

Cllr. David Healy  
Howth/Malahide Ward

54, Páirc Éabhóra  
Beann Éadair  
Co. Bh.Á.C.  
8<sup>th</sup> August 2017

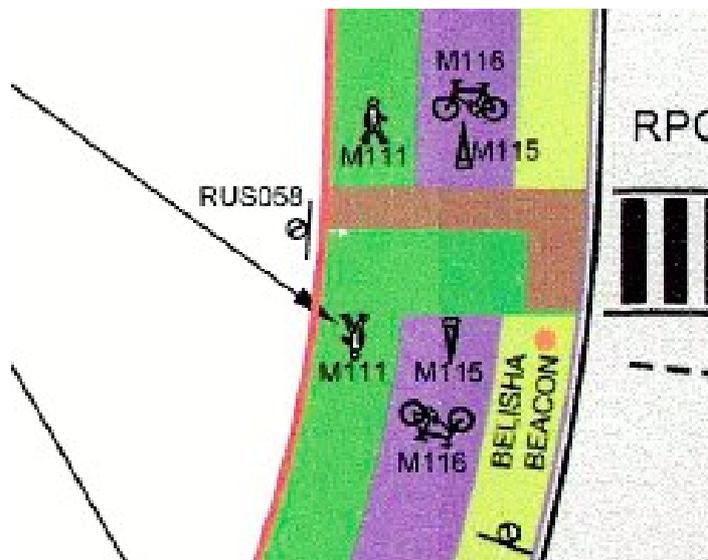
Planning Department  
Fingal County Council  
Swords  
Co. Dublin  
(submitted online)

### Observation in relation to Planning Application F17A/0392 at Holywell

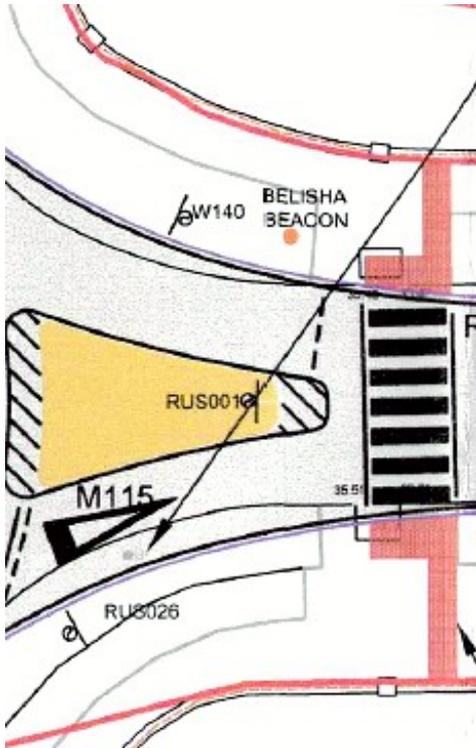
Given that the plan is to attract large numbers of motor vehicles through this roundabout it is essential that proper pedestrian cycle facilities are designed in. The proposed design seems not to be fully thought out.

Pedestrian and cyclist facilities need to be provided on all sides of all new roads being provided, which is not the case in the application.

Is this element of the design (excerpt below) a one-way cyclepath or a two-way cyclepath? The road markings seem to show cyclists yielding in both directions.



This next excerpt appears to be a Belisha beacon in the middle of the cyclepath:



There seems to be no cyclist route across the main carriageway parallel to the zebra crossing. Such a route needs to be separate and separately marked.

For cyclists to cross the carriageway, the cyclepath needs to follow curves consistent with cycling.

The distances pedestrians and cyclists are being asked to divert out of their direct routes to cross an arm of the roundabout appear excessive. From my observations, Dutch practice provides for a space of more or less one car length. Furthermore the arms of the roundabout should meet it more at right angles, slowing vehicles more than in the proposed design.

The Dutch *Design Manual for Bicycle Traffic* (CROW, 2016, ISBN 978 90 6628 659 7) contains complete very useful guidance on such details.

The Irish *National Cycle Manual* ([www.cyclemanual.ie](http://www.cyclemanual.ie)) and the *Design Manual for Urban Roads and Streets* (<http://www.dttas.ie/corporate/publications/english/design-manual-urban-roads-and-streets>) are less detailed but contain similar advice.

I attach my observation on the associated application F17A/0393 for information. I urge you to require this application to be redesigned to provide a high quality environment for pedestrians and cyclists.

Best regards,

Cllr. David Healy

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### **Observation in relation to Planning Application F17A/0393 at Holywell**

A chairde,

Please find my observation below.

#### **Missing information**

The application refers to pre-planning discussions at which the Council indicated that another location would not be suitable and made observations leading to the submission of this application. The Council's record of these discussions is not on the planning file, despite the requirements of s.247(5) of the Planning Act.

#### **Location**

It is vital to get access to the record of pre-planning discussions as it is hard to understand why a location such as this could be considered suitable for the proposed petrol station and convenience retail/fast food development. It is not immediately adjacent to a major route and will have a negative impact on the amenity of the adjoining residential area as well as increasing traffic movements through nearby dangerous junctions. It would not be right to unnecessarily bring extra traffic into the vicinity of this residential area, requiring pedestrians to cross it to avail of local services.

#### **Existing road layout**

The current road design is not in compliance with the Design Manual for Urban Roads and Streets, nor the National Cycle Manual. The nearby roundabout provides no safe crossing facilities for pedestrians, and instead has fences preventing pedestrians from continuing their journeys. These design flaws need to be rectified urgently. It would not be right to add a major traffic generating use to this area in the meantime.

I will make comments on the proposed new road infrastructure applied for in application F17A/0392 in a separate observation.

#### **Car-oriented and drive-through development**

The proposal for a drive-through development is contrary to proper planning and sustainable development and the policies of the County Development Plan which aim to prioritise the use of walking, cycling and public transport over the use of cars.

Similarly the proposal to co-locate retail and restaurant/café uses with the petrol station will compete with other retail and restaurant/café uses in the general area including those within the Holywell residential area. Thereby they will encourage access by car and discourage access by more sustainable modes, contrary to proper planning and sustainable development and the policies of the County Development Plan.

### **Elevated development**

The positioning of a petrol station on such a prominent, elevated site, designed in a way to emphasise rather than minimise it's prominence would be contrary to the goal of a new neighbourhood with a quality environment and oriented towards sustainability.

### **Residential amenity**

The Holywell development faces a number of challenges in developing as a sustainable residential area, particularly given its somewhat isolated location in relation to the full range of local facilities and outstanding issues in relation to taking in charge. It is vital that new surrounding developments improve rather than detract from residential amenity for the area. Unfortunately this proposal would have a negative impact on residential amenity.

I attach my observation on the associated application F17A/0392 for information. I urge you to reject this application.

Best regards,

Cllr. David Healy