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<b>AN BORD PLEANÁLA</b>	
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### Submission to An Bord Pleanala

Submission to An Bord Pleanala relating to the implications for proper planning and sustainable development in the area concerned and the likely effects on the environment, of the proposal by Fingal County Council to provide a proposed Greenway between Malahide Demesne and Newbridge Demesne known as 'Broadmeadow Way'. The proposed development is located in Fingal County in the area between Malahide and Donabate. The reference number is PL06F.304624.

The submission is made on behalf of Mr Mike Woods, [REDACTED]

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### 1 Introduction

I have been instructed by my client Mr Mike Woods, [REDACTED] to make a submission on the proposal by Fingal County Council to provide a proposed Greenway between Malahide Demesne and Newbridge Demesne known as 'Broadmeadow Way'. The proposed development is located in Fingal County in the area between Malahide and Donabate. The reference number is PL06F.304624.

The application is made by Fingal County Council to An Bord Pleanala under Section 175.3 of the Planning and Development Act 2000 (as amended) for approval of the proposed project and the Environmental Impact Assessment Report (EIA).

My client is concerned that the Environmental Impact Assessment Report has inadequately considered traffic safety issues that would arise from the proposed greenway where it is proposed to use the cul de sac laneway O'Hanlon's Lane in Malahide which links between the regional road R106 to the south and the estuary road Strand Street to the north. While O'Hanlon's Lane forms a relatively short section of the overall Greenway proposal, it would create a traffic hazard to both existing residents living on O'Hanlon's Lane and the future users of the Greenway who are likely to be unfamiliar with the laneway.

My client wishes to emphasise that the principle of the overall proposed development, i.e. creating a greenway connecting Malahide Demesne with Newbridge House is a good idea and will benefit the area of Malahide and environs.

## 2 Consideration of Alternative Options

The concerns are specifically addressing the section of the proposed development that is referred to in the EIAR as: 'Section 3 - Malahide Village'. It is stated in Table 2.3 of the Main Report that Option 3 is the preferred route for Section 3 of the Route 'Malahide Village'. This is clear from the fact that Option 3 is highlighted in yellow in the relevant table. In terms of Population and Human Health, it is stated to be the 'most preferred option' of the five options that have been considered. The routes of the five relevant options that have been considered are shown in fig. 2.2 of the report. This figure shows the options as follows:

- Option 1 - Yellow Walls Road and Texas Lane;
- Option 2 - Yellow Walls Road and Texas Lane and Chalfont Estate;
- Option 3 - O'Hanlon's Lane;
- Option 4 - Through the village incl. Main Street and New Street;
- Option 5 - Through the village incl. Main Street and The Mall.

The traffic safety issues have been considered in Appendix 2 (Volume 4B) of the EIAR. Route option 3 (O'Hanlon's Lane) is described on page 35 of the report. The report states: *... "The first section of O'Hanlon's Lane is a 3.5m shared pedestrian, cycle and vehicular surface. The road then widens out to a 7.5m road with footpaths and private houses facing O'Hanlon's Lane on both sides. It would be proposed to use the existing footpath along this section for pedestrians and cyclists would use the existing road with appropriate signage and markings as required. The road then returns to a 5.0m shared pedestrian, cycle and vehicular surface and continues on to Bissets Strand."*

It should be noted that the first section of the road is inadequate in width to accommodate the proposed greenway traffic. Having regard to the fact that this section of roadway provides access to the houses south of the bollards in the laneway and therefore provides two way vehicular traffic and that there are some entrances to existing houses on this section of the laneway means that the road is unsafe for use of cyclists and pedestrians particularly where these are unfamiliar with the area concerned.

Text figure 4.14 clearly illustrates the narrow width of this section of the laneway. Having regard to this narrow width, my client vehemently disagrees with the conclusion on page 54 of the report which states in relation to technical suitability of the route: *... "Option has good quality surface finish and acceptable gradients. It is the shortest route. There are acceptable widths along the route. There is only one road crossing. It is accessible by all users."*

In relation to safety the report notes: *... "The route is a cul-de-sac with no through vehicular traffic."* While it is correct to state that there is no through traffic, the narrow section of roadway must accommodate two way vehicular movements because houses south of the bollards in the laneway need to access from the south. The narrow width combined with this two way traffic which would be combined with two way bicycle traffic on the greenway plus pedestrians, makes the conclusion that the route is 'most preferred' in terms of traffic safety, incorrect.

## 3 Summary of Objections

In summary, the submission is based on the following concerns:

- The proposed preferred route 3 in Section 3 - Malahide Village of the proposed Greenway is unsuitable on traffic safety grounds.
- The EIAR Engineering Assessment of the traffic safety issue is inadequate as it fails to give adequate attention to the substandard width of a section of O'Hanlon's Lane to facilitate two way vehicular traffic movements combined with pedestrians and cyclists in a shared surface road

environment.

- Of specific importance in relation to traffic safety is the fact that most of the users of the proposed greenway will be unfamiliar with the local road conditions making the narrow width of the roadway especially unsafe.

Please direct all correspondence to the undersigned.

Yours sincerely,

Hendrik W van der Kamp.

