



08/09/2020

**AN BORD PLEANÁLA**  
LDG- 030507-20  
ABP- \_\_\_\_\_  
10 SEP 2020  
Fee: € \_\_\_\_\_ Type: \_\_\_\_\_  
Time: \_\_\_\_\_ By: post


Ref no: PL17.307652

**Boyne Greenway – Drogheda to Mornington and procurement of land from**   


To whom it may concern,

I have many grievances with the proposed development. I have aired many of my concerns about this type of development over the past year.

It has and still is causing me huge stress and anxiety. I have several strong objections that I would like to be acknowledged.

- Increased pedestrians & cyclists will make it more difficult for me to exit my driveway. This will leave my mother open to potential insurance liabilities in the event of any accidents/incidents with cyclists..  is currently a very busy commuter roadway as it stands. How are the residents going to navigate through the added onslaught of pedestrian and cyclists with this development.
- Similar greenways, such as Waterford have utilized disused railway lines as routes for the cycle lanes. It is verging on negligent to put such a scheme on this very busy commuter road.
- The requirement to “take” 3.8m from the front of my mother’s house and my homeplace will limit the parking for family events, visitors .
- The verge outside my family home will now be gone to facilitate the cycleway. My mother will affectively be landlocked behind the Greenway.
- It was said in the meeting that my mother was being asked to give up her land conditionally in order to benefit this project. The loss of property would obviously seriously reduce the value of the existing property. Furthermore should she at some time become incapacitated she may need to sell the property in order to finance her healthcare. She would be unable to do so due to this ongoing process or should this

project go ahead she will lose a substantial asset & its associated value due to giving up 3.8 metres of her land. She is in no position to GIVE away her assets.

- It is stated in this document that the preferred route would be behind her house. Why is this not still the case? We were told that the residents in the [REDACTED] area objected strongly to the greenway running through their area. Is she now seen as a less important resident & therefore it is deemed ok to TAKE 3.8 metres of my garden?? Are their objections weighted more heavily than hers?
- Is my mother seen any easy target as she is over [REDACTED]
- The Crook Road in my opinion would offer a much more scenic route for tourists than an already over utilised [REDACTED]. The mouth of the Boyne River should be Jewel in the Crown of any potential greenway NOT the [REDACTED]
- The cycle network document August 2013 (draft) & December 2013 states “There has been no route selection study so far for this national route along the coastal section of county Meath. It should follow the River Boyne Estuary eastward from Drogheda to Mornington, where it can turn south to Bettystown. ***There are environmental sensitivities along the estuary & careful assessment will be required for the selected route, which should be segregated from the R151 regional road that carries considerable traffic between Drogheda & the satellite villages on the coast.***”
- Cyclists & pedestrians are, if this new plan were upheld, to be diverted onto a busy commuter road, contrary to the original plan. When we asked about this in the plan the engineer told us that many children & families would use this route for school etc. Which school? There is only one primary school, [REDACTED] (one of the smaller primary schools in the area) & one small secondary school, the [REDACTED] on this route. Therefore that statement does not stand up.
- Pedestrian & Cyclist safety running alongside busy commuter traffic in itself cannot be guaranteed. The answer we were given is that it works in cities. However slow city traffic is a different scenario to commuter traffic in the outskirts of Drogheda. extremely density housing & new schools.
- The Greenway strategy states these “routes should follow the criteria laid out in Eurovelo, that they have fewer than 2000 vehicle movements per day & preferably 500 per day.” Surely this stretch of road must be somewhere near 2000 vehicle movements per day. If not, with the high density housing developments already well underway in the area we will be & as it stands the number must be well above 500.
- On a sentimental but personally important issue is the loss of the garden that was planted and cared for by my father, [REDACTED]. He planted these now mature trees over thirty years ago and they are of great sentimental value to myself & my family. At the meeting we were told that these can simply be replanted. They are simply irreplaceable. These were also planted in the context of the garden being its present size.

No concrete logical alternatives have been offered to date, no solutions, just empty word upon empty words. The current proposed route does not make any sense when alternative

routes are available. Is it a case of he who shouts the loudest will be heard? Is this why the original proposed route has been changed?

Regards,

