

Observation on a Strategic Housing Development application

Observer's details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's name

Michael Maher

(b) Observer's postal
address

32 Hazelbrook, Kinsealy Lane, Malahide, K36 K854

Agent's details

2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's postal
address

Click or tap here to enter text.

Postal address for letters

3. During the process to decide the application, we will post information and items to you **or** to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

You (the observer) at the postal address in Part 1

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The agent at the postal address in Part 2

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Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation on.

- (a) **An Bord Pleanála case number for the current application (if available)**
(for example: 300000)

TA06F.313361

- (b) **Name or description of proposed development**

313361: Lands at Back Road and Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin. <https://www.broomfieldshd.ie>

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Lands at Back Road and Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin.

Observation details

5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write. You can also insert photographs or images in this box.

(See part 6 – Supporting materials for more information.)

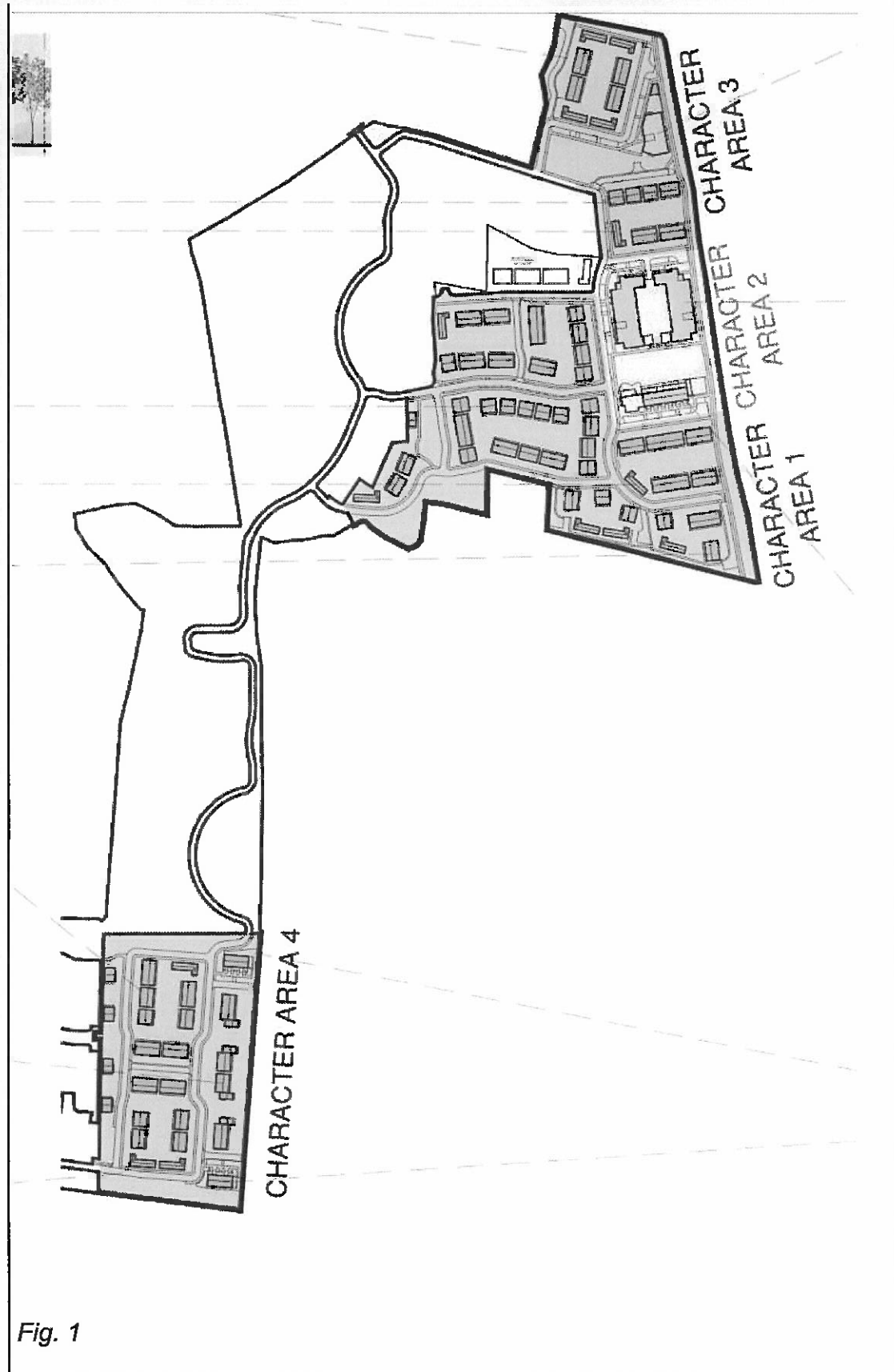
To whom it concerns,

I wish to make two observations on this planned development.

Through Road

Development on the area in question was expected. The density and scale has been a surprise but I acknowledge the need for housing at this time. The one aspect of this plan which I believe warrants reconsideration is the proposal for the through road in Hazelbrook (shown in Fig. 1). I think it conflicts with the guiding principles set out by planning authorities over the last number of years.

5. Grounds



5. Grounds

The Traffic and Transport Assessment included in the developers submission describes this as follows.

"A new junction is also proposed from Kinsealy Lane, via Hazelbrook. This access from Kinsealy Lane was requested by Fingal County Council during the SHD pre-planning process. The purpose of the access is to facilitate improved vehicular connectivity for the southern site and to lessen the trip distribution on to the four assess junctions on Back Road. It is also considered to better meet compliance with DMURS in terms of improved connectivity"

[6258a065c46c10714a6ad39a_Traffic and Transport Assessment.pdf](#)
[\(webflow.com\)](#)

The existing road in Hazelbrook is a dead end, it currently runs to a very quiet cul de sac. (Fig 2.)

5. Grounds



Fig 2.

I am set back away from the road myself and stand to not be as affected as others. Hazelbrook is predominantly young families. The green areas on either side of the current road are used by many young children (Fig 3).

5. Grounds



Fig. 3

The area the road would run is the focal point for our small community of 40 houses. It is where the children of Hazelbrook and Castleway come to play football. The neighbourhood holds gatherings here on Christmas, Easter, Halloween etc. The houses along this road have pre-school aged children in almost every house. They play on their tractors, scooters, skates, walk pets and create chalk drawings on this road.

The builder erected signs to warn drivers (particularly delivery drivers) of the need to slow down with children at play. There is a sharp turn leading on to this road (Fig. 4 and 5) two cars cannot simultaneously take this turn and you can see children very late as you take the corner, particularly with parked cars.

5. Grounds



Fig 4.

5. Grounds



Fig 5

I feel the proposed through road goes against the vision advocated by Fingal County Council in their strategic plan.

"... a balance must be struck between expansion and the need to ensure that such growth is accommodated in a holistic manner with enhancement rather than loss of character to existing settlements"

Strategic Plan 2018 - 2021 - Fingal Public Participation Network (fingalppn.ie)

5. Grounds

I also see this as inconsistent with the spirit of the design as outlined in the Broomfield LAPs document. This was the original blueprint for this area which envisioned a chain of developments linked by pedestrian and cycleways.

"The LAP lands also benefit from proximity to Malahide Demesne, the amenity value of which can be maximised through the provision of safe pedestrian and cycle connections to and from the LAP lands. A sustainable mix of residential densities and house types shall be provided in order to create a series of distinct character areas and public open spaces defined by existing natural landscape features. These areas shall be linked by pedestrian and cycle routes which will connect the subject lands to adjoining areas, local schools and services, Malahide Demesne and Village."

<https://www.fingal.ie/sites/default/files/2019-03/Broomfield%20LAP%20Document%20%288%20MB%29.pdf>

There is a need to take traffic pressure off the Back Road in Malahide but to open up a route through this small housing estate with narrow roads is ill conceived in my opinion and deserves a review.

Traffic

I would like to add a second point in relation to the poor management of traffic in this area. New families coming to the area may, like me, be required to travel outside the locality for schools. This is the over-subscription in the

5. Grounds

existing schools in Malahide. I travel to a school in Belmayne and face significant delays each day in joining Church Road from Kinsealy Lane.

Residents heading to park and ride at Portmarnock Dart station, going to the M50, M1 or city centre need to traverse the Kinsealy Lane/Church Road junction. This has significant queues already at peak hours.

Even worse is a second pinch point when joining the Malahide Road from Church Road, it will typically have a 1km tailback at peak (Fig 4.). The Kinsealy section of the Malahide Road is called out regularly on the national traffic reports. I hit this queue daily as I return from doing the school run.

5. Grounds

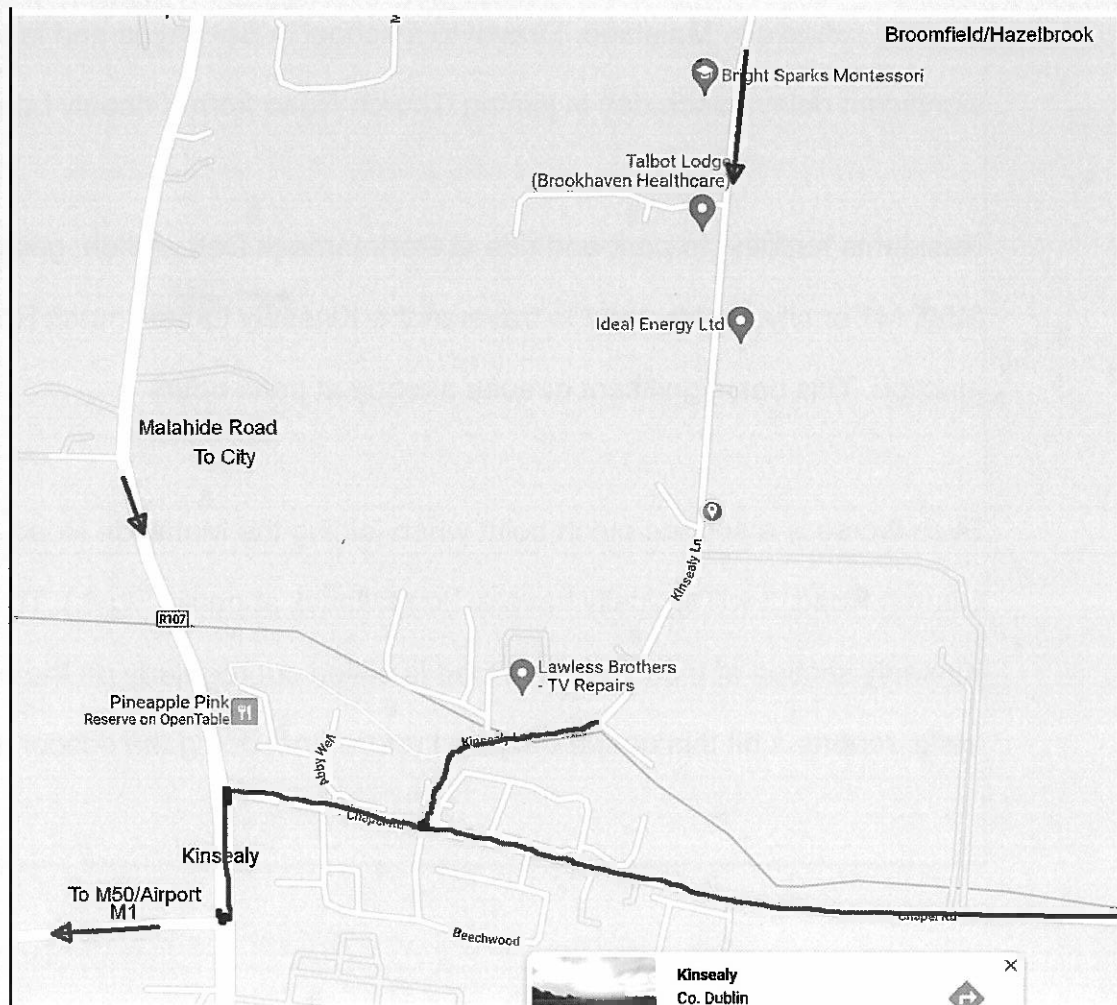


Fig 4. Traffic queues marked in red and pinch points marked in blue

In the Broomfield LAPS document released as far back as 2010 the traffic plan highlighted these road junctions.

R107 Malahide Road – Chapel Road Junction Significant peak hour queuing expected on all arms following signalisation. A right turn lane on Chapel Road will reduce queuing on this arm.

5. Grounds

R107 Malahide Road – Baskin Lane Junction Significant peak hour queuing expected on all arms following signalisation. A right turn lane on Baskin Lane will reduce queuing on this arm.

Since then we have seen a number of developments along the Church Road the queuing has got worse and obviously we are set to see this deteriorate further.

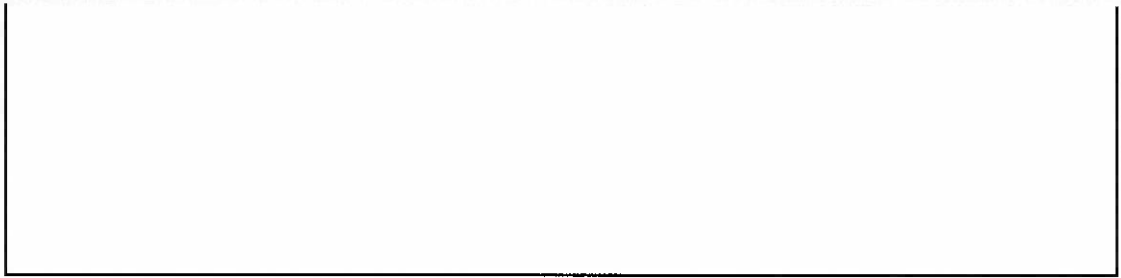
The Traffic and Transport Assessment conducted by Waterman Moylan in April 2021 is included in the developers submission.

https://uploads-ssl.webflow.com/61951679f16bd782366ee9c4/6258a065c46c10714a6ad39a_Traffic%20and%20Transport%20Assessment.pdf

I feel it is an inadequate assessment with too narrow a focus. It covers the egress points of the housing development only. It makes no reference to where the new traffic meets major roads, in particular that going southbound to M50, M1 or City Centre.

If we are to see significant population increases in this area I feel it is critical that the planners request an assessment on the traffic impact at these junctions and take measures to improve traffic flow.

5. Grounds



Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

If your supporting materials are physical objects, **you must send** them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

Remember: You can insert photographs and similar items in part 5 of this form – Observation details

Fee

7. You **must** make sure that the correct fee is included with your observation.

Observers (except prescribed bodies)

- strategic housing observation **only** is €20.
- strategic housing observation **and** oral hearing request is €70

Oral hearing request

8. If you wish to request the Board to hold an oral hearing, please tick the “Yes, I wish to request an oral hearing” box below.

Please note you will have to pay the correct **additional non-refundable fee** to request an oral hearing. You can find information on how to make this request on our website or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

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No, I do not wish to request an oral hearing

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Final steps before you send us your observation

9. If you are sending us your observation using the online uploader facility, remember to save this document as a Microsoft Word document or a PDF and title it with:
- the case number and your name, or
 - the name and location of the development and your name.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

The National Adult Literacy Agency (NALA) has awarded
this document its Plain English Mark. Last updated: November 2020

For Office Use Only

FEM – Received		SHU – Processed	
Initials		Initials	
Date		Date	

Notes

