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Draft Louth County Development plan 2021-2027



Julie Clarke
03:59



To: louthcdp@louthcoco.ie



Submissions Draft Louth County...
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Dear Sir/Madam

I hope you are well.

Kindly please find attached my Submission/Observations on the Draft Louth County Development Plan 2021-2027 for your review and consideration. The submission covers three Areas.

Section 2.6 Trees and Woodland
Section 4 Protected Structures
Section 7 Movement.

If I can provide any further assistance please do not hesitate to contact me.

Thank you and kind regards

Julie Clarke

Sent from Mail for Windows 10



Submissions Draft Louth County Development Plan 2021-2027

Dear Sir/Madam

Under the current Louth County Development Plan ending 2020 under the section Heritage - Historic Gardens and Designed Landscapes the Grounds of what was "Arthurstown House" were preserved under reference number LH0003. However, I noticed that in the Draft Louth County Development Plan 2021 -2027 that this Historic site did not appear to have been captured.

I believe that the Walled Garden of Arthurstown House should be protected under Volume 4 Protected Structures and the Planting and Trees on the grounds of Arthurstown House be protected to preserve them for future generations under section 2.6.5. Trees and Woodland Louth County Development Plan 2021-2027 from both a Historic and Environmental standpoint.

Point 1.

[Home](#) > [Publications](#) > [Development Plans](#) > [Draft Louth County Development Plan 2021-2027](#)

Volume 4 - Record of Protected Structures

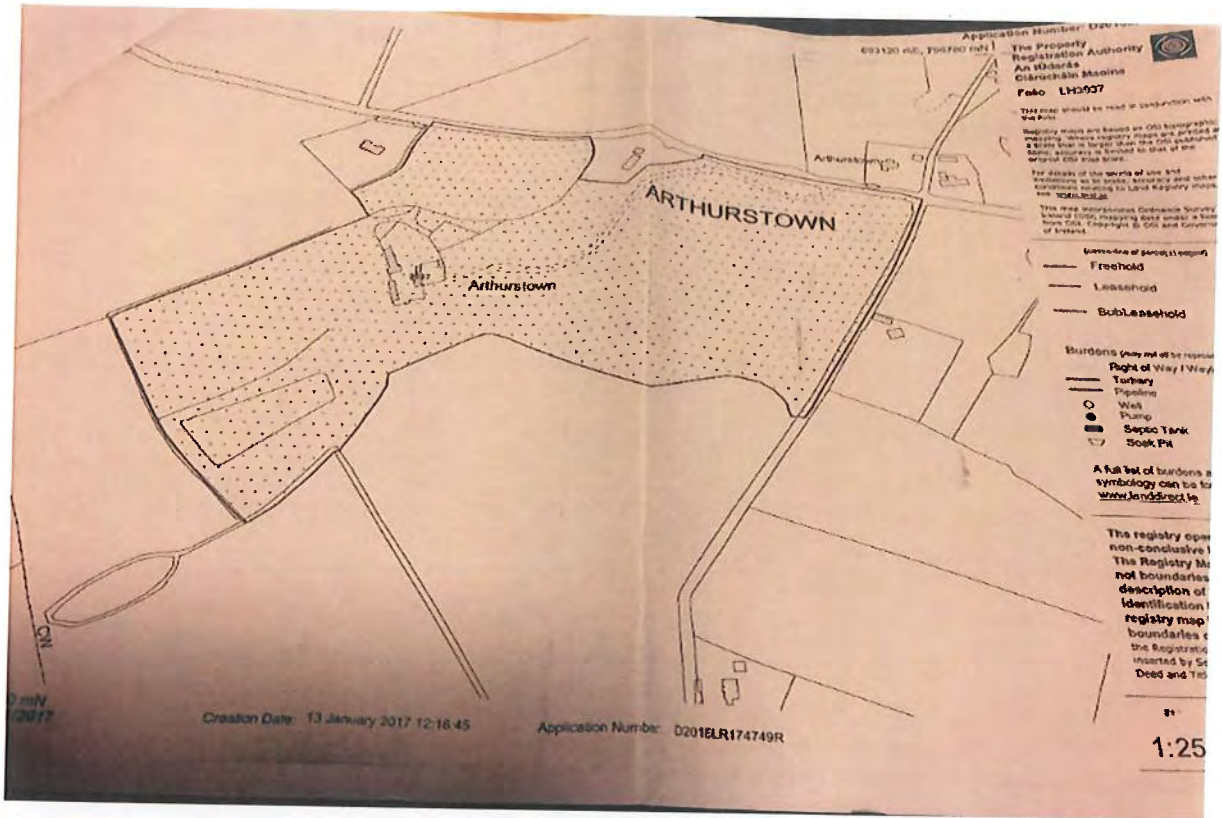
[Record of Protected Structures](#)

[Proposed Additions to the Record of Protected Structures](#)

Arthurstown House



Below scan of Folio Map of Arthurstown, Ardee showing existing buildings and Walled Garden which encloses approximately 1.5 acres of land and current photos of same.









"Brief History of Arhurstown House, Ardee, Co Louth

The Filgate family in Co. Louth were prominent landowners and indeed land agents for the better part of 3 centuries. It appears their origins were in Shrewsbury but that a Samuel Filgate aged about 16 (son of another Samuel Filgate) was recorded as being a student at Trinity College Dublin in the 1630s, having entered on the 13th of March 1638. I believe it was a William Filgate that was the first to settle in the Tallanstown area of Co. Louth. He was a Cromwellian officer and was awarded lands at Lisrenny. These lands had at one time belonged to the Bellew family (featured previously on this page ref. Barmeath Castle). The Filgate family continued successfully in the area, as already mentioned, for many generations and indeed descendants still live locally at Lisrenny and elsewhere.

Another extended Filgate family member, Thomas William Filgate, lived at nearby Arhurstown. He had firstly married Aemilia Mahon (he married twice) a daughter of a member of the Browne family (Earl of Altamont/ Marquess of Sligo). The reason I mention this marriage is that by the time of the 1901 census Denis Howe Browne (1826-1912) is the occupier of Arhurstown. Also, a daughter of Thomas William, by his 2nd marriage, Anne Alicia, married the Rev. Denis Browne, and probably through this, Denis Howe Browne temporarily "ended" the male Filgate connection to Arhurstown. Denis lived there for a long time as he was a church warden in the parish or many decades). After Denis's death (his son Ernest predeceased him aged just 19, in 1904) it seems that temporary situation was reversed. In 1931 it's reported in the Meath Chronicle that Lt. Col Townley Richard Filgate of Arhurstown House had passed away aged 67 at the Cornelia and East Dorset Hospital. It seems he had served for a long time in India. In 1933, Kieran and McGee auctioneers advertised the sale of the property and "So Arhurstown House left the family and was subsequently demolished,"

Under the Folio for Arhurstown the property still retains its Sporting Rights given to it in 1850.

1392 The property is subject to the concurrent sporting rights reserved in a two Fee Farm Grants dated respectively the 1st of August 1850 and 24th August 1853 or either of them or in any Superior grant affecting the property.

18-APR-2007

Point 2.

Preservation of Trees and Woodland Draft Louth County Development Plan 2021- section 2.6.5:

Chapter 2 Conservation and Heritage

Policy

CON 15 To ensure that an appropriate assessment* of the implications of any proposed development on a SPA or development likely to impact on a SPA that is outside the designated area or any other SPA identified during the period of this plan is undertaken in view of the sites conservation objectives.

2.6.5 Trees and Woodlands

Some of the beautiful trees at Arthurstown Ardee previously protected under current Louth County Development Plan and should be included in Draft Louth Count Development Plan 2021-2027.













Point 3

Chapter 7 Movement (Mov40) –

I believe that the New County Development Plan should amend the wording to a paragraph in

“To support the progression of the long term upgrade of the N2; and in particular to protect the selected route of the upgrade road scheme between Ardee and Castleblayney, and prohibit development that could prejudice its future delivery; and to continue to work closely with Transport Infrastructure Ireland, Monaghan County Council, property owners, and residents affected, and other stakeholders in the delivery of this project.”

Amendment should be “To support the progression of the long term upgrade of the **existing** N2 and in particular to protect the selected route (Route A/Yellow Route) of the upgrade road scheme between Ardee and Castleblayney”

1. Emerging Preferred Route Corridor

Jacobs Engineering published that the preferred route would be Option A or Yellow Option from the Public Consultation document (an online upgrade to the Existing N2). This is not going to change we are told.

2. Funding not at Risk if CDP wording is changed

As funding is already promised by TII to fund an upgrade of the existing N2, there will be no loss of funding if the wording in the New County Development Plan changes to ***“an online upgrade of the N2 extending from north of Ardee to south of the Castleblayney bypass”*** as shown below from MCC CDP 2019-2025 –

“The N2 is part of the Trans-European transport Network (TEN-T). This is a network which comprises roads, railway lines, inland waterways, inland and maritime ports, airports and rail-road terminals throughout the 28 EU Member States. This characteristic is a key factor for the network's efficient, safe and secure operation, using seamless transport chains for passengers and freight.

The N2 is categorised as being part of the “comprehensive network”: a multi-modal network of relatively high density which provides all European regions (including peripheral regions) with an accessibility that supports their further economic, social and territorial development as well as the mobility of their citizens. The TII have committed to providing additional funding for an online upgrade of the N2 extending from north of Ardee to south of the Castleblayney bypass and this project is at preliminary stages. This will be a joint project between Monaghan County Council and Louth County Council.”

Pg 146 Monaghan County Development Plan 2019-25

3. Alignment with Government Policy

We believe the Louth County Development Plan should mirror current Government Development plans, including the National Planning Framework.

Current Government Plans are worded as follows-

142 of 182 Automatic Zoom

National Strategic Outcome 2

Enhanced Regional Accessibility

Building on a more compact approach to urban development requirements, enhancing connectivity between centres of population of scale will support the objectives of National Planning Framework. This will focus initially between Cork and Limerick. Better accessibility between the four cities and to the Northern and Western region will enable unrealised potential to be activated as well as better preparing for potential impacts from Brexit.

Inter-Urban Roads

- Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements;
- Improving average journey times targeting an average inter-urban speed of 90kph;
- Enabling more effective traffic management within and around cities and re-allocation of inner city road-space in favour of bus-based public transport services and walking/cycling facilities;
- Advancing orbital traffic management solutions, including the Galway Ring Road and M8/N25/N40 Dunkettle Junction upgrade (approved) in Cork;

Accessibility to the North-West

- Upgrading access to the North-West border area, utilising existing routes (N2/N14/A5);
- Upgrading northern sections of the N4 and N5 routes and sections of the N3/M3 national primary route;
- Progressive development of the Atlantic Economic Corridor from Galway northwards by upgrading sections of the N17 northwards, where required and upgrading the N15/N13 link.

Public Transport

- To strengthen public transport connectivity between cities and large growth towns in Ireland and Northern Ireland with improved services and reliable journey times.

.to... start. Learn How to Speed

National Planning Framework – Sister Document to Project Ireland 2040

“Upgrading access to the North-West border area, utilising existing routes (N2/N14/A5); Ref: National Planning Framework pg 140

4. Covid-19 Has changed the way people work and learn

The need for a bigger, faster road, is less important to people than good quality Broadband, as more companies with office based employees (including local authorities) have been encouraged to work from home for the foreseeable future. Universities and Colleges are introducing “hybrid learning” and “remote learning” as a large part of their response to the Covid-19 pandemic, but also as a possible permanent learning delivery system.

Current Traffic Stats From TII

Figures from TII.ie on 10th August 2020 states the activity on the N2 Ardee to Castleblayney Road

	2020	2019	2018	2017	2016	
AADT	7736	10428	10513	10198	9902	
% HGV	13.9%	10.9%	11%	10.9%	10.8%	
Coverage	60.5%	94.6%	99.7%	99.7%	99.7%	

AADT = mean daily traffic volume. % HGV = % of heavy goods vehicles. Coverage = % period in the given year that was collected.

5. Road Safety Concerns

The road from Ardee to Castleblayney - Analysis of accidents over the period 2013-2016 identifies the collision rate along this section of the N2 as being below the national average in terms of **accident's** per veh.km of travel.

	Fatal Accidents	Serious
2016	2	1
2015	0	1
2014	3	4
2013	3	2

RSA.ie 2016 Data on Fatal and Serious Vehicle Accidents on the N2 between Ardee and Castleblayney

A closer look at those stats on the RSA Map of Collisions (<https://rsa.ie/RSA/Road-Safety/RSA-Statistics/Collision-Statistics/Ireland-Road-Collisions/>) also show that the majority of collisions were caused by driver error and not road layout.

6. The N2 route was chosen before

The Existing N2 is of good quality and a good candidate for Upgrade, without the need for a new greenfield site., according to Eamonn McMahon former LCC engineer, backed up by LCC choice of the current N2 route in 2004/5. Eamonn McMahon's report was previously submitted.