DRAFT

Clogherhead

Town Centre First Plan



An Roinn Forbartha Tuaithe agus Pobail
Department of Rural and Community Development

Lár Bailte ar dTús
Town Centre First

Comhairle Contae Lú
Louth County Council

BDP.

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1

Introduction

Project Background

Message from Louth County Council

The Town Centre First (TCF) Plan, aligned with the National Planning Framework and Our Rural Future, redefines town development by prioritising community-driven revitalisation. Our towns, each uniquely sized and functioned, serve as essential economic, social, and cultural hubs, nurturing businesses and providing vital services, reflecting Ireland's heritage, and drawing residents and tourists. TCF policy acknowledges towns as catalysts for balanced regional growth, enhancing competitiveness, and attracting investment. It empowers towns, ensuring their resilience, vibrancy, and inclusivity in alignment with 21st-century needs. By making towns the core of community life, TCF Plan ensures sustainable growth and safeguards Ireland's resilience for future generations.

Clogherhead forefronts this approach through a funded Town Centre First Plan, crafting a distinctive town vision and transformative interventions. A multidisciplinary integrated approach bringing together the development of places and destinations, develop a plan strategy for the Clogherhead Town Centre. This plan will look at potential for growth, repurpose of derelict and vacant sites, infrastructure enhancement, housing opportunities, and development potential of key sites within the town centre. It will seek to create a vibrant place for people to meet, relax, and connect with their area. The plan is intended to enable the delivery of a high-quality town environment through the support of public funding schemes such as Rural Regeneration and Development Fund (RRDF) and Town and Village Renewal Scheme (TVRS), to meet the growth that the Louth County Development Plan 2021-2027 (LCDP) has identified for Clogherhead.

Preface

The Town Centre First policy aims to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community.

Rialtas na hÉireann
Government of Ireland

Town Centre First

A Policy Approach for Irish Towns



Figure 1.
Town Centre First Policy - February 2022



Figure 2.
Ariel View of Clogherhead`s Village Centre

Project Aims

The Town Centre First Plan is a strategic document that outlines the essential elements for a thriving town and offers a roadmap for creating a cohesive town plan to stimulate social, cultural, economic and amenity regeneration. Clogherhead, selected as one of the 26 towns nationwide, develops a distinctive TCF Plan under the Government's Town Centre First Policy, which aims to tackle vacancy, combat dereliction and breathe new life into our town centres. The purpose of the plan is to provide a vision for rejuvenation of the town centre as a desirable place to live, work and visit. It will act as a roadmap for Clogherhead's plan-led path forward. The TCF Plan is underpinned by diagnosis of local strengths and challenges. It will be driven by the local community and businesses as part of the Town Team who will be supported by the local authority in its delivery. The plan will provide a basis for targeted Government funding available to support TCF implementation and to stimulate private investment.

- The project's objective is to revitalise the town by repurposing derelict or vacant properties, activating the Main Street area in conjunction with green and blue infrastructure, improving the economic activities and prioritising the delivery of housing.
- The ultimate outcome of this plan will be the establishment of a dynamic and inclusive town centre, incorporating a diverse spectrum of pivotal places designed to meet the evolving needs of the community:
- Places that are shaped by the communities that live there, where local residents and the business community are enabled to define the future for their own towns and villages;
- Towns that embrace the opportunities and challenges presented by technological innovation, climate action and demographic change;
- Places that are the fulcrum of economic, social, cultural and recreational activity, with a sustainable mix of commercial, retail, service and hospitality offerings;
- Town centres that reflect the current and future needs of the local community, with quality public realm, sustainable mobility infrastructure and green spaces that facilitate vibrant, connected local communities and economies;
- Vibrant, accessible and lived-in town centres that are home to young and old, which are not seen as a second-best option to more peripheral locations.

TCF Team

The plan addresses a wide range of issues, and as such, Louth County Council procured a multi-specialist design team which includes the following:

- BDP - Urban design, planning, architecture, ecology, landscape, sustainability and consultation advice
- Momentum - Movement and transport advice
- The Destination Developer - Tourism, culture and property advice

The design team has liaised closely with Louth County Council's Town Regeneration Officer, and been supported by Clogherhead's Town Team.

Project Objectives

The development of a Town Centre First Plan for Clogherhead is a unique opportunity to explore the perceptions the local community has of its town, and to set a shared ambition of shaping its future growth.

The TCF plan is a framework for revitalisation and adaptation. It has a multi-layered approach that brings together development strategies, village-wide proposals and actions, projects for buildings and open spaces, and community-led initiatives.

It will rely on a phased delivery in which each intervention will unlock the development of further projects. In this way it is not prescriptive, and will be able to adapt and change in response to future emerging issues. It will thus need to rely on a local long term stewardship (particularly by the Town Team) and the establishment of strong partnerships with both public agencies and bodies and private stakeholders.

This interim report sets out and explains the suite of strategies and proposals that conform the TCF Plan. As a headline summary, the plan will comprise:

Strategies - These will underpin the TCF Plan's proposals and set a framework for a holistic approach to revitalising the town centre.

Strategic Opportunities and Interventions - These identify town-wide interventions to, amongst others, improve accessibility and encourage active travel, enhance biodiversity, support new housing in the town centre, and establish frameworks for regeneration of different character areas.

Projects and Initiatives - Set out a suite of phased projects for buildings and open areas, scheduled across the TCF Plan's duration, and features progressive initiatives to enhance regeneration endeavours within the allocated time frame.



Figure 3.
Site Plan for TCF Plan, Clogherhead

2

Understanding Clogherhead

Defining the Plan Area

TCF Study Area

The study area for the village centre plan largely corresponds to that zoned as "Town/Village Centre" under the LCDP and includes six protected buildings and key archaeological structures. It is thus defined by Clogherhead's historic core, anchored around the Main Street and the coast as a strong edge to the southeast. The Main street is also a key thoroughfare in linking the town with Drogheda and Dunleer via R166.

The original core of the picturesque seaside village has protected its unique character representing the vernacular architecture and fishermen's cottages. However, given the current circumstances and the narrow spectrum of activities and public uses, designating the current "Village Centre" is one of the challenging issues. The majority of buildings are aligned with streets and roads, creating well-defined urban frontages. Back gardens and backlands are relatively large (Burgage plots). Larger green areas include the lands of mobiles. A large part of the open spaces are grass lawns of relatively low ecological value within the existing residential areas. Richer ecosystems are located on the east side of the village along the coastline, with a variety of wildlife and habitats.

Clogherhead's coast offers an extremely restricted public uses and accessibility due to the occupation of private/ residential areas. It is nevertheless a highly valuable natural asset for Clogherhead and a place that should be both enjoyed and looked after by the local community and visitors.

Clogherhead's local amenities including community centre, supermarket, school and nursery are located outside of the village centre, together with the village's new housing development areas. This generates considerable through traffic in the Main Street, and frequent congestion around key junctions with the limited car parking areas. The TCF Plan will thus need to balance revitalising its historic core with addressing connectivity and accessibility beyond its central and the wider coastal area.

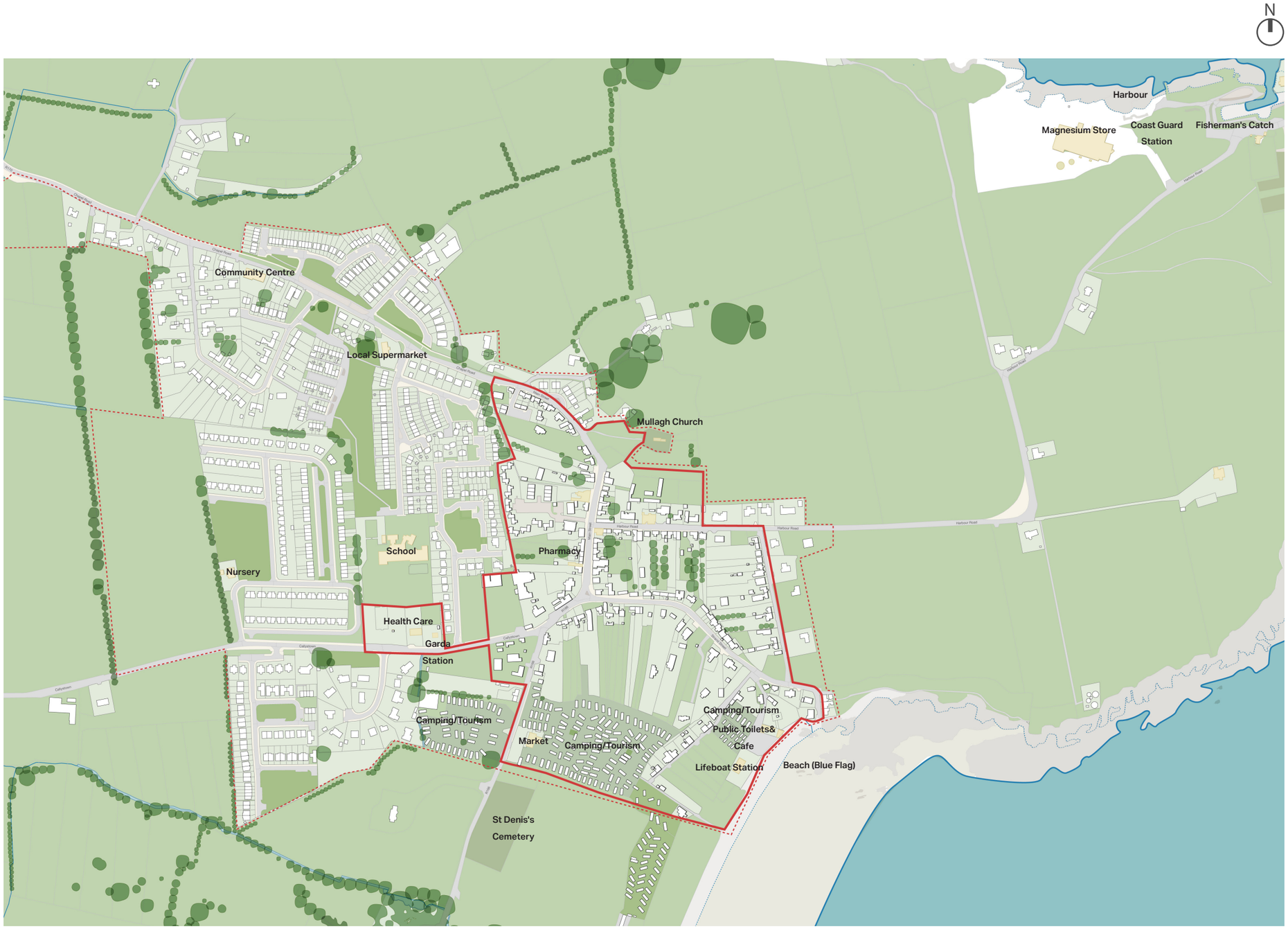


Figure 4.
Map indicating the road network, important buildings and green spaces within this plan area. The red line boundary, is in response to the boundary of the Clogherhead Composite Map from the Louth County Development Plan 2021-2027, which includes the Village Centre and part of the allocated open space.

Buildings and Structures

The buildings and structures plan illustrates the village's pattern of settlement and its structure of clearly differentiated functional areas (historic village centre, new residential estates, industrial structures, schools and open spaces). It helps to understand how Clogherhead has grown and developed in time, and how it has evolved from a small fishing village to a coastal one with the important residential, tourism and fishing industry activities.

Looking at the historic core two considerations become immediately apparent. Firstly, the existing tissue of the built footprints creates a linear and organic village structure. The second aspect is the large area of open or unbuilt space,as an outcome of the burgage plot typology with a variety of yards and walled gardens.

The plan shows how the Main Street is mostly enclosed by a continuous built edge with some exceptions of the setbacks to small front gardens in the residential areas. It is also interrupted in the northern part of the village by a wide green area leading to Mullagh Church. This demonstrates a potential connection of Main street with a large green area and a historical landmark. Most of the gaps in-between the buildings are dedicated for the private uses/paths or gardens. These openings may develop into new pedestrian and green links.

The map also shows the weak connection of the village with the beach. While one of the options to navigate from the village centre to the seaside is surrounded by private residential areas, the second link's limited capacity may increase traffic congestion and parking concerns. There is thus an opportunity to link the water and village centre as part of a green/blue, ecological and active network.

Finally, the figure ground plan evidences Clogherhead's different urban grains. Any intervention in the town centre will have to consider to the balance between natural and built environment for establishing a framework to deliver sustainable development strategies.



Figure 5.
Figure ground map illustrating the building footprints, road network and water bodies in Clogherhead's village centre

Open and Green Spaces

A large proportion of the village centre's area consists of green/open spaces. However, many of those are vacant or being occupied for private uses as an outcome of the burgage plots. Their character and potential role within the village centre plan is summarised as follows:

- **Main Street -** Defines the character and identity of Clogherhead and its village centre. It links the town with Dunleer and Drogheda. The street is dominated by through traffic and a high number of on-street parking that often invade footways. This, together with the lack of street greening, makes it a relatively harsh environment for pedestrians. In certain parts, discontinuity develops as the pedestrian path thins down or fragments entirely. Although it is still the main core of Clogherhead, the activities and uses are very limited.

- **Private Green Spaces -** These include the residential backlands and large green areas for mobiles. They have a variety of characters, but have in common the potential to be an active part in enhancing the village centre's ecology and biodiversity.

- **Clogherhead Beach(Blue Flag)/Port Oriel -** The water is the significant natural assets for the Clogherhead's Town Centre development, ecology, biodiversity, its identity and economy as a former fishing village. It is nevertheless challenging for public to access /enjoy with the limited green-blue connections and amenities for today. Despite the need for parking, the existing parking lot on the beach operates as an entrance for vehicles rather than people.

- **Green links -** There a number of potential pedestrian-green connections between the Main Street/new residential development areas and the green and blue spaces that could make the area more appealing to both locals and visitors including the headland, as designated Area of Outstanding Natural Beauty (AONB), and sea cliff walking routes along the coast.



Figure 6.
Map illustrating the green and blue spaces and connections in Clogherhead's village centre

Linkages and Movement

The diagram opposite illustrates the main links and the vehicular/ pedestrian movements of the village. As it is shown in the map, the Main Street mostly provides an accessible and continuous footways on the both sides which are often up to 3-4 metres wide. Nonetheless, it lacks a green, safe, and appealing environment for pedestrians with the high volume of traffic and insufficient amount of parking lots.

The footways with poor accessibility occurs mostly along the northern and eastern edge of the Village Centre. On the north part of Harbour Road and Strand Street, the footways are often less than 1.5 metres wide (or don't even exist at all). Pedestrian accessibility is further worsened by the fact that cars are often parked on the footways.

Pedestrian routes along the footways are also affected by numerous vehicle entrances to service yards and surface parking areas. There are also some gates and fences alongside the Main street which create a potential for the new pedestrian-green connections.

Access routes between the Main Street and neighbouring residential areas, green spaces, and the coast primarily for vehicular use, resulting in poor pedestrian permeability.

There is thus a need to improve accessibility to and within the Main Street, and integrate the village centre with Clogherhead's housing, employment and coastal areas by enhancing permeability and ensuring pedestrian routes are safe.

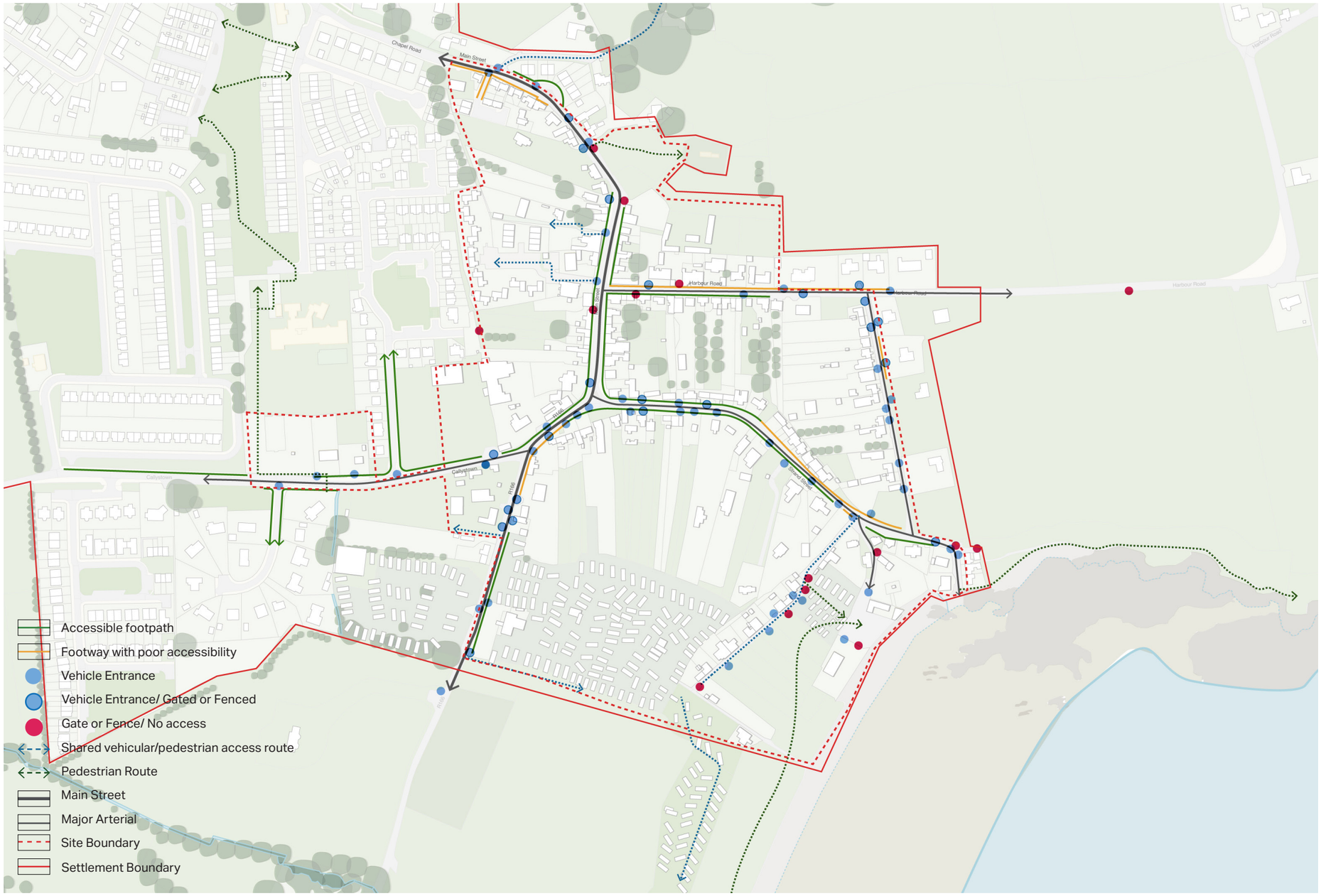


Figure 7.
Map illustrating pedestrian links and routes in Clogherhead's village centre

Linkages and Movement

Car Parking

The car park at Clogherhead Beach contains approximately 32 marked-out parking bays, including two Blue Badge bays. A limited amount of informal parking also occurs outside the marked bays, as evidenced by Google Street View (dated May 2023). Additional public car parks are located at Crann Mor Cove, the Clogherhead Cliff Walk (Port Oriel), and adjacent to the Ferrard Primary Care Centre.

There is extensive on-street parking throughout the village. Publicly available parking bays are available along the length of Main Street / Drogheda Road. Informal on-street parking also takes place along Harbour Road, but it is not known if this is primarily by residents or visitors to the village. The parking bays along Strand Street are designated as 'resident only' and therefore, should not be considered for visitor parking capacity.

The areas of formal and informal public car parking within a 12-minute walking catchment of Clogherhead Beach identified above are shown in Figure opposite.

There are currently no electric vehicle charging facilities provided on-street or in the car parks in Clogherhead.

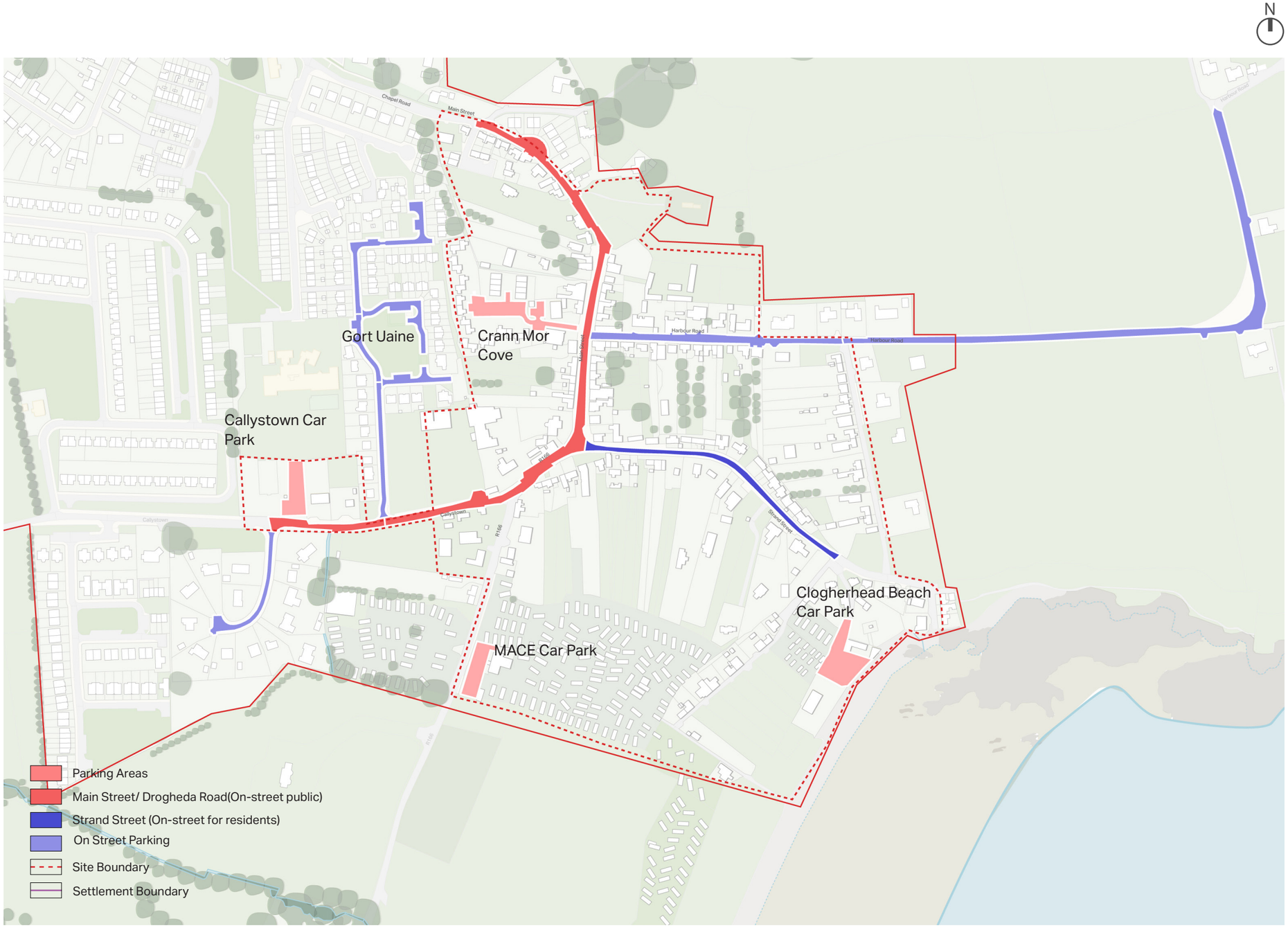


Figure 8.
Public car parking within a 12-minute walking catchment of Clogherhead Beach

Linkages and Movement

Car Parking Survey

The parking survey conducted for Clogherhead Village Centre on Saturday, August 24, 2024, during peak holiday season.

The survey analysed parking usage across six key areas: Beach Car Park, Cliff Walk Car Park, Mace/Cemetery Car Park, Main Street/Crann Mór, Harbour Road, and Callystown Car Park. Key findings are outlined below:

Beach Car Park:

- Overcapacity during peak times, with informal/illegal parking observed.
- Peak occupancy: 47 vehicles (capacity: 44).
- Limited available spaces between 10:15 and 16:30.

Cliff Walk Car Park:

- Substantial excess capacity throughout the day.
- Peak occupancy: 64 vehicles (capacity: 116).
- Average occupancy: 20%.

Mace/Cemetery Car Park:

- Moderate usage with peak occupancy of 25 vehicles (capacity: 32).
- Average occupancy: 40%.

Main Street/Crann Mór:

- Surplus capacity with peak occupancy of 39 vehicles (capacity: 66).
- Primarily used for short-stay parking.

Harbour Road:

- Surplus capacity with peak occupancy of 35 vehicles (capacity: 53).
- Mix of short-stay and long-stay parking.

Callystown Car Park:

- Very low usage with peak occupancy of 7 vehicles (capacity: 38).
- Average occupancy: 18%

- Limited space for additional bays at the Beach Car Park,
- Proximity to industrial vehicles near Cliff Walk Car Park,
- Cemetery usage may affect availability at Mace/ Cemetery Car Park,
- Business needs for loading/unloading at Main Street,
- Footway improvements on Harbour Road may reduce parking capacity,
- Health centre and astro pitch usage may increase demand at Callystown,

The detail analysis can be found in the Appendix section.

Travel and Movement

This section provides a overview analysis of transport conditions in Clogherhead, focusing on accessibility, safety, and connectivity across various transport modes, including walking, cycling, micromobility, public transport, and private vehicles.

The analysis aims to identify opportunities to make transport in the town more sustainable, accessible, and safer for residents, employees, and visitors.

Key Findings:

Transport Mode Share: Cars dominate transport (55%), followed by walking (14%) and buses (14%). Cycling and rail usage are minimal (<1% and 1%, respectively).

Road Network: The R166 regional road runs through the town, with a 50 km/h speed limit. Traffic calming measures are absent, and 92% of households own at least one car.

Parking: Limited parking is available at Clogherhead Beach and other locations, with extensive on-street parking. No electric vehicle charging facilities are provided.

Public Transport: Bus Éireann operates daily services to Dundalk and Drogheda, but the bus stop lacks formal infrastructure. Rail services are unavailable in the town.

Walking and Cycling: Footways are present but often narrow or poorly maintained, with no formal pedestrian crossings.

Cycling infrastructure is absent, and safety concerns exist due to shared carriageways and high speed limits.

Route Assessments:

Three key routes to Clogherhead Beach were evaluated:

Village Centre/Bus Stop: Issues include narrow footways, lack of pedestrian crossings, and poor infrastructure at the bus stop.

Harbour Road: Pedestrians must walk in the carriageway due to the absence of footways.

Callystown: Footways are present but narrow, with visibility issues at junctions.

The opportunities for imrovement are identified. Some of these interventions are relatively low cost, such as adding in traffic calming and pedestrian crossings, improving road and footway maintenance, and expanding wayfinding. Others would take longer to deliver, and require more funding and working with other partners, such as Bus Éireann, Louth County Council, and Transport Infrastructure Ireland.

- Short-term (1-5 years):

  Install pedestrian crossings, tactile paving, and dropped kerbs.
  Improve cyclist safety with traffic calming and signage.
  Enhance bus stop infrastructure and cycle parking.
  Reduce speed limits and limit non-essential traffic during peak hours.

- Medium to long-term (5+ years):

  Develop the Dundalk-Drogheda cycle greenway.
  Explore park-and-ride facilities and improved bus services to Dublin/Belfast.

The detail analysis can be found in the Appendix section.

Village Centre Uses

Ground Floor

The Ground floor uses map for the village centre shows the predominance of commercial and retail uses on the Main Street, and limited retail uses along the waterfront. Residential uses are spread throughout the area, with a concentration of apartment buildings on the western side of Main Street. There are very few commercial and retail uses overall in the village centre. The garda station and health care centre are situated at the western side of the village centre boundaries.

There is a contrast between the footprint size of buildings on the eastern side of the village. There is also a predominance of single-storey fishermen's cottages and two-storey vernacular buildings in the village.

The map also shows the large holiday parks/ caravan areas which define the southern boundary of the village centre. It is important to note that the relation in-between those areas and the potential future developments in the backlands requires a sensitive approach.

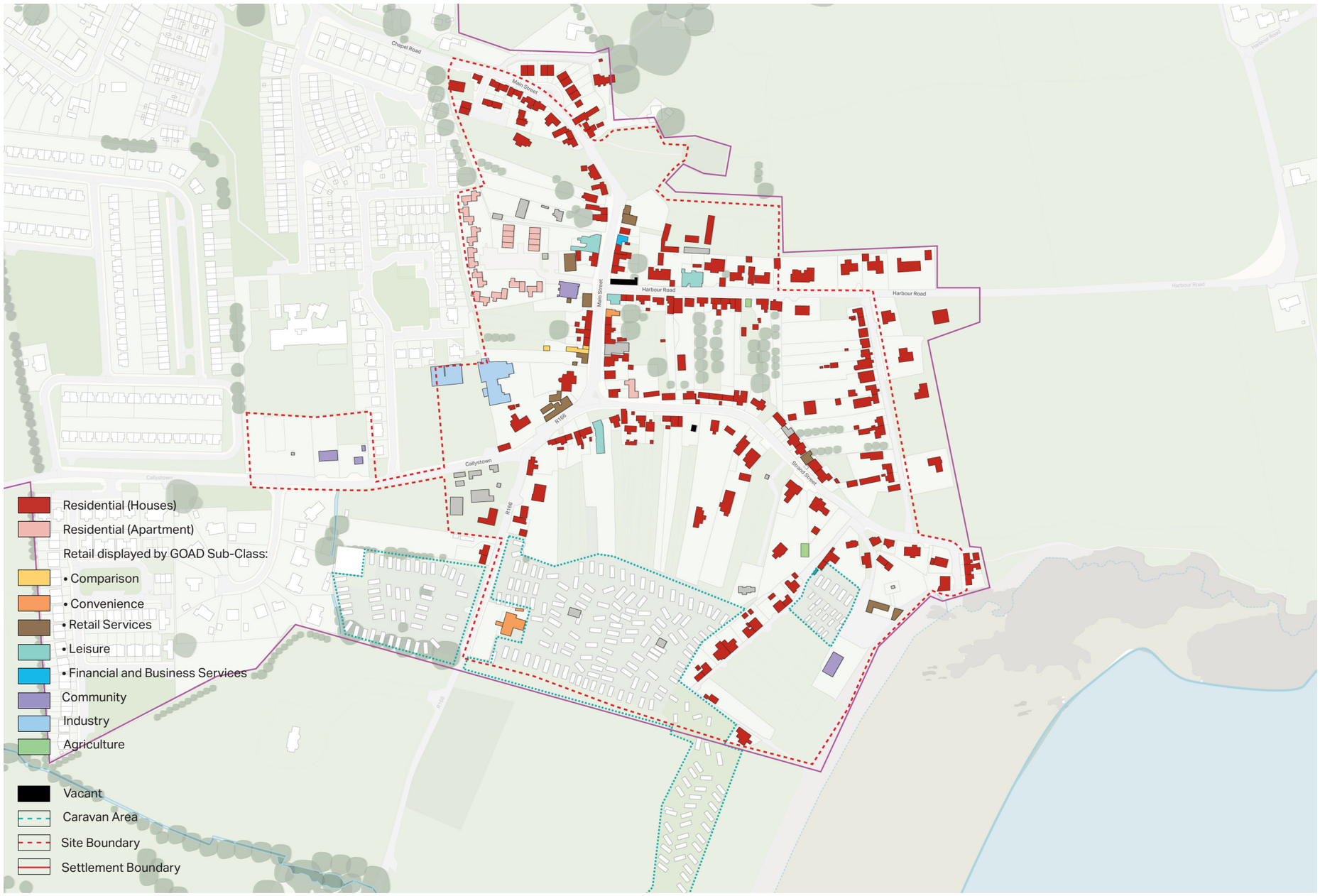


Figure 9.
Map illustrating ground floor land uses in Clogherhead's village centre

Village Centre Uses

Upper Floor

The map for upper floor uses shows that for a large proportion of building the uses were unable to be identified. The main reason behind this is that the village is primarily composed of single-story fishermen's cottages. Secondly, the majority of the space above commercial premises will be either vacant or used for storage. This highlights the potential to increase the density and mix of uses in the village centre.

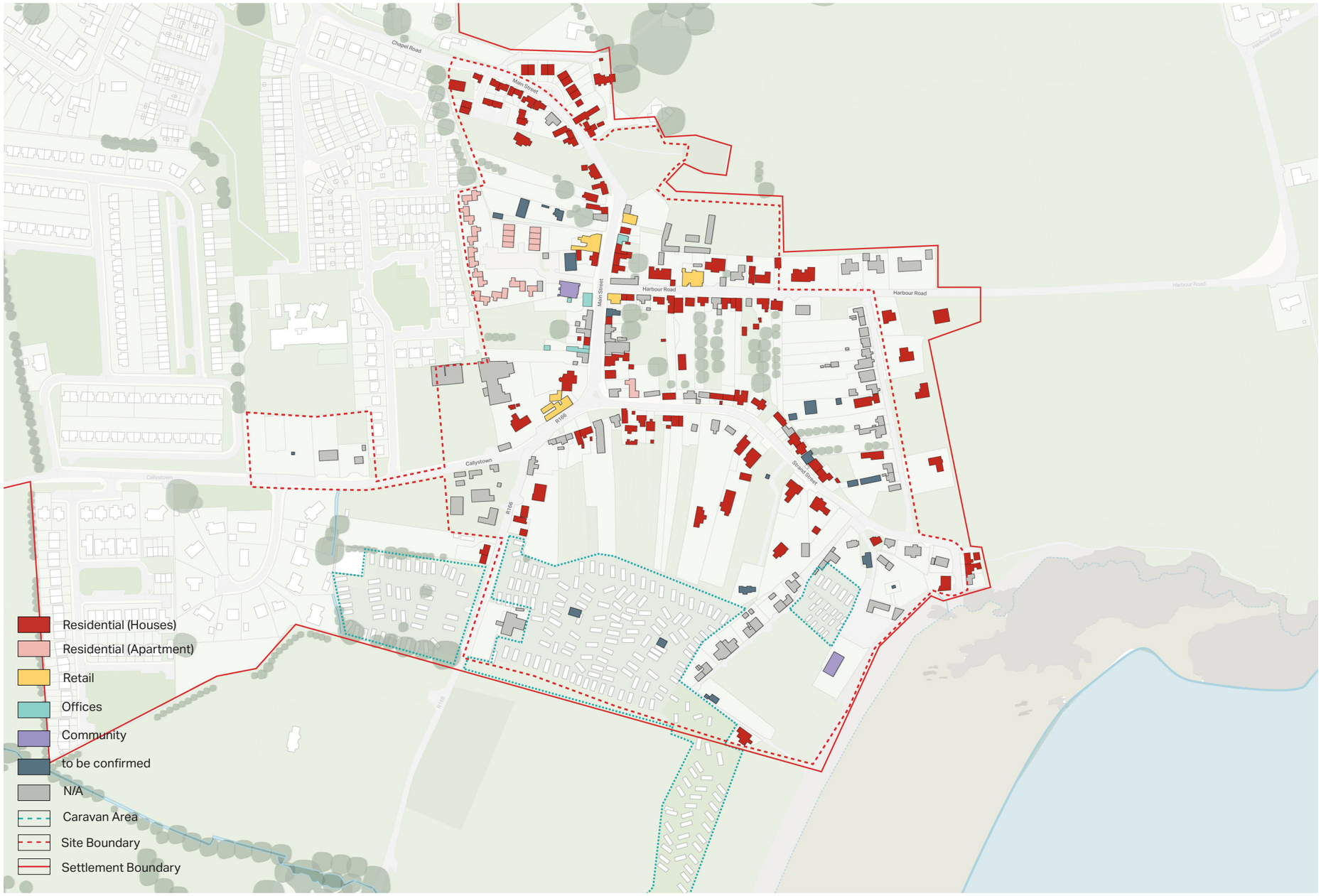


Figure 10.
Map illustrating upper floor land uses in Clogherhead's village centre

Frontages

The village centre is a vibrant and active place. The diagram opposite shows how the majority of frontages to the Main Street are of retail or commercial uses. Unsurprisingly there is a higher concentration around the Harbour Road junction.

There are a number of considerations to highlight:

- There is a strong node (historical centre) in the central section of the Main Street (at the junction with Harbour Road), with well established commercial and retail activities. The TCF plan must aim to retain and reinforce activity there.

- The frontages with public access indicates the future opportunities for Clogherhead to improve the resources and variety in the economic, physical and social aspects of the village and support the local development policies.

- Due to its low amount of ground floor activities and lack of diversity in its uses, the village produces a relatively inactive frontage overall. The development of the TCF plan is an opportunity to explore alternative uses that may have a positive impact on the wider village centre.

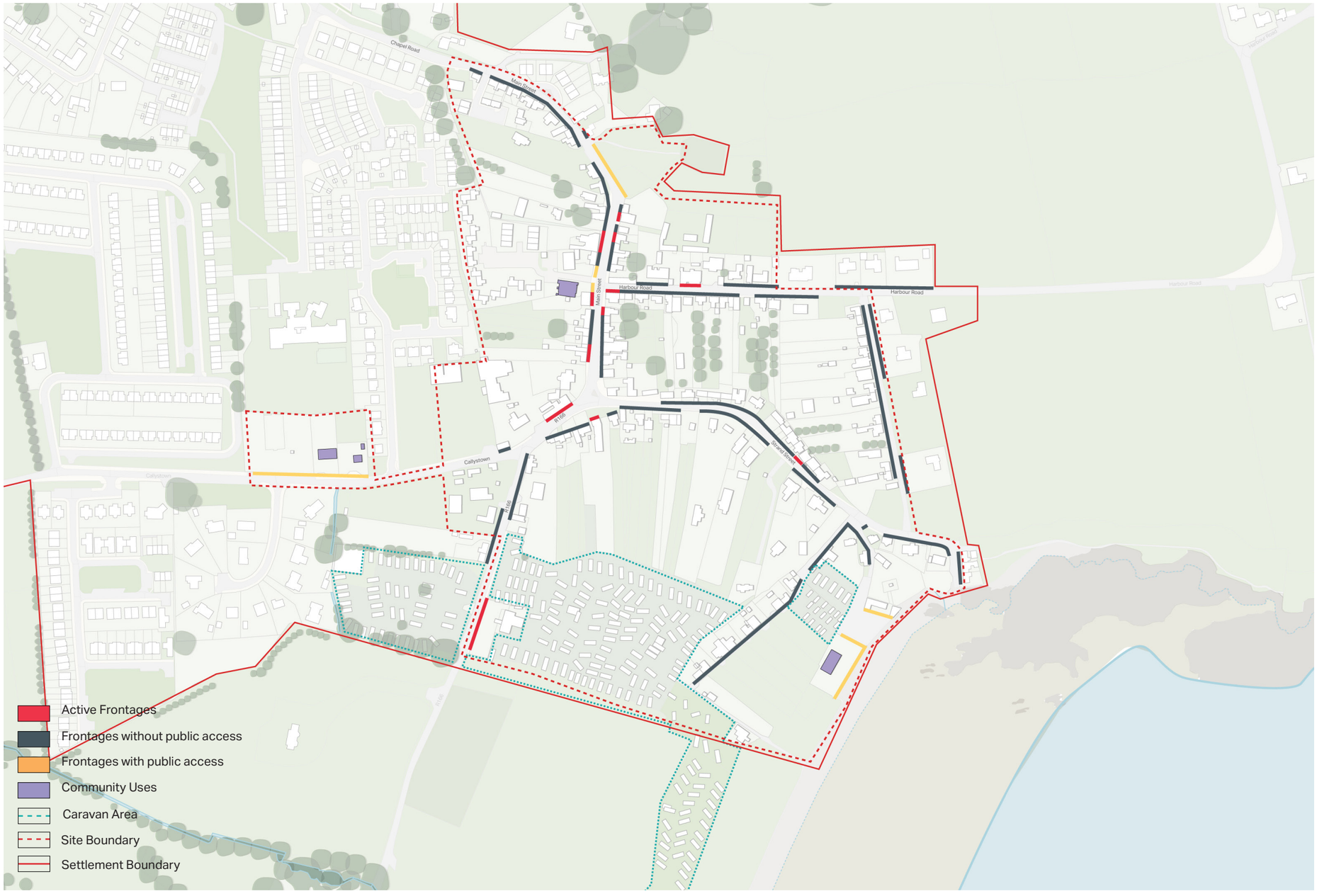


Figure 11.
Map illustrating types of frontages in Clogherhead's village centre

Vacant and Derelict Structures

Clogherhead has a relatively low vacancy rate. There are, however, some considerations to be pointed out in relation to the diagram opposite:

- The vacancy of the single storey unit are significant in that it weaken the anchor at the northern part of Clogherhead's Village Centre. It creates a gateway to the village and the main street. It can create a negative image of the vibrancy of the village centre.

- Although it doesn't have an active frontage on the main street and Harbour Road for the time being, its location plays a significant role on defining the village centre and creating a vibrant place for all. The vacancy can thus be considered as an opportunity to deliver a relevant transformation at the core of the village centre.

- The two vacant units not only having a significant frontages on Strand Street, but also builds the connection between the waterfront and Main Street. It could be a potential for both backland development and vibrating the street that leads to the sea.

- Addressing the 'vacancy clusters' will benefit from an urban design approach. A strategic approach as part of the TCF plan should highlight the delivery of long term solutions and unlock wider benefits to the village centre.

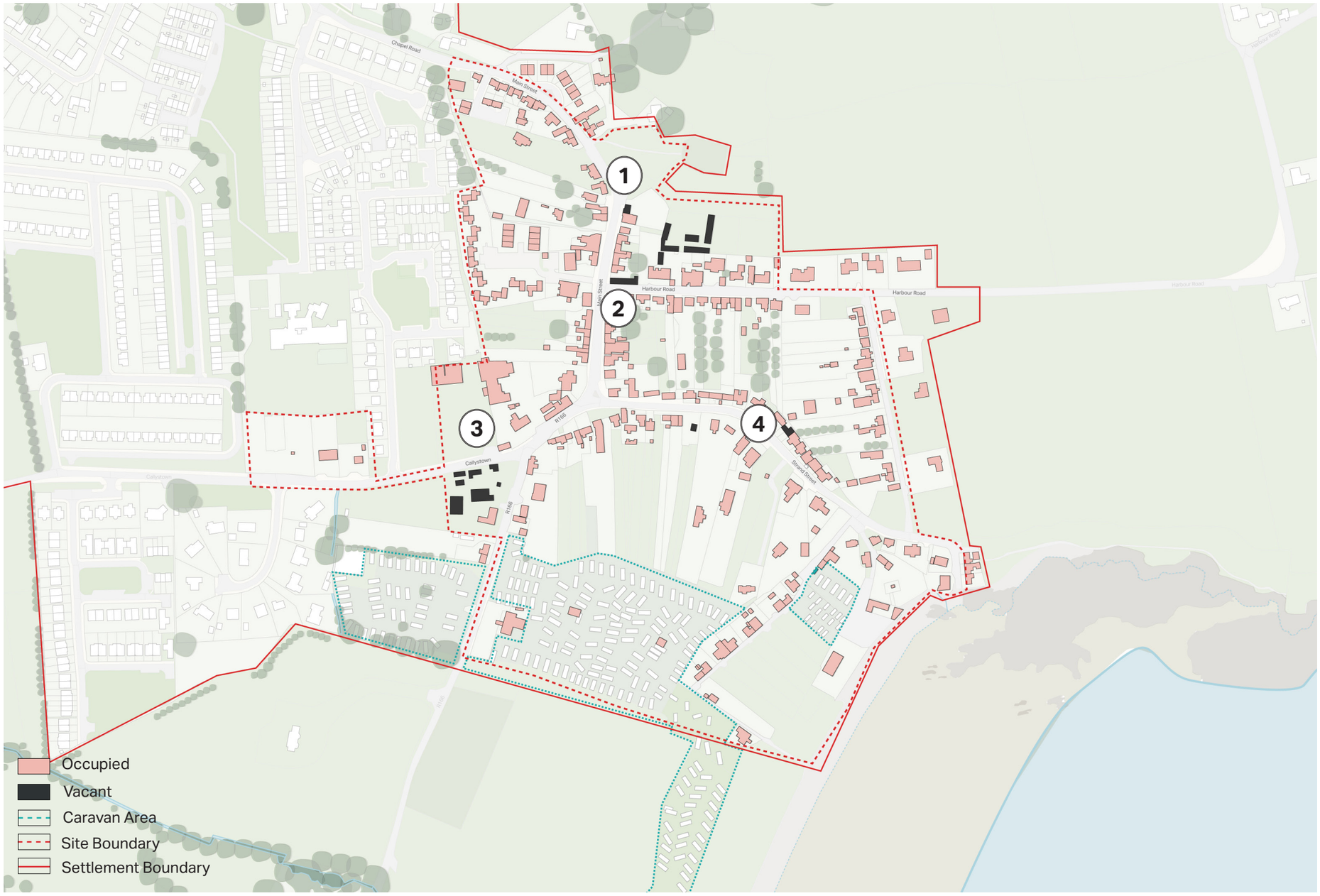


Figure 12.
Map illustrating vacant blocks in Clogherhead's village centre

Evolution of Clogherhead

Clogherhead ("Rocky Headland"), a former small fishing village, is located on the east coast of Ireland in the County of Louth with an attractive landscape including cliffs and scenic viewpoints. It developed originally at the junction of the main Drogheda - Dunleer road (R166) with some extensions to the seaside via Harbour Road and Strand Street. The development of village highly engaged in fishing industry, maritime trade, and some small-scale commercial activities with nearby villages, which is reminiscent of the majority of coastal communities in Ireland.

The main settlement pattern in 1835 was linear, bound to the south-east by the beach. The village contained a few public facilities, including a water guard station at the harbour, a school, a police station, and a ruined church. The large green area adjusted to the church in ruins is one of the remaining opening, which can contribute today's development.

The Port Oriel was constructed in 1885 (Co. Louth). This contributes to the village's urban growth by enhancing infrastructure and fostering the expansion of the fishing industry in the late nineteenth century.

There is a definitive extension from the south part of the village to Drogheda, alongside the intensification on the north side of Harbour Road and the very edge of Strand Street towards the coast. There is also an unambiguous evidence of the formation of the long-narrow backland pattern in the residential areas with the designation the boundaries of the occupation as shown on the map dates to 1912. Clogherhead remains its characteristics of a fairly curvilinear streetscape, small village and dispersed urban tissue with the limited public uses and activities, still represented the same pattern/layout and historic features as it was in 1835. By adopting a holistic approach that meets with the needs and the potentials of the village, Clogherhead can achieve a sustainable development for its residents and visitors while preserving its unique character and natural heritage.

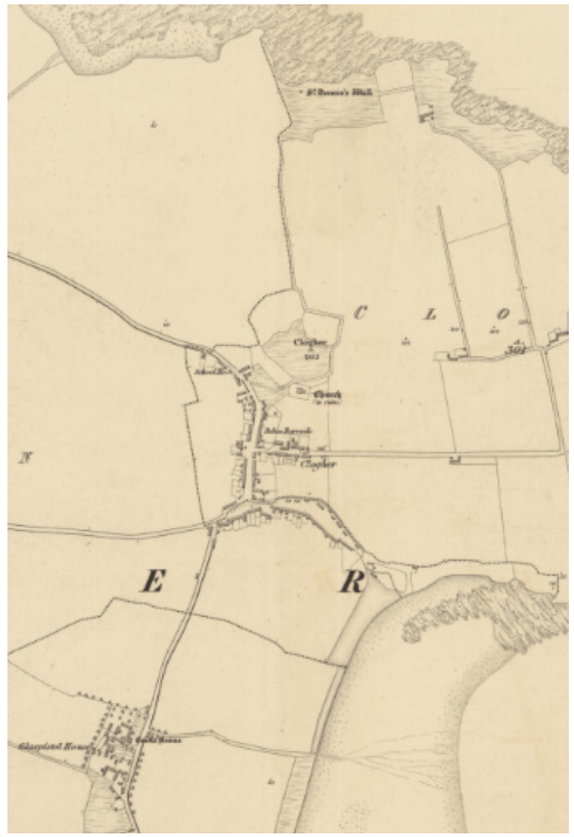


Figure 13.
Clogherhead 1835 Map. (Source: Ordnance Survey, Ireland)



Figure 14.
Clogherhead 1912 Map. (Source: Ordnance Survey, Ireland)

History

Clogherhead Today

Today, Clogherhead has been designated as a "Self-Sustaining Town" by the County Louth with its outstanding coastal landscape including the headland area and the coastline on the east part, which are recognised as an Area of Outstanding Natural Beauty (AONB) and the Clogherhead Special Area Conservation.

Clogherhead's current urban tissue was established by major residential growth in the 1990s and early 2000s, as the town expanded westward in addition to its unique historical and natural heritage (Co. Louth).

Regarding the map on the right, it indicates a list of six protected structures in Clogherhead Town Centre that hold historical value and have been conserved:

- LHS 022-014: Thatched House c.1800
- LHS 022-015: Thatched Cottage
- LHS 022-016: The Sail Inn Public House c.1850
- LHS 022-017: Slip Thatch Cottage c.1800
- LHS 022-018: Slip Thatch Cottage c.1800
- LHS 022-019: Farm Yard Complex c.1810

The protection and enhancement of the village's thatched cottages should be taken as a key heritage consideration, ensuring these distinctive structures remain integral to the village's character.

The main sources of employment in Clogherhead have been based on fishing historically and it still continues with the active and limited use of Port Oriel. In more recent times, the village has grown as a tourism and commuter area. Clogherhead has large areas for mobiles and parking. In that regard, the TCF Plan has the ability to enhance its economic growth through sustainable tourism along with related activities.

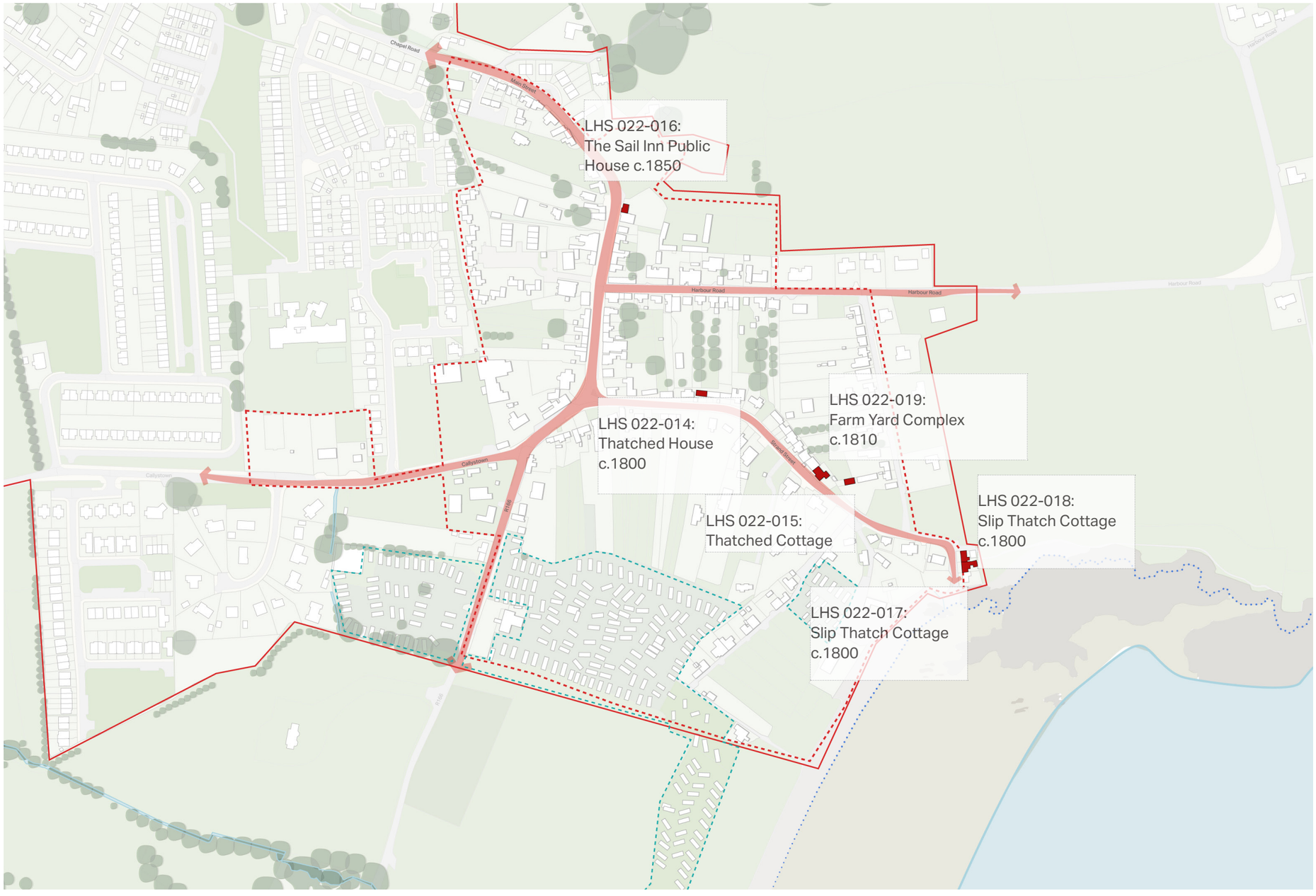


Figure 15.
Map of protected structures in Clogherhead

BDP.

Demographics

Population Pattern

Clogherhead has grown rapidly in recent years, and the population has grown accordingly, with numerous new houses being built over the last 30 years. The 2022 Census shows the present population of Clogherhead as 2275. Although there is a rapid increase in population, the site still keeps its small fishing village characteristics in the larger frame.

Age Distribution

The population has been analysed in 6 age categories; 0 to 19 years of age; 20 to 29; 30 to 44; 45 to 64; 65 to 79 and 80 years plus. Clogherhead has a higher 0 to 19 age percentage of 32% compared to the State (27%) and County Louth (27.9%).

Clogherhead has a narrow row at the 80 years plus age at 1% and at the 65-79 age at 7%. There are large numbers under 19 and it is imperative that the area retains the optimal amount of this age group in the long term to sustain the village going forward.

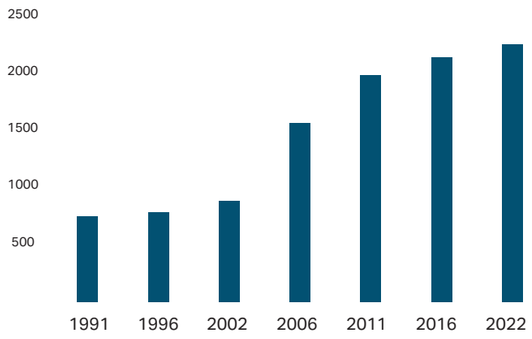


Figure 16.
Clogherhead Population index between 1991 to 2022 (Source: CSO Census, 2022)

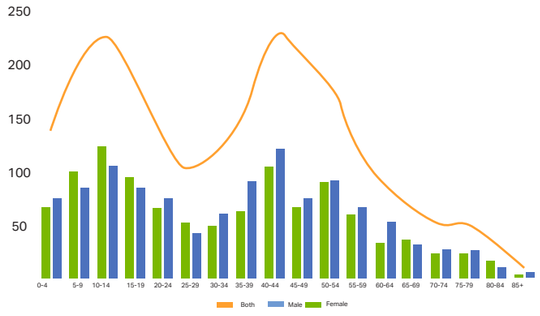


Figure 17.
Clogherhead Population index between 1991 to 2022 (Source: CSO Census, 2022)



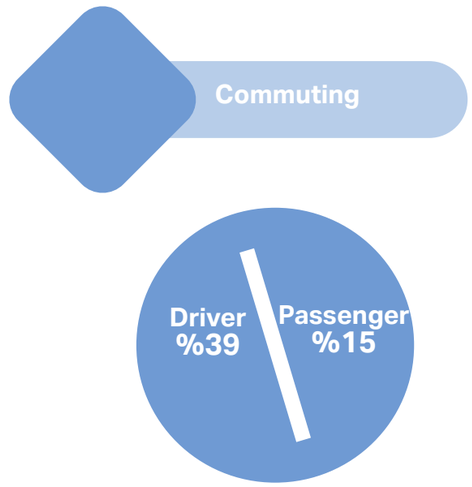
Total: 2275

Female: 1166; Male: 1109

By age/highest rates

Age 10-14: 230/ 2275

Age 40-44: 227/ 2275



Total: 1706

Car Driver: 670/1706; Car Passenger: 265/1706

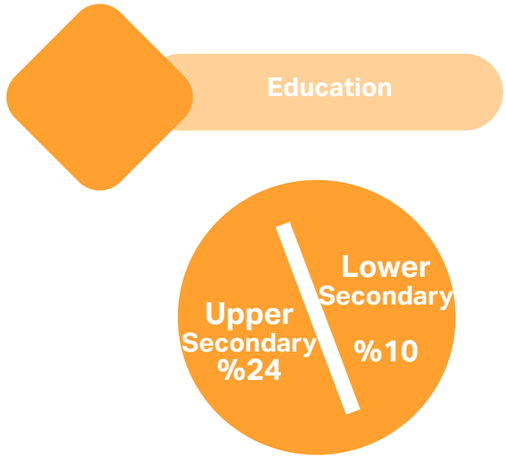
highest rates/categories

Travel to work

Car Driver: 650/991

Travel to school

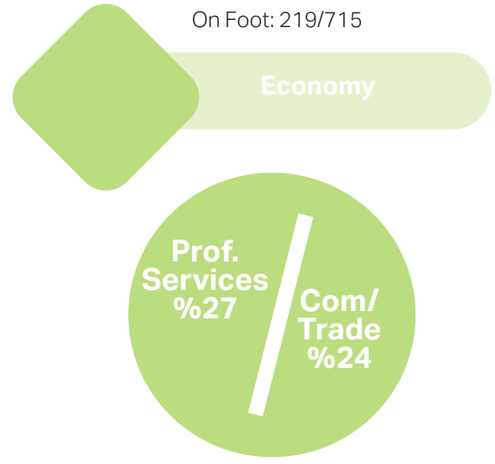
On Foot: 219/715



Total: 1392

Upper Secondary: 302/1392;

Car Passenger: 199/1392



Total: 934

Proffesional Services: 269/934;

Commerce and Trade: 241/934

Household Pattern

There are 768 families in the area representing 33.57 % of the population. The data shows that the most common household sizes are two and four persons.

Larger households (five or more persons) are less common, making up a small percentage of the total households.

Although smaller households (1-2 persons) are numerous, larger households (4-5 persons) contribute significantly to the population count due to the higher number of individuals per household.

Economic Pattern

There are 1,079 individuals in the labour force representing 60.92% of those over 15 years of age. Of those in the labour force, 14.27% are in professional occupations (compares to 34.74% for Louth and 39.7% for the State).

Administrative and secretarial occupations (11%) is higher than the county and national averages (9.35% and 9.20% respectively), Process Plant and Machine operatives have grown from 8.1% in 2016 to 10.75% (considerably higher than the 7.64% for Louth).

Elementary Occupations (9%) are also higher than the county (8.75%) despite a small decrease in relation to 2016. Skilled Trades (14%) is significantly higher than the county (12.09%) and national average (12.6%) and Caring Leisure and Other Service Occupations is also higher.

Tourism is expected to be the primary economic driver for the town going forward, and the initiatives outlined in this plan, ranging from public-realm improvements to enhanced connectivity, are designed to support a resilient, sustainable tourism offer that benefits both visitors and residents alike.

Household Size	Number of families in private households (Number)	Number of persons in private households (Number)
1 persons	155	155
2 persons	170	340
3 persons	143	429
4 persons	172	688
5 persons	98	490
6 persons	24	144
7 persons	5	35
8 persons	1	8
Total	768	2,289

Figure 18.
Household pattern of Clogherhead. (Source: CSO Census, 2022)

Property Market And Economic Generators

Business Space

The 2022 Census indicates that 991 people commuting to work in Clogherhead, with the village's population of 2,275. This implies significant commuting into the village.

There is a potential for a contemporary village centre office offering, including co-working, remote, hybrid working opportunities, and shared office facilities to nurture more business activity.

Domestic and International Occupiers

Domestic occupiers might be listed as follows:

Fishing industry,
Agriculture,
Retail and Hospitality,
Services.

International occupiers might be listed as follows:

Tourism,
Real Estate, and
Fishing industry.

Large international firms probably occupy a relatively small percentage of Clogherhead directly, considering its scope and economic characteristics.

Retail, Food & Beverage and Leisure

No hotel

Small convenience retail local retailers, pubs, cafés, and restaurants catering, butchers, pharmacy

Local service providers such as hairdressers, repair shops

Residential Prices

In Clogherhead, there are approximately 9 properties available for sale. They consist of a combination of semi-detached, detached, and sites houses. A site costs around €195,000, whereas larger detached dwellings cost more than €400,000.

Clogherhead has a very limited rental property pattern. The price for 2 bed/ 2 bathroom cottage is around €2,000 per month.

BDP.

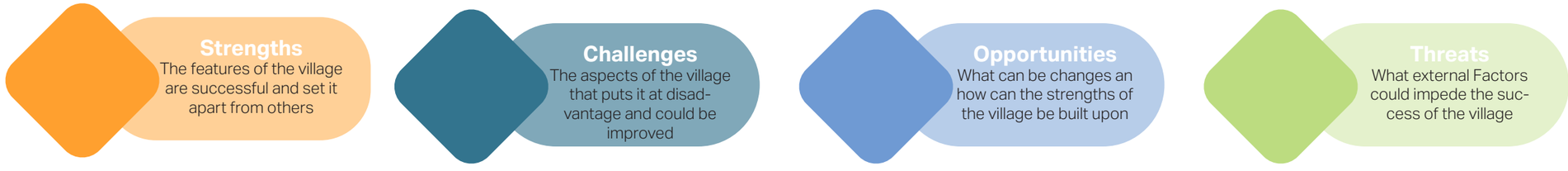
SCOT Analysis

The table below outlines the town centre's Strengths, Challenges, Opportunities and Threats, as defined in the Town Centre First Policy (2022).

Key findings from the baseline audit have been grouped under each of the SCOT categories in order to inform initial aims and strategic approaches for the TCF plan.

STRENGTHS	CHALLENGES	OPPORTUNITIES	THREATS
Natural and historical heritage	Car parking	Access to the coastal areas	Not sorting out car parking
Coastal landscape including beaches, cliffs and scenic viewpoints	Limited tourism/visitor attraction	Backlands/Burgage plot pattern	Other regional towns
Port Oriel/ Harbour	Permeability of the town	Infill housing for a range of tenures	Dependency on a limited economic activities
Fishing industry	Limited modern work space - i.e. co-working	New uses for key vacant buildings in the town centre	Increased vacancy
Potential development lands	Limited public amenities and uses	Potential green-blue connections with existing large open/green areas	Lack of delivery
Tourism activities	No hotel	Mullagh Church and its recreational area	Multiple land ownerships
Link in-between Dunleer and Drogheda	Limited night time economy	Enhance the biodiversity of large open areas, particularly in the housing neighbourhoods	Congestion and risk of traffic accidents pedestrian safety
Community	Signage & legibility	New space to study, work and socialise for all	Loss of biodiversity and ecological values
Existing walking paths	Lack of public space (playground or town square)		Loss of heritage
Clogherhead Beach	Can feel unsafe as a pedestrian - traffic speed/narrow pavements, lack of crossings		Inadequate social infrastructure
Community bonds	Inadequate pedestrian-cycle routes		

Figure 19.
SCOT Table



3

Engagement

Engagement Process

Delivering the TCF plan, meeting the needs of the village, fulfilling community expectations, and maximising the site's advantages all relies on the participative planning and design method. Integrating active engagement methods is the project's goal as part of this endeavour.

In order to create a thorough awareness of the village, the Louth County Council and the local community have collaborated to organise a series of workshops. Through the process of gathering participant insights and evaluating the desktop analysis, these workshops aim to promote open communication and creative collaboration both in-person and online.

The workshop for public consultation was the first stage of the engagement process. The results of the village's sociocultural data and spatial analysis were initially given to the attendees of this workshop. They were then invited to discuss, emphasise, and celebrate in the opportunities and challenges that Clogherhead presents.

Online and written-forms were available for the survey.

The figure that follows provides a summary of the engagement process. The results of this collective discussion produced significant messages and findings that will be an effective instrument for comprehending the village. The following pages contain the details.

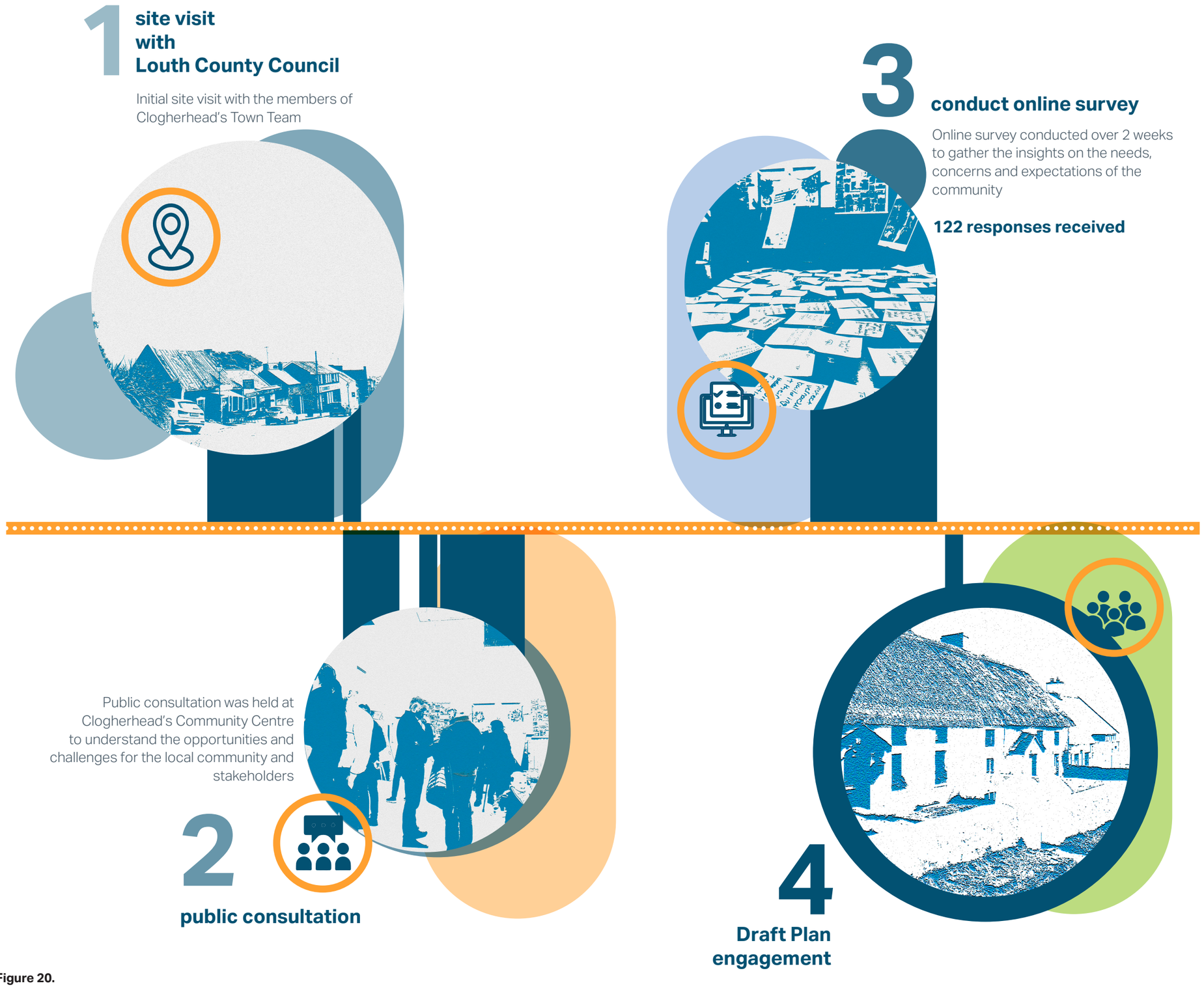


Figure 20.
Diagram shows the engagement process through the TCF plan's development process

Public Consultation - Open Day

Public Consultation

As a critical phase in the development of the Town Centre First Plan for Clogherhead, an in-person public event took place on May 8, 2024, at the Clogherhead Community Centre. It was organised and facilitated by the BDP consultant team and Louth County Council team. Over 120 people attended the meeting, which received significant interest from the locals. During the session, two Louth County Council representatives and two BDP representatives were on hand to provide clarifications, hear suggestions, and address any queries.

Five informative boards outlining the plan's objectives, and brief insights into the initial spatial analysis of the village which highlighted some potential issues, challenges, and opportunities were displayed. In additional a large aerial photograph map of the village was used for interactive discussion with participants, who were invited to add their comments to the map on the perceived positives and negatives related to specific parts of the village.

Attendees were encouraged to fill in also a questionnaire as part of a survey to inform the TCF Plan. The printed questionnaires included a QR code providing link to the online version, for people who were not able to attend or wanted to fill it online. 25 paper copies were filled in at the even and the online survey remained open until May 22, 2024, with a total 122 surveys having been submitted.

The primary aim of the open day and the survey was to understand the current use and perception of Clogherhead, as well as to identify areas for potential enhancement and development interventions. By engaging directly with those who live in, work in, or visit Clogherhead, a holistic view of the village's strengths, weaknesses, and opportunities was captured. The key messages captured through the open day are listed on the next page. Overview of the key findings from the survey is provided on the following pages.

As part of the final stage of public engagement, a second public consultation event was held on 2 December 2025 at the Clogherhead Community Centre. This session presented the proposals for the Town Centre First Plan and provided an opportunity for the local community to review the outcomes of the process. Attendees were invited to share their feedback, ensuring that the the proposals reflect the views, priorities, and aspirations of those who live in, work in, and visit Clogherhead.

Attendees were encouraged to fill in also a questionnaire as part of a survey. The printed questionnaires included a QR code providing link to the online version, for people who were not able to attend or wanted to fill it online.

The final stage of public consultation for the Clogherhead Town Centre First Plan, which generated 66 responses, demonstrates strong overall support for the proposed vision and key interventions, including public realm improvements, enhanced connectivity, and upgrades to the village centre and beach. Feedback was constructive and pragmatic, with respondents emphasising the importance of addressing the issues such as traffic, parking, pedestrian safety, and landscaping. Overall, the findings reflect a community that supports long-term regeneration while prioritising practical, deliverable improvements that enhance the village's functionality and character.

Summary of Ideas and Comments

Some of the key ideas and comments, derived from the most frequently used words on the aerial photograph during the first open consultation day, include:

- traffic management and car parking,
- footpaths,
- improvements on physical environment,
- better facilities,
- better green and open spaces/ parks,
- enhancements on the beach,
- biodiversity
- places for young people and children.

The details of the survey responses can be found in the Appendix section.



Figure 21.
Public Consultation Boards, May 2024.

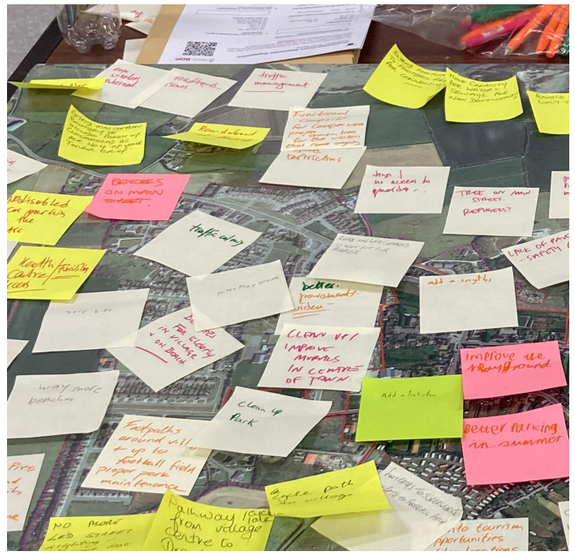


Figure 22.
Collecting opinions and ideas for TCF Plan, Public Engagement May 2024



Figure 23.
Collecting opinions and ideas for TCF Plan, Public Engagement May 2024



Figure 24.
Collecting opinions and ideas for TCF Plan, Public Engagement May 2024



Figure 25.
Public Consultation for Proposed TCF Plan, Public Engagement December, 2025.



Figure 26.
Public Consultation Boards, December 2025.

Public Consultation - Key Themes

Framework Themes

Four major themes were identified that correspond to the primary areas of concern and opportunity for Clogherhead. These topics were determined based on the input gathered during the consultation day, the survey findings (Question 10-19), and further spatial analysis. These major themes have been incorporated into the points of concern, strength, and potential enhancement, which are detailed below.

1. Clogherhead Beach

The most important attraction in Clogherhead, according to 74.6% of respondents, is the beach. It was mentioned by 82% of respondents as the primary strength and by 60% as their favourite aspect. This resounding admiration for the beach emphasises how essential it is to Clogherhead's attractiveness and character. The theme includes not only the beach but also associated facilities and infrastructure that could improve locals' and tourists' experiences at the beach.

Specific Proposed Interventions

These interventions reflect the participants' explicit feedback. Among the most frequently mentioned opportunities and concerns related to the village centre facilities are:

- Provision for beach and water sports,
- Improve toilets and facilities,
- Providing changing area and showers,
- Outdoor gym facilities.



82/122

beach enhancements

Figure 27.
Number of participants mentioning the identified theme for future interventions in the TCF Plan

Framework Themes

2. Infrastructure/ Road+ Parking + Pavement

Throughout the survey, issues with infrastructure—specifically, parking and pedestrian pathways—were frequently raised. Of the responders, 62.3% identified inadequate parking as the primary challenge, and 50.8% pointed to poor connectivity for cyclists and pedestrians. Better pathways (15% in Q10, 25% in Q14) and parking facilities (25% in Q10, 35% in Q14) were routinely requested improvements. This theme includes not only these particular concerns but also the broader requirement for infrastructure that can support Clogherhead's role as a place to live and a destination for visitors.

Specific Proposed Interventions

These interventions reflect the participants' explicit feedback. Among the most frequently mentioned opportunities and concerns related to the village centre facilities are:

- Continuous pavement
- Footpaths around the Headland, Harbour and Clogherhead Beach, and shops area
- Footpath to Dreadnots Football Field
- Better cycle paths and cycle parking areas
- New car parking for village centre and beach
- Traffic management and calming applications



77/122

better/new car parking facilities/ new car parking

better links to the parking areas • traffic management • more speed restrictions

better pedestrian and cycle connections

Figure 28.
Number of participants mentioning the identified theme for future interventions in the TCF Plan

Public Consultation - Key Themes

Framework Themes

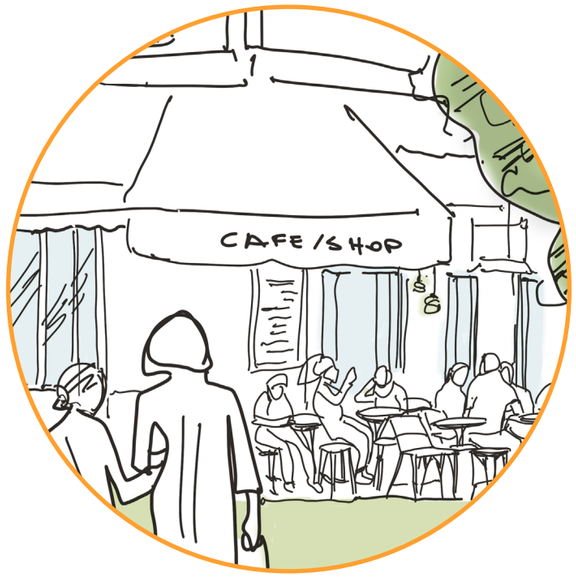
3. Village Centre Facilities and Activities

Throughout the entire survey, the essential role of the village centre was frequently highlighted. While 62.71% of respondents visit Clogherhead for local shopping and 58.47% for pubs, cafés, and restaurants, only 11.67% consider the quality and variety of these options to be an advantage. The gap suggests that the village centre's retail options need to be improved, as do the desires of businesses (30% in Q14) and consumers (20% in Q10) for more varied shops. The subject also includes community amenities, as indicated by respondents' desires for an increase in gathering spaces and activities suitable for all ages.

Specific Proposed Interventions

The listed interventions reflect the participants' explicit feedback. The most frequently mentioned opportunities and concerns related to the village centre facilities are:

- More pubs / coffee shops / clothing shops / attractions
- Tea rooms/restaurant, arts/crafts gallery
- Return of the festival



54/122

more restaurant • more pubs / coffee shops / clothing shops / attractions

business/ community hub

• festivals

•night -time uses

Figure 29.
Number of participants mentioning the identified theme for future interventions in the TCF Plan

Framework Themes

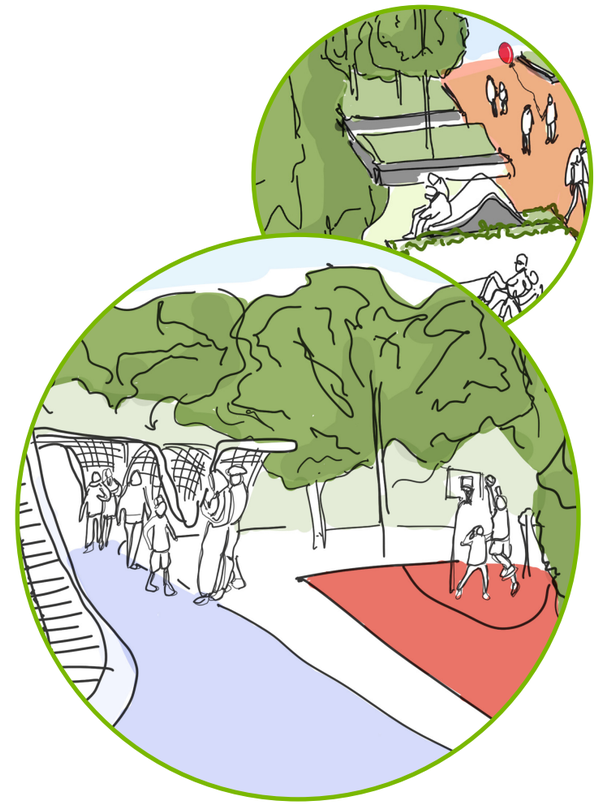
4. Public/ Open Space

A number of questions revealed a clear desire for improved public and open areas. Regarding Q12, 37.5% of respondents identified an absence in community gathering spaces and 37.50% mentioned a lack in public squares. This theme was further supported by the vast majority of people for greater green space (69.75% in Q17) and gathering spots (88.33% in Q18). In order to better fulfil community needs and enhance the village environment as a whole, it includes both the creation of new spaces and the renovation of existing ones.

Specific Proposed Interventions

These interventions reflect the participants' explicit feedback. Among the most frequently mentioned opportunities and concerns related to the village centre facilities are:

- Amenities for children, walkers, neurodivergent people and better wheelchair access
- Playground facilities for children
- Picnic areas
- Purposefully design in new parking spots near hotspot areas like beach
- Village garden with seating and trees (more street furniture)
- Outdoor parks



46/122

play/sport areas for children

• youth centre •greener streetscape • better public spaces and squares

Figure 30.
Number of participants mentioning the identified theme for future interventions in the TCF Plan

Public Consultation - Key Messages

The findings paint a picture of a community that appreciates its natural resources, especially the beach and coastal environment, as well as its strong sense of belonging and distinct village identity. But it also shows a strong demand for practical improvements and further amenities to raise the standard of living for locals and draw in tourists.

Village Centre, Beach, Infrastructure, and Public and Open Space are the four framework topics that emerged from this survey and provide as the foundation for creating plans and interventions for the Clogherhead TCF.

The Village Centre theme emphasises the value of communal amenities while simultaneously highlighting the need for a more varied and dynamic retail service. The Beach theme highlights how important this natural resource is to Clogherhead's identity and attraction, offering ideas for improvement while maintaining its natural beauty. In order to sustain both everyday life and periods of high visitor traffic, the Infrastructure theme—which was primarily concerned with parking and pedestrian access—emerged as a crucial area for improvement. Lastly, the Public and Open Space theme highlights the strong desire of the locals to have further green spaces and communal spaces, which might greatly improve the village's identity and quality of life.

Any future development strategies ought to aim at achieving an equilibrium between addressing these concerns and preserving Clogherhead's distinctive identity and scenic surroundings.

According to the results of the consultation day and desktop analysis, the main strategy framework is defined for the further steps of the project in the following pages.

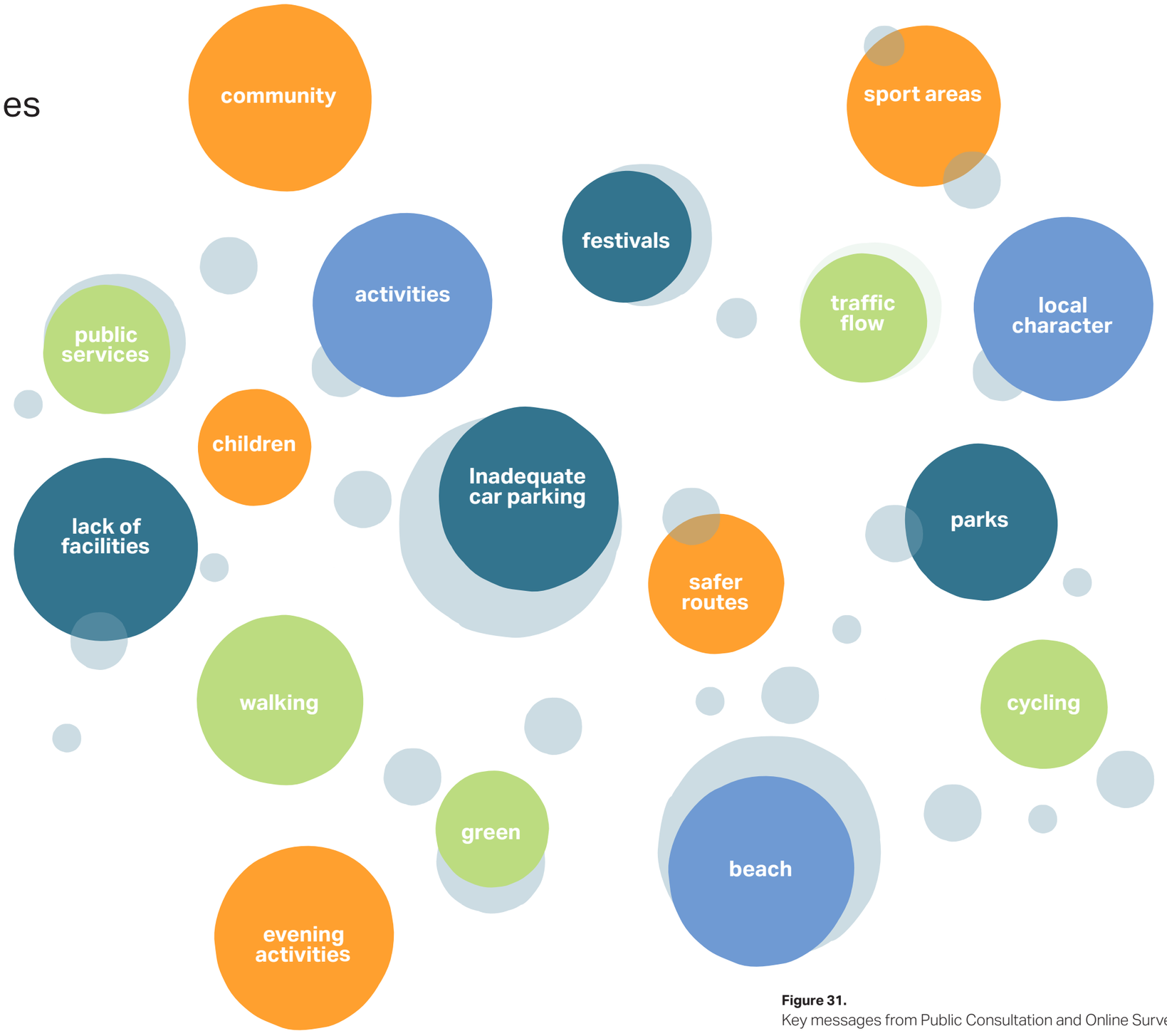
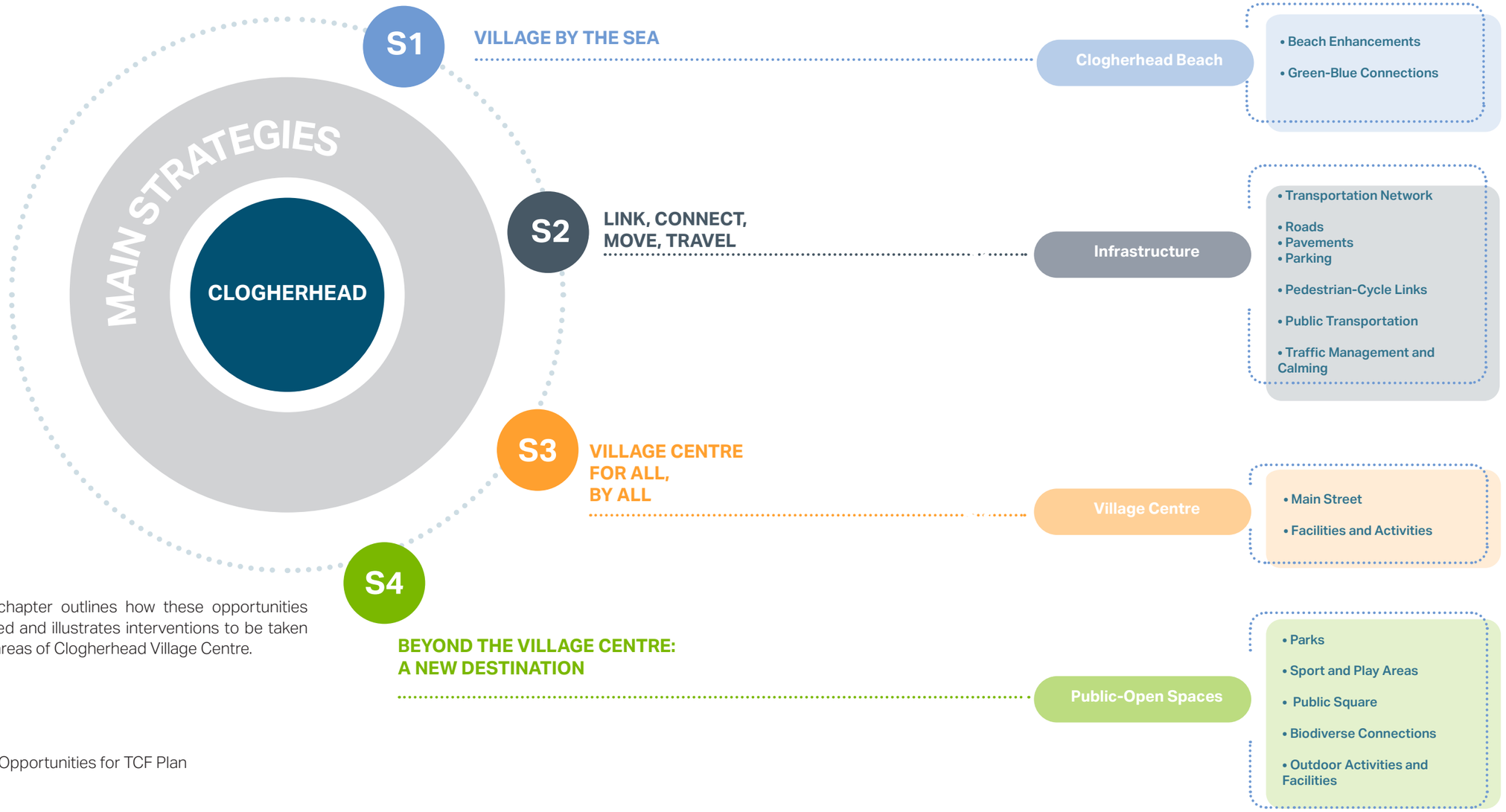


Figure 31.
Key messages from Public Consultation and Online Survey

Strategies and Opportunities

The feedback received during the engagement informed the definition of four main strategies for the future of Clogherhead. Each strategy relates to a series of opportunities which were identifies through the site analysis. These are summarised on the diagram to the right.



The following chapter outlines how these opportunities could be realised and illustrates interventions to be taken forward in key areas of Clogherhead Village Centre.

Figure 32.
Strategies and Opportunities for TCF Plan

4

Defining the Interventions

Implementing the Strategies Key Areas

Areas for Interventions

The urban analysis and enagagement with residents informed the identification of six key area where appropriate interventions can take place. The six areas are described below and illustrated to the right. Each of them varies in size and character but all together will contribute to implementing the strategies: through realising a number of opportunities. The diagram on the next page indicates the opportunities each area can realise and lists the specific interventions related to these.

1. Mullagh Church and Ball Alley
This area is defined by the lands to the west of Main Street south of Hillcrest, and comprises the existing Ball Alley Project, the Mullagh Church and its Churchyard along with the large open space between Main Street and the Churchyard.

2. Village Square
The intersection of Harbour Road and Main Street signifies the centre of Clogherhead, and this intervention area is focussed on the intersection and lands to the west of this intersection, south of Crann Mor Cove.

3. Main Street Junction
Directly south of the Village Square is the intersection of Strand Street and Main Street, and this intervention area is to improve the junction.

4. Strand Street
Strand Street is an important route linking the Village Centre to the Beach, and Strand Street contains numerous historic buildings as well as derelict structures which need improvement. The street character and quality itself is also included as an opportunity for improvement.

5. Callystown Road Development
Lands to the North and South of Callystown Road west of Main Street and South of Chapel Road are included to allow for future development opportunities in this key part of the village.

6. Clogherhead Beach
Clogherhead Beach is located at the end of Strand Street and the entire Beach area plus its associated parking and community uses are included in this key area.



Figure 33.
Designated Key Areas for Interventions

Implementing the Strategies Key Areas

Car Parking Opportunities

The proposed parking locations are identified as potential sites to accommodate village parking demand, enabling the removal of cars from the village centre and allowing streets to be dedicated to pedestrians, both residents and visitors. These locations will require detailed capacity and feasibility studies. It should be noted that these sites are indicative only; not all will necessarily be brought forward. Their implementation will depend on evolving needs, development patterns, and the changing dynamics of the village.

1. Main Street Car Parking

The potential location for the new Main Street Car Parking is proposed to accommodate vehicles that were previously parked on the streets, freeing up sidewalks and the main street for pedestrians and bicycles. The strategy encourages the development of greener, more accessible, and pedestrian-friendly streets as part of the new village centre.

2. Callystown Road Development Car Parking

The potential location for the new parking area is intended to respond proportionately to local residential and community needs and does not necessarily need to be fully developed at this stage. Strategically, it would support the proposed development on Callystown Road, provide improved access for local residents, the school, and surrounding community facilities, and strengthen connectivity between the beach and the village centre. This approach aims to balance growth with community wellbeing while ensuring that future decisions remain responsive to evolving needs and local input.

3. Strand St./ Clogherhead Beach Car Parking

The project proposes relocating the existing beachside parking lot to a nearby location and transforming the area into a vibrant public space with green and recreational features.

Improvements of existing car parking

It is proposed to enhance physical condition and capacity of the existing car parking including Cliff Walk Car Park, Gort Uaine and Mace / Cemetery Car Park.

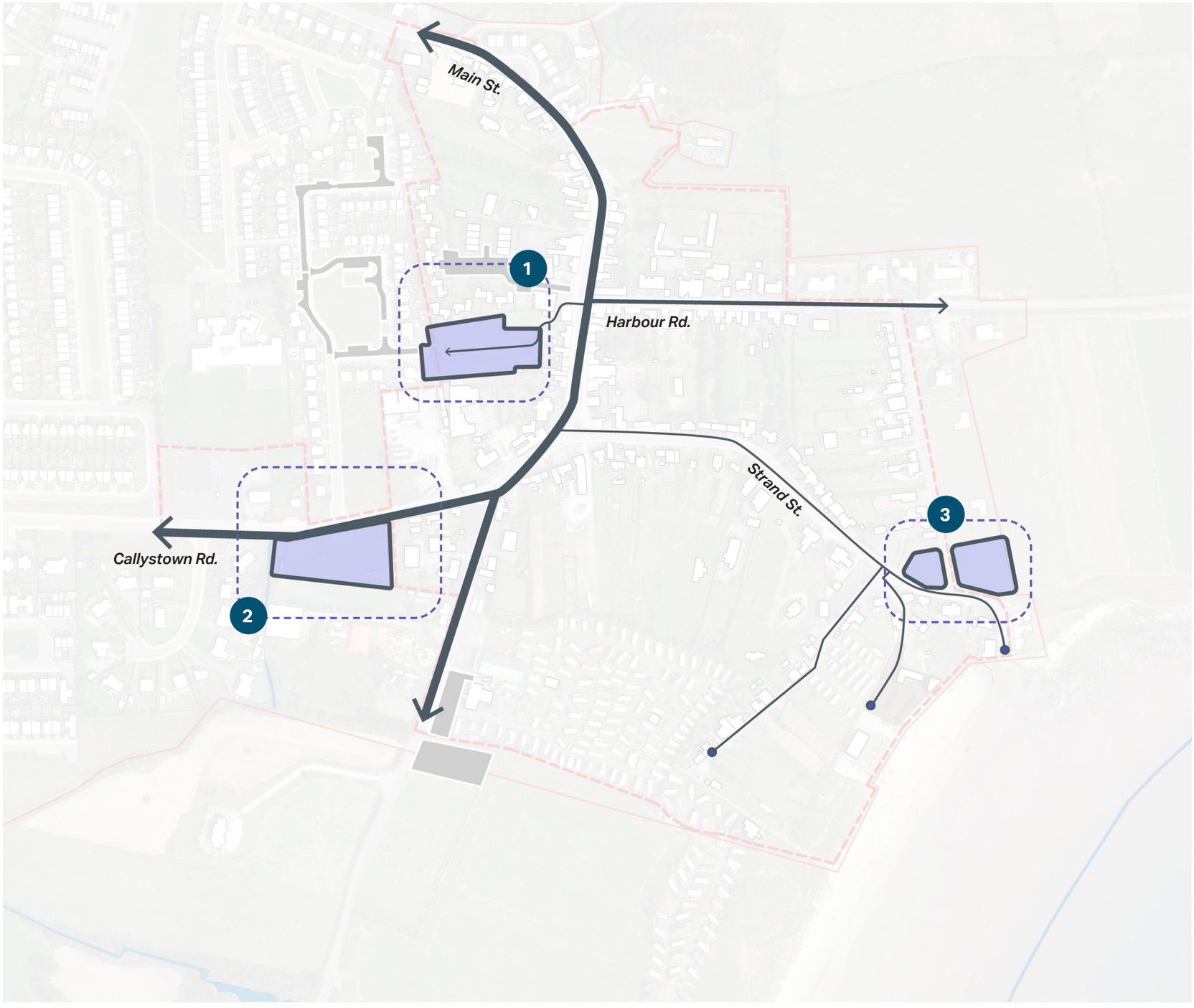


Figure 34.
Designated Key Areas for Car Parking

Implementing the Strategies Key Areas

Car Parking Opportunities

Car Parking Opportunities Areas

Incorporating ecologically sensitive and sustainable design solutions is suggested for the new parking areas. Adopting green parking techniques like permeable paving, rain gardens, and landscaped buffers is part of this, which will improve the area's aesthetics while also aiding in stormwater management. Parking facilities can assist reduce surface runoff, improve water quality, and support local biodiversity by implementing Water Sensitive Urban Design (WSUD). These approaches align with the broader goals of developing robust, climate-responsive public infrastructure while ensuring the new village hub is both functional and environmentally friendly.

In the image to follow, a few example layouts are provided to illustrate how the proposed car parking areas could be designed. These examples demonstrate potential approaches to integrating parking efficiently and sensitively within the surrounding context.

1. Main Street Car Parking

3700 sqm2- approximately 110 parking space

2. Callystown Road Development Car Parking

3950 sqm2 - approximately 120 parking space



Figure 35.
Potential Areas for Car Parking



Figure 36.
Reference Projects for Car Parking Areas

Implementing the Strategies Key Areas

In the image opposite,potential interventions are highlighted for traffic calming including new pedestrian crossing, new footways, bus station and greening.

Recommended interventions for these areas also include:

- Speed Humps / Speed Bumps,
- Raised Crosswalks,
- Curb Extensions (Bulb-outs),
- Textured Pavement or Rumble Strips.

Along the Main Street corridor, from Mullagh Church to the Callystown Road junction and Strand Street, it is recommended to implement a lower speed limit 50 km/h to 30 km/h, with Mullagh Church serving as a gateway feature—signaling the entrance to a calmer, pedestrian-prioritized zone.

In addition to these physical measures, it is essential to enhance the streetscape with:

- Enhanced lighting for improved visibility and safety,
- Pedestrian signals at key crossings,
- Clear road markings and signals for cyclist,
- Landscaping and street furniture, such as trees, planters, and benches, to
- create a more welcoming and human-centred environment.

A potential one-way system incorporating Strand Street and Barricksfield may be considered as part of the wider movement strategy. Any progression of this concept would be subject to comprehensive assessment and capacity analysis to ensure its appropriateness within the prevailing urban context and future mobility objectives.

These wider mobility and traffic-calming measures also support the objectives of the Callystown “Safe Routes to School” plan, by creating safer, slower, and more legible routes for children walking, cycling, or scooting to and from school.

This alignment ensures that improvements around the village contribute directly to a safer school environment and reinforce long-term active travel habits for young people.

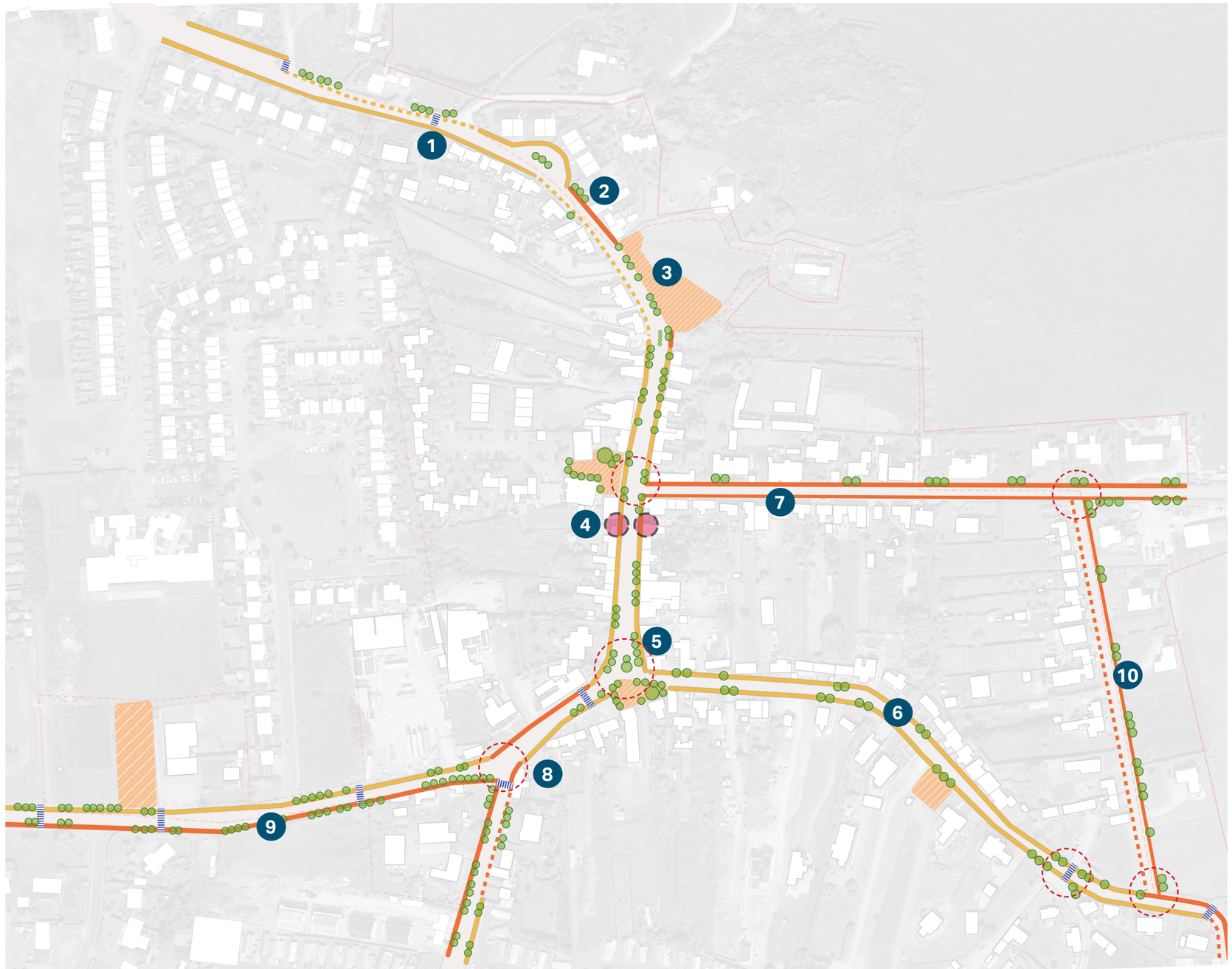


Figure 37.
Designated Key Areas for Traffic Calming Interventions

BDP.

Main Street/ Drogheda Road

1. Addition of raised table / pedestrian crossing at the north, adjacent to Hillcrest
2. Addition of passing point (also functioning as a footway) at narrowest point in the road

   Yield line / sign added for northbound vehicles.
3. Connecting to existing footway to the south
4. Install a consolidated bus stop with sheltered seating, timetable information, cycle parking, and a clearly marked bus bay.

   Add a step-free alternative to the existing steps on the eastern footway adjacent to the bus stop.
5. Expand crossing facilities with tactile paving and dropped kerbs at the junction with Strand Street.

   Improve perceived cyclist safety with signage, traffic calming features (e.g., raised tables at junctions and speed ramps).

   Long Term

   Engage with Transport Infrastructure Ireland and Louth County Council to reduce the speed limit from 50 km/h to 30 km/h.

Strand Street

6. Limit illegal parking through enforcement of double yellow lines and marked parking bays.

Harbour Road

7. Adding footways and alternative walking routes to reduce reliance on walking in the carriageway.

Callystown

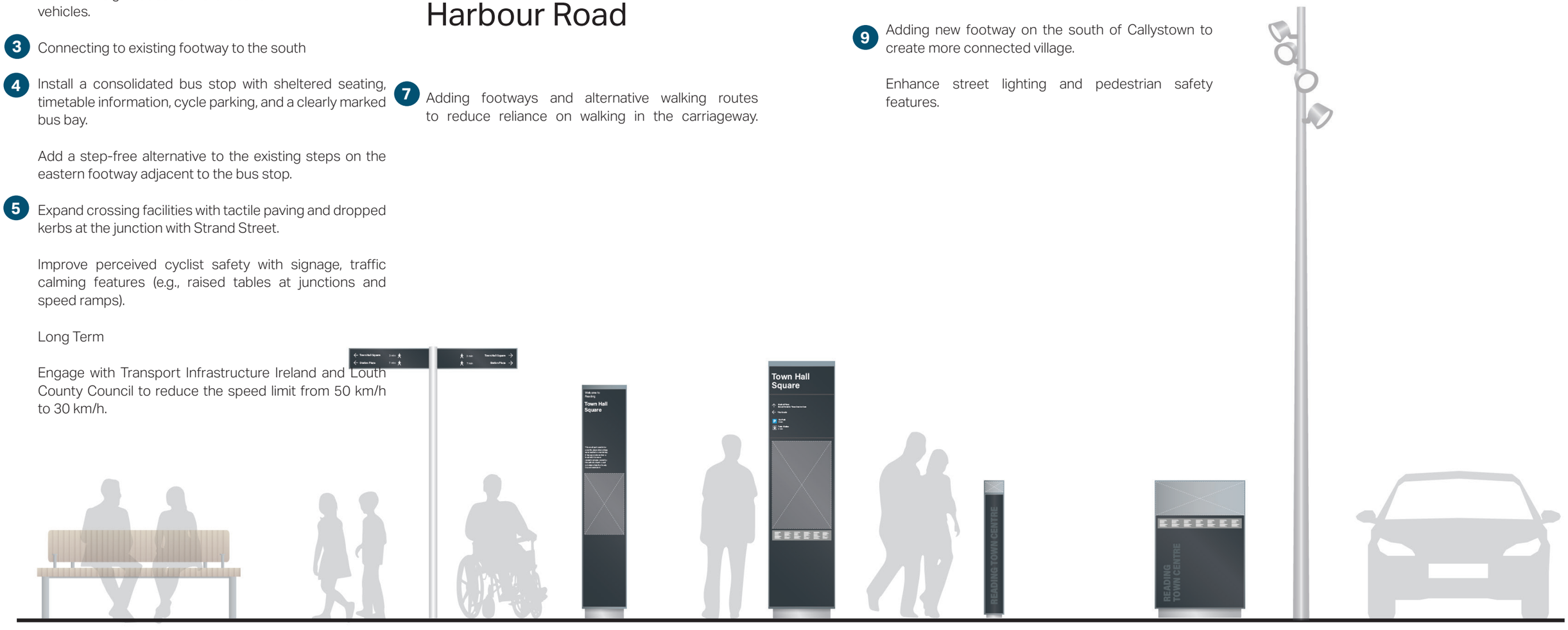
8. Improve footway width and visibility at the junction with Drogheda Road/Main Street.

   New pedestrian crossings for the new development areas and the junction with Drogheda Road/ Main Street.
9. Adding new footway on the south of Callystown to create more connected village.

   Enhance street lighting and pedestrian safety features.

Barrackfield

10. Improve footway width and visibility alongside the road.



Sign Type 1
Pedestrian Directional
Finger Post

Sign Type 2
Minilith
Destination Arrival

Sign Type 3
Monolith
Directory Totem

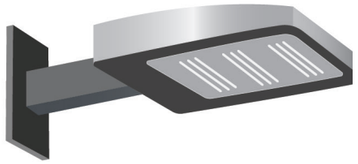
Sign Type 4
Interpretation &
Signage Sign

Sign Type 5
Interpretation &
Signage Board

Figure 38.
Types of Signage



Feature Lighting Type 1
Catenary lighting

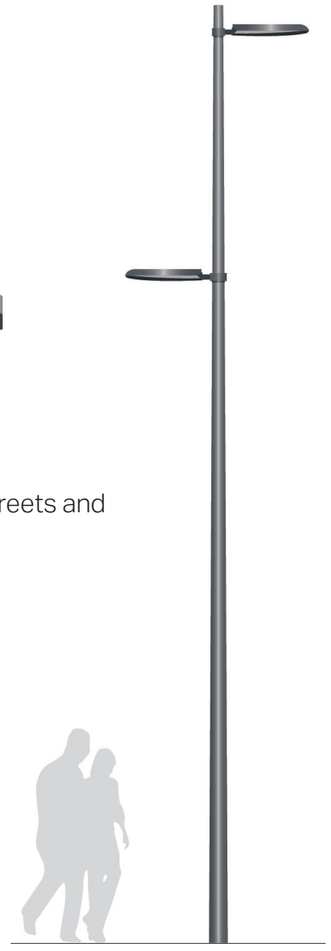


Feature Lighting Type 2
Wall mounted luminaire to narrow streets and lanes

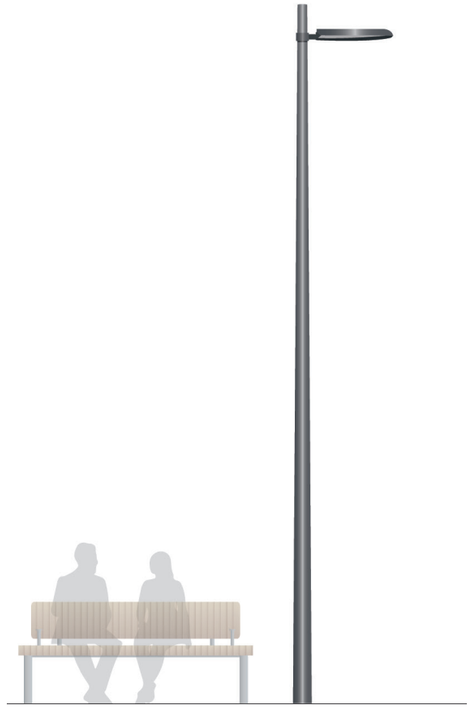


Feature Lighting Type 3
Spotlights

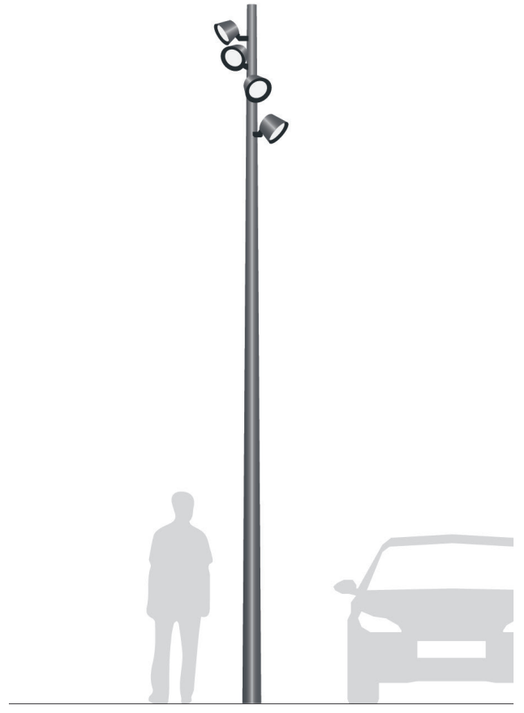
Feature Lighting Type 4
Wall mounted luminaire to narrow streets and lanes



Typical Lighting Column 1
8m tapered or cylindrical column
1 or 2 single pole luminaires
Street lighting optics



Typical Lighting Column 2
4-6m tapered or cylindrical column
Single pole-top luminaire
Street lighting optics



Typical Lighting Column 3
6m tapered or cylindrical column
Adjustable spotlights
Wide / medium / narrow light distribution, as required for space / footpath / monument accent

Figure 39.
Types of Lighting Example



Forecourts and Footpaths at Motcomb Street, London



Loading bay at Berkeley Square London



Square at Dundalk Clanbrassail Street,Ireland.



Square paving pattern, Watford UK

Figure 41.
Precedents - Quality Public Realm

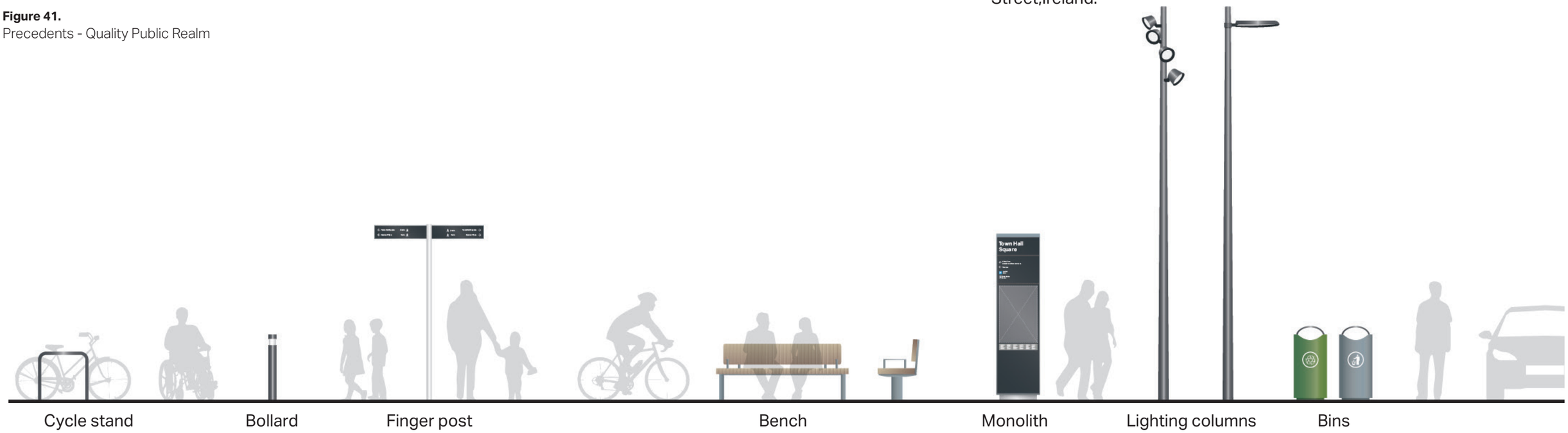


Figure 40.
Types of Street Furniture

Implementing the Strategies Key Areas

Routes and Loops

A well-designed network of routes, loops, and adequate footpaths throughout Clogherhead is essential to connect key areas such as the cliff walk, beach, harbour, and village centre where both locals and visitors want to explore safely and comfortably. To achieve this, several targeted interventions are proposed to improve pedestrian and cyclist experiences throughout the town:

1.Enhanced Pavement Works:
To provide smoother, wider, and more accessible walkways.

2.Protected Pedestrian and Cycle Routes:
Includes scenic areas like the cliff walk and harbour.

3.Protected Pedestrian and Cycle Loops:
To create continuous, safe circuits for exploration without interruptions.

4. Local Pedestrian and Cycle Routes,
5.Local Pedestrian and Cycle Loops:
Designed for residents, connecting neighbourhoods, schools, parks, and local shops.

The proposed connection to the GAA Football Club is recognised as a key strategic link within the village's active travel network and has received strong public support. Enhancing this connection will play an important role in improving accessibility, supporting active movement, and strengthening integration with the wider network of routes and amenities. Its delivery represents a valuable opportunity to respond to community priorities while reinforcing the overall connectivity and functionality of the plan.

Together, these interventions form a cohesive, accessible, and protected network that enhances connectivity, promotes healthy living, and boosts the town's appeal as a welcoming destination for all.

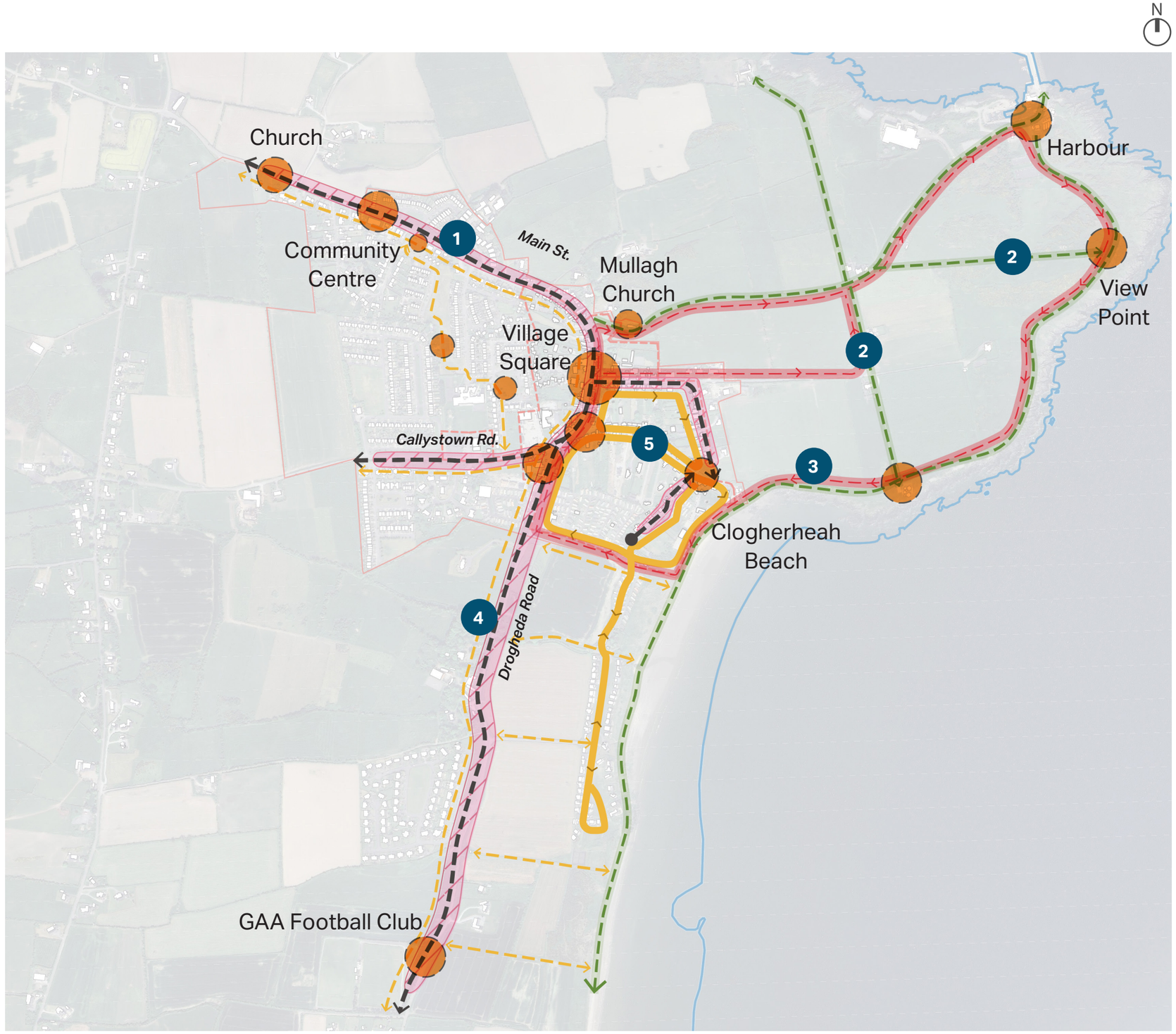


Figure 42.
Designated Key Routes and Loops

Implementing the Strategies Key Areas

Large Scale Housing Opportunities

Key sites have been identified for potential residential development to accommodate future housing demand and support sustainable community growth:

1.Backgarden Infill Housing Development: Offers potential for compact, context-sensitive housing within existing residential areas, making efficient use of backgardens.

2. Backgarden Infill Housing Development: Infill opportunity aimed at increasing housing density while preserving neighborhood character with maximizing the backgardens.

3. Callystown Road Development: New proposal development site for housing located on the north of Callystown Road.

4. Barrackfield Development: Opportunity on the edge of the village suitable for low rise residential scheme and green infrastructure.

5. Drogheda Road: On- going housing development.

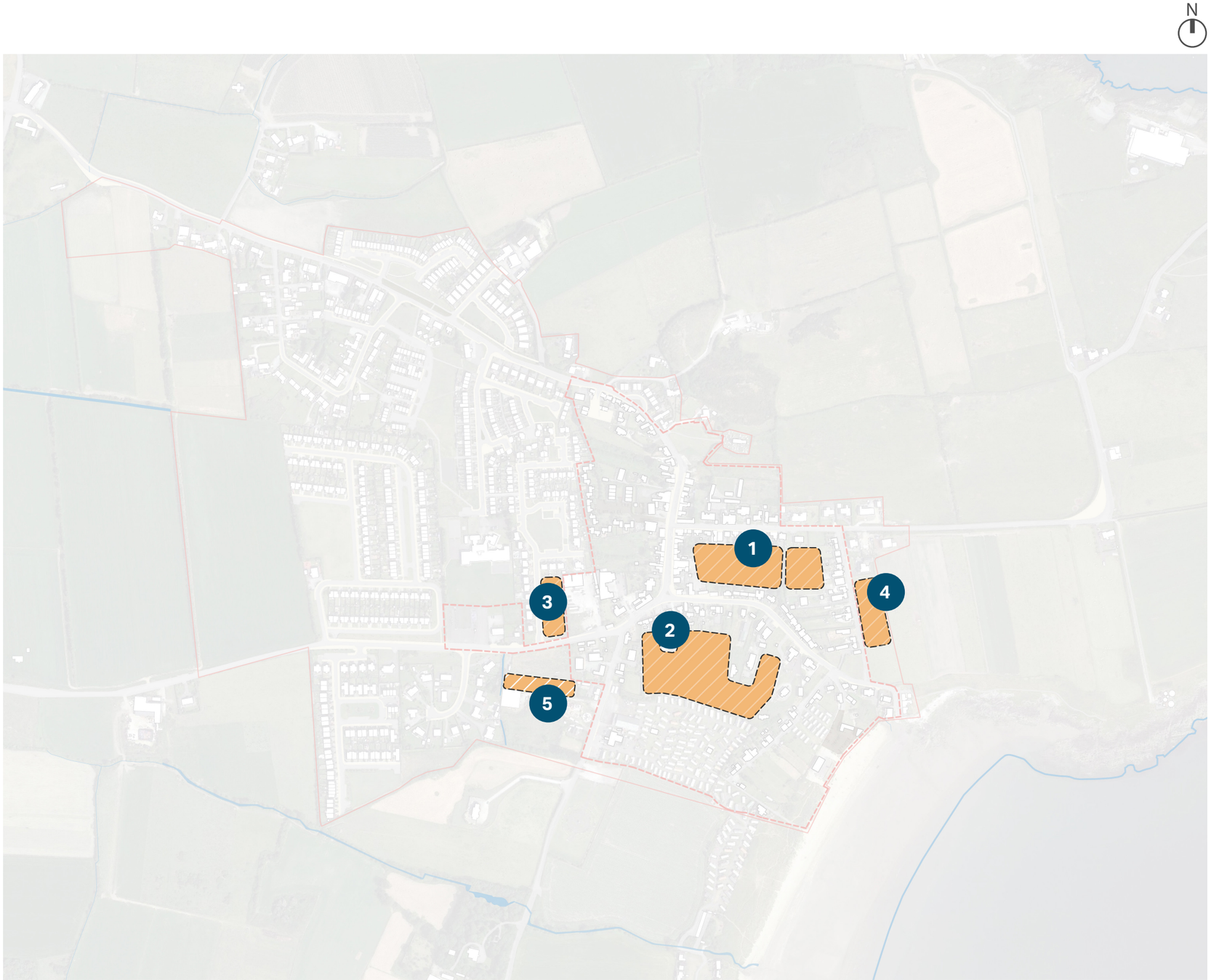


Figure 43.
Potential areas for housing development.

Implementing the Strategies Enhancement Opportunities

Revitalization

1. Existing Community Centre

Upgrade the physical condition of the existing facility,
Activate the empty areas nearby as green space,
Planting and landscape works.

2. Dreadnots GAA Football Club

Upgrade the physical condition of the existing facility,
New enhanced connection with improved footpaths.



Figure 44.
Existing Community Centre





Figure 45.
Enhancement Opportunities - Existing Community Centre and GAA Football Club

BDP.

Implementing the Strategies Key Areas

Framework

Each of the key designated areas can accommodate a series of interventions which a direct response to the four strategies for Clogherhead and associated opportunities. This relationship and the potential interventions have been shown in the digram below.

The following pages provide further details about the key areas and the proposed transformation.

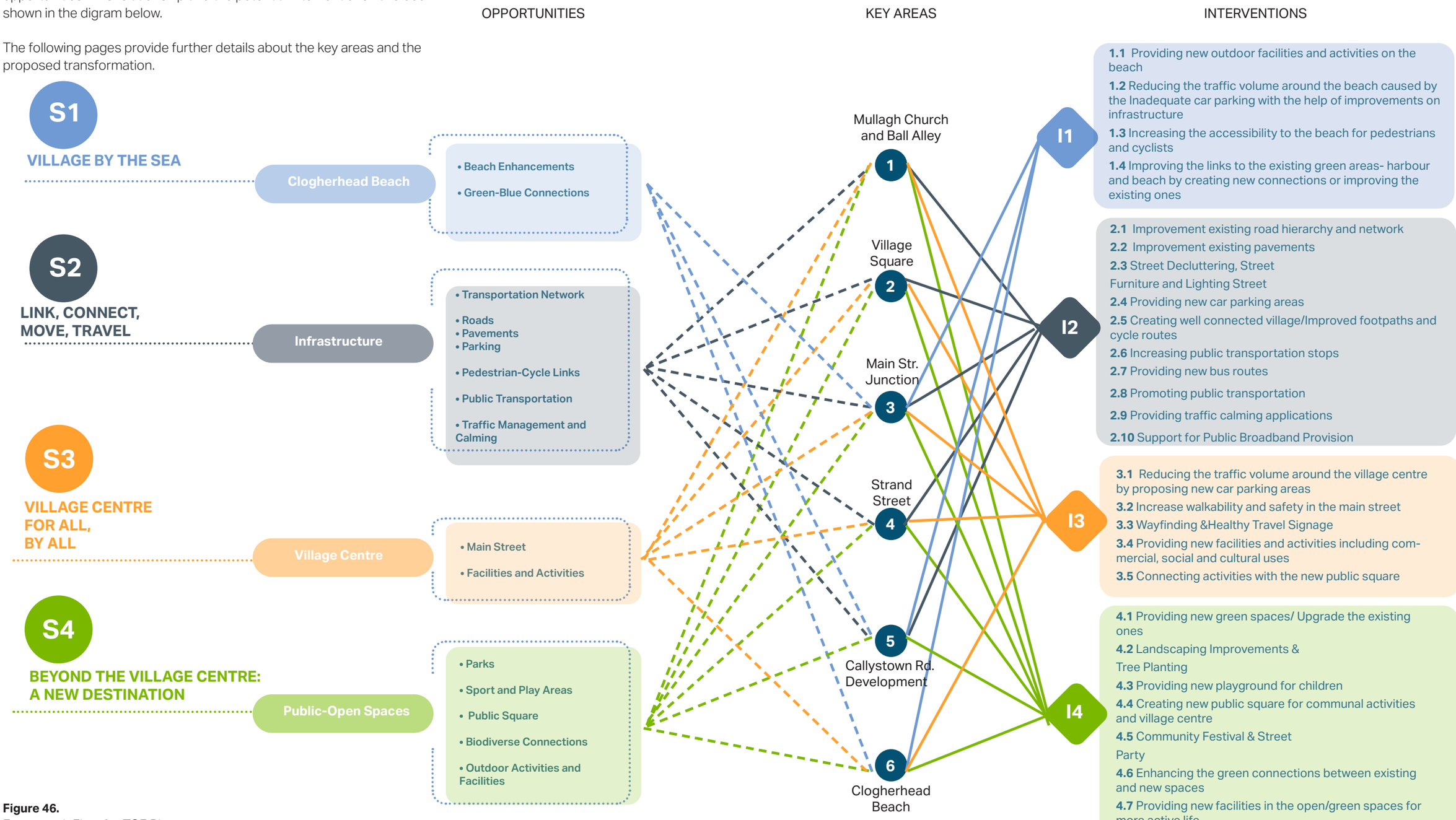


Figure 46.
Framework Flow for TCF Plan
2025



Figure 47.
Illustrative Masterplan

BDP.

S2 I2

S3 I3

S4 I4

1 Mullagh Church and Ball Alley

The proposed Village Gateway Park lies at the entrance to Clogherhead Village from the North along Main Street. The ruins of Mullagh Church, whose ruins date from the 6th century monastery built, is located on a picturesque hill which overlooks Clogherhead Bay and is the first impression one has when arriving to the village centre from the North. There is an opportunity to create a new frontage along the edge of this park, guiding towards the village centre. This would also frame views to the Church ruins.

An existing Ball Alley which has approval for a public realm project sits at the southern corner of the site. It is proposed to expand on this to create a link to the Mullagh Church and a larger public green space/park to mark the entrance to the village and improve on the facilities of the park to the benefit of local residents and visitors.

A vacant building on the southern edge of the site could be renovated and extended to serve as a museum, aligning with and enhancing the overall character of the development area.

Enhanced, sensitively designed lighting along with public realm improvements will help create a safer, more welcoming atmosphere around the Mullagh Church/Ball Alley area, supporting community use and improving night-time visibility.

Future pedestrian and cycle links from the Mullagh Church/ Ball Alley area to the harbour will create an important connection between the village centre and the harbour, strengthening movement, accessibility, and overall integration between key destinations of the village.

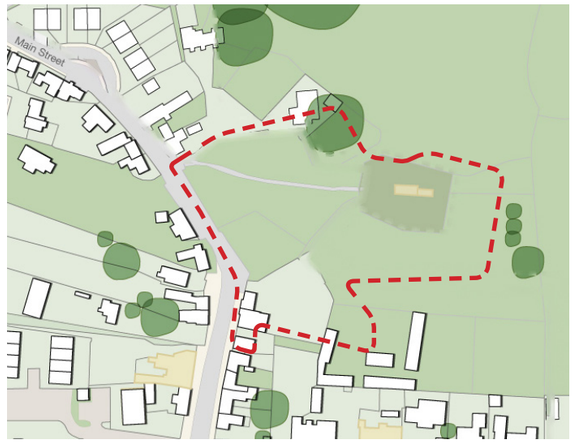


Figure 48.
Site Boundary - Area 0.6 ha







Figure 49.
Key Area 1 - Interventions

BDP.

S2 I2

S3 I3

S4 I4

2 Village Square

Crann Mor Cove / Main Street

Improvements can be made to Clogherhead Village Square to add new building frontages, public artwork, murals, as well as flexible spaces for markets and events.

A new village car park could be created at lands to the west of the Village Square to accommodate parking requirements.

These interventions aim to activate the square throughout the day and evening, encouraging use by a diverse range of people and uses—including youth, young adults, and families.



Figure 50. Site Boundary -Area 0.8ha





Figure 51.
Key Area 2- Interventions

BDP.

S1 I1

S2 I2

S3 I3

S4 I4

3 Main Street Junction

Main Street & Strand Street

Redesigning the junction at Main Street and Strand Street would allow for significant public realm improvements along with better way-finding for visitors and residents as the main connection point between the village centre and the beach.

The area in front of the amusement park, historically linked to a former well presents an opportunity to incorporate subtle heritage references within the enhanced public space.

The existing vacant/ underused building is re-purposed as a Community/Youth Engagement Hub, offering a safe, creative space for youth and families.

Improvements to Main Street and the removal of on-street car parking and replacement with landscape improvements would help contribute to the streetscape and biodiversity while slowing traffic.

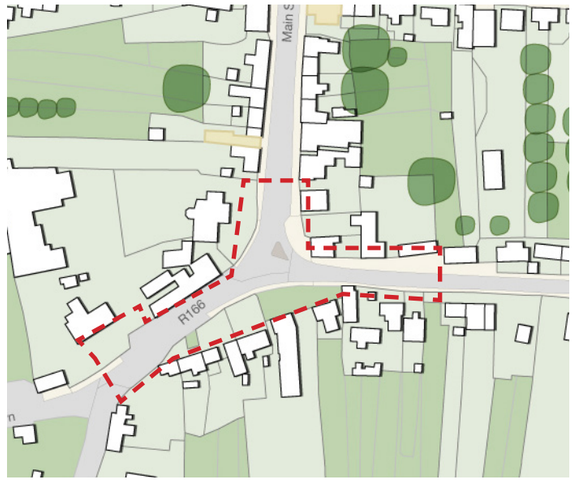


Figure 52. Site Boundary - Area 0.48ha





Figure 53.
Key Area 3- Interventions

BDP.

S2 I2

S3 I3

4 Strand Street

- Redevelop vacant building plot with community garden,
- Develop plot into playground,
- Wayfinding interventions along route.



Figure 54. Site Boundary
- Area 0.25ha

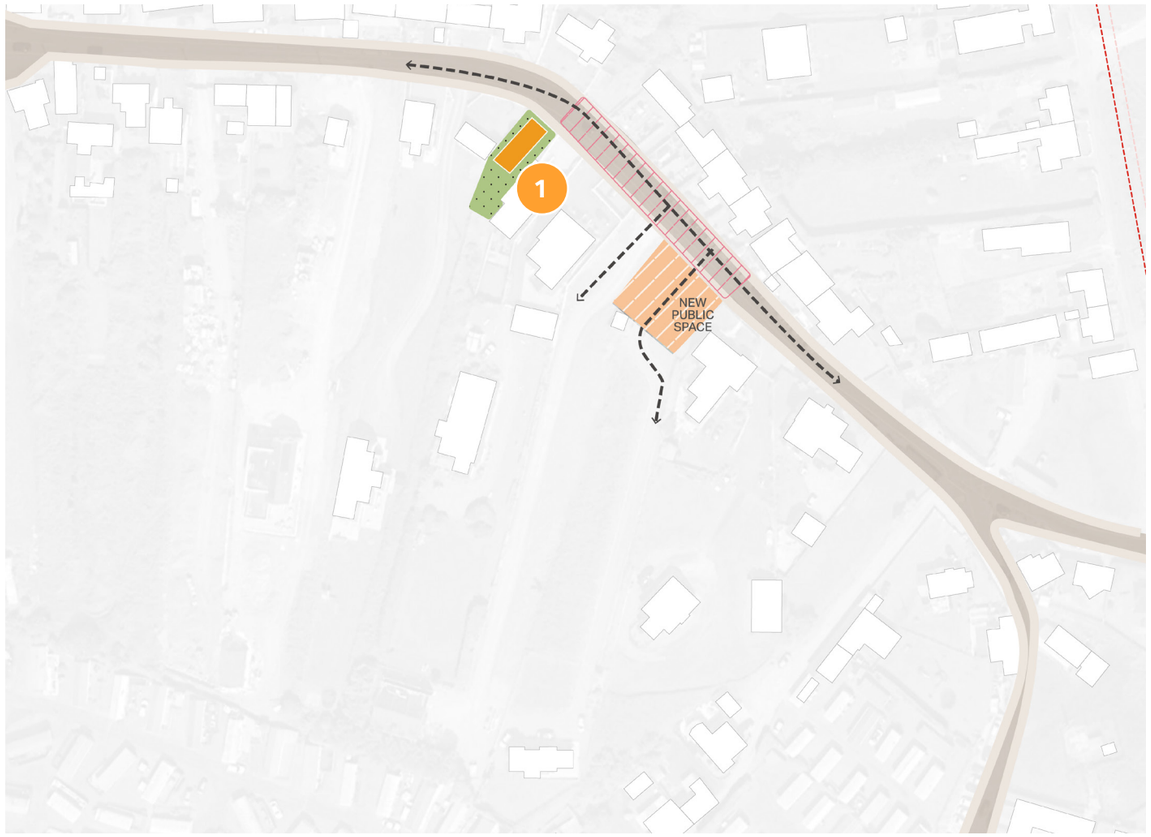


Figure 55.
Key Area 4- Interventions

S1 I1

S2 I2

S3 I3

S4 I4

5 Callystown Road Development - A

- Upgraded playground,
- New facility on south with integrated health centre - community - business hub,
- North side redeveloped to housing.
- Support Callystown Safe Routes to School Plan.



Figure 56. Site Boundary - area 2.6ha





Figure 57.
Key Area 5-A Interventions

BDP.

S2 I2

S3 I3

S4 I4

5 Callystown Road Development - B

- Activate the existing green areas,
- New public space,
- Improved pedestrian connection.
- Support Callystown Safe Routes to School Plan.



Figure 58. Site Boundary - area 1.5ha





Figure 59.
Key Area 5-B Interventions

BDP.

S1 I1

S3 I3

S4 I4

6 Clogherhead Beach

- Change parking to accessible/disabled near beach with drop off,
- New car parking space in rear,
- Beach Public Square - with new beach facilities,
- Improved green space.
- Wheelchair and service access,

- Future pedestrian and cycle links between Clogherhead Beach and the harbour will create an essential green–blue connection, strengthening accessibility, supporting active travel, and reinforcing the relationship between key coastal destinations.



Figure 60. Site Boundary - area 0.7ha







Figure 61.
Key Area 6- Interventions

Implementing the Strategies Enhancement Initiatives

Library of Things

Proposal: Establish a Library of Things in the Village Centre

Objective:
To establish a community lending hub where residents can borrow useful items such as tools, appliances, and thereby encouraging sharing, sustainability, and cost savings.

Background: The Library of Things concept promotes environmental sustainability by minimising individual ownership and waste. It also promotes community involvement and offers access to resources that would otherwise be prohibitively expensive or underutilised. Funding sources through local government grants and community schemes can help to develop and sustain this service.

Project Focus:

Allow quick access to a wide range of domestic and recreational items.

Promote a culture of sharing and decrease excessive consumption.

Reduce expenses for locals to promote economic welfare and strengthen ties within the community.

Some key examples:

Dublin Tool Library - A well-known community tool lending library in Dublin that provides a diverse range of tools for DIY, gardening, and home improvement tasks.

Limerick Tool Library - Like Dublin's, this library offers residents access to tools and equipment, encouraging sharing and sustainability.

Cork Community Tool Library - Located in Cork, this initiative lends tools and equipment to help local residents and community projects.

The Galway Library of Things - A community project that lends out household items, kitchen appliances, sports equipment, and other objects to decrease waste and encourage sharing.

Wicklow Library of Things - The newer effort that provides access to objects such as camping gear, garden tools, and DIY equipment in order to promote community sustainability.

Digital High Street - Digital Blueprint

Proposal: Creation of a Digital High Street for Clogherhead

Objective:
To develop a digital high street through an e-commerce platform that enables local shops and businesses to expand their reach and engage customers online, complementing physical retail.

Background:
Traditional town/village centre high streets have faced significant challenges due to the rise of online shopping. In response, this initiative seeks to modernise Clogherhead's retail landscape by equipping local businesses with the tools they need to compete in the digital market

Project Focus:

Build a user-friendly e-commerce platform,

Increase accessibility for customers by offering online browsing, ordering, and delivery or pickup options,

Encourage collaboration among businesses to promote the village's unique offerings under a unified digital presence,

Align with government programs supporting digital transformation and local economic revitalisation,

Support the provision of high-quality public broadband infrastructure in key civic spaces, including the Village Square and the Beach area, to enhance digital accessibility, enable remote working, and improve the experience for residents, businesses, and visitors.

This digital blueprint will help to future-proof Clogherhead's village centre, resulting in long-term economic growth and community participation.



In reference to the Chesterfield Digital High Street, the proposal suggests the following strategies:

Dedicated Digital High Street Business Adviser Support,

Developing a fully search engine optimised e-commerce website,

One-year membership in the Chamber of Commerce,

Regular events and seminars to help locals and businesses improve their digital skills.

5

Action Plan and Funding

Implementation Plan

Delivering Town Centre Vibrancy

Clogherhead is well-placed to deliver a successful Town Centre First (TCF) plan, supported by Louth County Council, the Town Team, and local groups. Early priorities include practical urban design improvements and parking solutions to enable wider regeneration efforts.

The TCF Plan sets out a strategic framework for sustainable growth over the next 15 years, with clear opportunities and a shared vision for the village. Its success will depend on ongoing collaboration and coordinated action to enhance the vibrancy of the village centre:

- Government departments and agencies,
- Regional Assembly,
- Louth County Council and other relevant local authorities,
- Private landowners, investors and developers,
- Local and regional community groups ,
- Non-governmental organisations,
- Town Team.

The TCF Plan will be monitored in coordination with NOAG, which will also support government engagement and help strengthen the Town Team's role in delivering the plan.

Delivering the Town Centre First Plan's objectives for Clogherhead will require a mix of public funding and private investment, supported by a coordinated, multi-stakeholder approach. The Town Team is expected to play a key role in securing funding and engaging potential investors. An overview of current funding opportunities is provided, with additional options outlined on the following pages. Future funding streams will also be considered as they emerge.

INTERVENTATIONS				
Number	Name	Time Framework	Phased	Stakeholders
Key Areas				LCC/ Town Team
1	**Mullagh Church and Ball Alley**	medium term	yes	LCC/ Town Team
2	**Village Square**	medium term	yes	LCC/ Town Team
3	**Main Street Junction**	short term	no	LCC/ Town Team
4	**Strand Street**	short term	no	LCC/ Town Team
5	**Callystown Road Development**	medium term/long term	yes	LCC/ Town Team
6	**Clogherhead Beach**	medium term	yes	LCC/ Town Team
Enhancement Opportunities				
1	**Community Centre**	short term/ medium term	no	LCC/ Town Team
2	**GAA Football Club**	medium term/long term	yes	LCC/ Town Team
Routes and Loops				
1	**Routes and Loops**	short term	no	LCC/ Town Team
2	**Pavement Enhancements**	short terrm	no	LCC/ Town Team

Figure 62.
Indicative delivery time frame for the Clogherhead TCF Plan interventions

BDP.

Short Term

2025-2030

INTERVENTIONS AND PROJECTS

Key Areas

Main Street Junction

Strand Street

Routes and Loops

Pavement Enhancements

OUTCOMES

Safer walking and cycling junction and route

Slow traffic down throughout the core of the Main Street and beach

New open space

New development

New open -green space

Pavement improvements

Improved/ new pedestrian - cycle links

More accessible and safer village

Medium Term

2031-2035

INTERVENTIONS AND PROJECTS

Key areas

Mullagh Church and Ball Alley

Village Square

Callystown Road Development

Clogherhead Beach

Enhancement Opportunities

Community Centre Enhancement

GAA Football Club Enhancement

OUTCOMES

New public-green space

Active and safe village centre
New parking area

Phase 1: open-green areas and parking area

Improved public space and contributing the character of the place
Improvement of facilities in open spaces and support of wellbeing for all ages. Safer and more accessible streets.

Improvement of facilities

Phase 1: Improved pedestrian -cycle access

Long Term

2036+

INTERVENTIONS AND PROJECTS

Key Areas

Callystown Road Development

Enhancement Opportunities

GAA Football Club Enhancement

OUTCOMES

Phase 2: New business -community hub

Phase 2:
Improvement of facilities

Monitoring And Measuring Success

Monitoring progress in delivering the TCF Plan is a key component of the framework. Regular evaluation will help assess implementation success, inform necessary adjustments, and respond to changing conditions, opportunities, or funding availability.

For Clogherhead, this process will align with the Plan's strategic objectives and themes. As outlined in the Town Centre First policy, the Town Team will play a central role in overseeing delivery, stakeholder engagement, and updates—ensuring continued community involvement and ownership.

Performance will be measured against defined indicators, which may include, but are not limited to:

S1 VILLAGE BY THE SEA

- Number of new outdoor facilities and recreational activities introduced on the beach.
- Reduction in traffic volume around the beach area, supported by improvements to parking infrastructure.
- Increase in pedestrian and cycling access points to the beach.
- Number of new or enhanced connections linking the beach to existing green spaces and public areas.

S2 LINK, CONNECT, MOVE, TRAVEL

- Completion of upgrades to the existing road hierarchy and network.
- Percentage of pavements improved or resurfaced to meet accessibility standards.
- Number of street clutter items removed and upgraded street furniture and lighting installed.
- Number of new car parking spaces or facilities developed.
- Length (in km) of new or improved footpaths and cycle routes enhancing village connectivity.
- Increase in the number of public transport stops within the village area.
- Introduction of new bus routes serving key areas in and around the village.
- Number of initiatives or campaigns implemented to promote public transport use.
- Number of traffic calming measures (e.g., speed bumps, signage) installed in key areas.

S1 VILLAGE CENTRE FOR ALL, BY ALL

- Reduction in traffic volume around the village centre following the development of new car parking areas,
- Improvement in walkability and pedestrian safety metrics on the main street,
- Number of wayfinding and healthy travel signs installed,
- Number of new commercial, social, and cultural facilities and activities introduced,
- Degree of connectivity between new public square and surrounding activities, measured by pedestrian flow or usage rates.

S1 BEYOND THE VILLAGE CENTRE: A NEW DESTINATION

- Number of new green spaces created and existing green spaces upgraded,
- Area (in sq meters) of landscaping improvements and number of trees planted,
- Completion and usage rates of new children's playgrounds,
- Development and activation of a new public square for community events,
- Frequency and attendance of community festivals and street parties,

- Length and quality of green connections between existing and new green spaces,
- Number and variety of new facilities in open/green spaces promoting active lifestyles.

6

Appendix

Travel and Movement

Understanding Clogherhead

Travel and Movement

Baseline Analysis

At the time of the 2022 Census, Clogherhead's resident population was 2,275. This represents a 6% increase in population since the 2016 Census. A significant proportion of Clogherhead's population is under the age of 25, making up 39% of the total population.

Clogherhead's economy is primarily driven by tourist activity, with the blue flagged Clogherhead Beach acting as the primary attractor for visitors to the village centre. The population of the village grows substantially during the summer, with the Ashling and Cove View holiday parks both located on Drogheda Road.

There is also significant fishing activity in the village, centred at Port Oriel which is to the north-east of the village centre. A number of ancillary processing facilities are also located within the village itself. Oriel Sea Salt and Oriel Sea Minerals are also produced in the village, with both having 'protected designation of origin' status. These land uses have the potential to generate delivery and servicing trips which would increase the number of heavy goods vehicles (HGVs) travelling through the village centre.

There is one primary school in the village, with approximately 300 pupils enrolled, accessed from John Kirk Park.

Figure opposite sets out the mode share for Clogherhead, based on the 2022 Census, 'Population aged 5 years and over by means of travel to work, school, or college.'

Mode	Main Street (Opposite Wogans)
On foot	14%
Bicycle	<1%
Bus, minibus or coach	14%
Train, DART, or Luas	1%
Motorcycle or scooter	0%
Car (driver and passenger)	55%
Van	5%
Other	<1%
Work From Home/ Not stated	8%
Total	10%

Figure 63.
Mode share (means of travel to work, school, or college) in Clogherhead

Road Network

Clogherhead's Main Street is designated as part of the R166, a regional road which runs in a north-south direction from Tallanstown to Drogheda. The R166 provides a direct connection to the M1 Dublin to Belfast motorway at Junction 15, as well as the N52 secondary national route which provides links to central and southern Ireland.

The speed limit throughout Clogherhead is 50 km/h, including along the stretch of the R166. No traffic calming or speed management measures were identified along the key routes assessed below when conducting desktop research.

According to the 2022 Census, 92% of households in Clogherhead have at least one motor car. In the same Census, 55% of residents aged 5 years and over said the car was their primary means of travel to work, school, or college.

The approach road to the Clogherhead Beach car park is a single-lane carriageway, marked with double yellow lines to prevent on-street parking. There is no posted speed limit along this stretch of road.

Travel and Movement

Public Transport

Bus Éireann operates a direct bus service to Dundalk and Drogheda daily from Clogherhead. Ten services operate daily in each direction on weekdays, with nine and four services operating on Saturday and Sunday (including public holidays) respectively. The journey time to both Dundalk and Drogheda is approximately 30-minutes, where onward services to Dublin and Belfast are provided.

The bus stop on Main Street is unmarked, as of May 2023. This means that there are no formal structures such as a bus stop flag, timetable, or shelter.

Transport for Ireland operates a once-weekly, round-trip Local Link service from Clogherhead to Drogheda.

There are no rail services provided in Clogherhead, with the closest operating stations located in Dundalk and Drogheda at a distance of 35km and 13km from Clogherhead, respectively.

According to the 2022 Census, 15% of residents aged 5 years and over use the bus, minibus, coach, or train as their primary means of travel to work, school, or college. This compares favourably to the national average of 8.9%.

Walking

Given the small geographical area of Clogherhead, a significant amount of pedestrian activity is likely to take place by both residents and visitors.

The footways along Main Street / Drogheda Road and Strand Street are relatively wide and in a reasonable state of repair. However, narrower points along Strand Street may decrease accessibility and comfort for those with reduced mobility, such as wheelchair users and those with children.

There are no formal pedestrian crossings in the village. This creates a particular accessibility shortfall adjacent to the bus stop on Main Street, where crossing the road is required to circumvent the four steps located on the eastern footway. There is also a general lack of tactile paving and dropped kerbs throughout the village, which are outlined as best practice in the Design Manual for Urban Roads and Streets (2019).

A pedestrian refuge island has been installed in the village centre, south of the junction between Drogheda Road / Main Street and Strand Street. Pedestrian safety is further improved by the inclusion of tactile paving both on the island and each footway, particularly for those with visual impairments.

According to the 2022 Census, 14% of residents aged 5 and over consider walking their primary means of travel to work, school, or college. This is above the recorded national average of 12%.



Figure 64.
Illustration of the vehicle-dominated area around the Main Street



Figure 65.
Narrow footways



Figure 66.
Conflicts between pedestrian and car parking



Figure 67.
Fragmented pedestrian access

Travel and Movement

Cycling

There is a lack of specific cycle infrastructure throughout Clogherhead, based on a desktop review of Google Street View (dated May 2023). There are no cycle lanes, cycle parking, or traffic calming in the village.

The speed limit of 50 km/h throughout Clogherhead creates a significant degree of risk to cyclists where they are sharing the same sections of carriageway.

According to the 2022 Census, less than 1% of residents aged 5 and over recorded cycling as their primary means of travel to work, school, or college, compared to the national average of 3%.

A cycling route between Dundalk and Drogheda, which passes through Clogherhead, is proposed as part of Transport Infrastructure Ireland's (TII) National Cycle Network (NCN). As of 2024, the proposals have been raised with Louth County Council but there has been no progress in terms of funding and design development.



Figure 68.
Lack of cycle infrastructure



Figure 69.
Lack of cycle infrastructure

Travel and Movement

Key Routes Assessment

The Clogherhead Beach car park has been identified as the principal destination for both residents and visitors in Clogherhead. The routes from the following locations where residents and visitors are most likely to be travelling from to reach the beach have been reviewed to understand the existing level of accessibility and what improvements may be required:

- Village Centre / Bus Stop
- Harbour Road
- Callystown

The routes are shown in Figures opposite, respectively, accompanied by tables, which detail the assessment at key sections and junctions along each route.

A colour coding scheme is used to distinguish between accessibility and mobility issues which are considered to be serious, moderate, and minor, respectively.

Photograph	ID	Assessment of Route
	1	Harbour Road • No footways on the majority of Harbour Road, with the exception of small sections in front of the residential properties • Pedestrian movement is instead occurring in the carriageway • Cars parked on both sides of the road are likely to be resident parking but could also be utilised during busy visitor periods
	2	Junction of Main Street / Drogheda Road and Strand Street • Widened footway on the eastern side – allows time for dwelling • Significant wayfinding – street signs, tourist information, advertising • Efforts have been made to improve the public realm – landscaping, bins, street furniture • Lack of dropped kerbs, tactile paving, pedestrian crossings on the northern side of this junction
	3	Strand Street • Paved footways on both the northern and southern sides • Relatively level and well maintained, with dropped kerbs located at each property entrance • Double yellow lines and marked parking bays should aim to minimise the amount of illegal parking

Photograph	ID	Assessment of Route
	1	Junction of Strand Street and Clogherhead Beach access road • No dropped kerb or tactile paving designating the end of the footway • The footway narrows significantly to the west, allowing for no space to pass without stepping into the carriageway • The road and the footway are in a relatively poor state of repair • Evidence from Google Street View of illegal parking on the eastern side of the junction
	2	Access road to Clogherhead Beach • No footway on either side, meaning pedestrians will have to walk in the carriageway • Visibility is poor for motorists seeing pedestrians, particularly on the bend in the road • Traffic speeds are likely to be low given the context and that it is a no-through route • Access to residential properties must be maintained
	3	Clogherhead Beach car park • Relatively well-maintained surface and clearly designated parking spaces • Two blue badge bays are designated but the signage for them could be improved • There is adequate circulation space for pedestrians - the space outside the café / showers allows for a clear pedestrian route down to the beach • Facilities including street lighting and wayfinding could be improved

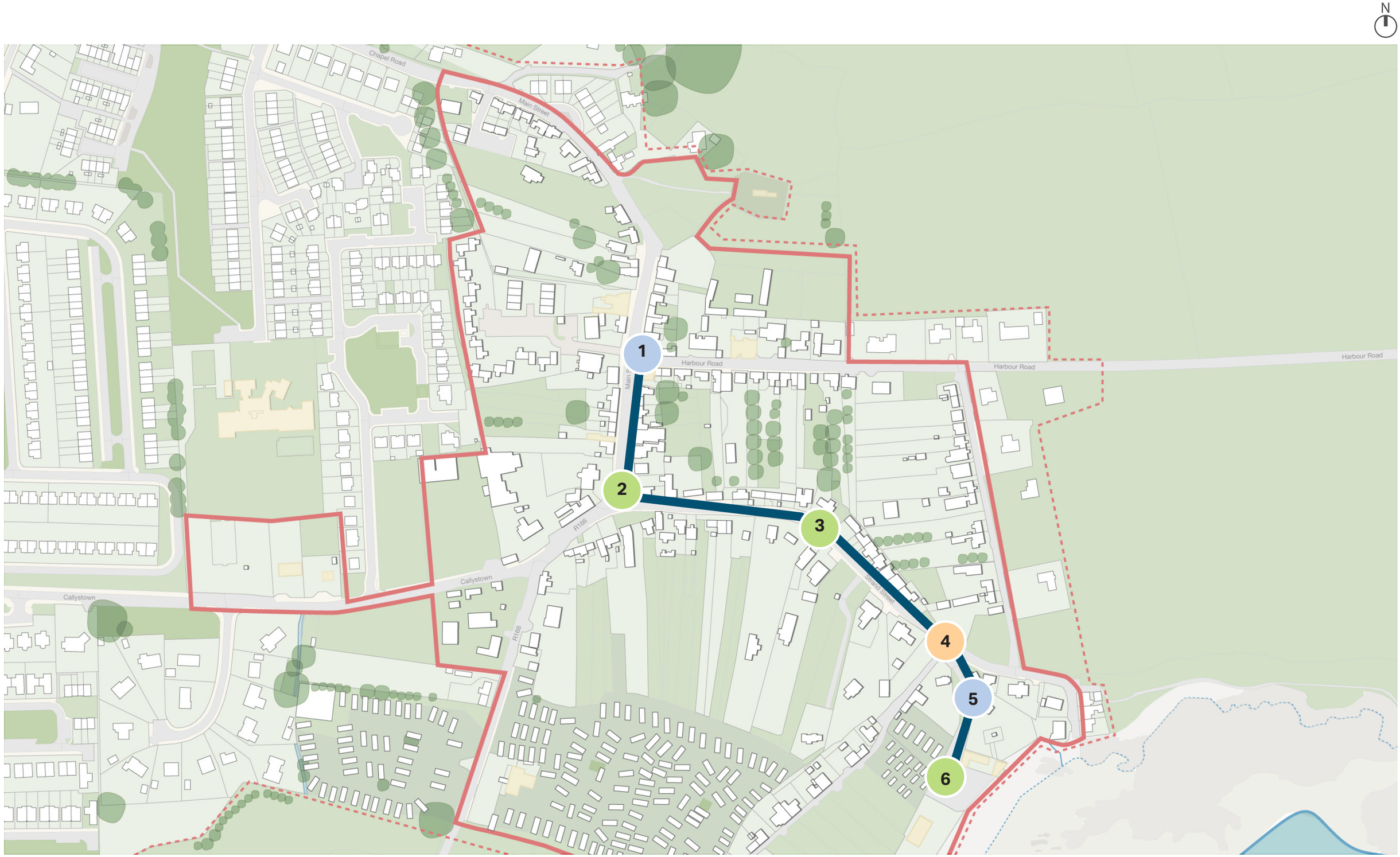


Figure 70.
Route from Village Centre / Bus Stop to Clogherhead Beach Car Park

Photograph	ID	Assessment of Route
	1	Harbour Road • No footways on the majority of Harbour Road, with the exception of small sections in front of the residential properties • Pedestrian movement is instead occurring in the carriageway • Cars parked on both sides of the road are likely to be resident parking but could also be utilised during busy visitor periods
	2	Barrackfield • Narrow carriageway which provides access to a number of residential properties • Insufficient width for two-way vehicle movement, although there are passing points • No footway on Barrackfield, meaning pedestrians must walk in the carriageway • Low traffic volumes

Figure 71.
Route Assessment (Harbour Road to Clogherhead Beach Car Park)

Photograph	ID	Assessment of Route
	1	Callystown • Wide footway on the northern side for the majority of the route towards the village centre • Dropped kerbs at the entrance to Gort Uaine housing estate, although the footway does narrow significantly approaching the entrance • Street lighting along the route
	2	Junction of Callystown and Drogheda Road / Main Street • Footway continues on the northern side of the road • Footway is relatively narrow considering the area of green space which is adjacent to it • Wall impairs visibility of vehicles travelling north and pedestrians travelling east
	3	Village centre • Pedestrian island has been installed on Drogheda Road / Main Street to facilitate crossing and act as traffic calming • It is the only instance of tactile paving throughout the village centre • A similar pedestrian island on the Strand Street arm of the junction could improve crossing opportunities but may also increase collisions, as individuals may make more unsafe crossings and can create a pinch point for cyclists.

Figure 72.
Route Assessment (Callystown to Clogherhead Beach Car Park)

Figure 73.
Route from Harbour Road to Clogherhead Beach Car Park

Figure 74.
Route from Callystown to Clogherhead Beach Car Park

Travel and Movement

Opportunities

In Table opposite, a number of short- and long-term solutions which could be implemented in Clogherhead are identified, to make transport more sustainable, accessible, and safe.

Some of these interventions are relatively low cost, such as adding in traffic calming and pedestrian crossings, improving road and footway maintenance, and expanding wayfinding. Others would take longer to deliver, and require more funding and working with other partners, such as Bus Éireann, Louth County Council, and Transport Infrastructure Ireland.

The current transport context in Clogherhead is one of car-dominance, with a 55% car mode share and a reliance on private vehicles to reach key destinations in the village, such as Clogherhead Beach.

Public transport and opportunities for active travel are also limited in the village, with limited high-quality infrastructure for walking and cycling currently in place.

In this note, a number of key routes were identified and assessed in terms of their accessibility, safety, and connectivity. This assessment demonstrated that pedestrians are required to walk in the vehicle carriageway at a number of points in the town, as footways are either not provided or are inadequately wide or well-maintained. This is likely to lead to safety issues for vulnerable road users.

A number of potential short- and long-term were outlined, which could be installed in Clogherhead in order to make transport more sustainable, accessible, and safe. These solutions could be developed further through continued analysis and engagement with key stakeholders, including Louth County Council, Transport Infrastructure Ireland, local residents, and business owners.

	Short term (1-5 years)	Medium to long term (5+ years)
Road safety	• Expanded crossing facilities, including tactile paving and dropped kerbs at the junction between Drogheda Road / Main Street and Strand Street • Improve perceived cyclist safety by installing signs to notify motorists that cyclists may also be sharing the carriageway, adding traffic calming features (such as raised tables at junctions and speed ramps) • Limit motor vehicle access on the access road to Clogherhead Beach car park, through systems such as resident permits, restricted hours or days, automatic number plate recognition (ANPR) • Limit non-essential traffic driving through the village centre during peak hours. This could include the exploration of suitable sites for a potential park-and-ride facility for visitors during the busy tourist periods. This change would allow for a safer beach front.	• Continue engagement between Transport Infrastructure Ireland and Louth County Council on progressing design and development of the Dundalk-Drogheda cycle greenway • Begin engagement with Transport Infrastructure Ireland, the Road Safety Authority, and Louth County Council on reducing the speed limit from 50 km/h to 30 km/h along the key routes identified
Accessibility	• A new consolidated bus stop at Main Street, incorporating sheltered seating, timetable information, cycle parking, and a clearly marked bus bay. Car parking would need to be moved or removed to make space for the bus shelter. • Install a step-free alternative to the existing steps on the eastern footway on Main Street, adjacent to the bus stop • Improve cycle facilities, including the provision of cycle parking, throughout the village but particularly at key destinations such as the village centre and Clogherhead Beach car park	
Connectivity	• Coordinate with Transport for Ireland on the expansion of the currently once-weekly Local Link bus service • Begin engagement with Bus Éireann on the feasibility of an improved bus service, including direct services to Dublin and/or Belfast	
Parking	• Identify how to balance parking demand and other activities in the Clogherhead Beach car park, including the provision of market stalls • Identify suitable locations for a park-and-ride facility, which would reduce the number of private vehicles entering the village centre • Further reduce on-street parking if availability allows	

Figure 75.
Clogherhead, Travel and Movement Analysis. Short- medium and long-term solutions.

Planning Policy

Planning Policy

This page outlines a comprehensive overview of the national, regional, and local policies that form the basis of this plan. This material highlights the alignment of the plan with various policy documents and plans, including:

- National Planning Framework: Ireland 2040
- National Development Plan 2021-2030
- Our Rural Future: Rural Development Policy 2021-2025
- Town Centre First: A Policy Approach for Irish Towns 2022
- Climate Action Plan 2023
- National Biodiversity Action Plan 2021-2027
- Making Remote Work: National Remote Working Strategy 2021
- Future Jobs Ireland 2019: Preparing Now for Tomorrow's Economy
- Ireland National Skills Strategy 2025
- Regional Spatial and Economic Strategy for the Eastern & Midlands Regional Assembly 2019-2031
- Louth County Development Plan 2021-2027
- Louth County Local Economic and Community Plan 2016-2022
- Local Biodiversity Action Plan for County Louth 2021-2026

In relation to the Louth County Development Plan 2021-2027, the TCF Plan refers to the Strategic Objectives, Policy Objectives (Housing, Economy and Employment, and Movement), and Strategic Settlement Strategy Policies for Clogherhead listed in the table opposite. The TCF Plan will also align with and respond to the economic and community goals set out in the Local Economic & Community Plan 2016 - 2022 for County Louth.

This TCF Plan will align with the UN Sustainable Development Goals (SDGs). Below is a brief assessment highlighting the degree of applicability of the goals.

	Planning Objectives
EE 70	To support the 'Town Centre First Approach' and the establishment of any future town centre management initiatives that seek to promote this approach.
EE 75	To promote the improvement of the environment and public realm of town and village centres through good design, landscaping, street furniture, improve mobility through traffic management, and co-operate with Tidy Towns Committees and other community groups in the implementation of environmental improvement schemes.
EE 77	To promote the provision and modernisation of residential accommodation over commercial premises in towns and villages in order to improve the vibrancy of their centres.
SO14	Reverse rural decline in small towns and villages through sustainable, targeted measures addressing vacancy and delivering sustainable reuse and regeneration outcomes.
SS15	To work closely with business groups and stakeholders to revitalise and reduce vacancy in the town centre area.
SS 50	To work closely with business groups and stakeholders to revitalise and reduce vacancy in the town centre area of Clogherhead and to provide for village centre living.
SS 52	To work with local landowners and businesses in facilitating and carrying out public realm works in Clogherhead including works to roads and footways and existing lane ways / cycle ways.
SS 53	To examine the feasibility of providing additional off-street car parking locations in Clogherhead.
HOU 11	To encourage and support a range of appropriate uses in village centre that will assist in the regeneration of vacant and under-utilised buildings and land.
MOV 40	To support the design and implementation of public realm projects in village throughout the County that will make these locations more attractive and liveable spaces which are climate resilient and facilitates accessibility for all, regardless of age, physical mobility, or social disadvantage.

Figure 76.
Table outlining specific objectives from the adopted Louth County Development Plan 2021-2027 that aligns with the development of this TCF's plan. (LCC, 2021)

	Economic Goals
Foreign Direct Investment	Promote and develop Louth as a key investment location on the Eastern Economic Corridor.
Sustainable Development	Promote the growth of new and existing business in communities in Louth, in accordance with the principles of sustainable development.
Education & Training	Advance economic and social development by providing a targeted continuum of lifelong learning and skills development.
Future-Focused	Ensure that Louth will be a leader in business development, creating new models of flexible value and enterprise.
Innovation	Deliver viable local economies underpinned by innovation and entrepreneurship.
Business & Indigenous Industry	Ensure that Louth's unique Tourism offering positions it as a market leader of national significance.
Tourism & Heritage	Establish Louth as a premier producer in the Agri-Farming, Food and Fisheries sector.
Agriculture, Food & Fisheries	Ensure availability of high speed broadband connectivity County-wide to develop and sustain business and connect our communities.

Figure 77.
Economic and community goals - Local Economic and Community Plan 2016-2022.
(LCDC, 2015)

	Community Goals
Strong, Safe & Flourishing Communities	Enable well-being and quality of life to support safe, resilient, independent and engaged communities.
Access to Education	Ensure that everyone can access and participate in education, skills development and life long learning.
Prosperous Inclusive Communities & Places	Create equality of opportunity for those experiencing poverty, isolation and social exclusion.
Health & Wellbeing	Provide environments and conditions that support healthy, self-directed, fulfilled and purposeful lives.
Nurturing Children & Young People	Nurture and develop our children and young people from early childhood to young adulthood.
An Age Friendly Society	Embrace and foster that rich contribution older people make to our communities.
Enterprise.-Friendly Society	Empower community innovation, entrepreneurship and enterprise to support urban and rural development.
A Valued Environment	Value and sustain our built heritage and natural environment to enhance the lives of those who live, work and visit in our County.

Figure 78.
Economic and community goals - Local Economic and Community Plan 2016-2022.
(LCDC, 2015)



SDG	Brief Assessment	Applicability
SDG 1 - No Poverty	The TCF Plan will provide assistance to tackle poverty by revitalising village, creating jobs, affordable housing, and promoting social cohesion, contributing to comprehensive poverty elimination efforts.	Moderately Applicable
SDG 2 - Zero Hunger	The Plan fosters food security with local markets, empowering communities with sustainable food sources, in alignment with global hunger eradication and well-being objectives.	Moderately Applicable
SDG 3 - Good Health & Well-being	The TCF Plan nurtures well-being through pedestrian-friendly village centre that prioritises walkability, active living and community interaction, promoting holistic health and mental wellness across all generations.	Strongly Applicable
SDG 4 - Quality Education	The TCF Plan fosters inclusive, lifelong learning by transforming Clogherhead's village centre into educational hubs with accessible facilities, cultural spaces, and programmes promote equitable quality education for all ages.	Moderately Applicable
SDG 5 - Gender Equality	Equal opportunities should be considered at all levels during the phases of development, occupation, and employment within the land development.	Less Applicable
SDG 6 - Clean Water & Sanitation	The Plan should ensure availability and sustainable management of water and sanitation for all.	Less Applicable
SDG 7 - Affordable & Clean Energy	The TCF Plan promotes affordable, sustainable energy access by advocating energy efficiency.	Strongly Applicable
SDG 8 - Decent Work & Economic Growth	The Plan should drive sustainable economic growth in village centre, fostering diverse local businesses, creating decent work opportunities and contributing to inclusive prosperity and full employment.	Strongly Applicable
SDG 9 - Industry, Innovation & Infrastructure	TCF Plan aims at improving resilient infrastructure in village centre, supporting sustainable industries and innovative practices.	Moderately Applicable
SDG 10 - Reduced Inequalities	Plan reduces inequalities by promoting inclusivity, fairness, and stronger community connections, leading to social harmony and decreased disparities. The public realm should cater to all, including marginalised groups. It should prioritise accessibility, offering amenities and opportunities accessible without financial constraints.	Moderately Applicable
SDG 11 - Sustainable Cities & Communities	The TCF Plan is developed based on core design principles that advocates sustainable practices and community engagement within village centre.	Strongly Applicable
SDG 12 - Responsible Consumption & Production	Prioritise sourcing and supply chains that support local and global manufacturing, with a preference for redevelopment whenever feasible.	Less Applicable
SDG 13 - Climate Action	The plan integrates adaptive re-use to harness embodied carbon, with public realm enhancements prioritise green spaces and connections for sustainable way of life.	Strongly Applicable
SDG 14 - Life Below Water	Conserve the water sources and integrate it as part of the plan to promote sustainability. Landscaping and public realm design can incorporate sustainable urban drainage systems (SUDS) to capture and treat water effectively.	Strongly Applicable
SDG 15 - Life on Land	The Town Centre First plan proposes a strengthening of the green and blue infrastructure network, supporting biodiversity and natural resources.	Strongly Applicable
SDG 16 - Peace, Justice & Strong Institutions	The Town Team plays a vital role in representing the community during plan development. Efforts from all disciplines in the locality are highly recognised.	Strongly Applicable
SDG 17 - Partnerships for the Goals	The Town Team and Local Authority will assist in steering with the SDGs as proposals are developed.	Moderately Applicable

Figure 79.
UN Sustainable Development Goals - indicates how the TCF Plan corresponds to 17 SDGs.

Engagement

Engagement

Public Consultation - Open Day

Survey Respondents

An online survey, conducted between May 8, 2024, and 22, 2024, included a multiple choice questionnaire with a number of open ended questions. A printed format was also made available at the Clogherhead Community Centre on the consultation day. In total, 122 submissions were received.

A strong local perspective is provided by the fact that the vast majority of responders (70.5%) are locals. Holiday house owners are the second largest category, indicating a sizable seasonal population.

70.59% (84 out of 121 responses) of the respondents were in the 37–59 age range, indicating a bias in the age distribution of the sample towards the middle class. Of the 17 responders, 14.29% were younger individuals (18–36), while 15.13% were elderly persons (60+). The study appears to have captured the opinions of those who are actively involved in the community, based on the age distribution.

Only 5.88% (7 respondents) of the sample reported having a disability. Although this is consistent with some general population figures, it also implies that targeted consultations with disability advocacy entities should be incorporated into future planning in order to guarantee thorough understanding of accessibility requirements.

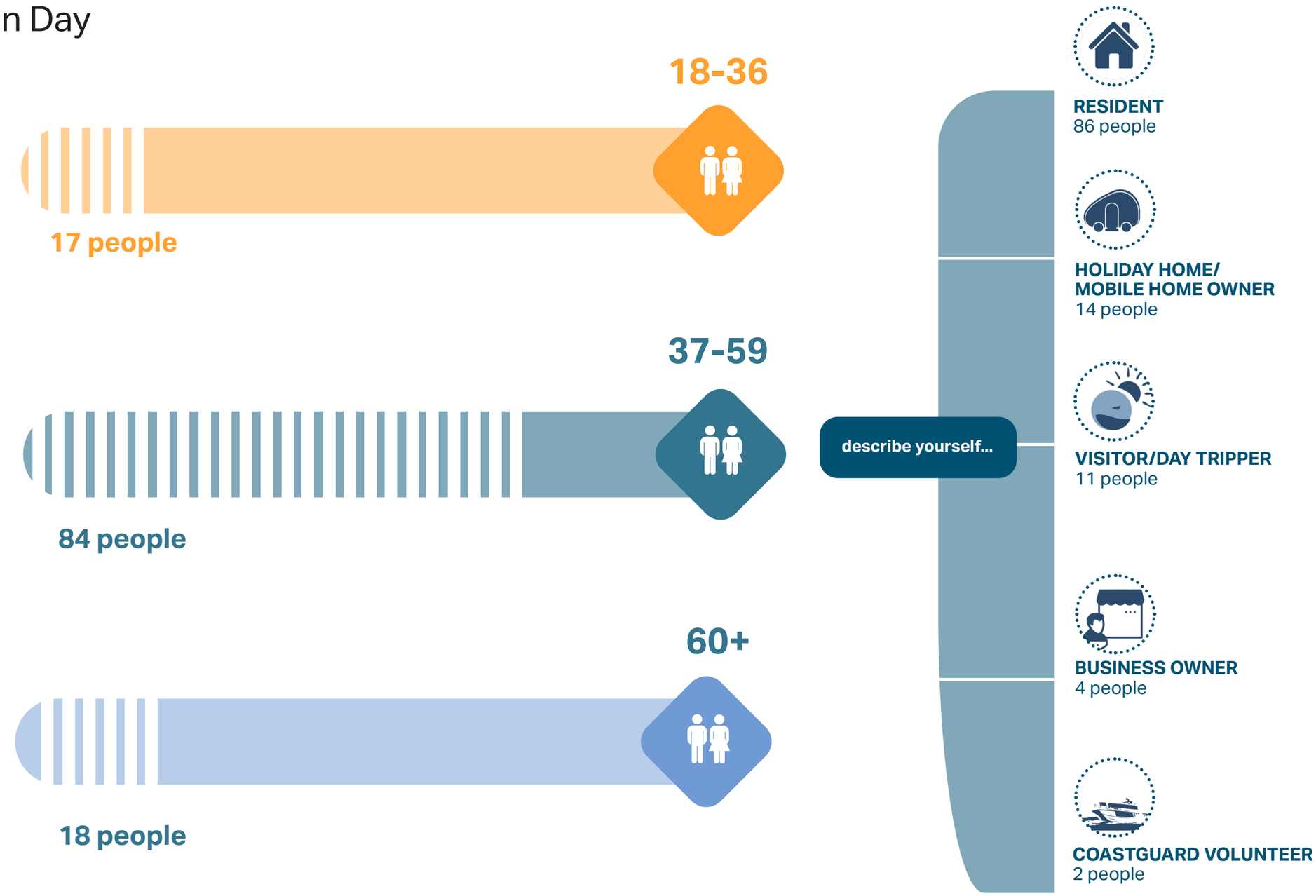


Figure 80.
Public Consultation/ Survey Outcomes

Public Consultation - Open Day

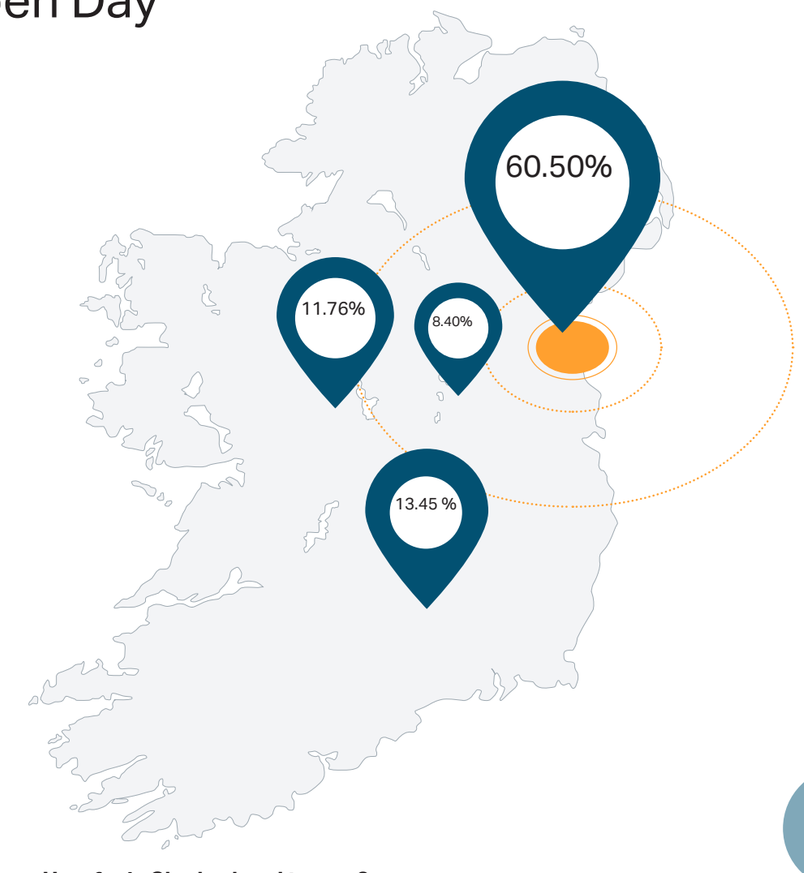
Access and Mobility Pattern

The vast majority of responders (60.50%) dwell in or close to the village.

The majority of people who travel to the village centre use cars (39.5%) and walk (47.6%), with a significant 14% combining the two. There is room for improvement in this area as it is noteworthy that neither bicycles nor public transportation was mentioned by any of the respondents as their main form of transportation.

Although there were a variety of main reasons why people visited Clogherhead Centre, the beach was the main asset of the village (71% of visitors). This was closely followed by visiting Port Oriel (52%), using local shops (62%), local bars, cafés, and restaurants (59%). These numbers highlight Clogherhead's simultaneous role as a beach getaway and a community hub for amenities.

The most often indicated alternative, Drogheda, was cited by respondents as the place to go when seeking services unavailable in Clogherhead.



How far is Clogherhead to you ?

60.50 % live within the radius of Clogherhead's Village Centre

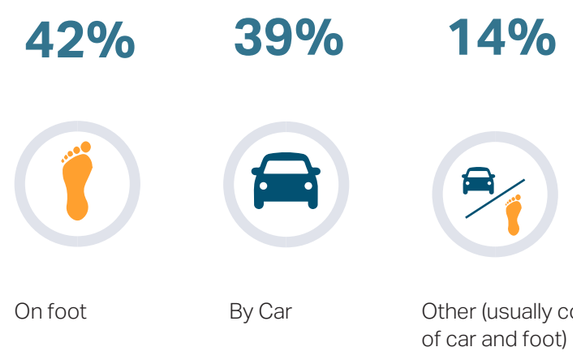
8.40 % in one of the surrounding residential areas

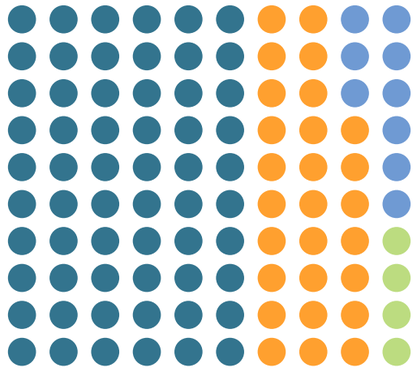
11.76 % on the outskirts of Clogherhead

13.45% do not live in the village but visit it often

5.88 % Not specify

How do you travel to Clogherhead Town Centre ?





How often do you visit Clogherhead Centre?

59% visit the town centre daily

21% visit 2-5 times a week

7% visit once/twice in a month

6% visit once/twice in a week

Reasons for visiting Clogherhead

(multiple reasons per response allowed)



Figure 81.
Public Consultation/ Survey Outcomes

Public Consultation - Open Day

Thematic Structure

The initial set of survey questions was designed to provide a comprehensive overview of Clogherhead from a variety of perspectives, which would guide the development of a number of strategic topics for the plan.

Further exploration of respondents' opinions, interests, and desired outcomes for Clogherhead is carried out through questions numbered 10 through 19. These answers offer a great starting point for creating the village centre plan and detailed intervention suggestions.

In response to Question 10, respondents indicated that better parking facilities (cited by 25% of respondents), a wider variety of shop alternatives (20%), and improved pedestrian infrastructure (15%) would be the main drivers of increased time spent in Clogherhead. This suggests an interest for increased amenities as well as effective improvements.

The main strengths of Clogherhead are emphasised to be its natural resources; the village's character (67.5%), its closeness to the beach (82.8%), its closeness to the headland (65.83%), and Port Oriel (69.17) are the most highly ranked aspects in Question 11.

The subsequent questioning revealed significant weaknesses, with the most often mentioned issues being insufficient parking (69.17%), inadequate commerce (51.67%), and poor pedestrian and cycle connections (63.33%). The need for both infrastructure and amenity improvements was indicated by the following: inadequate quality of streets and spaces (38.33%) and congested roads and traffic (44.17%).

In Question 13, the significance of natural resources was emphasised, with the beach being the most favoured feature (60%) among respondents, followed by the local community (30%) and the harbour/Port Oriel (25%).

Question 14 revealed a considerable demand for better pedestrian infrastructure (25%), more diverse businesses (30%), and better parking (35%).

According to Question 15, while locals generally have a positive opinion of the village, there is a notion that outsiders may have a negative opinion because of the lack of amenities.

The recommendations made in the following questions can be summed up as follows: enhancing Clogherhead's reputation should prioritise feasible enhancements like improved public spaces (20%), increased shop and leisure options (25%), and parking and traffic management (30%).

The results of questions 17 and 18 demonstrated a high demand for improved public spaces, with respondents strongly favouring additional green space (69.75%) and areas to gather and sit (88.33%).

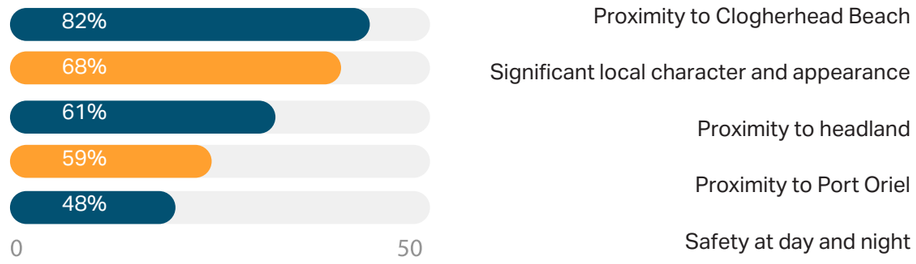
A focus of the last question was on the need for more community amenities, better infrastructure, and a balance between development and maintaining the village's authenticity.

Based on the study, the community recognises the significance of its natural resources and village character, but there is also space for considerable improvements and new facilities to improve the quality of life for residents and attract more visitors.

Main Strengths

(multiple challenges per response allowed)

(Below are the top 5 challenges ranked in order)



Main Challenges

(multiple challenges per response allowed)

(Below are the top 5 challenges ranked in order)

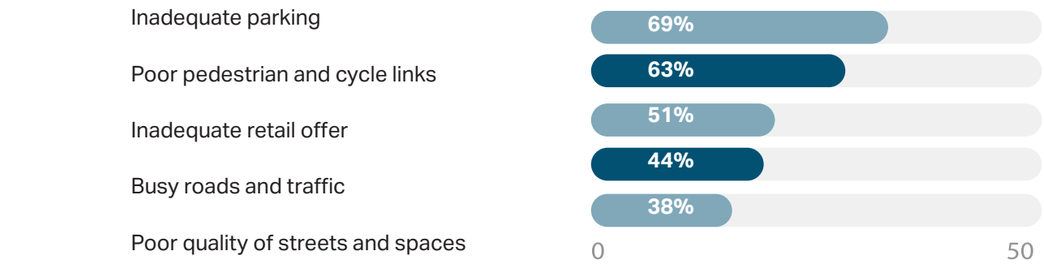


Figure 82.
Public Consultation/ Survey Outcomes

Q10

What would encourage you to spend more time in Clogherhead?

- Better parking facilities (25%)
- More shops and retail options (20%)
- Improved footpaths and pedestrian safety (15%)
- More cafés and restaurants (15%)
- Better leisure facilities, especially for children and teenagers (10%)
- More events and festivals (8%)

What are the alternatives if not Clogherhead Village Centre?

- Drogheda
- Termonfeckin
- Dundalk
- Dublin
- Dunleer

Q9

Q13

What do you like most about Clogherhead?

- Clogherhead Beach (60%)
- Local community/people (30%)
- The harbour/Port Oriel (25%)
- The headland/cliff walks (20%)
- The village atmosphere/character (15%)
- The natural scenery/views (15%)

What would you like to see happen in Clogherhead in the future?

- Improved parking facilities (35%)
- More shops and businesses (30%)
- Better footpaths and pedestrian safety measures (25%)
- More cafés and restaurants (20%)
- A public square or community gathering space (15%)
- Renovation of derelict buildings (15%)
- More activities for young people (10%)

Q14

Q15

How do you think Clogherhead is seen and perceived?

- Local
- Great place to live
- Needs improvement but loved
- Lacking amenities

How do you think Clogherhead is seen and perceived?

- Visitor
- Beautiful seaside village
- Nice beach but lacking facilities

Q15

Q16

How do you think Clogherhead's image can be progressed

- Improve parking and traffic management (30%)
- Enhance and expand retail/leisure offerings (25%)
- Upgrade public spaces and village appearance (20%)
- Improve pedestrian and cycling infrastructure (20%)
- Promote tourism while preserving local character (15%)
- Renovate derelict buildings (10%)

Further comments

- Need for better infrastructure (roads, footpaths, parking)
- Desire for more community facilities and activities
- Concerns about over-development and losing village character
- Requests for specific improvements (e.g., new coastguard station)
- Appreciation for the village's natural beauty and community spirit

Q19

Figure 83.
Public Consultation Survey Summary of feedback

Funding

Funding Options

Fund	Lead	Area of Interest	Funding Level	Operation
Rural Regeneration and Development Fund (RRDF)	Department of Rural and Community Development	Revitalisation and regeneration of rural towns and villages,promoting facilities and infrastructure in terms of remote working, connectivity, town centre residency, economic and enterprise development etc.	€500,000 minimum for projects. Up to 80% of the total project value. Contributions by applicants. Funding of over €278m for 191 projects across Ireland, worth a total of €376m	Grant
Town & Village Renewal Scheme (TVRS)	Department of Rural and Community Development	"Support the revitalisation of our towns and villages. Emphasis on vacancy & dereliction, and town centre living. Green spaces and recreational amenities"	Funding levels increased maximum grant from €200,000 to €500,000. €113 million approved for almost 1,400 projects since 2016.	Grant
Outdoor Recreation Infrastructure Scheme and Failte Ireland	Department of Rural and Community Development	Development and enhancement of outdoor recreational infrastructure such as walking trails, forest walks, beaches, bogs, lakes, blue-ways and local greenways.	Measure 1 - up to €30,000 Measure 2 - up to €200,000 Measure 3 - up to €500,000 Measure 4 - up to €50,000	Up to 90% of the total cost of a project provided for any individual. 10% match funding by applicant
European Regional Development Fund	Regional Assemblies	Emphasis on the tackling of vacancy and dereliction in towns, in support of the Town Centre First approach, will be considered for the 2021-2027 programme Developing smarter more competitive region Supporting actions.	Allocation of funding for the 2021-2027 period amounts to circa €396 million. National co-financing the total two ERDF programmes will amount to over €853 million over the period;	EU funding matched by a set percentage of national funding
Active Travel Grants Programme	National Transport Authority (NTA)	Investment programme to increase the number of walking and cycling networks so that walking, cycling and public transport will account for 50% of all journeys made by 2030	€290 million allocated in 2023 by the NTA	Grant
Housing for All Crói Cónaithe (Towns) fund	Department of Housing, Local Government and Heritage	Vacancy, dereliction, housing delivery	€30,000- €50,000 under the Vacant Property Refurbishment Grant Up to €30,000 under the Ready to Build Scheme"	Grant - Public Authorities to make sites available

Figure 84.
Clogherhead TCF Plan Funding Options

Funding Options

Fund	Details	Leeds
LeadRepair and Leasing Scheme	The Repair and Leasing Scheme provides upfront funding of up to €60,000 per unit (including VAT) for any works necessary to bring privately owned property up to standard and in return the property owner agrees to lease the dwelling to the Local Authority or an Approved Housing Body.	Department of Housing, Local Government and Heritage
Buy and Renew Scheme	The Buy and Renew Scheme supports Local Authorities and Approved Housing Bodies in purchasing and renewing housing in need of repair and makes them available for social housing use. It is a complementary initiative to the Repair and Leasing Scheme.	Department of Housing, Local Government and Heritage
Local Infrastructure Housing Activation Fund	The Local Infrastructure Housing Activation Fund provides public off-site infrastructure to relieve critical infrastructure blockages. This is to enable the delivery of housing on key development sites and in urban areas of high demand for housing. Funding is provided on a matched funding basis, with the exchequer providing 75% of the cost of the infrastructure and the Local Authority providing the other 25%.	Department of Housing, Local Government and Heritage
Serviced Sites Fund	The Serviced Sites Fund provides key facilitating infrastructure on public lands to support the delivery of affordable homes to purchase or rent.	Department of Housing, Local Government and Heritage
Community Enhancenment Programme	The Community Enhancement Programme provides small grants to community groups to enhance facilities in disadvantaged areas. It is managed by the Local Community Development Committee.	Department of Rural and Community Development
Social Inclusion and Community Activation Programme	The Social Inclusion and Community Activation Programme provides funding to tackle poverty and social exclusion through local engagement and partnerships between disadvantaged individuals, community organisations and public sector agencies. It is co-funded by the government and European Social Fund Plus and managed by the Local Community Development Committee.	Department of Rural and Community Development
Outdoor Seating and Accessories for Tourism and Hospitality Business Scheme	This scheme provided a level of financial support to tourism and hospitality businesses to purchase or upgrade equipment to provide additional outdoor seating in 2021.	Fáilte Ireland
Destination Towns	The Destination Towns initiative seeks to develop the tourism potential of towns and to create a sense of place in towns, attracting visitors to the area and helping to provide the necessary infrastructure to support regional growth in the tourism industry. Fáilte Ireland's Development Guidelines for Tourism Destination Towns provides a practical aid to guide the development of a destination town.	Fáilte Ireland
Community Centre Investment Fund	"This fund supports community groups to upgrade and develop their community centre facilities. The scheme is administered directly by the Department of Rural and Community Development. Grants were available under 3 categories in 2022: Small scale projects/improvements to facilities €10,000 to €25,000; Larger scale projects €25,001 to €100,000; Major projects €100,001 to €300,000. A minimum contribution of 5% of the total project costs was required from applicants own funds for category 2 and 3."	Department of Rural and Community Development
Built Heritage Investment Scheme	The scheme assists owners of heritage stuctures to conserve and repair historic structures by providing match-funded grants.	Department of Housing, Local Government and Heritage
Historic Structures Fund	The Historic Structures Fund aims to conserve and enhance heritage structures and historic buildings, in both private and public ownership, for the benefit of communities and the public.	Department of Housing, Local Government and Heritage
Heritage Council Community Grant Scheme	Local Authorities support and facilitate community groups in their applications to the Heritage Council Community Grant Scheme. The aim of the scheme is to support capital projects that improve access and inclusion to heritage sites; that apply good heritage practice to the management of places, collections, or objects (including buildings). The scheme also supports the purchase of essential equipment. This scheme is intended to enable communities and heritage non-governmental organisations (NGOs) to continue their work or to start new initiatives.	Heritage Council

Figure 85.
Clogherhead TCF Plan Further Funding Options

Funding Options

Fund	Details	Leeds
Climate Action and Retrofitting Initiatives	Climate Action and Retrofi tting Initiatives includes the target to upgrade 500,000 homes to a Building Energy Rating of B2 / cost optimal equivalent or carbon equivalent by 2030. Sustainable Energy Authority of Ireland provide grants to help upgrade homes and Local Authorities are undertaking programmes to retrofit least energy efficient social homes.	Sustainable Energy Authority of Ireland - Local Authority
Biodiversity Action Plan Grant Scheme	This scheme to Local Authorities supports biodiversity projects and the implementation of Local Biodiversity Action Plans that align with actions under the National Biodiversity Action Plan. €3m was made available to the 2023 scheme nationally.	National Parks and Wildlife Service, Department of Housing, Local Government and Heritage
Sustainable Mobility Investment Programme	The Sustainable Mobility Investment Programme includes support for the rapid roll out of new and improved active travel infrastructure in towns and villages.	Department of Transport
Development Contribution Scheme	The Local Authority Development Contribution Scheme enables contributions to be levied on new development and provides funding towards capital work programmes on a range of services, including roads, amenity, community, recreation and parking.	Local Authority
Local Enterprise Office	The Local Enterprise Offi ce provides training, mentoring programmes and a range of financial supports designed to assist with the establishment and/or growth of businesses including the LEO Client Stimulus Fund, LEAN Micro, feasibility grants and business expansion grants.	Department of Rural and Community Development - Enterprise Ireland
Social Enterprise Capital Grants Scheme	The Social Enterprise Capital Grants Scheme benefi ts smaller or start-up social enterprises which do not necessarily have the capacity to compete for larger grants, but which nonetheless have a need for upgraded/additional equipment to help them to deliver their services. It is managed by the Local Community Development Committee.	Department of Rural and Community Development
Community Water Development Fund	The Community Water Development Fund is open to community and voluntary groups to assist in the protection and management of water quality. Examples of projects funded include feasibility studies, surveys and plans, biodiversity signage, water conservation measures, invasive species control, riparian management and planting, training workshops and citizen science initiatives. The fund is administered by LAWPRO.	Local Authority Waters Programme
Play and Recreation Funding Scheme	The Play and Recreation Funding Scheme supports the refurbishment of existing play and recreation facilities and new play and recreation facilities.	Department of Children, Equality, Disability, Integration and Youth
Rural Development Programme (LEADER)	The Rural Development Programme, widely known as LEADER, provides capital funding for rural development and job creation, with a focus on climate change and sustainability of the rural environment. The programme applies to designated LEADER areas.	
Strategy for the Future Development of National and Regional Greenways	Funding under this strategy to Local Authorities and state agencies aims to integrate Greenways into town centres by ensuring funded projects bring access from a Greenway to places of education, employment and entertainment in town centres	
Outdoor Recreation Infrastructure Scheme	The Outdoor Recreation Infrastructure Scheme supports the provision of outdoor recreation infrastructure in the countryside that contributes to healthy active lifestyles and the economic and tourism potential of the area for both local communities and tourist visitors alike. In particular, the scheme provides funding for trails, cycleways, greenways, blueways, bridleways, as well as outdoor amenities located near rivers, lakes and beaches.	Department of Rural and Community Development - Fáilte Ireland

Figure 86.
Clogherhead TCF Plan Further Funding Options