

AN BORD PLEANÁLA
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ABP-
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Cllr. ADRIAN HENCHY
"PUTTING THE COMMUNITY FIRST"

Email: Adrian.Henchy@cllrs.fingal.ie

The Secretary,
An Bord Pleanála
64 Marlborough Street,
Dublin 1

4th September 2019

Re: ABP Reference PL06F.304624

Dear Sir/Madam

In relation to the above Fore Shore Development Application via the Addendum Notice concerning an application for approval made by Fingal County Council to An Bord Pleanála under sections 175(3), 177AE, 226 and 177S(2)(h) of the Planning and Development Act 2000 (as amended) to carry out a proposed development consisting of a new greenway (shared footpath and cyclepath) approximately 6km in length, between Malahide Demesne and Newbridge Demesne, in the townlands of Malahide Demesne, Malahide, Kilcrea, Newbridge Demesne and Donabate, Fingal, County Dublin, to be known as the Broadmeadow Way.

I wish to firstly wholly endorse this project and very much welcome the long-awaited planning application with all my support. It will be a fantastic positive amenity for both locals, visitors and tourists in the towns of both Donabate and Malahide. In my opinion this will very much enrich the Fingal Coastline. This planning application has the potential to provide a high-quality safe walking and cycling route for both the residents of Donabate, Portrane, Malahide and the wider Fingal area indeed it has potential to become a major tourist amenity. With this in mind, I have carefully studied and read a number of observations submitted and have also engaged in consultations with numerous personnel who have expressed in the main strong support for the Greenway but with some concerns and reservations especially at the Donabate end of the Greenway with an emphasis on the lack of proper connectivity from the proposed Greenway to the heart of Donabate and also the potential missed opportunity to connect this Greenway from Donabate to Swords via the Hearse Road and the Lissenhall underpass which will also connect this very important and Strategic Greenway with the proposed first stop of the Metrolink at Lissenhall Swords.

So the bigger picture needs to be seen here of connecting Malahide train station to Donabate train station with the Greenway and also providing for the Greenway to connect with Metrolink at Lissenhall Swords via Newbridge House and Park along the R132 Hearse Road. My thanks to the number of residents mostly based in Donabate and Portrane who contacted me with their thoughts and ideas around the proposal.

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After reviewing the documentation within this application, I would like to make the following points for your consideration.

1. Throughout the application there is no evidence of connectivity to Donabate Village and the major transport hub of Donabate train station given that there is currently little to no cycle/pedestrian infrastructure from Donabate Village to Newbridge House and Park via the Hearse Road. It is my opinion that it is very important that this infrastructural deficit is addressed within this application and not only do you have a Greenway connecting Malahide to Newbridge House and Park you also have it connecting to the heart of the growing town of Donabate and the increasingly busy Donabate train station with future plans to extend the Dart service to Donabate and beyond. Newbridge House and Park is not surrounded by housing. As a result of this residents of Donabate who wish to cycle to Malahide will have to divert a significant distance to travel to Newbridge House and Park or will still have to travel on roads which are shared with motor traffic with all the resulting dangers. Another important point within the application is, if the proposed new greenway is to begin/end at Newbridge House and Park, could this potentially mean that the greenway can only fully operate on the Donabate side in tandem with the opening and closing hours of Newbridge House and Park which is operated by Fingal County Council.

This application also does not demonstrate the connectivity within Newbridge House and Park itself to other locations within the extensive park, including Turvey avenue via the new entrance near Donabate Village and also the entrance to Newbridge House and Park off Newbridge Avenue which is the back road entrance opposite the rear of Tesco distribution centre.

I would also like to note that the application does not demonstrate any proposed cycle routes to Malahide Train Station and in my opinion both Donabate and Malahide Train Stations will attract many tourists and visitors to access the new Broadway Meadow via train and Dart and this needs to be taken into consideration and catered for within the design.

2. It is very important on a more micro scale to highlight and provide for connectivity to Donabate Village via the new Donabate distributor road linking back north eastwards onto the Corballis road which links to the new road where there are cycle lanes proposed running into Donabate village via the new emerging housing areas and also to connect northwards to the proposed Sports Recreational and Educational Campus at Ballymastone and beyond including future access to Portrane to facilitate crossing in the future the Rogerstown Estuary thus linking Rush and Lusk. It would be great to think outside this fantastic proposal and imagine that someone playing sports in Donabate / Portrane in the new Sport Recreational and Educational Campus at Ballymastone, Donabate could cycle from Malahide to this facility. That would be planning at its best and I simply ask that ABP consider that future plans should be attached to this proposal to ensure the proper planning and sustainable development of Donabate, Portrane, Malahide and connecting this Greenway with Swords at Lissenhall.

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3. There are huge opportunities to ensuring that the Greenway forms the centre piece to pedestrian and cycle facilities. This plan should also show its context with the Sutton, Baldoyle and Portmarnock links creating then a link back onto the eastern coast cycle way along the Coast Road into the city centre.

There is the potential here of a green network of pedestrian and cycle facilities that could be and should be world class attracting tourism whilst adding a safe and sustainable network for the residents and visitors of both Dublin and Fingal.

4. In relation to Fingal's capital town Swords and thus the opportunity to now connect Donabate to Swords via Newbridge House and Park along the Hearse Road R132. This should be strongly considered within this Planning application as it would be a great opportunity to provide safe Pedestrian and Cycle facilities all along the Hearse Road which is the main artery connecting Swords to Donabate. At present this is a very dangerous route for both Pedestrians and Cyclists and yet despite this, it is seeing increasing volumes of both pedestrians and cyclists using this road daily despite it's dangers. In my opinion within this application there is a need to upgrade cycle and pedestrian facilities along the Hearse Road via the new Donabate Distributor road. To show potential to create a dedicated cycle/pedestrian lane all along the Hearse Road Land stepped in from the agricultural lands abutting the road to connect with the Cycle and Pedestrian underpass at the Lissenhall interchange. It is also my considered opinion that the full route of the Greenway should enjoy strong passive surveillance and lighting throughout to provide safety and comfort for all of its users.

5. Having read all submissions in relation to the BroadMeadow Estuary Greenway, I would like to take this opportunity to especially highlight the submission put forward by the Irish Cycling Advocacy Network/ European Cyclists Federation and I would strongly support a number of the very well made points throughout their submission. In particular, the current detailed design is not consistent with best practice at many locations and needs to be altered to ensure the proposed greenway meets user requirements and meets best practice. On safety grounds, there needs to be clear demarcation between pedestrian and cyclists and enough space for both Pedestrians and Cyclists to eliminate any risk of conflict which may arise if pedestrians and cyclists have to share the same space. For this proposed greenway to match the standard of a world class greenway the design of intersections and crossings needs to be of the highest quality and ideally cyclists and pedestrians are given top priority. There are a number of junctions and crossings along this proposed route where the cyclists is treated as a pedestrian rather than be given a more direct crossing and given priority.

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6. I would also ask, that fairness and recognition is given to all landowners in both Donabate and Malahide who's land and livelihood will potentially be significantly impacted by this planning application. I would ask that impact, disruption and severance is minimized in so far as possible and that the needs of land owners and local communities are considered fully to maximize their support and goodwill. I would especially ask that any landowner who is potentially most adversely affected by this proposal is given every opportunity to ensure the disruption to their day to day life, to their family home and to their farm is kept to an absolute minimum. Every option needs to be explored that minimizes the impact and disruption to livelihoods and farms while also preserving the desire to deliver a truly world class Broadmeadow Greenway project.

Conclusion

In conclusion, while I very much welcome and strongly support the new Broadmeadow Greenway, I would ask that An Bord Pleanála approve the greenway subject to the redesign of the Donabate end in order to enable direct access to the main population centre of Donabate and direct connectivity to the major transport hub of Donabate Train Station. Indeed it is important to see the inclusion of links to the main urban settlements, transport hubs and any existing or proposed cycle routes in both Donabate, Portrane and Malahide. The opportunity to also connect this new Greenway with the capital town Swords and the new Metrolink with its proposed large Park & Ride at Lissenhall, Swords can also not be lost at this juncture.

There needs to be full compliance to the national recommended greenway standards particularly on standard widths for both cyclists and Pedestrians and full compliance with recommendations as laid out in the national cycle manual. Both cyclists and pedestrians need to be treated separately at the majority of the road crossings which will mean they will need to be upgraded to better accommodate cyclists. I would also suggest that consideration be given to the possibility of creating a uniquely designed and especially attractive bridge crossing of the Broadmeadow estuary which would make a statement of the route and obviously tg in full compliance with the Environmental protection agency.

Finally I want to recognise and pay tribute to the outstanding work and detail that has been put into this proposed application to date and I am in no doubt that with all stakeholders working together the once in a lifetime opportunity to provide a truly world class Greenway at this special and unique location bringing together the wonderful coastal towns of Donabate and Malahide has the potential

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to be the best and most popular Greenway in the country not only for tourists and visitors but also for the everyday pedestrians and cyclists that live in the Donabate/Portrane and Malahide communities. I look forward to an early, comprehensive and robust decision and this much anticipated Donabate to Malahide Greenway getting under construction as soon as possible.

Kindest Regards, /

Councillor Adrian Henchy

On behalf of my colleagues Darragh O'Brien TD, Senator Lorraine Clifford Lee, Cllr Darragh Butler, Cllr Brian Dennehy, and Cllr Brigid Manton

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