

**COMHAIRLE CONTAE FHINE GALL**

**FINGAL COUNTY COUNCIL**

**Fingal Development Plan 2017-2023**

**Tuesday, 14 February 2017**

**Motion: Councillor David Healy: SH 9.10 Portmarnock to Teagasc Kinsealy.  
AI034460**

That the proposed amendment to add indicative cycle route Portmarnock to Teagasc Kinsealy be confirmed with the addition of "subject to feasibility study .

**REPORT:**

Motion Nos. **AI034459, AI034460, AI034461** and **AI034462** (Councillor Healy) are noted and all relate to Proposed Amendment SH 9.10 seeking to confirm PA SH 9.10, subject to the addition of the words 'subject to feasibility study.'

Proposed Amendment SH 9.10 proposes the inclusion of indicative cycle/pedestrian routes on the map (Sheet 9), to include the following: Abbeville to Kettle's Lane; Balgriffin to Teagasc Kinsealy; Balgriffin to Kinsealy (cycle route) and Old Portmarnock to Teagasc Kinsealy and states:

*'(Routes to be added as per the maps attached to Agenda Item Nos. 508, 509, 510, 511, Motion Nos. 29050, 28694, 29044, 28690)*

*Add the following indicative cycle /pedestrian routes:*

- Add indicative cycle/pedestrian route as shown on the attached map – Abbeville to Kettle's Lane.*
- Add indicative cycle/pedestrian route as shown on the attached map – Balgriffin to Teagasc Kinsealy.*
- Add cycle route as shown on the attached map – Balgriffin to Kinsealy.*
- Add indicative cycle/pedestrian route as shown on the attached map – Old Portmarnock to Teagasc Kinsealy.'*

The motion received requests the inclusion of the words 'subject to feasibility study' within the above wording of the Proposed Amendment. Having regard to the issues as outlined in response to PA SH 9.10 as set out in the CE Report (dated 9<sup>th</sup> January 2017), the following should be noted:

- Objective MT09 of the Draft Plan currently reads as follows (including proposed amendment CH7.8):

*'Promote walking and cycling as efficient, healthy, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas.'*

A new Objective is also proposed to be included within the Draft Plan (PA CH 7.8) to read as:

*Objective MT*

*The Council will work in cooperation with the NTA and adjoining Local Authorities to implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan. (CH7.8)*

- The Draft Plan explicitly supports and promotes the provision of safe cycling. The NTA Network has been prepared at a strategic level and its implementation will require more detailed engineering design on a route by route basis. The promotion of walking and cycling as an efficient, healthy and environmentally friendly sustainable mode of transport is also explicit in the Draft Plan. The objectives of the *National Cycle Policy Framework (NCPF) (2009)* and the NTA's *Greater Dublin Area Cycle Network Plan* are incorporated into the Draft Plan and are promoted in a number of policies and objectives. The Council will continue to work in co-operation with the NTA to implement the *Greater Dublin Area Cycle Network Plan* subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan.
- There is a potential for likely significant effects on the environment, from linear development, including adjacent European Sites with potential for direct negative impacts on biodiversity and soil/land-use from loss of open space lands. Any project should be subject to the requirements of the Habitats Directive and the protective policies included in the Development Plan and should ensure that appropriate surveys and environmental assessments are carried out prior to any planning application.
- The inclusion of new reservation corridors on the map sheets would mean that no other development may be permitted along these routes. The corridors have not been subject to any environmental constraint analysis or route selection process and the proposed network of walking and cycling routes throughout the County require more detailed design on a route by route basis, subject to a public consultation process. It would therefore be premature at this stage to reserve certain corridors free from development (which may prejudice future proper planning and sustainable development of the area) until such time as route locations and alignments have been finalised.

The content of the motion is adequately addressed within existing Draft Plan Objectives, in particular Objective MT09 (including proposed material alterations) and Objective ED64. Accordingly, it is not considered appropriate to identify specific routes on the

map (Sheet 9) showing alignments between Abbeville and Kettle's Lane; Balgriffin and Teagasc Kinsealy; Balgriffin and Kinsealy (cycle route) and Old Portmarnock and Teagasc Kinsealy, or to reserve the corridors of these cycle/pedestrian routes free of development. Furthermore, a recent planning application on lands at Kinsealy Lane (Reg Ref: F16A/0511) seeks to include a cycle path through the development lands. There is no further requirement, therefore, to illustrate indicative cycle routes through the lands at this location.

It is considered premature at this time to reserve certain corridors free from development (which may prejudice future proper planning and sustainable development of the area) until such time as route locations and alignments have been finalised. The corridors have not been subject to an environmental constraint or route selection process and as such have potential for significant effects on the environment.

While it is recognised that cycleways are positive in relation to population/ human health/ air quality/ climate and material assets along with encouraging sustainable transport, their location must be subject to a constraints and route selection process that includes an environmental appraisal.

Accordingly, whilst it is not considered appropriate to make the Plan with the Proposed Amendment as displayed, this motion provides an opportunity for the Development Plan to be made with a minor modification to Chapter 7, to include a new Objective which captures the broader relevance and applicability of the suggested content whilst also satisfying necessary environmental appraisal obligations. It is recommended, therefore, that the Development Plan be made with a minor modification to include the following new Objective within Chapter 7 of the Draft Plan:

*'Objective MT*

*Carry out a feasibility study for the provision of the following cycle/pedestrian routes, subject to the necessary environmental appraisals:*

- *Abbeville to Kettle's Lane.*
- *Balgriffin to Teagasc Kinsealy.*
- *Balgriffin to Kinsealy.*
- *Old Portmarnock to Teagasc Kinsealy.*

**RECOMMENDATION:**

Having consideration to the above, it is recommended that the Development Plan be made without the Proposed Amendment as displayed, however, the following minor modification be made in Chapter 7 of the Draft Plan, to include the following new Objective:

*'Objective MT*

*Carry out a feasibility study for the provision of the following cycle/pedestrian routes, subject to the necessary environmental appraisals:*

- *Abbeville to Kettle's Lane.*
- *Balgriffin to Teagasc Kinsealy.*

- *Balgriffin to Kinsealy.*
- *Old Portmarnock to Teagasc Kinsealy.*