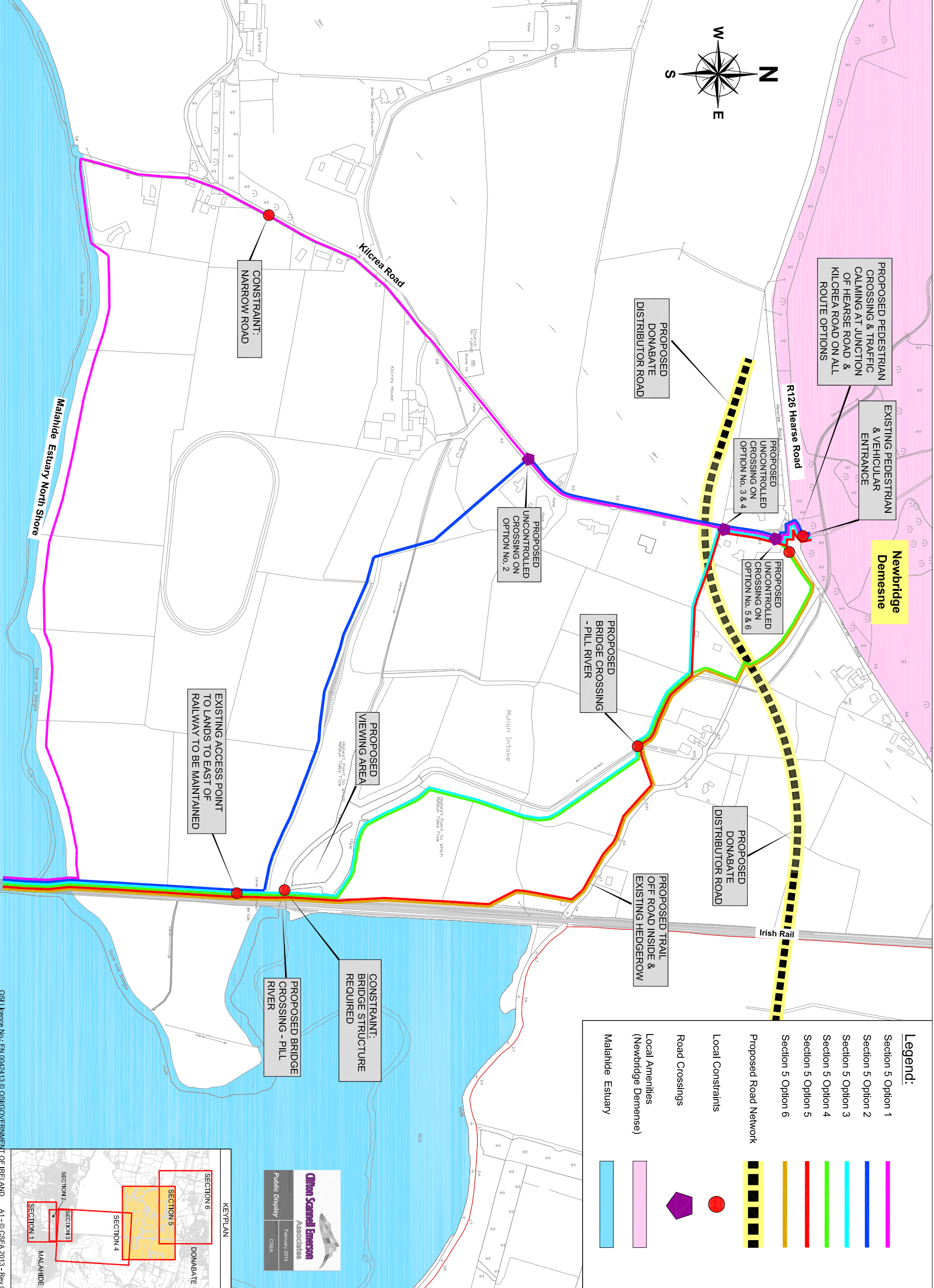




Broadmeadow Way - Section 5

North Shore Of Malahide Estuary To R126 Hearse Road

Sheet 10 of 15



Legend:

- Section 5 Option 1
- Section 5 Option 2
- Section 5 Option 3
- Section 5 Option 4
- Section 5 Option 5
- Section 5 Option 6
- Proposed Road Network
- Local Constraints
- Road Crossings
- Local Amenities (Newbridge Demense)
- Malahide Estuary

This drawing is produced using the Irish Transverse Mercator (tm) Geographic Coordinate System

Section 5 – North Shore of Malahide Estuary to R126 Hearse Road

Section 5 includes the route options from the North Shore of the Malahide Estuary up to the R126 Hearse Road. This section is made up of agricultural lands and low lying flood plains.

To reduce impact and severance on existing agricultural lands, proposed routes that follow existing hedge rows, ditches and water courses have been identified.

Where crossings of water courses are required suitable bridge structures are proposed.

To ensure existing flood storage is not impacted the trail will be constructed on timber posts in low lying floodplains. This will also ensure the trail is above flood levels during storm events.

Emerging Preferred Route - Section 5 – Route Option 3

This route runs north from the north shore of Malahide Estuary and continues across agricultural lands running parallel to an existing open drain and hedgerow on the western side of the railway line.

There is an existing agricultural crossing point across the railway line which provides access to the agricultural lands to the east of the railway line which will have to be maintained.

This route continues north crossing the Pill River adjacent to the existing Pill River culvert under the railway line. A suitable structure will be required at this location which takes account of the changes in level on the southern bank of the river, the maximum allowable gradients, and the low levels on the northern bank of the river. A ramped structure will be required which continues north along the existing stoned area.

This area is exceptionally scenic and would be an ideal location for a proposed viewing area.

The route continues north-west following the line of the Pill River on the eastern bank through low lying agricultural lands. A raised timber structure is proposed to minimise environmental impacts during construction and also to ensure the volume of flood storage is not reduced.

The route continues on the eastern side of the Pill River until it reaches a private residence and working farm yard. At this location it crosses to the southern side of the Pill River which will require a suitable structure at this location.

The trail runs along the southern side of the private dwelling and farm buildings through open agricultural lands. There is an agricultural entrance between the farm buildings and the agricultural lands to the south which will have to be maintained.

The proposed trail will be separated from the dwelling by an upgraded hedgerow and watercourse.

The trail continues on the southern side of the existing property fence line and hedgerow through private lands. The trail reaches Kicreea Road between two existing residences.

It is proposed to continue the trail on the western side of the road running north as far as the junction with the Hearse Road. This will involve the filling in of the existing open ditch while maintaining drainage and existing access points to private dwellings.

Realignment and provision of a new pedestrian crossing on the R126 Hearse road would be required at this location.

This is the emerging preferred route for the following reasons:

- Most direct route
- Most scenic route
- Users are off road for the majority of the route
- Provides access to mobility impaired users to areas normally not accessible
- Access to local wildlife and ecology is provided with minimum impact to the environment.
- Good quality surface finish and acceptable gradients

The total length of this section is approximately 1.7km long.

Clifton Scannell Emerson Associates
 February 2014
 CSEA

KEYPLAN

Revision	Description	Initials	Date

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Client: Fingal County Council

Project: Broadmeadow Way

Project Title: Combined Route Options
 Sheet 10 Of 15

Drawn By: NH Date: January 2014

Checked By: PM Scale: NTS @ A1

Dep. Progress: 12_160_179