

# Malahide Community Forum (MCF)

The collective voice of Malahide Residents' Associations

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SHD/012/20 ABP Ref No 313361

## Development of 415 Units at Broomfield Malahide

A Chara

Malahide Community Forum is the umbrella organisation for all of the Malahide area's Residents Associations and therefore represents a large majority of the residents of Malahide. MCF Makes the following observations in relation to this application

### 1. Need to make provision for site for a Primary School

The applicant, Birchwell Developments Ltd, whose joint shareholders are Mr Bernard Carroll and Mr Bryan Lynham, together with their associated companies Carroll Estates Ltd, owned by Mr Carroll and CE Cladewell Estates Ltd, owned by Mr Lynham have developed over 215 three to five bedroomed houses in the Broomfield/Kinsaley Lane area over the past ten years. Their developments include Hazelbrook, Castleway, Brookfield and Ashwood Hall Estates. These developments, coupled with the 415 units proposed in this application and the 100 units which CE Cladewell Estates Ltd have separately applied for on the Back Rd. Malahide, SHD/004/21 ABP Ref No 313265, have and will create a demand for Primary School places in Malahide which cannot be met by the existing Primary Schools.

The Dept. of Education sought planning approval from Fingal Co. Co. for the development of a Primary School immediately to the south of the Phase 1 (Northern Quarter) development proposed in this application, F22A/0105. That application was refused on the grounds set down in Annex 1 of this submission.

MCF thus request ABP to either insert a condition in this development which requires the applicant to transfer ownership of undeveloped land, shown as Permitted Development as per Planning Approval F13A/0459 on the following page, at the entrance to Phase 1 of the proposed development, owned by CE Cladewell Estates, to the Dept. of Education for the development of a Primary School, on terms to be agreed between the parties, before housing construction commences, or refuse permission for this application, on the basis that it is premature, due to insufficient Primary School infrastructure in Malahide.

MCF consider that the site proposed here for a future Primary School is particularly and indeed uniquely suitable as it would allow children from the four housing developments listed above, together with those living in this proposed development and other housing developments in the Kinsaley Lane area to walk/ cycle or scoot to school, without having to use heavily trafficked roads, thus promoting sustainable development and reducing GHG emissions.

**Executive Committee Members:** Gerry Duggan (Chairperson), Hazel Bolton (Vice-Chairperson), John Shirey (Hon. Treasurer), Peter Hynes (Hon. Secretary)



In addition, the decisions of Fingal's Councillors to include provision of an entrance to Malahide Demesne from the Back Rd, at the pedestrian crossing, at the entrance to the proposed development in the forthcoming County Development Plan would allow parents from more distant locations to park at either of the Malahide Demesne Back Rd car parks and allow their children to walk or scoot along the recently surfaced path in the Demesne to the Back Rd pedestrian crossing, again promoting active travel to school and minimising traffic congestion and parking difficulties in the area.



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2. Requirement to facilitate the construction of a pedestrian/cycle bridge over the rail line opposite to Pobal Scoil Iosa (PSI) i.e. Malahide Community School and provide access to that bridge through the proposed development

Census 2016 results show that over 60% of students of secondary school age in the Malahide area live west of the rail line and 40% of these are driven or drive to school. This creates serious traffic congestion on both the Back Rd. and the R124 at school times. This already creates problems for those seeking to drive to or from Ashwood Hall and Brookfield at that time. The problem will become acute if another

415 residential units are developed as proposed, unless steps are implemented to reduce school related traffic.

To achieve that objective, promote active travel and improve the safety of those walking or cycling to school, particularly when using the R124, Fingal Councillors unanimously approved a proposal to incorporate a pedestrian/cycle bridge over the rail line, connecting the subject site and PSI in the forthcoming County Development Plan. This proposal illustrated below would provide a shorter and substantially safer route to PSI for those living west of the rail line, including those living in this development, the four developments listed earlier and in the Chapel rd. area and would significantly encourage the required modal shift.



The proposed route is shown above, with the site for the proposed Primary School rejected by Fingal. As can be seen the proposed route adjoins the Primary School site sought in this submission.

MCF thus request that ABP insert a condition in any decision to approve this development requiring that the applicant reach agreement with the Panning Authority, Iarnród Éireann, and PSI on the construction site requirements and access route to the pedestrian bridge, prior to any residential units being occupied, and the manner in which access to the pedestrian bridge is provided during the construction period.

Gerry Duggan, Chair MCF



## Annex 1

1. In the absence of sufficient information to determine otherwise, the proposed development fails to accord with Objectives PM78, PM79, PM80, MT17, DMS93 of the Fingal Development Plan 2017-2023, each of which seek to promote the development of schools on appropriate sites where consideration has been given to the practicalities of the site, specifically in terms of access, parking and cycling /pedestrian connectivity. In this regard the Planning Authority are not satisfied that the proposed development would enjoy adequate connectivity and would not give rise to unsustainable travel patterns and be overly reliant on car-based travel. Therefore, the proposed development would be contrary to the proper planning and sustainable development of the area.
2. The site of the proposed development is located within lands with the zoning objective 'GB', Green Belt where the vision is to 'Create a rural/urban Greenbelt zone that permanently demarcates the boundary (i) between the rural and urban areas, or (ii) between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent countryside encroachment and to protect the setting of towns and/or villages. The Greenbelt is attractive and multifunctional, serves the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner. The Greenbelt will provide opportunities for countryside access and for recreation, retain attractive landscapes, improve derelict land within and around towns, secure lands with a nature conservation interest, and retain land in agricultural use. The zoning objective will have the consequence of achieving the regeneration of undeveloped town areas by ensuring that urban development is directed towards these areas. The provision of a school, as currently proposed would fail to contribute towards the achievement of the Zoning Objective and Vision pertaining to the area and their consistency with the policies and objectives of the Development Plan 2017-2023.