

Draft County Development Plan,
Louth County Council,
Crowe St,
Dundalk,
Co. Louth

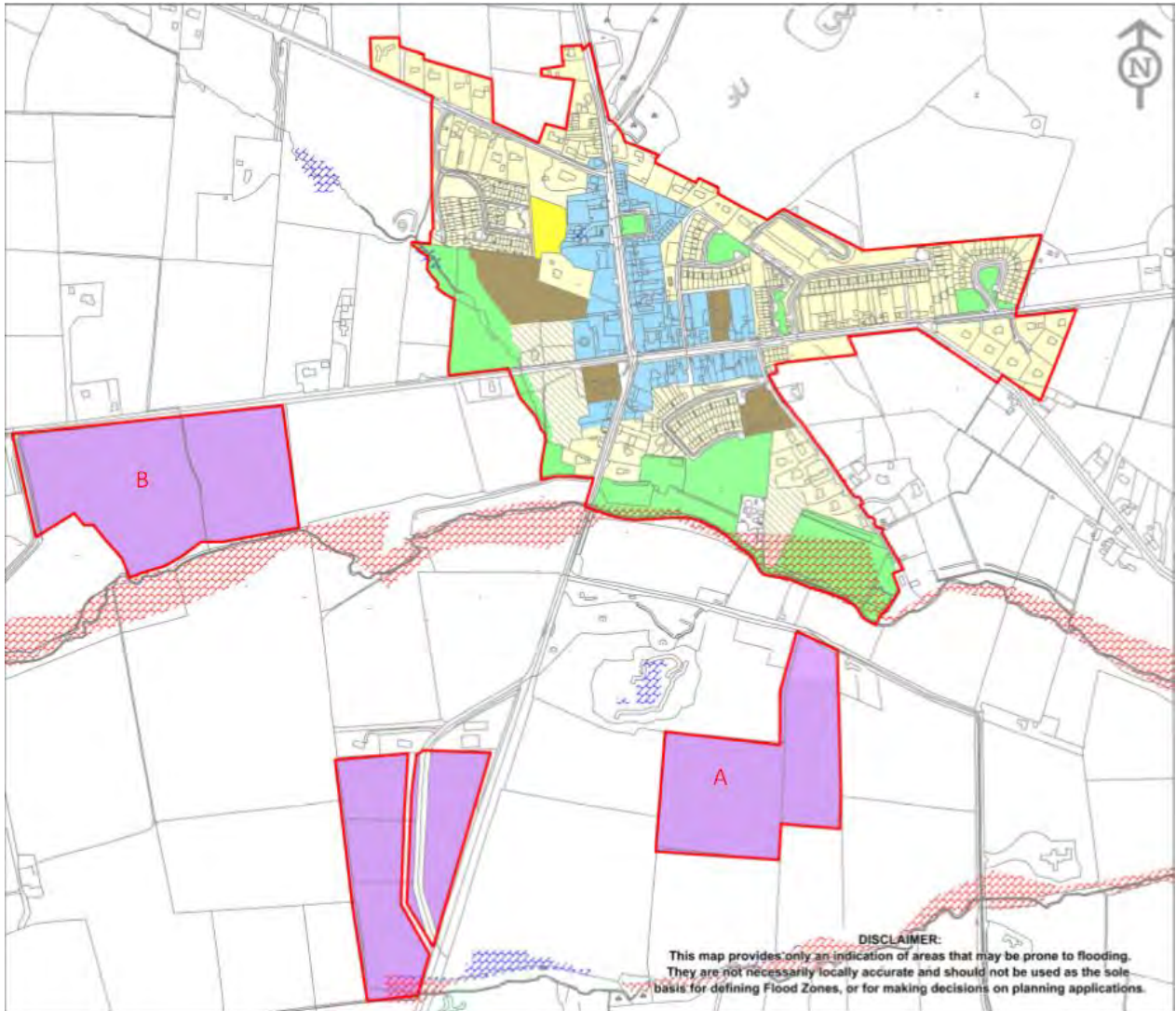
22/12/2020

RE: Draft Louth County Development Plan 2021-2027

Dear Sir/Madam

I am writing to you to make a submission in respect of the Draft County Development plan, specifically in relation to the E1 Zoning for the Settlement of Collon.

I have serious concerns in respect of this zoning and would like you to consider the following observations in the final Draft of the Development plan. I Would hope that you will consider my concerns and objection in your determination on this matter.



This Draft County development plan for Louth has three separate and distinct islands of commercial zoning all outside the boundaries of Collon village. The location zoned for E1 (General Employment) along the Kells Road (B) to the west of the village boundary and the Area Zoned as E1 to the south East of the Village on the Starinagh road (A), are greenfield sites and are currently in use as agricultural land in line with all adjacent land which is currently zoned as rural policy zone 1 use, I would recommend that this land be returned to rural policy zone 1.

Traffic Management and Safety

In addition to this general observation, I have specific concerns in relation to the likely increase in HGV traffic along both the Kells Road and the Starinagh road, that the building of an additional commercial buildings would cause.

Lack of Services and infrastructure

I also have an issue with the lack of infrastructure and services in the area to facilitate the addition of this proposed zoning. For example, there are no footpaths leading from the village to the proposed E1 zoning nor are there any protected cycle lanes to and from the

village. This is not in line with the counties sustainable development strategy as outlined within the Development plan.

Policy Objective	
COL 16	To promote and facilitate the upgrade and development of footpaths, as well as traffic calming measures which increase pedestrian priority and improve road safety.

8.6. Movement

The location of Collon on a crossroads between the N2 and R168 makes the settlement well connected to towns and villages in the wider region.

The village is generally well served by public transport including the Drogheda to Ardee and Drogheda to Monaghan bus routes. Additional private bus services operate between the village and Dublin. The Louth Local Link service also provides a weekly service between Collon and Drogheda. The village would benefit from improved bus infrastructure including shelter and seating.

The high volume of traffic passing through the village, much of which includes HGVs, has resulted in conflict between vehicles and pedestrians. Speed platforms, guardrails and traffic bollards have been installed on School Lane and the Drogheda Road, in addition to footpath improvements. To promote the social and economic well-being of the village, increased priority should be given to pedestrians and cyclists rather than to vehicles.

It is important to note that there are **no continuous paths or cycle lanes** on the Kells Rd or on the Starinagh Road linking both Areas to the village.

Disproportionate E1 Zoning relative to Settlement size

I would like to note that the scale of the E1 (General Employment) zoning around Collon is not proportionate to the size of the Settlement. I would refer you to the following objective of the Draft County Development Plan.

*2.11.4 Small Towns and Villages Policy Objective CS 14 To ensure localised sustainable growth within the small towns and villages identified in the Settlement Strategy, is **proportionate to the size of the settlement**, prioritised on infill/brownfield sites and that economic related development is supported.*

The Need for a Sustainable Employment Model

The Village of Collon has great potential to enhance employment in the tourism sector, this sustainable model of employment generation will be hindered by disproportionate commercial zoning, it is vital that we regenerate the centre of the village and that we ensure that the settlement can maximize its tourism potential. The E1 Zoning of area A and B I believe will contradict the policy objectives set out in the county Development plan see objectives highlighted below:

8.10.2. Economy and Employment

Policy Objective	
COL 4	To ensure that the village centre is the priority location for new commercial, retail and mixed used developments thereby creating opportunities to live, work and shop within the village and reduce the need to travel by private car.

Policy Objective	
COL 5	To encourage the return of vacant buildings in the village centre to uses which complement the existing scale and character of the settlement.

Policy Objective	
COL 7	To support and promote sustainable tourism development in Collon.

8.7. Natural and Built Heritage

Collon is located within a designated Area of High Scenic Quality (AHSQ). Within the village, there is a strong connection to the landscape. To the north, the rows of estate trees are dominant while to the south, uninterrupted views across the countryside are available. The streets are wide and open and within the village, the

countryside is clearly visible. It is important that the village form is defined so that this settlement retains its individuality and that the rural views of the countryside from the village remain unimpeded. A tributary to the Mattock River traverses the west of the village.

64

Draft Louth County Development Plan 2021-2027

8.10.5. Built and Natural Heritage

Policy Objective	
COL 19	To protect and enhance the unique characteristics and setting of Collon including its Area of High Scenic Quality, Zone of Archaeological Potential, archaeological features, Architectural Conservation Area and built and natural heritage elements.

Strategic Objective SO 7 Protect and enhance the built, cultural and natural heritage assets of Louth, the intrinsic value of which helps to define the character of both urban and rural areas, contributes to the attractiveness, vibrancy and sense of place for residents, tourists and visitors, including improved access to the countryside through the development of greenways, walking trails and blueways in support of and advancing sustainable communities.