

AN BORD PLEANÁNA
64 MARLBOROUGH STREET,
DUBLIN 1
D01 V902 01.09.2020

AN BORD PLEANÁLA
LDG- 030700-20
ABP- _____
10 SEP 2020
Fee: € _____ Type: _____
Time: 12:30 By: Hnd

CONSTRUCTION OF THE BOYNE GREENWAY DROGHEDA TO
MORNINGTON , CO MEATH AND CO LOUTH (APB-307652-20)

TO WHOM IT MAY CONCERN

I WISH TO MAKE THE FOLLOWING OBSERVATIONS ON THE PROPOSED PLAN FOR THE BOYNE GREENWAY.

I DO SO AS THE OWNER OF A LONG-ESTABLISHED AND MUCH VISITED BUSINESS KNOWN AS

MY PRIMARY CONCERN IS THE HEALTH AND SAFETY OF MY CUSTOMERS AND STAFF. THE PROPOSED GREENWAY WILL PUT MY CUSTOMERS AT RISK AS THEY ENTER AND EXIT THE SHOPS AND PARKING AREA.

CUSTOMERS WILL HAVE TO NAVIGATE GREENWAY AND AVOID THE WALKERS, THE FAMILIES WITH YOUNG CHILDREN AND BUGGIES, JOGGERS, CYCLISTS BEFORE THEN NEGOTIATING ACCESS ONTO THE BUSY R151.

THERE ARE CURRENTLY FOUR BUSINESS ON SITE OPERATING 7 DAYS A WEEK. EACH BUSINESS CAN GENERATE A CONSIDERABLE AMOUNT OF TRAFFIC (BOTH PEDESTRIAN AND VEHICULAR). IT IS INAPPROPRIATE AND UNSAFE TO HAVE OUR CUSTOMERS CROSSING THE GREENWAY WITHOUT ANY SPECIFIC ACCESS MEASURES RELATED TO THE NEEDS OF COMMERCIAL BUILDINGS.

THE DRAWINGS LACK SUFFICIENT CLARITY TO ASCERTAIN WHAT ACCESS TREATMENT IS PROPOSED. THE DRAWINGS TREAT OUR ACCESS AS IF IT IS A PRIVATE RESIDENTIAL ACCESS SUITED TO A LOWER TRAFFIC VOLUME. VERY LIMITED DESIGN DETAILS ARE PRESENTED ON THE PROPOSED INTERACTION BETWEEN CUSTOMER VEHICLES AND GREENWAY USERS.

THE DESIGN ALLOWS GREENWAY USERS TO PASS UNHINDERED ALONG THE BOUNDARY WALL, INCREASING THE RISK OF ACCIDENTS. IF THERE IS NO SAFETY MARGIN IT IS UNSAFE FOR BOTH STAFF AND CUSTOMERS DRIVING ONTO /FROM THE PREMISES

I AM ALSO CONCERNED ABOUT THE INCREASE IN THE LIKELIHOOD OF ACCIDENTS AND THE ADVERSE IMPACT THIS WILL HAVE ON MY INSURANCE AND PUBLIC LIABILITY COSTS GOING FORWARD.

FURTHERMORE, MANY OF OUR DELIVERIES ARRIVE IN LARGE ARTICULATED TRUCKS (E.G. 40FT CONTAINERS ON THE BACK OF 16.5M LORRIES INCLUDING DELIVERY

TRUCK). THESE VEHICLES WILL EXPERIENCE GREAT DIFFICULTY IN CROSSING THE GREENWAY AND ACCESSING THE BUSINESS. THE DESIGN AS PROPOSED DOES NOT PRESENT ANY CONSIDERATION OF THESE VEHICLE TYPES.

ALSO, OF CONCERN IS THE EXPECTED 18-24 MONTHS OF CONSTRUCTION WORK AND ASSOCIATED ACTIVITY AND THE SUBSEQUENT NEGATIVE IMPACT IT WILL HAVE ON MY BUSINESS. THE OUTLINE CONSTRUCTION METHODOLOGY REPORT LACKS DETAIL ON MITIGATION MEASURES TO IMPACT CONSTRUCTION IMPACTS.

I AM CONCERNED THAT REGULAR CUSTOMERS AND GENERAL TRAFFIC WILL AVOID THIS ROUTE DURING THE CONSTRUCTION PERIOD LEADING TO A SIGNIFICANT LOSS OF BUSINESS.

THE PROPOSED TRAFFIC AMENDMENTS TO THE R151 & TOWER ROAD WILL ALSO DETER POTENTIAL CUSTOMERS FROM USING THIS ROAD.

I ALSO HAVE SOME SAFETY, SECURITY AND NUISANCE CONCERNS IN RELATION TO INCREASED VISITOR TRAFFIC. THE POTENTIAL FOR INCREASING NUMBERS OF VISITORS TO THE AREA AS A RESULT OF THE WIDER NATIONAL AND GREAT DUBLIN AREA CYCLE NETWORK INTEGRATION CONCERNS ME. THE SUBMITTED DOCUMENTS DO NOT FULLY CONSIDER THE IMPACT ON THE LOCAL AREA.

I NOTE FROM THE PLANS THAT THERE IS A DISTINCT LACK OF PUBLIC PARKING AND PUBLIC AMENITIES PLANNED ALONG THE PROPOSED ROUTE.

THIS WOULD PUT AN UNFAIR BURDEN ON OUR SMALL BUSINESS TO PROVIDE THESE SERVICES AND THIS SHOULD NOT BE OUR RESPONSIBILITY.

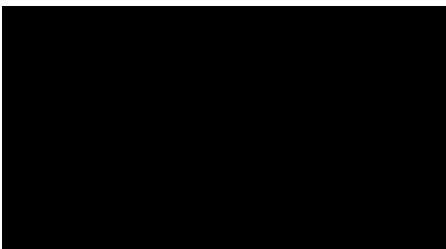
I WOULD ALSO HAVE CONCERNS FOR ANTI SOCIAL BEHAVIOUR AT NIGHTTIME PLACING MY PROPERTY AT INCREASED RISK.

THE CONCEPT OF PROVIDING A GREENWAY FOR PUBLIC USE IS COMMENDABLE AND DESIRABLE.

HOWEVER, THE PROPOSED ROUTE THROUGH A BUSY RESIDENTIAL AREA AND ADJACENT TO THE BUSY ROAD R151 IS UNSAFE AND NOT IN KEEPING WITH GREENWAY OBJECTIVES.

IN MY EXPERIENCE GREENWAYS FOLLOW DISUSED TRANSPORT ROUTES (FOR EXAMPLE WATERFORD GREENWAY) WHICH PROVIDE SAFER AND BETTER INTEGRATION WITH THE NATURAL ENVIRONMENT.

THE FACT THAT 70% OF THIS GREENWAY IS ALONGSIDE A ROAD AND NOT RIVERSIDE WILL ONLY MAKE FOR AN UNSAFE, UNATTRACTIVE EXPERIENCE AND I CERTAINLY WOULDN'T FEEL SAFE BRINGING CHILDREN ON IT.



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LTP DATED _____ FROM _____
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