units are served by 204 no. secure covered spaces with 60 short stay spaces (Sheffield stands) adjacent to the duplex units and the open spaces throughout the site. An additional 60 visitor bicycle parking spaces are provided throughout the site. This provides a total of 296 no. spaces proposed to serve the duplex units and community uses, significantly in excess of the development plan standard in order to encourage sustainable modes

of travel within the proposed community and surrounding areas. Bicycle parking is provided on-curtillage for each house, exceeding the CDP requirements in this respect.

Please see the accompanying Traffic & Transport Assessment prepared by CS Consulting Engineers for further details of the potential impact of the traffic arising from the development on the surrounding road network.

#### **4.7.14 Detailed Design: How well thought through is the building and landscape design?**

The proposed design of the development has been subject to pre-application consultations between the design team, the Planning Authority and An Bord Pleanála. The design rationale from an urban design and architectural perspective is set out in the Design Statement prepared by Darmody Architecture. The landscape design rationale is set out in the Landscape Design Rationale prepared by Stephen Diamond Associates.

The proposed landscaping aims to enhance the overall biodiversity and ecology of the area which will improve the overall character and visual amenity of the development. The landscaping strategy includes extension planting, resulting in a substantial net increase of 446 trees on the site, with existing boundary hedgerows consolidated with additional mixed hedging at the eastern and western boundaries. Full details on the rationale for the landscaping design can be found in the tree survey and report, environmental report and ecological assessment which accompanies this planning application. Treelines, hedgerows and existing planting on the site are retained and incorporated into the proposals as far as possible.

#### **4.8 Delivering Homes, Sustaining Communities (2008)**

The Department's policy statement Delivering Homes, Sustaining Communities, provides the overarching policy framework for an integrated approach to housing and planning. The purpose of these Guidelines is to promote high standards in the design and construction and in the provision of residential and services in new housing schemes.

They encourage best use of building land and optimal utilisation of services and infrastructure in the provision of new housing; point the way to cost effective options for housing design that go beyond minimum codes and standards; promote higher standards of environmental performance and durability in housing construction; seek to ensure that residents of new housing scheme enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and provide homes and communities that may be easily managed and maintained.

##### **4.8.1 Evaluation of Consistency**

The proposed development has taken regard of this departmental policy in its design and development and is observed to promote a high-quality residential scheme which makes optimum use of an area of zoned and serviced residential land in a strategic location and promotes a sense of community.

#### **4.9 Design Manual for Urban Roads and Streets (DMURS) (2013)**

The Design Manual for Urban Roads and Streets (DMURS), 2013, sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

DMURS aims to end the practice of designing streets as traffic corridors, and instead focus on the needs of pedestrians, cyclists, and public transport users. The Manual sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. Incorporating good planning and design practice and focus on the public realm, it also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

The street and building design of the proposed development has had regard to the recommendations of DMURS as it includes proposals for buildings fronting onto shared streets and areas of public open space, raised surfaces at locations within the scheme and the creation of a pedestrian and cycle friendly urban environment. Raised table junctions are utilised throughout the scheme to calm traffic movements and ensure appropriate driving speeds, alongside a series of 'neighbourhood streets' which encourage shared usage and low vehicular speeds. Please refer the accompanying DMURS Compliance Statement prepared by CS Consulting and submitted alongside this application.

#### **4.9.1 Evaluation of Consistency**

The principal design guidance of DMURS has been considered in the design of this development. As demonstrated in the accompanying Architectural Design Statement, the Engineering Services Report and Drawings, as well as the Traffic and Transport Assessment report accompanying this submission, the proposed development seeks to prioritise pedestrian and cyclists throughout and around the site in accordance with the policies set out in DMURS.

The street and building design of the proposed development has had regard to the recommendations of DMURS as it includes proposals for buildings fronting onto streets, a mix of curtilage and on-street car parking, raised surfaces at locations within the scheme and the creation of a pedestrian and cycle friendly urban environment.

#### **4.10 Guidelines for Planning Authorities on Childcare Facilities (2001)**

Guidelines for Planning Authorities on Childcare Facilities (2001) indicate that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing estates where planning authorities should require the provision of a minimum of one childcare facility with 20 places for each 75 dwellings. The threshold for provision should be established having regard to existing location of facilities and the emerging demography of the area where new housing is proposed. The Guidelines advise that sites should be identified for such facilities as an integral part of the pre-planning discussions.

##### **4.10.1 Evaluation of Consistency**

The proposal includes a crèche that will cater for 100 children, extending to 484.1 sqm. This crèche facility is designed to provide capacity for the wider Bridgegate development which will comprise 399 dwellings in the event of a grant of the proposed scheme and replace a previously permitted smaller crèche at Bridgegate. The design and scale of the proposed crèche is detailed further within the accompanying report by Future Analytics and is in accordance with the Guidelines in this respect.

#### **4.11 Draft Water Services Guidelines for Planning Authorities 2018**

The Draft Water Services Guidelines for Planning Authorities were published in January 2018 by the DoHPLG, which sets out a clear structure for actively managing the interface between spatial planning and development and water services planning.

The Water Services Guidelines for Planning Authorities have been prepared by the Department of Housing, Planning and Local Government in consultation with Irish Water.

The Guidelines provide best practice guidance in relation to the interface between planning and development functions provided by planning authorities and the delivery of public water services by Irish Water.

The key aims of the Guidelines are to:

- *Provide advice to planning authorities on the operational framework within which Irish Water must operate to deliver water services,*
- *Establish mechanisms for effective engagement between planning authorities and Irish Water across all the relevant functions of planning authorities, and*
- *Set out how the planning system, in setting out a spatial framework for growth and development, will relate to and inform the planning and delivery of water services by Irish Water at a national, regional and local level.*

Section 5 sets out development management guidance in respect of developments. The Draft Guidelines note that applications “*should indicate if it is intended to connect to Irish Water’s water supply and / or wastewater networks, whether a pre-connection enquiry has been made to Irish Water and where available a copy of the Confirmation of Feasibility (see 5.4) issued by Irish Water should be included with the application.*”

The Draft Guidelines state that it is a requirement for Strategic Housing Development applications to contain evidence that Irish Water has confirmed that it is feasible to provide the appropriate service or services and that the relevant water network or networks have the capacity to service the development.

The Draft Guidelines outline that having regard to the views of Irish Water and having satisfied itself “*that there is a reasonable prospect of the constraint(s) being addressed within the lifetime of the permission, a planning authority or An Bord Pleanála (in the case of a SHD application) may approve, inter alia, this aspect of the development, subject to a condition that requires the applicant to enter into a connection agreement (s) with Irish Water to provide for a service connection to the public water supply and / or wastewater collection networks, as appropriate.*”

#### **4.11.1 Evaluation of Consistency**

CS Consulting Engineers have consulted with Irish Water on the design of the drainage strategy at the development. A Confirmation of Feasibility letter and Letter of Design Acceptance are submitted alongside this application. The proposed development will make optimal use of a site which benefits from extant drainage and access servicing at the permitted Bridgegate development, which is currently under construction to the northwest, constituting sustainable development at the location.

#### **4.12 Guidelines for Planning Authorities on ‘The Planning System and Flood Risk Management (November 2009)’**

*The Planning System and Flood Risk Management* Guidelines were published by the Minister for the Environment, Heritage & Local Government in November 2009 under Section 28 of the Planning & Development Act 2000 (as amended). The Planning system and flood risk management guidelines require the planning system at all levels to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing

flood risk elsewhere; adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

#### **4.12.1 Evaluation of Consistency**

In order to comply with these Guidelines a Site-Specific Flood Risk Assessment has been prepared by JBA Consulting Engineers to accompany this submission. The SSFRA was prepared to comply with current planning legislation, in particular the recommendations of *“The Planning System & Flood Risk Management - Guidelines for Planning Authorities”*.

### **5.0 CONSISTENCY WITH LOCAL PLANNING POLICY**

The key provisions of local planning policy relating to the proposed development are set out in the following sections. Reference is made to the following documents:

- Louth County Development Plan 2021-2027

An evaluation of the proposed development in terms of the relevant policy or policies is included within each section.

#### **5.1 Louth County Development Plan 2021-2027**

The Louth County Development Plan 2021-2027 provides the overall strategic policies and objectives for the County. Ardee is classified as a *‘Self-Sustainable Growth Town’* at County level, defined as being *‘10km from large growth town on public transportation corridor, serve rural hinterland as market towns’*.

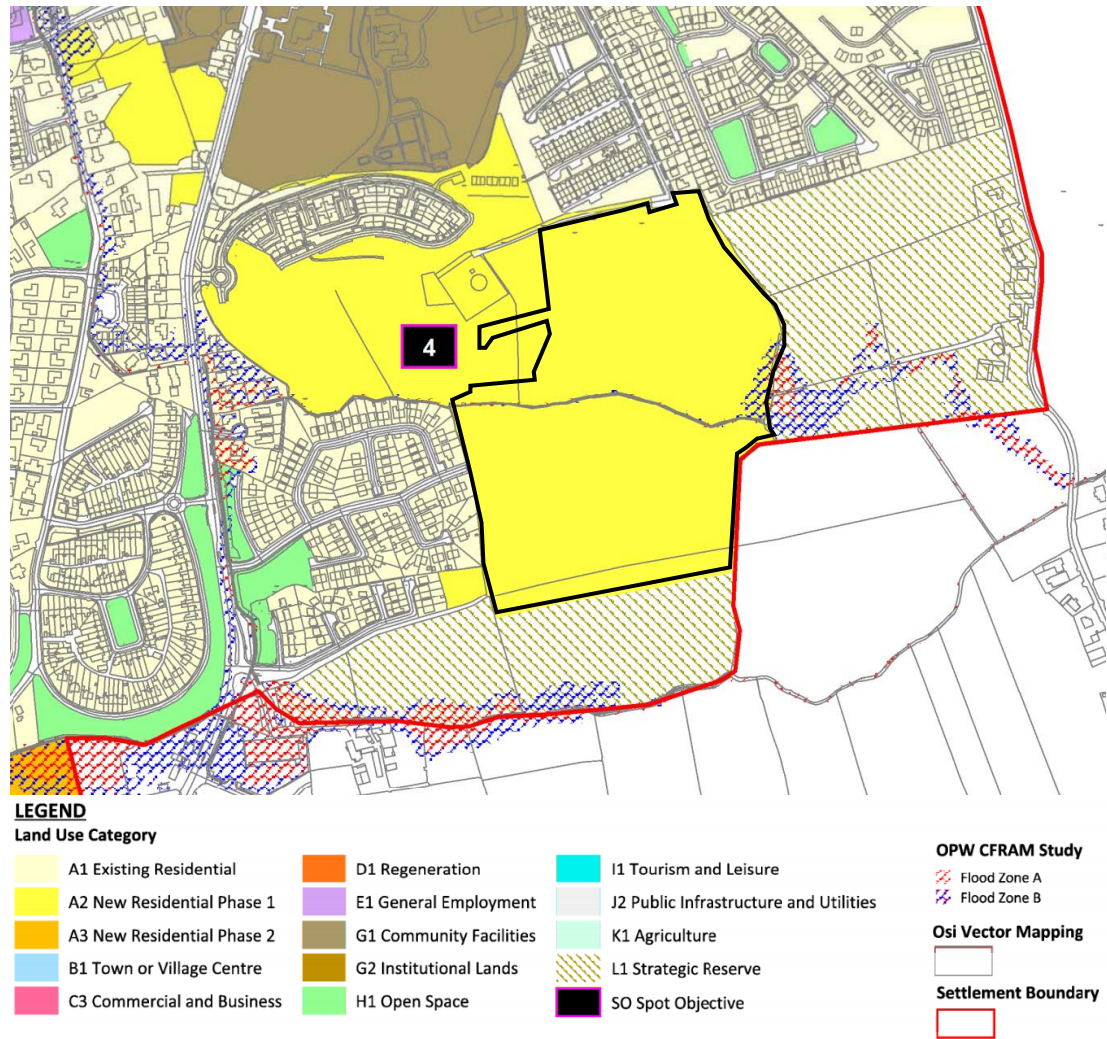
Local Area Plans detail the land use zoning, including that for residential use, in each settlement. The CDP notes that a Local Area Plan will be prepared for Ardee in due course.

The relevant policies and objectives are outlined below and analysed in relation to the proposed development under the headings Core Strategy, Roads, Housing, Transport, Open Space, Car Parking, Waste, Lighting, Social Infrastructure, Drainage and Water, Walking and Cycling, Energy and Construction.

##### **5.1.1 Zoning**

The Ardee Zoning and Flood Zones Map is shown below, with the indicative location of the application site marked in a black line.

**Figure 5.1 – Louth CDP 2021-2027 – Ardee Zoning & Flood Zones Map**



Source: Louth CDP 2021-2027 – Ardee Zoning & Flood Zone Map (indicative site in black line)

The subject site is located within ‘A2 New Residential Phase 1’ zoned lands which are permitted to come forward for development within the Plan period to 2027.

The zoning objective seeks to ‘provide for new residential neighbourhoods and supporting community facilities’. The CDP states that this ‘is the primary location for new residential neighbourhoods’ and development should be of high-quality design and layout, appropriate mix and sustainable transport links, whilst density should be reflective of the location with high densities at more central locations. Community facilities are supported at A2 zoned lands. Generally Permitted Uses and those Open for Consideration are shown below, with proposed ‘residential’, ‘community facility’, ‘childcare facility’ and ‘park’ as listed as Permitted uses.



**Figure 5.2 – A2 – New Residential – Phase 1 Zoning Matrix**

<p><b>Generally Permitted Use</b>                  Allotments, B&amp;B/ Guest House, Childcare Facility, Community Facility, Education Facility (Primary or Second Level), E- Charging Facility, Home Based Economic Activities, Nursing Home, Park/Playgrounds, Place of Worship, Recreational/Amenity Open Space, Recreational/Sports Facility, Residential, Residential Institution, Retirement Village, Sheltered Accommodation, Third Level Student Accommodation, Traveller Accommodation, Utilities.</p>
<p><b>Open for Consideration</b>                  Coffee Shop/Tea Room, Cultural Facility, Healthcare Practitioner, Restaurant, Shop ≤200m<sup>2</sup>, Takeaway/Fast Food Outlet, Telecommunications Structures, Veterinary Surgery.</p>

(Source: Section 13.21.6 Louth CDP 2021-2027)

The CDP Core Strategy includes a housing allocation of 584 units in the period between 2021 and 2027. The proposed development is suitably placed to assist with the delivery of a proportion of these units in accordance with the Core Strategy of the County Plan.

The Louth County Development Plan 2021-2027 includes Spot Objective 4 ‘to provide a public park with a minimum area of 12 acres (4.9 hectares) as part of a residential development’ at the site. The proposed development is compliant with this objective with the c. 3.62 ha park in the northern part of the site contributes to an overall public park of c. 7.2 ha (in combination with that granted under Phase 1-3) significantly in excess of the spot objective.

Policy SS 42 of the Louth County Development Plan 2021-2027 seeks to ‘facilitate the provision of a new link road from Rathgory and Mulladrillen to Black Road’ through the application site. The proposed development is in compliance with this policy as it includes an extension of Bridgegate Avenue to meet the eastern perimeter and has therefore been designed to facilitate the provision of this road on the subject lands. In addition, an indicative road reserve route through the public park in the northern part of the site is provided. It is noted that the lands adjoining to the east are outside the ownership of the applicant and zoned ‘L1 Strategic Reserve’.

The proposed development is considered to be consistent with the relevant zoning, policies and objectives of the Louth County Development Plan 2021-2027, as set out below.

**5.1.2 Core Strategy & Settlement Strategy**

POLICY	ANALYSIS
<p><b>CS 1</b> To secure the implementation of the Core Strategy and the Settlement Strategy in so far as practicable, by directing sustainable growth towards the designated settlements, subject to the availability of infrastructure and services.</p>	<p>Table 2.17 of the Core Strategy allocates 584 units to Ardee in the Plan period to 2027, taking consideration of the completion of c. 165 units between 2016-2022. The proposed development is located on A2 New Residential Phase 1 lands and is sequential to permitted development and available infrastructure at Phase 1-3 of Bridgegate adjoining to the west.</p> <p>The proposed development will deliver residential units in the County Development Plan period 2021-2027. The Louth CDP</p>



	<p>allocates 584 no. units to Ardee in the Plan period. The proposed development will contribute to this requirement, implementing a net increase of 238 units to that currently permitted at Bridgewater. This will make a valuable contribution to meeting housing allocations consistent with the population projection of 7.9% of the County total allocated to Ardee as set out at Table 2.11 of the CDP, noting the ‘almost’ stagnant population growth in the town between 2011 and 2016 as noted at Section 2.5.2 of the CDP. This is also in accordance with Ardee’s status as a ‘Self-Sustaining Growth Town’ in the CDP.</p> <p>Therefore, the proposed development will contribute to achieving the housing allocation in the Plan period in accordance with Table 2.17 of the Core Strategy of the draft Plan in accordance with Policy Objective CS1.</p>
<p><b>CS2</b> To achieve compact growth through the delivery of at least 30% of all new homes in urban areas within the existing built-up footprint of settlements, by developing infill, brownfield and regeneration sites and redeveloping underutilised land in preference to greenfield sites.</p>	<p>The proposals will contribute to the compact growth of Ardee by the development of a site zoned for phase 1 new residential use and is in accordance with the principles of the NPF and the RSES, providing for the anticipated increase in population in the town up to and beyond 2026. The proposal includes a development density of 35.34 units per hectare, in accordance with section 28 guidelines on sustainable residential development in urban areas.</p>
<p><b>CS 3</b> To support and manage the self-sufficient sustainable development of all settlements in a planned manner, with population growth occurring in tandem with the provision of economic, physical and social infrastructure.</p> <p><b>CS 4</b> To apply phasing to the delivery of new residential development as indicated on the zoning maps for the applicable settlements, whereby residential development, other than infill, brownfield or mixed-use development will generally only be permitted on Phase 1 lands. Where lands zoned ‘New Residential Phase 1’ are not being brought forward for development in particular areas and this is impeding the achievement of Core Strategy projections and restricting the growth of the settlement as envisaged in national and regional policy, consideration may be given</p>	<p>The proposed development will provide valuable elements of physical and social infrastructure in the form of a crèche and community building, 3.62 ha public park at Mulladrillen Hill, a linear park and riparian corridor along Rathgory Tributary and the provision of a road link at Bridgewater Avenue extending to the eastern perimeter of the site.</p> <p>The proposed development is location at ‘A2 New Residential Phase 1’ lands and are suitably placed to contribute to the appropriate phasing and delivery of new residential development in accordance with the Core Strategy of the CDP in the Plan period to 2027.</p> <p>The range of uses and activities at the site will add positively to the public amenities</p>

<p>to releasing during the lifetime of this Plan appropriately located 'New Residential Phase 2' lands, subject to the lands contributing to compact and consolidated patterns of development.</p> <p><b>CS 4</b> To support the progression and delivery of projects that would facilitate the creation of vibrant, sustainable communities and the rejuvenation of towns and villages, including any project to be funded by the Urban or Rural Regeneration and Development Fund.</p>	<p>within Ardee and be available for use by the wider community. The proposal will enhance links to adjoining lands and promote the creation of vibrant sustainable communities in accordance with the development plan core strategy.</p>
<p><b>CS 13</b> To ensure proportionate, contained and compact growth within the Self-Sustaining Towns identified in the Settlement Hierarchy, with focused investment in green industry, services, infrastructure and employment whilst balancing housing delivery.</p>	<p>The proposed development will ensure proportionate compact growth at the subject site in accordance with the core strategy housing targets and provide appropriately scaled social and physical infrastructure for the settlement.</p>
<p><b>SS 35</b> To support the role of Ardee as a Self-Sustaining Growth Town, which shall be complementary to the Regional Growth Centres, and to facilitate balanced population and economic growth that will meet the needs of the residents of Ardee and its hinterland.</p>	<p>The proposed development includes a range of elements which will benefit the wider community of Ardee. These are provided by a crèche and community building as well as a series of public open spaces (c. 1.8ha) and a public park at Mulladrillen Hill (c. 3.62ha) accessible to all. The proposal includes a bus stop which can support a local bus service and facilitate local access to the site and enhance links to the surrounding area.</p> <p>A total of 28 no. dwellings are provided for the purposes of social housing and will consolidate Ardee's position as a 'Self-Sustaining Growth Town' in the County.</p>
<p><b>SS 37</b> To support the creation of a sustainable compact settlement in Ardee that provides opportunities for walking and cycling and to encourage a minimum density of 25 units/ha for new residential developments.</p>	<p>The proposed development comprises a net density of c. 35.34 units per hectare in accordance with the CDP and relevant section 28 guidelines.</p>
<p><b>SS 38</b> To support the creation of sustainable attractive and inclusive communities where the residential needs of the entire population can be met.</p>	<p>The proposal will support the creation of sustainable communities through a high-quality development which includes public infrastructure in the form of a 3.62 ha public park, linear park and riparian corridor as well as roads and social infrastructure. Please refer to the accompanying Future Analytics Socio-Economic &amp; Housing Supply report for further details.</p>

<p><b>SS 42</b> To facilitate the provision of a new link road from Rathgory and Mulladrillen to Black Road.</p>	<p>The proposed development facilitates the provision of this new link road. Bridgegate Avenue extends through the subject site to meet the eastern perimeter. Lands adjoining to the east are zoned 'L1 Strategic Reserve' and are outside the ownership of the applicant. Further to this, an indicative reserved route is identified through the landscaped area in the northern part of the subject site which may be implemented if required. Please refer to the accompanying CS Consulting documents for further details. In this respect, the proposed development is compliant with policy objective SS 42.</p>
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### 5.1.3 Housing

POLICY	ANALYSIS
<p><b>HOU 1</b> To secure the implementation of the Louth Housing Strategy 2021-2027.</p> <p><b>HOU 2</b> To support the delivery of social housing in Louth in accordance with the Council's Social Housing Delivery Programme and Government Policy as set out in Rebuilding Ireland: Action Plan for Housing and Homelessness.</p> <p><b>HOU 3</b> To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 (as amended), to land zoned for residential use, regeneration, or for a mixture of residential and other uses.</p>	<p>The proposed development provides a significant quantum of additional housing to Ardee which will assist in the sustainable growth of the town in accordance with national policy outcomes and the Louth Housing Strategy. This is in accordance with Social Housing Delivery Programme and Government Policy as set out in Rebuilding Ireland: Action Plan for Housing and Homelessness.</p> <p>A total of 28 units will be provided for the purposes of social housing as agreed in principle with Louth County Council in accordance with HOU 3. The proposed Part V units are pepper potted around the development and a variety of unit types and sizes are proposed. The phased delivery of these units are specified above in section 3 of this report.</p>
<p><b>HOU 10</b> To continue to support the creation of sustainable communities throughout the County by facilitating the creation of attractive neighbourhoods where there are strong links and connections to local services, community facilities and employment areas and where walking, cycling, and public transport is prioritised.</p>	<p>The proposed development will support the creation of sustainable communities through the provision of a high-quality mix of residential accommodation alongside a generous quantum of public open space throughout the site and public park at Mulladrillen Hill, accessible to the wider community of Ardee. A crèche and community building are also provided, with a bus stop included and walking and cycling links prioritised in accordance with the principles of DMURS. Cycle lanes are extended along Bridgegate Avenue to the eastern perimeter, with neighbourhood</p>

	streets encouraging slower vehicular movements and prioritising pedestrian use.
<p><b>HOU 15</b> To promote development that facilitates a higher, sustainable density that supports compact growth and the consolidation of urban areas, which will be appropriate to the local context and enhance the local environment in which it is located.</p>	<p>Table 3.2 of the County Development Plan recommends ‘<i>minimum density per hectare</i>’ of 25 units at edge of settlement locations in Ardee. The proposed development includes a density of c. 35 units per hectare, which is above the minimum stated by the CDP and is in accordance with Sustainable Residential Development in Urban Area Guidelines 2009 which require densities of 35-50 units per hectare on greenfield/edge of centre sites. The proposed density is considered appropriate in the context of national policy and section 28 guidelines and will support compact growth and the consolidation of Ardee, enhancing the local environment through a high-quality landscaped development which provides c. 41% of the total site area as public open space. The proposed development may be considered a material contravention of the Louth CDP on density. A justification for this is provided in the accompanying Statement of Material Contravention.</p>
<p><b>HOU 17</b> To promote and facilitate the sustainable development of a high-quality built environment where there is a distinctive sense of place in attractive streets, spaces, and neighbourhoods that are accessible and safe places for all members of the community to meet and socialise.</p>	<p>The proposed development has been designed to the highest quality and is based on a series of public open spaces linked through a green spinal route at the centre of the site. The site layout is based on strong block design and a hierarchy of streets with a range of active and passive recreation in areas of public open space. This is detailed further within the accompanying Design Statement prepared by Darmody Architecture and Landscape Report prepared by Stephen Diamond Associates.</p>
<p><b>HOU 20</b> To require a design led approach to be taken to sustainable residential development in accordance with the 12 urban design principles set out in the ‘Urban Design Manual – A Best Practice Guide (2009) to ensure the creation of quality, attractive, and well-connected residential areas and neighbourhoods.</p> <p><b>HOU 21</b> To ensure that new residential developments are consistent, in so far as practicable, with the Guidelines on Sustainable Residential Development in Urban Areas in creating attractive,</p>	<p>The proposal design has been informed by and based around the 12 urban design principles set out in the Urban Design Manual 2009. These are assessed above in this report and in the accompanying Design Statement prepared by Darmody Architecture.</p> <p>The development is also considered to be consistent, as far as practicable, with the Guidelines on Sustainable Residential Development in Urban Areas, as assessed above in Section 4 of this report. The proposal will create a high-quality residential environment which is attractive to use and</p>

<p>sustainable, climate resilient and healthy communities.</p>	<p>accessible to all, promotes sustainable modes of travel and prioritises pedestrian and cyclist safety and movement.</p>
<p><b>HOU 22</b> To require residential developments to prioritise and facilitate walking, cycling, and public transport and to include provision for links and connections to existing facilities and public transport nodes in the wider neighbourhood.</p> <p><b>HOU 23</b> To require the layout of residential developments to take account of the Design Manual for Urban Roads and Streets (2019) in the provision of pedestrian and cycling infrastructure and crossing points and the design of estate roads and junctions.</p>	<p>The proposed development prioritises walking, cycling and public transport by the inclusion of pedestrian footpaths throughout, cycle lanes along the entirety of Bridgeway Avenue and neighbourhood streets in the southern part of the site which prioritises pedestrian and cycle movement. The proposal includes a bus stop to facilitate public transport connections, links to permitted development to the west and makes provision for future potential connections to adjoining lands to the east, south and west.</p> <p>The road layout has been informed by the principles of DMURS, as set out in the accompanying DMURS Statement prepared by CS Consulting.</p>
<p><b>HOU 24</b> To require the provision of high-quality areas of public open space in new residential developments that are functional spaces, centrally located, and passively overlooked.</p>	<p>The proposed development includes 3 no. areas of public open space, all of which benefit from passive surveillance from adjacent dwellings. These spaces include a range of active and passive activities and encourage use by residents with seating and bicycle parking provision provided throughout. Open spaces are located conveniently to all dwellings. The public park in the northern part of the site adds to the quantum and quality of open space at the site and includes a dog walking area, children’s play and network of footpaths to promote active use.</p> <p>The proposed development includes c. 41% of the gross site area as public open space including a c. 3.62 ha public park and c. 1.8 ha of open space in three locations throughout the main part of the site.</p>
<p><b>HOU 25</b> All new residential and single house developments shall be designed and constructed in accordance with the Development Management Guidelines set out in Chapter 13 of this Draft Plan.</p>	<p>All dwellings have been designed in accordance with the Development Management Guidelines set out in Chapter 13 of this Plan. Please refer to the accompanying drawings and Housing Quality Assessment prepared by Darmody Architecture.</p>

<p><b>HOU 26</b> To require the provision of an appropriate mix of house types and sizes in residential developments throughout the County that would meet the needs of the population and support the creation of balanced and inclusive communities.</p>	<p>A variety of housing has been designed within this development. This includes houses of varied size and duplexes which provide an appropriate mix of two and three-storey dwellings within an efficient layout to achieve an acceptable density at the site.</p> <p>A total of 14 no. different dwelling types are provided within the proposed scheme contributing positively to the mix and choice for future occupants as well as providing high quality visual variety throughout the scheme, avoiding homogenous character.</p> <p>The character is enhanced by the inclusion of a range of housing sizes and types, establishing homes for a full range of demographics. The proposed housing mix has been informed by the accompanying 'Socio Economic &amp; Housing Supply' report prepared by Future Analytics.</p>
<p><b>HOU 27</b> To require the provision of single storey properties in residential developments in excess of 100 units at a rate of at least 1% single storey units per 100 residential units unless it can be demonstrated by evidence-based research carried out by an appropriately qualified professional that there is no demand for this type of accommodation.</p>	<p>The proposed housing mix includes a range of 2 and 3 storey dwellings throughout the site. This has been informed by the accompanying 'Socio Economic &amp; Housing Supply' report prepared by Future Analytics. The proposed development does not include any single storey dwellings. A justification for this is provided in the accompanying JSA Statement of Material Contravention.</p>
<p><b>HOU 28</b> To encourage innovation in design that delivers buildings of a high quality that positively contribute to the built environment and local streetscape.</p> <p><b>HOU 29</b> To seek that all new residential developments in excess of 20 residential units provide for a minimum of 5% universally designed units in accordance with the requirements of 'Building for Everyone: A Universal Design' published by the Centre for Excellence in Universal Design.</p>	<p>The proposal includes buildings of high quality that contributes positively to the development, provide continuity to the established residential land use neighbouring the site and introduces a range of 14 house types which will meet the needs of future occupants.</p> <p>A minimum of 5% of the proposed dwellings are designed in accordance with the requirements of 'Building for Everyone: A Universal Design'. 30 no. units (11 no. House Type 3 and 19 no. House Type 6) have been designed with features in line with a Universal Design approach. Please refer to Section 9.2 of the accompanying drawings and Design Statement prepared by Darmody Architecture for further details.</p>
<p><b>HOU 30</b> To encourage building design and layout that maximises daylight and natural ventilation and incorporates energy efficiency and conservation measures that</p>	<p>The proposed development benefits from being located on a generously scaled site which provides good access for natural light, with adequate separation distances between</p>

<p>will improve the environmental performance of buildings in line with best practice.</p>	<p>dwellings and site boundaries, as well as the majority of rear gardens benefiting from a southerly facing aspect. Provision is made for energy efficiency within the development in line with best practice. Please refer to the Design Statement prepared by Darmody Architecture and Energy Report prepared by MandE Consulting Engineers for further details.</p>
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**5.1.4 Social & Community**

<p><b>POLICY</b></p>	<p><b>ANALYSIS</b></p>
<p><b>SC 6</b> To ensure the integration of age friendly and family friendly strategies in all new neighbourhoods including the provision for flexible housing typologies, buildings and open spaces that are designed so that everyone, including older people, people with disabilities, and people with younger children can move about with ease, avoiding separation or segregation.</p>	<p>The proposed development includes a total of 14 housing types across the scheme which provide flexibility in use and adaptation for the provision of elevators if required by future residents. The development has been designed to be compliant with Part M of the Building Regulations with community buildings accessible to all. Open and public places throughout the site are inclusive and can be accessed by all, with footpaths and cycle lanes prioritising safe routes and movement for users.</p>
<p><b>SC 8</b> To support the planning 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, are physically integrated with residential and employment areas and are provided concurrently with new residential development.</p> <p><b>SC 9</b> To support the sharing and clustering of social and community facilities at appropriate locations to improve viability of and accessibility to these facilities.</p> <p><b>SC 11</b> To require that all new residential development applications on lands greater than 1ha or for 100 units or more are accompanied by a Social Infrastructure Assessment to determine if community facilities in the area are sufficient to provide for all future residents. Where deficiencies are identified proposals will be required to accompany the planning application to address the deficiency, either through direct</p>	<p>The scheme includes a 484.1 sqm crèche and 165 sqm community building centrally located at a community hub at the base of Mulladrillen Hill with easy access to the public park and public open space to the south. A bus stop is located opposite south of Bridgegate Avenue and a total of 23 car parking and 32 bicycle parking spaces are allocated to these community uses. An additional 10 car parking spaces are provided for public visitors to Mulladrillen Hill, with 60 public bicycle parking spaces located throughout the site. The proposed community facilities complement the c. 1.8 ha of public open space on site in addition to the proposed 3.62 ha Mulladrillen Hill Park which is a facility for the benefit of the wider community. The community hub is located centrally and will serve the overall Bridgegate development and are adequately sized to meet the needs of local residents. It is easily accessible by foot or bicycle, with a public bus stop opposite.</p> <p>Please refer to Section 5.0 of the accompanying Socio-Economic &amp; Housing</p>

<p>provision on site or such other means, and in a manner acceptable to the Council.</p>	<p>Supply Assessment and the Childcare and Community Audit prepared by Future Analytics for further details. These reports demonstrate that the site is in close proximity to a range of community and local conveniences. A crèche is provided at the development to cater for demand arising from Bridgewater.</p> <p>Please refer to Schools Demand &amp; Concentration Report prepared by JSA.</p>
<p><b>SC 15</b> To facilitate and encourage open space areas and greenway corridors to be planned for on a multifunctional basis incorporating measures to promote and protect ecosystems, climate change measures and to incorporate key landscape features including archaeological considerations into their design.</p>	<p>The proposal includes a generous provision of open space throughout the site, equating to c. 41% of its total area. The public park in the northern part of the site extends to 3.62 ha and provides a mix of uses, including a dog walking area and children's play. This is complemented by a riparian corridor within a linear park around the Rathgory Tributary which will become a focal point of the scheme and provide a range of active and passive recreation opportunities and a network of public paths and seating areas. This is consolidated by a central area of open space in the southern part of the site, ensuring biodiversity is enhanced throughout and the natural landscape is optimised to provide a high-quality residential environment.</p>
<p><b>SC 16</b> To support the provision of playgrounds in a variety of land use zoning categories where appropriate.</p> <p><b>SC 17</b> To require the provision of play features that can be used for recreational purposes in all new housing developments exceeding 100 residential units or more.</p> <p><b>SC 18</b> To maximize the range of public play opportunities available to all children.</p>	<p>There are three areas of children's play located throughout the public spaces in the scheme. One at Mulladrillen Hill, a second within public open space adjacent to Rathgory Tributary and a third within the POS3 in the centre of the southern part of the site. This is complemented by kickabout areas and external gym areas which can be utilised by older children, offering an appropriate level of amenity to all.</p>
<p><b>SC 35</b> To support and facilitate the sustainable provision of childcare facilities in appropriate and suitable locations and seek their provision concurrent with new residential development, all having regard to the Guidelines on Childcare Facilities (2001) and Childcare Regulations (2006) and in consultation with the Louth County Childcare Committee. Such facilities will be directed to settlements identified in the Settlement Hierarchy.</p>	<p>A 484.1 sqm crèche is provided as part of this development in accordance with the Childcare Guidelines. This caters for 100 children across the wider Bridgewater development and negates any additional pressure on existing childcare facilities in the surrounding area. Please refer to the accompanying Childcare &amp; Community Assessment prepared by Future Analytics in this respect, which identifies an available capacity of 10 spaces at local childcare facilities. The assessment notes that the</p>



<p><b>SC 37</b> To permit childcare facilities of appropriate size and scale in settlements, in proximity to existing community and/or educational facilities and in existing residential areas provided they do not have a significant negative impact on the character or amenities of an area, particularly with regard to traffic generation, car parking and noise disturbance.</p>	<p>proposed crèche is <i>'sufficient to meet the likely demand generated by the proposed development, as well as that generated by the currently permitted residential development on the adjoining site'</i>.</p>
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**5.1.5 Movement**

<p><b>POLICY</b></p>	<p><b>ANALYSIS</b></p>
<p><b>MOV 3</b> To facilitate the integration of land use with sustainable transportation infrastructure by supporting the creation of a critical mass of population and employment related development that would maximise investment in public transport infrastructure and create compact, sustainable settlements.</p> <p><b>MOV 4</b> To promote sustainable higher density development along public transport corridors.</p>	<p>The proposal includes a bus stop at Bridgeway Avenue which will bring all proposed dwellings within 275m of a public transport connection, greatly enhancing the connectivity of the development.</p> <p>The proposed development is located c. 600 metres from bus stops on the N2 Drogheda, with the southern part of the site c. 300 metres east of existing bus stops on the N2 which would be accessible via a future link through Cherrybrook residential development to the west. The proposal extends a road to the boundary at this location to facilitate any potential future connection at this location.</p> <p>The proposed density of c. 35.34 units per hectare is considered appropriate having regard to existing and proposed public transport connections in the vicinity, as well as the inclusion of a bus stop within the proposal development.</p>
<p><b>MOV 7</b> 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.</p> <p><b>MOV 14</b> To encourage a modal shift from use of the private car towards more sustainable modes of transport including walking, cycling, and public transport.</p>	<p>The proposed development includes a range of walking and cycling opportunities, with sustainable modes of travel provided for with 296 bicycle parking spaces throughout the site (serving duplex residents and visitors) included at Bridgeway Avenue which encourages modal shift away from the private car. Additional bicycle parking is provided on curtilage at each dwelling.</p> <p>The site layout has been informed by the principles of DMURS and seeks to prioritise pedestrian and cycle movement through a hierarchy of roads with neighbourhood</p>

	<p>streets in the southern part of the site. An extensive network of pedestrian and cycle paths are provided throughout the site and accessible to all. Please refer to the accompanying TTA prepared by CS Consulting and architectural Design Statement and drawings prepared by Darmody Architecture and Stephen Diamond Landscape Architecture for further details.</p> <p>The proposed development seeks to encourage a modal shift to sustainable modes of transport through the provision of a high quantum of cycle parking spaces in excess of the development plan standards. The scheme also provides excellent pedestrian links throughout the site and integrates appropriately with the permitted development to the west, as well as making provision for potential future links to adjacent lands for pedestrians and cyclists. The introduction of a bus stop at Bridgeway Avenue within 275m of all dwellings will provide a sustainable mode of travel as alternative to the private care in accordance with MOV10.</p>
<p><b>MOV 11</b> 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.</p>	<p>The proposed car parking within the development has been designed to facilitate EV charging points with cabling included to allow provision as required. Please refer to the accompanying reports by MandE Consulting Engineers for further details.</p>
<p><b>MOV 25</b> To improve pedestrian and cycle connectivity to schools, third level colleges, bus and rail stations, and other public transport hubs.</p> <p><b>MOV 28</b> To promote walking and cycling as a safe, convenient, healthy, efficient, and environmentally friendly mode of transport for all age groups.</p> <p><b>MOV 31</b> To encourage the provision of secure bicycle parking facilities in town and villages in the County.</p>	<p>The proposed development integrates with the permitted initial phases of Bridgeway to the west via Bridgeway Avenue and Bridgeway Drive as well as providing a pedestrian and cycle path to the northern perimeter at the Mulladrillen Park adjacent to Hale Street. These connections facilitate safe access to nearby schools to the north and Ardee town centre beyond. A high-quality public footpath and cycle path network as well as a generous quantity of cycle parking spaces throughout the site promotes walking and cycling as a convenient and safe mode of transport. The scheme has been developed in accordance with the principles of DMURS to prioritise these modes of travel.</p>

	<p>Bicycle parking is distributed across the development to encourage use and encourage residents of Ardee to travel to the site’s open space and public park via bicycle.</p>
<p><b>MOV 45</b> To support investment and improvements to the public road infrastructure in the County including bridges and other ancillary structures, taking into account both car and non-car modes of transport and road safety requirements.</p> <p><b>MOV 46</b> To support improvements and upgrades to the road network in the County in accordance with the projects set out in Table 7.6 and any other project identified by the Council or included in any future updated Road Works, subject to the availability of funding.</p>	<p>Table 7.8 of the CDP notes the provision of a link road from N2 Rathgory to Clanmore. As noted above, the proposed development includes the extension of Bridgewater Avenue to meet the eastern perimeter of the site, facilitating any future link through lands adjoining to the east, which are noted to be in third party ownership and zoned ‘L1 Strategic Reserve’. An indicative road reservation is also included in the northern part of the site through the public park to the eastern perimeter which may be utilised for any future connection through lands to the east if required.</p> <p>The proposed development will therefore implement a significant element of the public road network within the site which will help facilitate any future link to the east when land use zoning permits such a use. The Bridgewater Avenue extension to the eastern perimeter also includes footpaths and cycle lanes which support non-car modes of travel.</p>
<p><b>MOV 47</b> To require the preparation of Transport and Traffic Assessments for new developments in accordance with the requirements set out in the TII Traffic and Transport Assessment Guidelines.</p>	<p>Please refer to the accompanying Traffic &amp; Transport Assessment prepared by CS Consulting in compliance with MOV 47.</p>

**5.1.6 Natural Heritage, Biodiversity and Green Infrastructure**

POLICY	ANALYSIS
<p><b>NBG 4</b> 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”.</p> <p><b>NBG 5</b> To ensure that no plan, programme, or project giving rise to significant cumulative, direct, indirect or secondary impacts on European sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects</p>	<p>The proposed development is accompanied by an Appropriate Assessment Screening and Natura Impact Statement prepared by Altemar.</p> <p>The NIS concludes:</p> <p>It concludes that following the implementation of mitigation measures in relation to preventing downstream impacts from the proposed works <i>“the project alone or in combination with other plans or projects will not have an adverse effect on the integrity of the Dundalk Bay SAC and Dundalk Bay SPA in view of their</i></p>

<p>shall be permitted on the basis of this Draft Plan, either individually or in combination with other plans, programmes, etc. or projects.</p> <p><b>NBG 6</b> To ensure a screening for Appropriate Assessment (AA) on all plans and 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 15 km 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.</p>	<p><i>conservation objectives. No in combination effects are foreseen. In combination effects have been excluded” and “No significant effects are likely on European sites, their qualifying interests or conservation objectives. The proposed project will not will adversely affect the integrity of European sites.”</i></p> <p>An Environmental Impact Assessment Report also accompanies this submission and addresses the potential impact of the proposed development, including mitigation measures.</p>
<p><b>NBG 9</b> 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.</p> <p><b>NBG 11</b> Where feasible, ensure that no ecological networks, or parts thereof, which provide significant connectivity between areas of local biodiversity, are lost without remediation as a result of implementation of this Plan.</p>	<p>The proposed development includes the retention of existing hedgerows along the eastern and western boundaries and will enhance biodiversity through a subs net increase of trees on the site. The proposals include the realignment of the open watercourse at the Rathgory Tributary and the implementation of a riparian corridor within a high-quality landscaping strategy. This will retain the open watercourse which was conditioned to be culverted under parent permission Reg. Ref.: 10174 as amended and will improve and enhance biodiversity and ecology at the location which will form a focal point of the public open space strategy at the site. The proposed development in</p>
<p><b>NBG 13</b> 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.</p>	<p>The subject site has been investigated for the present of invasive species by Altemar, with none found. Please refer to Chapter 4 of the EIAR for further details.</p>
<p><b>NBG 23</b> To ensure the preservation of the uniqueness of a landscape character type by having regard to its character, value and objectives in accordance with national policy and guidelines and the Louth Landscape Character Assessment and by ensuring that new development meets high standards of siting and design and does not unduly damage or detract from the character of a landscape or natural environment.</p>	<p>The proposed development has been designed to complement and contribute positively to the existing natural environment and landscape at the subject site. The challenging topography of the site has resulted in no development taking place above the 41m contour lands, therefore preserving the setting and prospect VP58 of Mulladrillen Hill from the town centre. The two and three storey dwellings proposed will sit quietly within the landscape and provides</p>

<p><b>NBG 24</b> To ensure development reflects and, where possible, reinforces the distinctiveness and sense of place of the landscape character types including the retention of important features or characteristics, taking into account the various elements, which contribute to their distinctiveness such as scenic quality, habitats, settlement pattern, historic heritage and land use.</p> <p><b>NBG 25</b> Where appropriate, require that landscape and visual impact assessments prepared by suitably qualified professionals be submitted with development applications, which may have significant impact on landscape character areas, especially in highly sensitive areas.</p> <p><b>VP 58</b> Mulladrillen Hill and Mullaghash from the Town Centre</p>	<p>continuity to the established 2 storey residential dwellings at adjoining developments.</p> <p>The proposed development retains existing established hedgerows at the eastern and western site perimeters and will ensure that the Rathgory Tributary is enhanced and retained as an open feature on the site. This is incorporated into a high-quality landscaping strategy prepared by Stephen Diamond Landscape Architecture and provides a focal point to the series of public open spaces within the development as well as enhancing biodiversity and visual appearance.</p> <p>Please refer to Chapter 9 of the EIAR, prepared by a Stephen Diamond Landscape Architecture, for a full assessment of landscape and visual impact of the proposed development, as well as photomontages and CGIs of the scheme prepared by Modelworks.</p>
<p><b>NBG 31</b> 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.</p>	<p>The proposed development will result in a significant net increase in trees across the site. Trees and hedgerows are to be retained at the eastern and western perimeters and incorporated into the development design. Please accompanying tree survey report and drawings prepared by Charles McCorkell and the Landscape Report and drawing prepared by SDA Landscape Architecture for further details. The proposed development requires the loss of 7 trees, with a total of 453 to be planted, well in excess of policy objective NBG31. Please refer to the accompanying Tree Survey Report and Drawings prepared by Charles McCorkell and the Landscaping Report and Drawings prepared by SDA for further details.</p>
<p><b>NBG 41</b> 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.</p> <p><b>NBG 42</b> To require the use of and develop the green infrastructure network to ensure the conservation and enhancement of biodiversity and as a supplementary guide</p>	<p>The proposed development includes a linear park and riparian corridor around the realigned Rathgory Tributary. Existing mature hedgerows at the east and west boundaries will be retained and biodiversity and ecology enhanced through a substantial net increase of trees across the development. This contributes to green infrastructure within the site, with landscaping and sustainable urban drainage</p>

for the protection and conservation of the European Sites in County Louth.

**NBG 44** To protect, maintain, and enhance the natural and organic character of the watercourses in the County, including opening up to daylight where safe and feasible. The creation and/or enhancement of riparian buffer zones will be required where possible. All proposed coastal walkways will be required to comply with the Habitats, EIA and SEA Directives.

**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.

strategies incorporated into the design of the scheme.

The proposed realignment of the Rathgory Tributary may be considered a material contravention of the CDP in respect of NBG 44. This is addressed in the accompanying Statement of Material Contravention prepared by John Spain Associates.

The proposal protects the existing trees within the site where possible. As detailed within the accompanying Arboriculture Report prepared by Charles McCorkelly, *'the removal of seven trees and seven hedgerows is required to facilitate the proposed development'*. These losses are considered to have *'an insignificant impact on the character and appearance of the local area due to their low quality or limited public amenity'* with compensatory tree planting resulting in a net increase of 446 trees on site. The report notes that the new planting will *'have a positive impact on the visual appearance of the development and will significantly increase tree cover within the site and local area'*. Shrub, hedgerow and tree planting will occur throughout the development, in particular in the public park, open spaces and along the realigned open watercourse, providing a riparian corridor along the east to west axis.

A total of c. 5.4 ha of public open space is provided on the site, constituting c. 41% of the overall site area, enhancing biodiversity and ecology at the site. All tree planting and landscaped areas will provide native species in accordance with the Green Infrastructure Strategy which will enhance public spaces.

Native planting is included in the landscaping and planting strategy with existing boundary hedgerows incorporated into design. Green networks and routes are promoted through the linear park and public park at Mulladrillen Hill and habitats created and biodiversity enhanced through the implementation of a linear corridor and a range of high-quality landscaping and planting, which has had regard to Table 9 of Appendix 8.

Please refer to Chapter 4 of the EIAR: Biodiversity and the accompanying

	Landscape Report and drawings for further details.
<b>NBG 57</b> 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.	A riparian corridor is included at the realigned Rathgory Tributary which includes a 10m zone clear of development at both banks. Please refer to the accompanying CEMP and Biodiversity Chapter 4 of the EIAR for further details. The proposed realignment of the Rathgory Tributary may be considered a material contravention of the CDP in respect of NBG 57. This is addressed in the accompanying Statement of Material Contravention prepared by John Spain Associates.

**5.1.7 Built Heritage and Culture:**

POLICY	ANALYSIS
<p><b>BHC 1</b> 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).</p> <p><b>BHC 2</b> 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.</p> <p><b>BHC 6</b> 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</p>	<p>There are no archaeological sites or monuments or protected structures within the red line boundary of the application site.</p> <p>A recorded monument is located on lands to the west of the subject site within Phases 1-3 of the Bridgewater development and has been considered under permitted development Reg. Ref.: 10174, with a development-free zone implemented around the feature. The proposed development is not considered to have any material impact on the monument as detailed further within Chapter 13 of the accompanying EIAR.</p>

<p>monument and its setting. Where upstanding remains exist, a visual impact assessment may be required.</p> <p><b>13.19.1 Archaeology</b></p> <p>Any development in the vicinity of a site included in the Record of Monuments and Places (RMP) or within a Zone of Notification will require archaeological investigations to be carried out in accordance with the 'Framework and Principles for the Protection of the Archaeological Heritage' published by the Department of Arts, Heritage, Gaeltacht, and the Islands in 1999.</p>	
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**5.1.8 Infrastructure & Public Services**

POLICY	ANALYSIS
<p><b>IU 6</b> To require all new developments connect to the public supply where public water and wastewater infrastructure is available or likely to be available and which has sufficient capacity.</p>	<p>The proposed development will connect to the public supply and water network. A Confirmation of Feasibility Letter and Design Acceptance has been issued by Irish Water in respect of the development. Please refer to the accompanying CS Consulting Engineering Services Report for details.</p>
<p><b>IU 19</b> 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.</p> <p><b>IU 20</b> 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.</p> <p><b>IU 21</b> To seek to avoid the discharge of additional surface water to combined sewers and promote Sustainable Urban Drainage Systems (SuDS) and solutions to maximise</p>	<p>The proposed development incorporates sustainable urban drainage systems measures (SUDS) in accordance with the Greater Dublin Strategic Drainage Study.</p> <p>The proposed drainage strategy will improve the current situation on the site as it relates to surface water runoff and flood risk.</p> <p>Surface water from the proposed development will be intercepted through SUDS devices where possible, before discharging to the Rathgory Tributary, ensuring the existing waterbody will be protected, with separated drainage systems proposed.</p> <p>This is detailed within the accompanying Engineering Services Report by CS Consulting and Site-Specific Flood Risk Assessment prepared by JBA Consulting.</p>



<p>the capacity of towns with combined drainage systems.</p> <p><b>IU 22</b> 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.</p> <p><b>IU 23</b> To ensure all new developments provide for separated drainage systems.</p> <p><b>13.20 Water Services</b></p> <p><b>13.20.1 Public Water Supply and Wastewater Collection</b></p> <p>All new developments will be required to utilise and connect to the public water and wastewater network, where practicable.</p> <p><b>13.20.4 Sustainable Drainage Systems' (SuDS)</b></p> <p>All new developments (including amendments/extensions to existing developments) will be required to incorporate 'Sustainable Urban Drainage Systems' (SuDS) as part of the development/design proposals.</p>	
<p><b>IU 25</b> 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.</p>	<p>The riparian corridor ensures the watercourse becomes a feature element of the development and is a superior alternative to the culverting of this as conditioned previously by Louth County Council. This implements a key element of Green Infrastructure and his will significantly enhance biodiversity at the site. Please refer to the accompanying CEMP and Biodiversity Chapter 4 of the EIAR for further details.</p>
<p><b>IU 26</b> To reduce the risk of new development being affected by possible future flooding by:</p> <ul style="list-style-type: none"> <li>• Avoiding development in areas at risk of flooding and</li> <li>• Where development in floodplains cannot be avoided, taking a sequential approach to flood risk management based on avoidance, reduction and adaptation to the risk.</li> </ul>	<p>It is noted that site is partially located with Flood Zones A &amp; B at the eastern boundary at Rathgory Tributary.</p> <p>No development is proposed within the flood risk zones A &amp; B to ensure no implications for displacement. SUDS systems will be incorporated into the landscaped public open spaces throughout the site, to assist in the sustainable treatment and discharge of surface water to the realigned watercourse at greenfield rates. The vast majority of the</p>

<p><b>IU 27</b> To ensure all proposals for development falling within Flood Zones A or B are consistent with the “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” 2009. Proposals for development identified as being vulnerable to flooding must be supported by a site-specific Flood Risk Assessment and demonstrate to the satisfaction of the Planning Authority that the development and its infrastructure will avoid significant risks of flooding and not exacerbate flooding elsewhere. In Flood Zone C, where the probability of flooding is low (less than 0.1%), site-specific Flood Risk Assessment may be required, and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed. The County Plan SFRA datasets and the most up to date CFRAM Programme climate scenario mapping should be consulted by prospective applicants for developments in this regard and will be made available to lower-tier Development Management processes in the Council. Applications for development in flood vulnerable zones, including those at risk under the OPW’s Mid-Range Future Scenario, shall provide details of structural and non-structural risk management measures, such as those relating to floor levels, internal layout, flood-resilient construction, emergency response planning and access and egress during flood events.</p> <p><b>IU 33</b> Where a portion of a site is at risk of flooding, the lands at risk will be subject to the sequential approach to ensure first and foremost that new development is directed towards lands at low risk of flooding; and to restrict the type of development to that ‘appropriate’ to each flood zone in accordance with Tables 3.1 and 3.2 of the Flood Risk Management Guidelines.</p>	<p>site is located in Flood Zone C with all development taking place in this area.</p> <p>Surface water from the proposed development will be intercepted through SUDS devices where possible, before discharging to the Rathgory Tributary.</p> <p>Please refer to the Site-Specific Flood Risk Assessment prepared by JBA Consulting which has been prepared in accordance with the “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” 2009. The report concludes:</p> <p><i>‘As a result of the mitigation details discussed above, it is concluded that the development proposal is in compliance with the core principles of the Planning System and Flood Risk Management Guidelines and has been subject to a commensurate assessment of risk.’</i></p>
<p><b>IU 34</b> To consult with the Office of Public Works (OPW) in relation to proposed developments in the vicinity of drainage channels and rivers for which the OPW are responsible.</p> <p><b>IU 35</b> To consult with the Office of Public Works (OPW) in relation to proposed developments which include the construction, replacement or alteration of a</p>	<p>JBA Consulting have consulted with the Office of Public Works in relation to the proposed development in respect of access to the realigned Rathgory Tributary. As noted in the SSFRA:</p> <p><i>‘As agreed with the OPW a 5m strip has also been provided to allow for OPW access for maintenance of the channel. The 20m riparian zone is also in accordance with</i></p>

<p>bridge or culvert and to require that the developers obtain consent from the OPW under Section 50 of the EU (Assessment and Management of Flood Risks) Regulations 2010 and Section 50 of the Arterial Drainage Act 1945, where appropriate.</p>	<p><i>Inland Fisheries Ireland: ‘Planning for Watercourses in the Urban Environment: A Guide to the Protection of Watercourses through the use of Buffer Zones, Sustainable Drainage Systems, Instream Rehabilitation, Climate / Flood Risk and Recreational Planning’ which recommends that for small channels such as the Rathgory Tributary which are less than 10m in width a buffer zone of at least 20m be used’.</i></p> <p>OPW has also been consulted in respect of the Section 50 consents required further to any grant of permission. JBA note:</p> <p><i>‘The proposed culverts have been designed in accordance with Section 50 (of the Arterial Drainage Act) requirements and the channel design will similarly be subject to Section 9 requirements. The OPW has been consulted through the design process to agree the channel design requirements.’</i></p>
<p><b>IU 76</b> To require that in all new developments, local services such as electricity be undergrounded where possible and appropriate.</p> <p><b>IU 81</b> To require the under-grounding of electrical cables within new residential, commercial or civic developments. Where existing, and proposed high voltage lines traverse new residential, commercial or civic developments, these should be relocated under-ground where technically feasible.</p> <p><b>IU 82</b> To require in all new developments, that multiple services are accommodated in shared strips underground and that access covers are shared, whenever possible.</p>	<p>All electrical and utility services cabling will be located underground in accordance with the CDP. Please refer to accompanying MandE Utilities Report for details.</p>
<p><b>IU84</b> To support the implementation of National and County initiatives for limiting emissions of greenhouse gases by incorporating energy efficiency measures into the design of new buildings and retrofitting of existing buildings.</p> <p><b>IU 85</b> To ensure that all new buildings in the County achieve the Nearly Zero-Energy Buildings (NZEB) standard in line with the Energy Performance of Buildings Directive (EPBD) and having regard to the Guidelines for Sustainable Design and Energy Efficiency in Buildings.</p>	<p>Please refer to Chapter 7 of the accompanying EIAR: Air Quality &amp; Climate Change which confirms the proposed development has had regard to the CDP in respect of climate impacts.</p> <p>Please refer to the accompanying Preliminary Energy Report prepared by MandE Consulting Engineers which states:</p> <p><i>‘The sustainable design of the proposed development ensures that each unit in the development performs efficiently and complies with the TGD Part L NZEB criteria.’</i></p>

**5.1.9 Environmental, Natural, Resources & the Coast**

POLICY	ANALYSIS
<p><b>ENV 9</b> To require all details of on-site lighting associated with all future development are submitted to and agreed with the planning authority.</p> <p><b>ENV 10</b> To promote the use of low energy LED (or equivalent) lighting in support of Climate Action.</p> <p><b>ENV 11</b> To implement a hierarchy of light intensity zones as required in development schemes to ensure that environmental impact is minimised as far as possible particularly in areas proximate to ecological corridors.</p>	<p>Please refer to the accompanying External Lighting Report prepared by MandE Consulting Engineers. The proposed lighting scheme has been sensitively designed in respect of ecological corridors and natural habitats. The report states:</p> <p><i>‘The public lighting design, as laid out in the following report, has been carried-out to minimise light spillage and nuisance/glare by the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Using shielded, downward directed lighting by utilising specially designed lanterns with zero-light spill above the horizontal plane of the optic. This effectively illuminates any waste illumination above the horizontal plane of the lantern.</i></li> <li>• <i>Using luminaire accessories to reduce the spill light. All lanterns have been fitted with front or back louvres to reduce the nuisance spill into dwellings. But specifically, the 4no. lanterns installed on the bridge are equipped with back and front louvers to focus the illuminance on the bridge only.</i></li> <li>• <i>Using luminaires with narrow spectrum lights and no UV outputs.</i></li> <li>• <i>Providing the facility for dimming to zero off all lighting during the hours of darkness.’</i></li> </ul>
<p><b>ENV 12</b> To promote the preservation of best ambient air quality compatible with sustainable development in accordance with the EU Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC) and ensure that all air emissions associated with new developments are within Environmental Quality Standards as out in the Air Quality Standards Regulations 2011 (SI No. 180 of 2011), or any updated/superseding documents.</p>	<p>Please refer to Chapter 7 of the accompanying EIAR which confirms all air emissions associated with the proposed development are within the required standards specified by policy objective ENV 12.</p>

<p><b>ENV 14</b> To ensure that adequate soil protection measures are undertaken where appropriate. Adequate and appropriate investigations shall be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work, where brownfield development is proposed.</p>	<p>Adequate soil protection measures have been undertaken as part of the planning application, with appropriate investigations carried out. Please refer to Chapter 5 of the EIAR: Land and Soils and the accompanying NIS and Construction &amp; Environmental Management Plan prepared by Altemar, which should be read alongside the Construction Management Plan prepared by CS Consulting for details.</p>
<p><b>ENV 18</b> To protect fisheries in all rivers in the County, where appropriate, including relevant species as contained in Annex II of the Habitats Directive.</p>	<p>Please refer to the accompanying Natura Impact Statement and Biodiversity Chapter 4 of the EIAR which sets out mitigation measures proposed as part of the development in accordance with ENV 18.</p>
<p><b>ENV 38</b> To retain and protect significant stands of existing trees/hedgerows/woodlands, and seek increased planting of native trees, where appropriate, in new developments.</p>	<p>The proposed development will retain and protect established hedgerows along the eastern and western perimeters of the site. The proposal includes a net increase of 446 trees on the site, enhancing habitats and biodiversity. Please refer to the accompanying SDA Landscape Report and Drawings for details.</p>

**5.1.10 Development Management Guidelines**

POLICY	ANALYSIS
<p><b>Table 13.2</b> <b>Spot Objective 4 – Ardee</b>  To provide a public park with a minimum area of 12 acres (4.9 hectares) as part of a residential development.</p>	<p>The proposal includes a c. 3.62 ha public park in the northern part of the application site which will adjoin that permitted under parent permission Reg. Ref.: 10174; ABP Ref: PL15.238053 immediately to the west, providing a total of c. 7.2 ha of public park at Bridgegate. This meets and significantly exceeds the requirement under Spot Objective 4 and will implement a high-quality public park accessible to the residents at Bridgegate and the wider settlement of Ardee.</p>
<p><b>13.8 Housing in Urban Areas</b></p>	<p>The proposed development has consulted the guidance set out under this section as set out in this Statement of Consistency and Planning Report and the accompanying documents prepared by CS Consulting and Darmody Architecture.</p>
<p><b>Table 13.3: Recommended Density and Plot Ratio</b></p>	<p>The proposed development includes a density of c. 35 units per hectare, which is above the minimum stated by the CDP and is in accordance with Sustainable</p>

<p>The Table sets out a recommended density of 35 units per hectare at 'Edge of Settlement' locations in Ardee.</p> <p>The Table sets out a recommended plot ratio of 0.5 at 'Edge of Settlement' locations in Ardee.</p>	<p>Residential Development in Urban Area Guidelines 2009 which require densities of 35-50 units per hectare on greenfield/edge of centre sites. The proposed density is considered appropriate in the context of national policy and section 28 guidelines and will support compact growth and the consolidation of Ardee, enhancing the local environment through a high-quality landscaped development which provides c. 41% of the total site area as public open space. The proposed development may be considered a material contravention of the Louth CDP on density. A justification for this is provided in the accompanying Statement of Material Contravention.</p> <p>The proposed development provides a plot ratio of 0.22. This is set out in the accompanying Darmody Architecture schedule.</p>
<p><b>13.8.6 Building Heights</b></p>	<p>The proposed development includes a mix of 2 and 3 storey dwellings, with 206 no. 2-storey houses and 66 no. 3-storey duplex units provided. 48 no. 3-storey duplexes are located at the foot of Mulladrillen Hill and absorbed by the backdrop of the elevation topography. The remaining 18 no. duplexes are provided in the southern part of the site, marking corner locations and contributing positively to the legibility of the scheme. This is considered to be acceptable at this location in the context of SPPR4 of the Urban Development &amp; Building Height Guidelines 2018. Please refer to the accompanying Darmody Architecture Design Statement for further details.</p>
<p><b>13.8.7 Layout</b></p> <p><b>13.8.8 Design Statement</b></p>	<p>The proposed development consists of permeable and well-connected streets designed in accordance with the principles of DMURS and will promote walking and cycling. A bus stop is included to facilitate a public transport link to the development. The proposal has a robust layout informed by the physical characteristics of the site and the route of the Rathgory Tributary and is based around a series of connected public open spaces. Please refer to the accompanying Darmody Architecture Design Statement and CS Consulting DMURS Statement, TTA and Road Infrastructure Design Report for further details.</p>

<p><b>13.8.9 Residential Amenity</b></p> <p>A minimum of 22 metres separation between directly opposing first floor habitable rooms in residential properties shall generally be observed. There may be instances where a reduction in separation distances may be acceptable. This is dependent on the orientation, location, and internal layout of the development and its relationship with any surrounding buildings.</p>	<p>The proposed development provides a high-quality layout which takes account of existing residents in the locality. In this regard, all dwellings at the western edge of the site are located a minimum of 22m from neighbouring dwellings at Cherrybrook.</p> <p>Within the proposed development, all dwellings achieve a 22m separation distance at opposing first floor habitable rooms. Within the site layout, particular care was taken to mitigate against the risk of overlooking of adjoining properties, and a minimum separation distance of 22m is achieved between units.</p> <p>In regard to the ‘wide front’ houses, types 3 &amp; 5, where the rear gardens are not as deep, the floor plans are designed to omit any habitable rooms from the rear elevation. This allows for a closer separation distance from neighbouring units below the required 22m separation distance. This is considered as an instance where a reduction in separation distances may be acceptable. For all other house types, compliance with guidelines and standards for dwelling design are adhered to throughout the scheme.</p> <p>Separation distances are shown in Darmody Architecture (DA) drawing no. PA-002. The proposed development is of high-quality design and layout and will implement a scheme of appropriate scale and density which will assist in achieving the housing allocation set out for Ardee in the CDP Core Strategy.</p>
<p><b>13.8.11 Boundary Treatment</b></p> <p>Boundary treatments in residential developments shall consist of the following:</p> <ul style="list-style-type: none"> <li>i) The rear boundary shall consist of a 2-metre-high block wall;</li> <li>ii) Side boundaries between properties shall be 2 metres in height. If timber boundaries are to be used, they must be bonded and supported by concrete posts;</li> <li>iii) Walls bounding any public areas shall be rendered and capped on both sides; and</li> </ul>	<p>The accompanying SDA Landscape Design Report provides details of proposed boundary treatments. These consist of 1.8m high timber fencing between dwellings and 1.8m rear boundary walls to public areas. Front boundaries between dwellings are provided by a 1m high hedge. Existing hedgerows to the eastern and western boundaries will be retained and incorporated into the proposed development.</p> <p>The provision of 1.8m walls and timber fences with concrete posts may be considered a material contravention of Section 13.8.11 of the CDP. This is discussed further in the accompanying</p>

<p>iv) Front boundaries along the estate road and between properties shall be agreed as part of the planning application. They can be open plan, planted, consist of a low-level wall or railing, or as otherwise agreed with the Planning Authority.</p>	<p>Statement of Material Contravention prepared by JSA.</p>
<p><b>13.8.13 Dwelling Design, Size and Mix</b></p> <p>To support a variety of household types and tenures, new residential developments, and in particular larger schemes in excess of 25 units shall endeavour to provide an appropriate mix of residential accommodation.</p> <p>Residential developments in excess of 100 units will be required to provide at least one single storey unit for every 100 residential units unless it can be demonstrated by an appropriately qualified professional that there is no demand for this type of accommodation.</p> <p>In order to create variety in the streetscape a mixture of building types, heights and finishes are encouraged, particularly in larger developments. This could include minor variations such as projections or canopies to avoid a repetitive streetscape. A full schedule of external finishes shall be provided.</p>	<p>The proposed development provides an appropriate mix of 1, 2, 3 and 4 bedroom dwellings and duplexes. A total of 272 units are provided, comprised of 6.3% 1-bed, 27.2% 2-bed, 62.5% 3-bed and 4% 4-bed dwellings. This mix has been informed by the Socio-Economic and Housing Supply Assessment undertaken by Future Analytics which illustrates a high demand for primarily 3-bed units in Ardee, as well as responding to the emerging demographic of the area.</p> <p>The report also sets out a low demand of single storey dwellings based on the dominance of younger working-age demographic age profile in the area.</p> <p>A high-quality palette of materials and finishes are proposed throughout the development to provide visual variety, with 14 house types included, contributing to the mix and visual appearance of the scheme. Please refer to the DA Design Statement for details of material finishes.</p>
<p><b>13.8.14 Climate Change and Energy Efficiency</b></p> <p>Buildings that are designed to adapt to the potential impacts of climate change such as flooding or increased temperatures in addition to improving energy efficiency are encouraged. Such designs will result in a more resilient and adaptable building stock that will support more sustainable communities and lifestyles.</p>	<p>All of the proposed buildings are designed to accommodate PV panels at roof levels if required. The site is well-orientated to benefit from passive solar gain. As set out in the Preliminary Building Energy Report by MandE:</p> <p><i>‘The dwellings shall include several energy conservation measures to achieve a high energy rating for each property:</i></p> <ul style="list-style-type: none"> <li>- <i>High-performance thermal envelope with low U-values for the fabric</i></li> <li>- <i>Airtight construction</i></li> <li>- <i>Ventilation system</i></li> <li>- <i>Heat Pump (HP) Technology or Highly efficient Gas boiler &amp; Photo-Voltaic (PV) Panels</i></li> <li>- <i>Energy efficient lighting to be used throughout.</i></li> </ul> <p><i>The sustainable design of the proposed development ensures that each unit in the</i></p>



	<p><i>development performs efficiently and complies with the TGD Part L NZEB criteria.'</i></p>															
<p><b>13.8.15 Public Open Space</b></p> <p>Public open space within a development shall normally equate to 15% of the total site area.</p> <p><b>13.8.16 Play Facilities in Residential Developments</b></p> <p>Developments of 50 units or more shall include proposals for the provision of a dedicated children’s play area designed to the satisfaction of the Planning Authority.</p>	<p>The proposed development adheres to this requirement by providing 18.6% public open space of the net developable site area.</p> <p>The proposed development includes c. 41% of the gross site area as public open space including a c. 3.62 ha public park and c. 1.8 ha of open space in three locations throughout the main part of the site.</p> <p>Public open spaces throughout the site provide play facilities for children with a range of nature-based and other play areas provided. Please refer to the SDA Landscape Drawings for further details.</p>															
<p><b>13.8.17 Private Open Space</b></p> <p><b>Table 13.4: Private Open Space Requirements</b></p> <table border="1" data-bbox="220 909 659 1384"> <thead> <tr> <th>Unit Type</th> <th>Town Centre and Infill / Brownfield Locations</th> <th>Greenfield / Suburban locations</th> </tr> </thead> <tbody> <tr> <td>Dwelling</td> <td>Minimum private open space requirement (m<sup>2</sup>)</td> <td>Minimum private open space requirement (m<sup>2</sup>)</td> </tr> <tr> <td>1-2 Bedroom</td> <td>50</td> <td>60</td> </tr> <tr> <td>3 or More Bedrooms</td> <td>60</td> <td>80</td> </tr> <tr> <td>Apartments and Duplexes</td> <td colspan="2">See table 13.5</td> </tr> </tbody> </table>	Unit Type	Town Centre and Infill / Brownfield Locations	Greenfield / Suburban locations	Dwelling	Minimum private open space requirement (m <sup>2</sup> )	Minimum private open space requirement (m <sup>2</sup> )	1-2 Bedroom	50	60	3 or More Bedrooms	60	80	Apartments and Duplexes	See table 13.5		<p>The proposed development meets or exceeds the provisions for private amenity space outlines in Table 13.4 with private gardens varying in size from 60 sqm for 3-bed units and 80 sqm for 4-bed units.</p> <p>Private amenity space for duplex apartments meets the standards set out at Table 13.5 and Appendix 1 of the Apartment Guidelines 2020.</p>
Unit Type	Town Centre and Infill / Brownfield Locations	Greenfield / Suburban locations														
Dwelling	Minimum private open space requirement (m <sup>2</sup> )	Minimum private open space requirement (m <sup>2</sup> )														
1-2 Bedroom	50	60														
3 or More Bedrooms	60	80														
Apartments and Duplexes	See table 13.5															
<p><b>13.8.18 Car and Cycle Parking</b></p> <p>The car and cycle parking requirements for residential properties are set out in Tables 13.11 and 13.12 in this chapter.</p> <p>In communal parking areas the necessary ducting and wiring to facilitate the installation of Electric Vehicle charging points shall be provided at a rate of 20% of total spaces. (See section 13.16.9 for further details).</p> <p>A secure and conveniently located cycle parking area shall be provided in apartment developments. This cycle parking area shall be covered.</p>	<p>A total of 446 car parking spaces will be provided for residential units, equating to 1.64 spaces per unit.</p> <p>A total of 17 spaces are provided to serve the crèche, and 6 spaces to serve the community building in accordance with development plan standards. There are 10 no. visitor spaces included adjacent to the public park. 20% of parking in communal areas are provided with ducting and wiring to facilitate the installation of EV charging points.</p> <p>Table 13.11 of the CDP requires a total provision of 544 no. car parking spaces. The proposed development falls below this standard and may be considered a material</p>															

<p><b>13.16.7 Disabled Parking</b></p> <p>Disabled 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.</p> <p><b>13.16.10 Dimensions of Parking Spaces</b></p> <p>The dimensions of parking and loading spaces are set out in Table 13.9.</p> <p><b>13.16.16 Cycle Parking</b></p> <p>Secure cycle parking facilities shall be provided in new developments in accordance with the standards set out overleaf.</p> <p>Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the Planning Authority. Such racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office). All long-term (more than three hours) cycle racks shall be protected from the weather.</p> <p><b>Visitor Parking Spaces:</b> These are designed for ease of use by the public and visitors to a development and should strive to be within 25m from main entry points. Such cycle parking spaces should be located in highly visible areas with good passive surveillance, which are easy to access and well lit.</p> <p><b>Apartments / Student Accommodation:</b> Secure, covered communal parking should be provided at ground level as close as possible to the main entrances.</p>	<p>contravention in this regard. This is addressed within the accompanying Statement of Material Contravention.</p> <p>A total of 152 car parking spaces are disabled access.</p> <p>All car parking spaces have been designed in accordance with Table 13.9 of the CDP.</p> <p>Short and long stay bicycle parking is provided within rear gardens of houses. A total of 296 no. bicycle parking spaces are provided to serve duplex units, commercial uses, open space and visitors. Long term cycle parking for duplex units is provided within secured, covered bike stores which are located adjacent to Blocks A-D. Total bicycle parking significantly exceeds the requirement of 188 set out by Table 13.12 of the CDP (for duplex and commercial uses) and promotes sustainable modes of travel and provide an alternative to the private car. Long and short stay bicycle parking is provided on curtilage of all houses, exceeding CDP requirements in this respect.</p> <p>Short stay public cycle parking is provided throughout the site and within public open spaces and adjacent to the community hub and access to the Mulladrillen Hill park by Sheffield stands in areas which benefit from public lighting and passive surveillance.</p> <p>Secure, covered bicycle parking is provided for long term apartment residential and commercial uses within bicycle stores located adjacent to the community hub and between duplex blocks in the northern part of the site in close proximity to entrances.</p> <p>Please refer to DA drawing no. PA-401 for further details.</p>
<p><b>13.8.19 Bin Storage</b></p> <p>Provision shall be made for the storage, segregation and recycling of waste in residential developments. Where communal bin facilities are being provided, they shall be conveniently located, screened, and well ventilated.</p>	<p>Bin storage is provided throughout the site and included within rear gardens for houses and within secure areas between duplex blocks A-D and adjacent to commercial uses. Bin storage is secure, well screened and convenient for users. Please refer to DA drawing PA-400 and PA-401 and the AWN Operational Waste Management Plan for further details.</p>
<p><b>13.8.22 Lighting</b></p>	<p>Please refer to the accompanying External Lighting Report prepared by MandE</p>

<p>All public lighting in new residential developments shall be high performance low energy LED lanterns or any upgraded lantern as agreed with the Planning Authority.</p>	<p>Consulting Engineers. The proposed lighting scheme has been sensitively designed and is of high performance with low energy LED. The report states:</p> <p><i>‘The public lighting design, as laid out in the following report, has been carried-out to minimise light spillage and nuisance/glare by the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Using shielded, downward directed lighting by utilising specially designed lanterns with zero-light spill above the horizontal plane of the optic. This effectively illuminates any waste illumination above the horizontal plane of the lantern.</i></li> <li>• <i>Using luminaire accessories to reduce the spill light. All lanterns have been fitted with front or back louvres to reduce the nuisance spill into dwellings. But specifically, the 4no. lanterns installed on the bridge are equipped with back and front louvers to focus the illuminance on the bridge only.</i></li> <li>• <i>Using luminaires with narrow spectrum lights and no UV outputs.</i></li> <li>• <i>Providing the facility for dimming to zero off all lighting during the hours of darkness.’</i></li> </ul>
<p><b>13.8.26 Childcare Facilities in New Residential Developments</b></p> <p>The Guidelines on Childcare Facilities (2001) recommend that in larger residential developments that one childcare facility (with a capacity of 20 child places) is provided for every 75 residential units.</p> <p><b>13.12.1 Childcare</b></p> <p>Childcare includes full day care, session facilities and services for pre-school children and school going children during out of school hours. Access to good quality childcare facilities contributes to the social, emotional and educational development of children. In addition, childcare has an important role to play in fostering economic development particularly at local level.</p>	<p>A 484.1 sqm crèche is provided as part of this development (at a central location) in accordance with the Childcare Guidelines. This caters for 100 children across the wider Bridgegate development and negates any additional pressure on existing childcare facilities in the surrounding area. Please refer to the accompanying Future Analytics Childcare Demand Assessment for further details. A total of 17 car parking spaces are provided adjacent to and within close proximity to the creche in accordance with CDP requirements.</p>
<p><b>13.8.27 Apartments</b></p>	<p>The proposed development includes 66 no. duplex apartment units. These have been designed in compliance with the standards set out within the Apartment Guidelines</p>

**13.8.28 Design Standards for New Apartments**

**13.8.29 Design Schedule**

The Design Standards for New Apartments (2018) set out the design criteria for apartment developments. All applications for apartments are required to demonstrate compliance with these Guidelines and the Specific Planning Policy Requirements.

**Table 13.5: Standards for Apartments**

Apartment Unit Type	Floor Area	Storage	Private Open Space
Studio	37m <sup>2</sup>	3 m <sup>2</sup>	4 m <sup>2</sup>
One bedroom	45 m <sup>2</sup>	3 m <sup>2</sup>	5 m <sup>2</sup>
Two bedroom (3 person)	63 m <sup>2</sup>	5 m <sup>2</sup>	6 m <sup>2</sup>
Two bedroom (4 person)	73 m <sup>2</sup>	6 m <sup>2</sup>	7 m <sup>2</sup>
Three bedroom	90 m <sup>2</sup>	9 m <sup>2</sup>	9 m <sup>2</sup>

2020. Please refer to the accompanying DA Duplex Schedule which demonstrates compliance in this respect. All duplex units are dual aspect, achieve 2.7m floor to ceiling heights, are provided with private and communal open space with the majority of apartments exceeding the minimum floor areas by at least 10% in accordance with Table 13.5.

**13.12.3 Educational Facilities**

Planning applications for substantial residential developments (over 200 dwellings) shall be accompanied by a report identifying the demand for school places likely to be generated and the capacity of existing schools in the vicinity to cater for such demand.

Please refer to accompanying School Demand and Concentration Report prepared by John Spain Associates. This illustrates sufficient capacity at local primary and secondary schools in Ardee to accommodate the potential need arising from the proposed development.

**13.16 Transport**

As part of the strategy of supporting the integration of land use and transportation and promoting a modal shift away from a dependence on the private car, new developments shall, as far as possible, include provision for sustainable modes of transport such as walking, cycling, and public transport.

The proposed development has been designed to promote active travel and a shift away from private car use. A bus stop is also included on Bridgewater Avenue adjacent to the community hub to facilitate a public transport link to the development.

**13.16.1 Pedestrian and Cycling Facilities**

The provision of quality and attractive walking and cycling facilities that are accessible, safe, and well connected to surrounding streets and neighbourhoods

A total of 296 no. cycle parking spaces will be provided across the site. Bicycle and pedestrian travel are promoted through the provision of footpaths throughout the development, neighbourhood streets and shared surfaces. Cycle lanes are included on the south side of Bridgewater Avenue extending to the eastern boundary.

<p>can lead to an increase in the number of people choosing to use these facilities. Walking and cycling facilities shall be a central element of the design of any new roads. Footpaths shall be designed to allow pedestrians pass each other in comfort, shall have a minimum width of 2 metres, and shall accommodate people with mobility issues and those who are visually impaired.</p> <p><b>13.16.3 Bus Network</b></p> <p>Any new or upgrades to existing roads or the development of large scale residential and employment areas, shall include provision for bus infrastructure including bus stops, shelters, and lay-bys that would improve public transport provision.</p> <p><b>13.16.14 Traffic and Transport Assessments</b></p> <p>Traffic and Transport Assessments involve a comprehensive review of the potential transport impacts of a development on the existing transport network.</p>	<p>This will provide a clear hierarchy of streets (designed in accordance with DMURS), with shared surfaces and link streets adding to a safe environment for residents, contributing to the creation of sustainable communities and prioritising pedestrian and cycle use.</p> <p>Primary access to the site will be taken from the initial phases of the Bridgegate development adjoining the site to the northwest. This will provide vehicular, cyclist and pedestrian access through the development to the N2 Drogheda Road and north to Ardee town centre via the proposed cycle lane under the Ardee Local Area Plan.</p> <p>Pedestrian and cycling connections are prioritised through the site connecting areas of open space via a main spinal route branching south from the community facilities on Bridgegate Avenue and directing users to the shared surfaces through the southern part of the site.</p> <p>Please refer to the accompanying CS Consulting TTA, DMURS Statement and Road Infrastructure Design Report for further details.</p>
<p><b>13.16.9 Charging Points for Electric Vehicles</b></p> <p>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.</p>	<p>The proposed car parking within the development has been designed to facilitate EV charging points with cabling included to allow provision as required. Please refer to the accompanying reports by MandE Consulting Engineers for further details.</p>

**6.0 PART V**

The applicant has entered into discussions with the Housing Department of Louth County Council in respect to Part V provision. The applicant agrees to accept a condition on a grant of planning permission, if the Board is minded to grant the proposed development, which requires the applicant to enter into a Part V agreement with Louth County Council as per their requirements prior to the commencement of development.

In respect of the Affordable Housing Act 2021, the applicant can confirm that the site was acquired in July 2018. This is confirmed by the Evershed Sutherland letter

included at Appendix 2 of this report. In this respect, the 10% Part V requirement applies under the provisions of Section 96(3)(j)(ii) of the Planning & Development Act 2000, as amended.

Part V proposals are described and mapped in the relevant material accompanying this consultation request and illustrated in the corresponding architectural plan. The applicant proposes to allocate 28 no. dwellings as follows:

- 10 no. 1 bedroom duplex apartments;
- 10 no. 2 bedroom duplex apartments;
- 7 no. 2 bedroom houses;
- 1 no. 3 bedroom house.

The applicant has engaged with Louth County Council in advance of this submission to confirm proposed provision of Part V units. A validation letter and costings are enclosed with this application and detailed within accompanying schedule and drawing no. PA-006 prepared by Darmody Architecture.

## 7.0 APPROPRIATE ASSESSMENT AND NATURA IMPACT STATEMENT

We refer the Board to the enclosed Appropriate Assessment screening report and Natura Impact Statement prepared by Altemar in accordance with the requirements of Article 6(3) of the EU Habitats Directive, has been produced to identify potential impacts of the development on Natura 2000 sites, Annex species or Annex habitats.

It states:

*“In a strict application of the precautionary principle, it has been concluded that significant effects on the Dundalk Bay SAC and Dundalk Bay SPA are likely from the proposed works in the absence of standard control or mitigation measures, primarily as a result of direct hydrological connection to the site via the Rathgory Tributary and River Dee and possible downstream impacts from the project during the in-stream, construction landscaping and drainage works. For this reason, a NIS was carried out to assess whether the proposed project, either alone or in combination with other plans or projects, in view of best scientific knowledge and in view of the sites conservation objectives, will adversely affect the integrity of the European Site. All other European sites were screened out at initial screening.*”

*We conclude that we have demonstrated on the basis of the best scientific information available which we consider is adequate to make this conclusion that the project alone or in combination with other plans or projects will not have an adverse effect on the integrity of the Dundalk Bay SAC and Dundalk Bay SPA in view of their conservation objectives. No in combination effects are foreseen. In combination effects have been excluded.”*

The report concludes:

*“No significant effects are likely on European sites, their qualifying interests or conservation objectives. The proposed project will not will adversely affect the integrity of European sites.”*

## 8.0 CONCLUSIONS

The statement set out herein demonstrates the consistency of the proposed development with the relevant national, regional and local planning policy context. At a national and regional level, this statement has demonstrated the consistency of the development with the following:

- National Planning Framework (2018) and Implementation Roadmap;
- Housing for All – A New Housing Plan for Ireland (2021);
- Rebuilding Ireland – Action Plan for Housing and Homelessness (2016);
- Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly Area 2019;
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
  - Related Circular NRUP 02/2021 'Residential Densities in Towns and Villages'
- Design Standards for New Apartments: Guidelines for Planning Authorities (2020);
- Urban Development and Building Height Guidelines (2018);
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;
- Design Manual for Urban Roads and Streets (2013);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- The Planning System and Flood Risk Management (2009);
- Draft Water Services Guidelines for Planning Authorities (2018).

Consistency is also demonstrated with the policies and provisions of the Louth County Development Plan 2021-2027.

It is acknowledged that Louth County Council and An Bord Pleanála may consider that the proposals constitute a material contravention of the Core Strategy of Louth County Development Plan 2021-2027 on a number of items. In this respect, a Statement of Material Contravention accompanies this submission.

It is respectfully submitted that the proposed development will provide an appropriate form of high-quality residential development comprising residential, public park, a series of areas of public open space, a crèche and community building on the subject lands, as well as key roads infrastructure facilitating connections to adjoining lands. This will contribute positively to the sustainable growth of Ardee in order to cater for the projected population increase in the town in the period to 2027 and beyond consistent with the town's settlement status in the RSES and both the extant and draft Louth CDP.

The proposed development has been prepared following extensive pre-planning consultation with Louth County Council and An Bord Pleanála, with amendments incorporated within the submitted proposal which have responded directly to the comments within Opinions from both authorities. This is detailed further within the accompanying Statement of Response to the ABP Opinion.

The proposed development includes a residential density of 35.34 units per hectare (net), which is considered appropriate having regard to the zoning of the subject lands and their outer suburban greenfield location and in the context of Section 28 Guidelines.

In conclusion, it is respectfully submitted that the proposed development is consistent with and in accordance with the proper planning and sustainable development of the area, and complies with all relevant national, regional and local planning policies and

guidelines and on this basis, it is respectfully submitted that planning permission should be granted for the proposal.



**APPENDIX 1 - PRE-APPLICATION DISCUSSIONS (UNDER S. 247 OF ACT)**Meeting No.1 - 28<sup>th</sup> April 2020**Louth County Council Minutes**

Page 1 of 2

Planning and Development (Housing) Residential Tenancies Act 2016.

Proposed SHD Planning Application – Bridgeway, Rathgory/Mulladrillen, Ardee, County Louth.

Minutes of 1st S247 Meeting held remotely at 2pm, 28<sup>th</sup> April 2020

**IN ATTENDANCE FOR APPLICANT:** John Spain (JSA); Ian Livingstone (JSA); Meadhbh Nolan (JSA); Tim Darmody (Darmody Architects), Ciaran Shields (Richmond Homes), Jennifer Lynch (Darmody Architects)

**IN ATTENDANCE FOR LOUTH COUNTY COUNCIL:** Joanna Kelly – Senior Planner and Patricia Hughes - Senior Executive Planner

NO.	ITEM
1	<p><b>Zoning and Core Strategy</b></p> <p>As per the zoning set out in the Ardee Local Area Plan 2010-2016 (the operational plan) – residential development is permissible. It is the authority's opinion that where a Plan has expired, it remains operational until it is replaced. Not aware of any JR on SHD applications relating to this matter.</p> <p>Phase III in Core Strategy –does not necessarily preclude this development for consideration under SHD process.</p> <p>Core Strategy is an issue. The allocation for the County will largely be allocated into the two regional settlements Dundalk and Drogheda and hence not a lot left for the other rural settlements. Recognise that Ardee is Tier 2 in the settlement hierarchy. Concerns that the number of units proposed would eat into the anticipated allocation for Ardee significantly.</p> <p>Zoning objectives for Ardee are to be included in the Draft Louth County Development Plan. Draft may be available at the end of July.</p>
2.	<p><b>Proposed Development</b></p> <p>Consultants detailed that the site extends to 11.2ha gross and is 7.7ha with the omission of steep un-developable lands. They are striving to achieve 35units/ha, housing mix comprises of c. 15% 1 bed, 15% 4 bed and the remainder 2 and 3 bed units and that apartments were not viable on this site.</p> <p>Authority advised that regard could be had to the overall scheme (permitted and proposed) in achieving an acceptable mix of house types.</p> <p>Accepted that apartments would not be viable in this particular location at the southern edge of the town.</p>

**Planning and Development (Housing) Residential Tenancies Act 2016.**

**Proposed SHD Planning Application – Bridgegate, Rathgory/Mulladrillen, Ardee, County Louth.**

**Minutes of 1st S247 Meeting held remotely at 2pm, 28<sup>th</sup> April 2020**

	Part V to be pepper potted through scheme as per the permitted scheme.
3.	<p><b>Infrastructure</b></p> <p><b>Roads</b> PA referred to policy INF 13 of the Ardee LAP which seeks the provision of an access road from Rathgory and Mulladrillen to Black Road to facilitate the development of these residential zoned lands and advised that regard should be had to the impact of development on the John Street/Bridge Street junction. Connections for traffic, cyclists and pedestrians must be delivered.</p> <p>Cherrywood is currently the subject of a Taking in Charge application.</p> <p><b>Drainage</b> Applicant indicated that there is no pre-connection enquiry confirmation as yet but that advised that they were not aware of any issues with capacity.</p> <p><b>Flood Risk</b> Pluvial and fluvial flooding information as detailed by OPW web site <a href="http://www.floodinfo.ie">www.floodinfo.ie</a> supersedes that of the Plan.</p>
4.	<p><b>Conclusions</b></p> <p>Development must have regard to the overall objectives of the local area plan and ensure that it does not prejudice their delivery.</p> <p>The allocation of population distribution in the core strategy is key. The fact that these are zoned land indicates that the area is considered a logical progression in terms of development of the town. Phase I and II lands have not been delivered as envisaged. It will be a matter for the Board to deliberate on regarding justification for release of lands at this stage.</p> <p>Applicant advised to liaise with infrastructure and to revert to planning for further pre-planning consultations to advance the project.</p>

**Meeting No.2  
26<sup>th</sup> June 2020****Applicant Design Team Minutes****Attendees**

Joanna Kelly, Senior Planner (JK)– Louth County Council  
Patricia Hughes, Senior Executive Planner (PH) – Louth County Council  
Ciarán Shields (CS) – Richmond Homes  
Mark O'Donnell (MOD) – Richmond Homes  
Tim Darmody (TD) – Darmody Architecture  
Stephen Diamond (SD) – Stephen Diamond Landscape Architects  
Niall Barrett – CS Consulting  
Owen O' Sullivan – CS Consulting  
Jennifer Lynch (JL) – Darmody Architecture  
Meadhbh Nolan (MN) – JSA  
John Spain (JS) – JSA

**Items Discussed**Site Layout

JK noted that regard should be had to the LAP provisions in terms of site layout. It should be very clear how the proposed linear park is being provided as part of the scheme and should be shown within redline boundary accordingly. JK also emphasised the importance of the integration of the steeper northern portion of the site making it a functional space. Further detail required on how access is provided to the northern park, including details of how permeability is achieved through trails and paths.

Linear Park

JK suggested that stronger surveillance of the linear park is needed along with a review of the positioning of carparking in this space. A stronger streetscape in this portion of the site, with units fronting and overlooking the linear park is recommended for further investigation.

NB noted that a condition has been included in the permission on the adjoining site to culvert the stream. The subject application proposes to leave the stream open and incorporate it into a parkland space.

JK raised no objection to this approach and suggested direct consultation with LCC drainage department on the matter. JK also suggested SUDs measures could be used to justify the rationale for keeping it open. The qualitative characteristics are important.

Public Open Space

JK requested a detailed breakdown of the public open space provided throughout the entire site (including earlier phases which have been delivered and are under construction) to demonstrate full compliance with the development plan.

JS noted that the linear park would form part of the open space calculation for the scheme but would be excluded from the net developable area of the site. JK agreed this approach seemed reasonable.

### Housing Typologies

No major issues were raised with the housing typologies proposed, however, JK noted the number of 3-bedroom units is high and should be considered in the context of the wider site.

### Connections

JK noted that the proposal should integrate with the remaining lands, allowing for future development.

Connections to Cherrybrook was highlighted. Vehicle access is required by LCC. NB noted this can be accommodated to the application site boundary.

**APPENDIX 2****Evershed Sutherland Letter**

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SUTHERLAND

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**Your Ref:**  
**Our Ref:** 40645-0139  
**Date:** 13 December 2021

To whomever it may concern.

**The Ardee Partnership**

**Site at Bridgegate, Rathgory & Mulladrillen, Drogheda Road, Ardee, County Louth.**

Dear Sir/Madam

We are writing to confirm that Earlstone DAC acquired the site at Bridgegate, Rathgory & Mulladrillen, Drogheda Road, Ardee, County Louth by Deeds of Transfer dated 20 July 2018.

Earlstone DAC is one of the partners of The Ardee Partnership. Earlstone DAC holds the property for and on behalf of The Ardee Partnership, and has done so since its acquisition on 20 July 2018.

The Ardee Partnership is the applicant in this application for a strategic housing development at Bridgegate, Rathgory & Mulladrillen, Drogheda Road, Ardee, County Louth. Earlstone DAC is the legal owner of the lands the subject of the planning application and the application is made by The Ardee Partnership on behalf of and with the consent of Earlstone DAC.

Section 96(3)(j) of the Planning and Development Act, 2000 provides that:

"Where—

*i) the permission is granted before 1 August 2021, or*

*(ii) the permission is granted during the period beginning on 1 August 2021 and ending on 31 July 2026 and the land to which the application for permission relates was purchased by the applicant, or the person on whose behalf the application is made, during the period beginning on 1 September 2015 and ending on 31 July 2021,*

*the reference to "20 per cent of the land" in paragraph (a) shall be read as "10 per cent of the land" and the reference in paragraph (bb) to "at least half of the aggregate of the net monetary value" shall be read as "all of the aggregate of the net monetary value."*

As the land to which the application relates was acquired on 20 July 2018, the provisions of section 96(3)(j) of the Planning and Development Act, 2000 will apply in the event that permission is granted to The Ardee Partnership before 31 July 2026.

The result of section 96(3)(j) applying is that an agreement under section 96 of the Planning and Development Act, 2000 shall provide for the transfer to the planning authority of the ownership of 10 per cent of the land that is subject to the application for

EVERSHEDS  
SUTHERLAND

permission for the provision of housing referred to in section 94(4)(a) of the Planning and Development Act, 2000.

Yours faithfully

*Sent by email and accordingly bears no signature*

**Eversheds Sutherland**