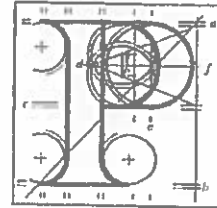


Our Case Number: ABP-307652-20



An
Bord
Pleanála

Date: 26 May 2022

Re: Construction of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town in Co. Louth to Mornington Village in Co. Meath
Townlands at Ship Street in Drogheda, Co. Louth to Mornington Village in Co. Meath

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it with or without modifications.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Kieran Somers
Executive Officer
Direct Line: 01-8737250

AA02

Tell	Tel	(01) 858 8100
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Facs	Fax	(01) 872 2684
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64 Sráid Maollbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

LDG-053962-22.

AN BORD PLEANÁLA	
LDG-	_____
ABP-	_____
20 MAY 2022	
Fee: €	_____ Type: _____
Time:	<u>12:45</u> By: <u>hand</u>

Dear Sir/Madam,

Ref: ABP-307652-20 BOYNE GREENWAY

Further to our last submission and following on from Meath County Council's response to An Bord Pleanála's request for further information, we write to again submit our concerns regarding this development as local residents who will be directly affected by this development as it is currently proposed, and who have significant and serious concerns about the effect of it on our lives and our local environment. These concerns are detailed below:

BOYNE ESTUARY SPECIAL PROTECTION AREA AND SPECIAL AREA OF CONSERVATION:

This area, along the road R150/151, is one that the proposed Greenway will significantly impact and is part of the Natura 2000 network of protected sites. The sand, saltmarshes and grasslands therein provide feeding grounds to wildfowl and waders. We contend that this Greenway should not proceed along this current route, in order to safeguard the future and the existence of this very important site. The proposed mitigation measures existing in the proposal are not adequate and are ineffective in offsetting the possible adverse impact on wildlife and bio diversity, and will not counter-effect the probably and possible side effects of the influx of visitors to, and construction of the Greenway as is currently proposed. These include:

- .Increase in visitors using and frequently the SPA
- .Increased numbers straying into the protected area
- .Disturbance of wintering waterbirds
- .Disturbance to the nesting birds
- .Damage to embryonic shifting dunes
- .Reduction and loss of biodiversity

.Climate Change

As currently proposed, the Greenway will remove over 160 metres of hedge rows and 291 metres of treelines, totalling nearly 17 percent reduction of the existing vegetation and greenery along the route. Residents of Mornington, and landowners will lose large and significant portions of their land, gardens, boundary walls and areas – including many natural habitats. This will also include removal and relocation of a boundary wall within Mornington Court, which will end up with a total removal of a safe green space that is currently being used as a safe play area for children.

Predicted Users of the Greenway:

The Council has predicted the number of visitors to the Greenway to be between 900 and 1300 users a day, depending on the season. This raises concerns with regard to safety/security/nuisance/noise pollution and litter. Local residents are very concerned about this. Especially with regard to safety on Tower Road, with residents trying to access their drive ways and such a large volume of pedestrians (including vulnerable children and disabled people) accessing the Greenway there. The design for the Greenway as it stands do not include any safety margins between private homes and the proposed infrastructure.

ROADS/TRAFFIC/PARKING

MCC does not propose to include any new car parking facilities for the Greenway – either in Mornington or Drogheda, nor to provide for any extra Public transport from the station at Laytown or Drogheda. Neither has it deemed that traffic impacts on the local area are worthy of assessment. The proposed Greenway will result in the uncontrolled parking of hundreds of cars, in the dunes, in housing estates, and along the road. Parking in Bettystown is already badly impacted by the closure of the beach to parking, with cars parked on either side of the road, from Bettystown to Mornington, during the summer months (double yellow line are ignored and not policed anyway) obstructing the road on both sides and causing a severe safety hazard to pedestrians and motorists alike. Parking on residential estates is already at a premium (in a cul de sac on Mornington Court comprising of ten houses there are 25 cars squeezed in most weekends, plus parking by parents accessing the Creche situated there). We live in this part of the estate and most days we already struggle to get past the cars to get to our own driveway as there are so many. Any further parking in these estates would pose a severe risk to the safety of the local children who play and residents walking. As Mornington

does not have a park, or play area, the only outdoor green space most children have is the green space outside their homes. Increased parking in the Dunes, and people walking across them to access the greenway and cars will also have an adverse damaging effect on the dune habitat.

Amenities and Facilities

Unbelievably, MCC propose to build this Greenway without providing any supporting facilities – NO rest areas or seat and NO toilet facilities – leading to the very strong possibility of people urinating publicly. The lack of any seats or rest areas also excludes those with reduced mobility, advanced age or health conditions from using the Greenway which is exclusionary, and discriminatory.

Meath County Council have compared this proposed Greenway to the Waterford Greenway and said it will have a similar impact. We would like to point out that the Waterford Greenway is along a disused railway line, not a road and as such they are very different, and have different effects on the locality for both the environment and local residents.

To conclude, we think the concept of a greenway walking and cycling route is a highly commendable one, but not in its current form. The proposed route and design is highly unsuitable and will have a terrible impact on the environment – which I will remind you includes a European Protected Site – and our local community and the very safety of our children.

Yours sincerely,