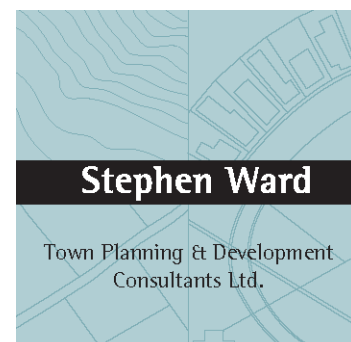


Applicant's A.22(2A)(b) Response Statement to Louth County Council LRD025 Notice of LRD Opinion

Gort Mell Old Slane Road, Drogheda, Co.Louth



Prepared on behalf of
Lagan Homes Tullyallen Ltd



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1.0 INTRODUCTION

An LRD Meeting in accordance with section 32C of the Planning and Development Act 2000 (as amended) was held between the prospective applicant Lagan Homes Tullyallen Ltd and Louth County Council on the 4th of June 2025 (Ref.LRD025). This statement is prepared in accordance with Article 22 (2A) (b) of the Planning and Development Regulations 2001 (as amended) in response to the Notice of LRD Opinion (NOP) issued under Section 32D of the Planning and Development Act 2000 (as amended) by Louth County Council dated the 27th of June 2025.

The notice of opinion highlights issues to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for the Large Scale Residential development. A single item is listed as follows-

1. Appropriate Assessment (AA)

A Natura Impact Statement (NIS) has been prepared and is submitted with this planning application.

Article 16A (7) provides that when issuing an opinion in accordance with section 32D of the Act a planning authority, may, in addition to the requirements of section 32D, notify the prospective LRD applicant that specified information in addition to the requirements of Article 23, should be submitted with any LRD application for permission for the proposed development. These additional requirements are listed under the following headings-

- Appropriate Assessment (AA)
- Sunlight and Daylight Analysis
- Traffic and Transport Issues
- Public Lighting Design
- ESB
- Surface Water
- Uisce Éireann
- Public Open Spaces
- Creche
- Private Amenity Space
- Private Amenity Space (HQA)
- Stairwells
- Block/Unit Numbers
- Noise
- Building Lifecycle Report
- Part V

This response statement will follow the same order as the Notice of LRD Opinion.

2.0 RESPONSE OF THE APPLICANT TO S.32D ISSUES RAISED

For ease of referencing, the individual sections of the Notice of Opinion issued by Louth County Council are restated (*italic in text below*) with the response of the applicant to each item directly following.

2.1 APPROPRIATE ASSESSMENT

A Stage 2 Natura Impact Statement is required as per Article 6 of the Habitats Directive, transposed into Irish law by the European Union (Birds and Natural Habitats) Regulations 2011-2015 (the “Birds and Natural Habitats Regulations”) and the Planning and Development Act, 2000. This is necessary given the sites direct hydrological link via Mell Stream to the River Boyne and River Blackwater SAC, which is a major European Site.

2.1.1 RESPONSE OF THE APPLICANT

The applicant has submitted an NIS under separate cover. The proposed development is an extension to the permitted Gort Mell development currently under construction. The surface water from the proposed development will discharge to Mell Stream using the permitted and construction outfalls at attenuated greenfield rate.

As stated at section 6.0 of the NIS “It has been concluded that, provided all mitigation measures that aim to avoid the discharge of contaminated surface drainage waters are implemented, the potential for this impact to occur will be eliminated and associated adverse impacts to the Boyne River and Estuaries European Sites will not arise.”

“Based upon the information provided in this NIS, it is the considered view of the authors of this NIS that it can be concluded by Louth County Council/ the competent authority that the project will not, alone or in-combination with other plans or projects, result in significant adverse effects to the integrity and conservation status of European Sites in view of their Conservation Objectives and on the basis of best scientific evidence and there is no reasonable scientific doubt as to that conclusion.”

3.0 RESPONSE OF THE APPLICANT TO INFORMATION SPECIFIED UNDER ARTICLE 16A

3.1 APPROPRIATE ASSESSMENT (AA)

The prospective applicant is advised to submit a Stage 2 Appropriate Assessment (i.e., an AA Screening Report and a Natura Impact Statement) (NIS) at LRD application stage.

3.1.1 RESPONSE OF THE APPLICANT

A Natura Impact Statement is submitted under separate cover.

3.2 SE SUNLIGHT & DAYLIGHT ANALYSIS

The prospective applicant is advised to submit a Daylight & Sunlight Assessment with the LRD application to ensure that all units meet the standards for daylight, sunlight, view out and glare.

3.2.1 RESPONSE OF THE APPLICANT

Open Plan Design Ltd were appointed to assess the proposed development with regard to the relevant standards. A Daylight, Sunlight and Overshadowing report is submitted under separate cover and results are summarised as follows-

- Of the 49 dwellings¹ tested for daylight distribution (SDA), 210 of 212 habitable rooms (99%) are in compliance with BS EN 17037, with many spaces far exceeding the minimum standards.
- Of the 49 dwellings tested for Sunlight Exposure requirements for new homes, 49 (100%) meet the EN 17037 criteria.
- Of 47 dwelling assessed for view quality, all meet at least the minimum view rating.
- Of 2 designated public open spaces (including communal space) areas, both comply fully with both exceeding the criteria by a factor of 2.
- Of one neighbour assessed, neither their access to daylight, sunlight, nor amenity sunlight (to private outdoor spaces) are impacted.

3.3 TRAFFIC & TRANSPORT ISSUES

Waterman Moylan Consulting Engineers have provided a detailed response to Item No. 3 in the Response to Louth County Council LRD Opinion Report under separate cover. The section below provides a summary.

3.3.1 RESPONSE OF THE APPLICANT

a) The prospective applicant is advised to consider and design/ implement the development in accordance with the submitted drawings and accompanying Engineering Reports received on the 8th of May 2025.

Engineering drawings were submitted to Louth County Council on the 8th of May 2025 as part of the LRD Meeting Request Package. Final engineering drawings prepared by Waterman Moylan Consulting Engineers are provided as part of this LRD Planning Application under separate cover and reflect the LRD Opinion and feedback at the LRD Meeting held on the 4th of June 2025.

¹ The proposed development involves the construction of 47 additional dwellings
Two adjacent houses permitted in Phase 2 which are within the red line boundary have also been assessed.

3.3.2 RESPONSE OF THE APPLICANT

b) The prospective applicant is advised that an integral part of this development is connectivity with regards to pedestrian and cycle permeability along Slane Rd and adjoining lands/ destination of choices to the north and east of this subject development. In this regard the applicant (and associated with previous granted planning application Ref 2460266), is advised to ensure the following:

- i. That the footpath linkage along the Slane Rd (as agreed with Louth County Council, Physical Development Department), as per Planning Ref 21/1283 (ABP-311678-21) compliance is implemented in advance of this application (development) commencing.*

The footpath along Slane Road has been constructed as permitted under SHD Ref. ABP-311678-21 with details agreed Louth County Council Physical Development Department. The proposed development will tie into this footpath network and provide a bus lay-by to the south of the application site. Public lighting and signage along the Old Slane Road as permitted will be completed prior to the commencement of the proposed (Phase 3) development.

- ii. The provision of a continuous footpath/ cycle path along the northern boundary of the site (i.e. R168 south side only) towards the Hill of Rath Roundabout to tie in with a future Active Travel Scheme at this roundabout. The cost of this is to be borne by the applicant. This is required to support the retrospective provision of walking and cycling infrastructure in existing settlements, where feasible, to achieve growth in sustainable mobility and strengthen and improve the walking and cycling. The provision of the footpath(s) and cycle path(s) shall comply with the widths outlined in section 2.6 of "The Cycle Design Manual; footpath width 1.8m, cycle path width 3m (2-way) and buffer zone of 1m i.e. 5.8m. The new/ revised drawing(s) shall also clearly outline the provision of the correct tactile arrangement at all transitions and junctions.*

The subject LRD planning application seeks to amend a permitted SHD ABP-311768-21 (as modified under P.A.Ref. 2360368 and 240266) known as Gort Mell. As part of the parent permission a connection is provided from Gort Mell to the M1 Retail Park c.200m east of the development area. This connection provides access to the retail park, supermarkets and public bus services. The permitted link as illustrated by figure 1 consists of a 3m shared surface

As part of the Phase 2 modifications (P.A.Ref. 240266), a sterile section of land on the boundary adjacent to the R168 was provided to accommodate future provision of a footpath and cycle path. This sterile section of land achieves or exceeds the 5.8m requirement along the entire site boundary as illustrated by Waterman Moylan drawing no. OSR-WMC-ZZ-DF-DR-C-SK02 at Appendix A of the Response to Louth County Council LRD Opinion Report prepared by Waterman Moylan and submitted under separate cover.

The above request seeks to modify this link as part of the subject planning application and extend the route a further 200m to the Hill of Rath roundabout. These lands are outside the application site the subject of this planning application and are not in the control of the applicant. There is no Active Travel Scheme for the R168 including the Hill of Rath roundabout permitted at the time of this planning application.

It is submitted that the permitted link to the M1 Retail Park is the most appropriate and the extension of this footpath has no advantage to residents in terms of access to further services of community facilities. The desire line is to the retail park and this is provided for.

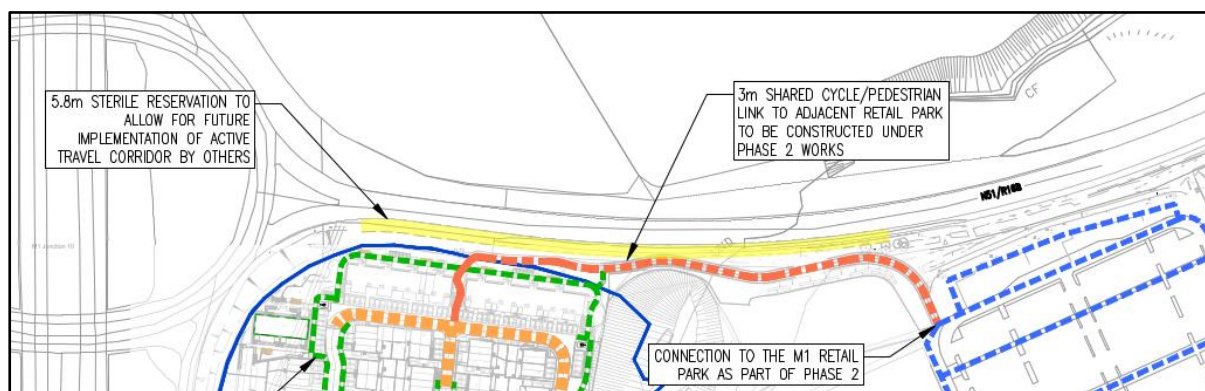


Figure 1 Extract from Waterman Moylan drawing SK02 provided under separate cover

3.3.3 RESPONSE OF THE APPLICANT

iii. Explore the provision of pedestrian links with the lands to east of the subject site.

The proposed development is an extension to the Gort Mell development under construction and represents the final phase. The subject site has been tied into the permitted road network north and east as illustrated by the submitted drawings and will benefit from the improvements to the footpath network along Old Slane Road which lead to an Aldi, local school and on to the town centre as well as the connection to the M1 Retail Park as discussed above.

c) The prospective applicant shall have full regard to the contents of correspondence received from Transport Infrastructure Ireland (TII) dated 9th May 2025 on foot of Planning Compliance 2460266 which requires compliance with the procedural and technical requirements of TII publications and the Roads Acts and highlights that development within the motorway is not permissible.

3.3.4 RESPONSE OF THE APPLICANT

The applicant has reviewed the correspondence in relation to planning compliance with P.A.Ref. 2460266 provided by Louth County Council. A vehicle restraint system assessment (VRS) Assessment has been undertaken by Bruton Consulting Engineers for the Phase 2 development in this regard and will be submitted to the planning authority. This report concludes, in keeping with TII technical requirements, a vehicle restraint system is not required.

A VRS assessment has also been undertaken for the proposed development (Phase 3) in support of this planning application. As detailed in the report by Bruton Consulting Engineers (provided at Appendix B of the report by Waterman Moylan under separate cover), a minimum clear zone of 10.0m is required for a design speed of 120km/hr, as defined in TII publication DN-GEO-03036 (May 2023). The existing fence line is 11.8m from the kerb line of the M1 slip road that bounds the site to the west and the hard strip is 1.2m, giving a total width of 13m, which exceeds the minimum clear zone of 10.0m. Therefore, there is no requirement for vehicle restraint system.

d) The prospective applicant has proposed the provision of a new roundabout at the end of the Old Slane Road, as requested in order to future proof the provision of public transport provision along the Old Slane Road. The applicant shall ensure that the proposed roundabout is designed in accordance with TII publication DN-GEO-03060 "Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions)" to cater for the type and volume of traffic for the Old Slane Rd. If in order to satisfy this requirement, the applicant shall be requested to submit a formal legal agreement together with a map showing the extent of the lands so affected outside the site boundary together with an undertaking from the 3rd party's solicitor that the agreement will be entered as a burden against the title of the land.

3.3.5 RESPONSE OF THE APPLICANT

TII publication DN-GEO-03060 includes guidance appropriate for National Roads only. Old Slane Road is not a national road and will primarily serve residential traffic to the proposed development, with low volumes of traffic passing through the underpass beneath the M1.

The roundabout as detailed by Waterman Moylan drawing no. OSR-WMC-PH3-00-DR-C-SK01 complies with DMURS and can be facilitated on the public highway by including lands in the control of Meath County Council. A letter of consent has been issued by Meath County Council for the inclusion of these lands within the red line boundary as part of this planning application. Waterman Moylan have undertaken swept path analysis using a 10.6m long 3-axle bus, confirming that the proposed inscribed circle diameter of 16m is sufficient to allow this bus to perform a 180° manoeuvre without reversing. Please refer to Appendix A of the Response to Louth County Council LRD Opinion Report by Waterman Moylan Consulting Engineers under separate cover for details.

e) The prospective applicant is advised that a Road Safety Audit Stage 1 & 2 shall be required upon completion of detailed design and prior to construction of any proposed design changes.

3.3.6 RESPONSE OF THE APPLICANT

A Stage 1 Quality Audit has been undertaken by independent consultant Roadplan (Appendix C of the Engineering Assessment Report provided under separate cover). The drawings submitted with this planning application take account of the recommendations contained in the RSA which is provided under separate cover with a completed feedback form.

A Stage Two (completion of detailed design) Road Safety Audit will be completed upon detailed design and prior to construction.

f) The prospective applicant is advised to that all residential turning bays shall be in accordance with section 2 of “Recommendations for Site Development Works for Housing Areas” published by Department of the Environment and Local Government. Of particular concern is the vehicle arrangements for vehicles accessing the shared surface area for the units along the western boundary. The applicant shall be requested to submit revised details outline how vehicles can safely turn within the courtyard without the need to reversing out onto the residential roadway.

3.3.7 RESPONSE OF THE APPLICANT

Waterman Moylan Consulting Engineers have provided a detailed response to this item under separate cover.

Autotrack analysis has been undertaken as detailed on drawings OSR-WMC-PH3-00-DR-C-4130 illustrating that refuse and emergency vehicles can safely access the proposed development.

The courtyard design is as permitted to the north of the application site (P.A.Ref. 240266) and has been designed to allow private cars to turn and leave the courtyard in forward gear. Please refer to drawing OSR-WMC-PH3-00-DR-C-4131 for swept path analysis. Courtyard housing bring bins to the kerbside for collection by refused vehicles.

g) The prospective applicant is advised that Table 7.7 of the “Guidelines for setting and managing speed limits in Ireland”, March 2015, indicates 30 km/h as an appropriate speed limit in a housing estate such as this proposed development. The applicant is advised to submit revised details clearly demonstrating adequate traffic calming provision within the development to achieve an 85th percentile speed of 30 km/h. This can be achieved by means of vertical deflections, but ideally by horizontal alignments.

3.3.8 RESPONSE OF THE APPLICANT

Please refer to the report by Waterman Moylan under separate cover for the speed reducing measures introduced in order to achieve the 85th percentile speed of 30km/h as requested.

h) The prospective applicant is advised that roadway widths shall be 5m – 5.5m to be consistent with DMURS including corner radii of 1m – 3m in accordance with section 4.3.3 of DMURS.

3.3.9 RESPONSE OF THE APPLICANT

The site layout plans have been reviewed by Waterman Moylan Consulting Engineers and are consistent with DMURS. Corner radii through the proposed development are 3m and road widths are 5m-5.5m. In accordance with DMURS section 4.4.1, local streets referred to as ‘homezones’ are 4.8m.

i) The prospective applicant is advised of the requirement to provide EV charging points in accordance with Section 13.16.9 of the Louth County Development Plan 2021 – 2027 (as varied).

3.3.10 RESPONSE OF THE APPLICANT

20% of communal on street spaces will have active charging points with ducting provided for future charging points to be added in the future. Please refer to Waterman Moylan drawing no. SLR-WBS-UT-P3-DR-E-60-E1001 provided under separate cover.

j) The prospective applicant is advised to consider the provision of bicycle stands at the site entrance to allow LCC’s Bike share scheme operator to allocate same within the development.

3.3.11 RESPONSE OF THE APPLICANT

As identified on NMP drawing no. P-L3-100, 5no. bicycle stands have been provided to the south of the application site in proximity to the bus lay by that can be used by the LCC Bike share scheme operator if required.

3.4 PUBLIC LIGHTING DESIGN

The prospective applicant is advised that a public lighting strategy is required to be submitted for the scheme at LRD application stage

3.4.1 RESPONSE OF THE APPLICANT

Public lighting plans and corresponding report prepared by Waterman Moylan Consulting Engineers are provided under separate cover.

3.5 ESB

The prospective applicant is advised to address any issues at the Public Open Space area along the western site boundary in regard to ESB standards. Specifically, any separation distances required and/or restriction of access adjacent to the electricity infrastructure should be considered upon consultation with ESB Networks. Evidence of

consultation with ESB in relation to this matter should be submitted at the LRD application stage. The applicant is also advised to engage with the ESB's Regional Manager in relation to capacity.

3.5.1 RESPONSE OF THE APPLICANT

The applicant has engaged with ESB Networks and ESB Networks is satisfied with the design and layout of the proposed development is in accordance with ESB standards. It is policy of ESB Networks not to engage in detailed matters regarding capacity and detailed design until such time as planning permission is granted. The applicant invites the PA to consult with ESB Networks as part of the planning application process

3.6 SURFACE WATER

The prospective applicant is advised to reconsider and address any relevant issues in relation to storm water management at the proposed site, such as the need to carry out permeability testing, show how all surface water retained on site as 100 Year Flood Event will be discharged and overflow to the west of the roundabout all the way down to the underpass.

3.6.1 RESPONSE OF THE APPLICANT

Waterman Moylan have reviewed the overland flood route following the LRD Meeting with Louth County Council to ensure it does not result in flooding in the underpass to the west of the site. as illustrated by Waterman Moylan drawing no. OSR-WMC-PH3-00-DR-C-4250 any overland flood water runoff from the proposed development will drain to the east of the proposed roundabout.

3.7 UISCE EIREANN

The prospective applicant is advised to submit a revised Confirmation of Feasibility (CoF).

3.7.1 RESPONSE OF THE APPLICANT

An updated Confirmation of Feasibility for the 47no. additional dwellings proposed within the Gort Mell development was issued by Uisce Eireann dated 3rd of July 2025 and is appended to the Engineering Assessment Report under separate cover.

3.8 PUBLIC OPEN SPACES

The prospective applicant is advised to make reference to the useability/safety of public open spaces within the development in a revised Planning Statement having regard to the attenuation areas /basins proposed in public open space areas.

3.8.1 RESPONSE OF THE APPLICANT

Please refer to the Landscape Design Statement prepared NMP for full details of the public open space and NMP drawing no. P-L3-701 for sections of the attenuation areas. As detailed at page 4 of this document, the attenuation basins are designed as dry detention basins, and will only hold water during extreme rainfall events. The open spaces at the north of the subject development will fill up to depths of 0.178m for the 1-in-1 year event, 0.301m for the 1-in-5-year event, 0.501m for the 1-in-30-year event, and 0.904m of the 1-in-100-year event, including for a 20% increase in rainfall to account for climate change. The attenuation basin located in the public open space at the south-eastern corner of the subject development will fill up to depths of 0.104m for the 1-in-1-year event, 0.212m for the 1-in-5-year event, 0.377m for the 1-in-30-year event and 0.699m for the 1-in-100-year event, including for a 20% increase in rainfall to account for climate change. The detention basins will generally be dry, and are designed with maximum side slopes of 1 in 4, ensuring they are usable as public open spaces. They are designed to be free draining to ensure the spaces become usable again once storm waters have drained following extreme storm events. The detention basins do not detract from the usability of the public open spaces, but in actual fact lend themselves to informal / free play as an added layering of amenity to these open spaces.

Please refer to the Engineering Assessment Report by Waterman Moylan and appended Hydraulic Modelling for full details.

3.9 CRECHE

The prospective applicant is advised that the Childcare Needs Assessment should be updated to make necessary provision for the additional 43 residential units as possible additional spaces may be required over and above the 58 spaces already provided for. The applicant is advised to liaise with Louth Childcare Committee in this regard.

3.9.1 RESPONSE OF THE APPLICANT

The permitted creche under construction and will serve Gort Mell is designed to cater for 58no. full time childcare places. The Childcare Demand Assessment prepared by Stephen Ward Town Planning and Development Consultants and provided under separate cover demonstrates that the permitted creche will provide sufficient capacity for the additional 47no. dwellings based on information collected by Census 2022 which is the most up to date data on creche use in Drogheda.

The Louth County Childcare Committee were contacted during the preparation of the Childcare Demand Assessment. Feedback received indicates that it is difficult to find childcare places in Louth for children aged 0-2 years. There are currently no places for the 0-1year group in County Louth. This situation is not unique to County Louth but experienced across the Country. The creche under construction in Gort Mell includes a baby and toddler room that can facilitate full and part time care for children 0-2 years.

It is submitted the permitted childcare facility will cater for the Gort Mell development as amended. The Census based analysis indicates that a total of 54no. children within Gort Mell as amended (284no. units) are likely to use a type of formal childcare including a creche. The permitted creche is designed to provide 58no. full time childcare spaces. End services will be dependent on the operator who could provide sessional services as well as full time and part time childcare. Sessional services open up additional childcare spaces including the free childcare offered under the Early Childhood Care and Education (ECCE) Scheme which provides free care and education for pre-school children for 3 hours a day.

It is submitted that the creche as permitted within Gort Mell will provide adequate childcare for the predicted demand. The creche building is under construction and Condition No. 6(b) of P.A.Ref. 24/60266 requires that *“No more than 75 residential units shall be occupied until the creche has been completed and operational unless otherwise agreed in writing with the Planning Authority.”*



Figure 2 Construction Progress on Creche Building

3.10 PRIVATE AMENITY SPACE

The prospective applicant is advised to demonstrate how the private amenity space, such as balconies and storage spaces to the front of the development will work for Unit Types Q1 & Q2 (Duplex Block 1-10).

3.10.1 RESPONSE OF THE APPLICANT



Figure 3 CGI by JFOC Duplex south elevation

As detailed by JFOC drawing no. 34001 and illustrated above, the ground floor apartments will have a south facing terrace. Balconies serving duplex apartments above sit on top of the hallway/utility area of the apartment below and will not obstruct sunlight to the ground floor terraces. All terraces and balconies are south facing.

Bin storage is provided for ground floor apartments along the southern façade. Bin storage for the duplex apartments above is provided under the staircases on the northern façade and a screened bin storage area on the western façade. The schedule of accommodation prepared by JFOC and submitted under separate cover details the location of all bin and bicycle storage for the Phase 3 development.

3.11 PRIVATE AMENITY SPACE (HQA)

The prospective applicant is advised that private amenity space provision has been omitted from the Housing Quality Assessment (HQA). Therefore, the private amenity space sizes should be clearly shown in the HQA.

3.11.1 RESPONSE OF THE APPLICANT

Please refer to the final HQA prepared by JFOC provided under separate cover for details.

3.12 STAIRWELLS

The prospective applicant is advised to submit revised drawings showing the stairwell at the north elevation for Unit Types Q1 & Q2 (Duplex Block 1-10) corresponding with the site layout plan (it appears to have been omitted from the first floor plan).

3.12.1 RESPONSE OF THE APPLICANT

Please refer to JFOC drawing nos. 34001 and 34002 for details of the duplex apartments proposed. Corresponding details are shown on drawing no. 31004 – Site Layout Plan.

3.13 BLOCK/UNIT NUMBERS

The prospective applicant is advised to submit floor plans/elevation drawings at LRD application stage showing the location of block/ unit numbers on corresponding site plan for ease of identification.

3.13.1 RESPONSE OF THE APPLICANT

JFOC drawings for all house types and apartments include a key with the location of each unit type highlighted. All units are numbered on the site layout plan (drawing no. 31004).

3.14 NOISE

The prospective applicant is advised that the Environment Section has concerns in relation to noise. They state that the M1 motorway is in proximity to the proposed development and that road-based traffic noise levels should not exceed 53 dBLden and 45dBL night which is calculated at the facades of exposed dwellings. The prospective applicant is advised to demonstrate that appropriate noise mitigation measures are taken to ensure that all the requirements as detailed above are met. All such noise mitigation proposals should be completed by a suitably qualified person.

3.14.1 RESPONSE OF THE APPLICANT

Amplitude Acoustics were retained early in the design process to inform the site layout, dwelling design and boundary treatments proposed to ensure an appropriate noise environment is achieved.

An acoustic design statement is submitted under separate cover that has taken into account the item above pertaining to noise and correspondence received from the Environment Section of Louth County Council dated 19th of May 2025, which refers to the aims of Louth County Council Noise Action Plan of:

- Avoiding significant adverse health impacts from noise,
- Preserving environmental noise quality where good.

The assessment includes for the forecast increase in traffic volume and associated increase in noise levels outlined in the TII document Project Appraisal Guidelines Unit 5.3 'Travel Demand Projections'.

The internal noise levels in the residential properties are predicted to meet the WHO and ProPG internal noise criteria. The acoustic screening due to the introduction of the development buildings and boundary noise walls significantly reduces the noise on-site to below the 55dB threshold for most private gardens and are therefore considered acceptable with regard to ProPG guidance. Noise levels within the external amenity areas are predicted to fall within the 55–60 dB LAeq,16hr range. While this represents a 'Low to Medium' risk category in

accordance with Stage 1 of the ProPG: Planning & Noise guidance, these levels remain within an acceptable range for external amenity spaces when considered in the context of the overall site design. The development is predicted to achieve the aims of Louth County Council Noise Action Plan.

3.15 BUILDING LIFECYCLE REPORT

The prospective applicant is advised to submit a Building Lifecycle Report with the LRD application.

3.15.1 RESPONSE OF THE APPLICANT

JFOC have prepared a building lifecycle report which is submitted under separate cover.

3.16 PART V

The prospective applicant shall submit proposals to comply with the provisions of Part V of the Planning and Development Act 2000 at LRD application stage.

3.16.1 RESPONSE OF THE APPLICANT

The applicant proposes to meet with their obligations under Part V by providing units on site for transfer. Please refer to JFOC drawing no. 32001 which identifies 5no. dwellings proposed for transfer within Phase 3. Preliminary costs relating to the units identified are submitted under separate cover.

The applicant has reached agreement with Louth County Council with regard to Part V for the balance of the Gort Mell development which is permitted and under construction. Please refer to a copy of correspondence from Louth County Council dated the 5th of June 2025 under separate cover confirming discharge of Condition 29 of ABP-311678-21.