

Observation

to

Proposed SHD on Lands at Back Road & Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin

ABP. Ref. 313361

22nd of May 2022;

Submitted by:

Robert & Sarah Brewer

22 Hazelbrook

Kinsaley Lane

Malahide

Co. Dublin

1. We, Robert and Sarah Brewer reside at no. 22 Hazelbrook, Kinsaley Lane, Malahide, Co. Dublin
2. We are submitting an observation to the Board in relation to the proposed Broomfield SHD, which is of significant concern to us and to the residents of Hazelbrook.

Hazelbrook Not Designed to Allow Vehicular Access for up to 415 Units

3. Our concern is over the proposed vehicular access from the new Broomfield SHD via Hazelbrook and onto Kinsaley Lane. While we do not object to the principal of residential-led development at this location, we have serious concerns regarding the form and scale of the proposed development in the absence of adequate social and physical infrastructure.
4. The proposed development does not satisfy the CDP zoning requirement for "*the necessary social and physical infrastructure*" to be in place. The proposed development will be heavily car dependant as it is not served by public transport (nearest Dart Station is circa a 30 minute walk away and the nearest bus stop on the Malahide Road is circa a 30 minute walk away) and we share the concerns expressed by Fingal County Council that a new development in this area would not '*enjoy adequate connectivity*' and would '*give rise to unsustainable transportation patterns being overly reliant on the private car*'.

5. The entrances in the Hazelbrook plan have been opened up in the SHD plan for cycling and pedestrian access which we accept as suitable planning for the whole development (all 5 phases). We would like consideration made to opening up the Castleway adjoining road instead of Hazelbrook as Castleway from Brookfield is a wider and more suitable road for traffic. Accessing Kinsaley Lane from that point is safer due to the foot paths. There are no footpaths on Kinsaley Lane from outside Hazelbrook up to Chapel Road which is a health hazard as cars drive extremely fast down the lane.
6. The road beside from the green in Hazelbrook and to the junction was not designed at the time for higher volumes of traffic. It was always designed for immediate local access only and so is unsuitable – it is unacceptable to try and retrofit a higher volume trunk road onto a smaller access road.
7. We also note that the width and depth of some driveways alongside the road out of Hazelbrook no.26 – no.30 do not easily accommodate 2 vehicles for parking and so on street parking is a must. This fact will not be helpful to traffic flows and potential hazards.
8. We believe that the traffic study of Kinsaley Lane is flawed. It was conducted when there was a mandate to work from home and at that time the traffic on Kinsaley Lane was considerably less. We ask that a new traffic study is conducted.
9. High volumes of traffic driving around corners of Hazelbrook and crossing road junctions is not suitable for the layout of the road infrastructure in Hazelbrook.
10. High volumes of traffic driving past the recreational green area in Hazelbrook is a health hazard to the children of Hazelbrook due to pollution from vehicles. Fingal Co. Council have removed vehicles from the radius of a local school (St. Oliver Plunket's) to protect children from accidents and pollution. Therefore, it's unacceptable to suggest putting vehicular access adjacent to a recreational area that children use on a daily basis in Hazelbrook.
11. There is a shortage of primary schools and post primary schools in the Malahide area. According to Tusla – there are approximately 40 children in the wider area that do not have a secondary school place to start for the academic year 2022/2023. This is a crisis not a problem for many families in Malahide. We note that Fingal County Council has recently refused planning permission for a new 16 classroom primary school development on land immediately adjoining the proposed development site, stating

that they were *“not satisfied that the proposed development would enjoy adequate connectivity and would not give rise to unsustainable transportation patterns being overly reliant on the private car”*¹. The same conclusion should, in our view, apply to the proposed Broomfield SHD. In this regard, the Board should note that the zoning objective for the site is to provide for the development of residential communities *“**subject to** the provision of the necessary social and physical infrastructure”*. We do not consider that an adequate level of social and physical infrastructure is in place to serve development of the scale that is being proposed in this case.

12. There is precedent in the Malahide area for single road in/out of developments onto a main road (e.g., Robswall, Galtrim Grange). So our belief is that all unites in the Broomfield SHD should access via the entrance at the Back Road.

Ends

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