

Uimhir Thagarta Uathúil: FIN-C453-1271

Údar: Charles Kurtz

Stádas: Submitted

Aighneacht: Chapter 2, Planning for Growth

Comhairliúchán:

Draft Fingal County Development Plan 2023-2029

Tráchtanna:

Sustainable development for existing and newly formed communities

Caibidil: Section 1: Written Statement» Chapter 2: Planning for Growth, Core Strategy
and...

The principal geographical vehicle for residential and industrial development in Fingal since the 1990s has been the Greater Blanchardstown / Dublin 15 area. The latest census will undoubtedly show a significant increase in the population growth for this area, with many more thousands of people coming to live here over the coming five to ten years.

Despite this intensity of development we have lagged in the provision of just about every key social, community, educational, health, transport and recreational / amenities facilities. In some instances the needed infrastructure investment has lagged by decades.

The demand for school places at all levels has exceeded supply consistently since the early 1990s. Our public transport (Bus and Rail) prior to the pandemic were under severe pressure at peak travel times. The roads network at commuter times are severely congested. People moving here to the newly built areas are increasingly being asked to live in smaller, more expensive apartments, houses etc. with little access to sufficiently sized quality public open space in their developments. The mere promise of the future provision of a quality transport link, such as high frequency train service (promised regularly since early 2000s) has been used by developers and planners alike to allow high density housing be built along the length of the train line. As we know the electrified train service is still some years away.

Despite these material infrastructural and societal / community deficits our planning authorities continue to allow development to proceed, with communities having to live with the consequences of their decisions.

Bearing the foregoing in mind and notwithstanding the housing shortage, I submit that the additional rezoning of lands in this area for residential purposes is premature and needs to be paused / halted. There needs to be a greater focus on identifying other less densely developed areas of the greater Dublin region to provide for future housing needs. Until such time as the various societal and community needs are met in advance of development (as is the 'norm' in the more progressive parts of Europe) we should not rezone any further land in this area for residential development.

Additionally I support the following submissions

Building sustainable communities

Caibidil: Section 1: Written Statement» Chapter 3: Sustainable Placemaking and Quality

Ho...

The failure to provide a clear and sustainable national housing strategy since the mid nineties has led to chronic housing/residential accomodation shortage, which has over the past five years, quickly become unaffordable for the average wage earner.

The problem of supply has not been caused by a lack of appropriately zoned land. Many thousand of residentially zoned lands are available in this part of Fingal.

The housing shortage and lack of affordability at this present time has numerous causes feeding into the equation - some external, some due to developers seeking to maximise profit - some down to the failure of Government policy(not building the necessary infrastructure to support development etc.) , or the absence of appropriate laws /regulations required to protect the home owner / tenant.

The provision of co living developments, high rise apartment complexes - mostly comprising of mainly small, one / two bed apartments , with little amenities within their complexes. Also under providing for car parking spaces etc leading to off site parking .

The proliferation of the foregoing type development is anti community as most of the units within those complexes will be occupied by those who are transitory and who will not put down roots or participate within the wider community life. My fear is this type of development will become tomorrows suburban social 'black spots'.

To sustain communities we must move towards a **planning for life concept**. This will involve the design of new communities with a mix of residential types which recognises the variation in household formations (single - couples - families - extended families etc.) and allows the adaptation and transistion from young age- middle age - old age - supported living etc.. Such developments will consist predominantly of traditional houses(own ground level door) , rear open space, and quality green public open space within the development .It does not mean placing high rise apartments in the midst of such developments, but rather two, possible three story apartments , which should comprise no more than 20% of the total number of residential units. The predominant advantage to adopting such a development philospophy is that you allow a person to remain within their community by moving from a large family house to a smaller house / apartment. By doing this you help to preserve the ' community glue' and help to maintain the social bond between individuals and their friends / families.

I do not suscribe to developing the concept of a car free community in the greater Blanchardstown area. We do not have a well connected, affordable, frquent and reliable public transport system here. Bus connect will only serve one corridor of our extensive community. Example - the 37 Bus route(not a bus connect route) serves thousands of residents in Dublin 15 , yet only runs every half hour off peak. The frequency will not improve in the foreseeable

future. It is proposed that this route will drop passengers off south of the city centre once the bus connect route is up and running. To get to the airport via public transport would require at least two hours travel time and at least two buses. That is unsustainable transport planning in action!!

For the majority of people a car is a requirement to live in The Dublin 15 suburbs. The reduction or elimination of car parking is not feasible nor desirable for the reasons outlined above and more. I had a family medical emergency last year, not ambulance critical, but required a trip to the hospital at 3a.m. ...how would we have made that journey by public transport at that hour, even taxis are hard to come by at that time.

Maintain a reasonable standard of car parking spaces per development and recognise the realities of modern living requirements.

Ensure provision of and sustainment of high quality Public Open Spaces

Caibidil: Section 1: Written Statement » Chapter 4: Community Infrastructure and Open Space

Community and public open spaces lag development in Dublin 15.

Build new schools in advance of new community formations. Provide community / sports halls in tandem within new developments, preferably within school campuses. Ensure that community health care, such as primary care units, are provided as development reaches the requisite population mass for the provision of such units.

Ensure that adequate retail and services provisions are built into Local Area plans for new communities. Condition new developments to require access to public transport from first occupancy.

Ensure that walking / pedestrians are prioritised in mobility strategy for area - adequate path size (minimum 4 persons width) safe crossing points and ditched footpaths at regular intervals.

I have lived in Dublin 15 since 1980 and have always believed that we have been underprovided with accessible, quality public open spaces. In my own immediate area our largest park at Porterstown, serving thousands of residents, has had football pitches on all the accessible areas and narrow footpath for the most of the walkway. A few years ago we had a few exercise machines installed around the perimeter of the park. A bottom portion of the park has remained derelict and undeveloped for years, despite the need for it to be fully used. The park is home to many types of birds and wildlife, despite this there is no active management of the biodiversity in this park. Occasional grass cutting and periodic hedge/ undergrowth clearance takes place. Our nearest sizeable park is St. Catherine's park over six kilometres by car from where I live - that is not sustainable development in practice!

With a global environmental crisis occurring we need to act now to preserve, protect and enhance our biodiversity and **actively manage our green class 1 and class 2 open space resources. This has been the norm in Germany for many years - seek their advice and help and let's help to save our planet.**

I strongly support the following submissions:

Powerstown allotments to retain and preserve adjacent areas of biodiversity. Additionally I am strongly in favour of the additional provision of allotments on a much larger scale for the greater Dublin 15 area, as is already done elsewhere in the Fingal County.

Provision of Scouts den for Dublin 15m- Balinchardstown

Initiatives required to support climate action

Caibidil: Section 1: Written Statement» Chapter 5: Climate Action

Air quality and noise pollution are two environmental 'killers'. Each year in Ireland thousands suffer ill health and sadly, many die due to effects of long term exposure to excessive air and, or, noise pollution impacts. Poor air quality is killing 1300 people per annum in Ireland. These issues are not taken seriously enough by our local or national governments.

In Dublin 15 we have a paucity of air and noise monitoring stations. Those we do have are badly situated and most are not near known sources of high generation of air and noise pollution. To my knowledge the levels of air and noise pollution generated by the M50 at the divide of the Park avenue and Laurel Lodge areas is above acceptable levels and to date no action plan has ever been implemented to bring those readings within permitted safe levels. People are suffering ill health, dying and yet no one acts!

Adopt a more vigorous action plan to monitor and remedy unsafe air quality breaches, particularly in the vicinity of transport related air quality and noise pollution locations(roads, airport, rail, industrial). Ensure that domestic residences are not burning 'dirty' fuels by appointing inspectors to monitor neighbourhoods where there is a capacity to burn 'dirty' fuels.

To support climate action in a practical way I recommend as earlier indicated, that our Council adopts a proactive management of its green areas of responsibilities, rather than the largely passive management policy that currently is in vogue(leaving grass uncut, rather than actively planting out an area with different indigenous grasses, pollinator plants etc.).

Educate residents of Fingal why the replacement of decorative planting with "pollinator friendly" planting would be more sustainable. Why an aggressive native tree, shrub and flora planting is sensible and would greatly assist sustaining and improving our biodiversity.

In my estate we have a two/three hundred metre stretch of magnificent native woodland, unique to this part of residential Fingal, which has had no management in over twenty years. Sadly in the number of years it has been degraded and damaged due to the actions of individuals dumping waste, damaging the trees themselves and the immediate surrounding them. Only the council can deal with these types of issues to save the trees for future generations of residents and, most importantly, the animals and plants that live there.

Set up and establish a series of allotments throughout Fingal and in particular the Dublin 15 area, for which there is a high demand for them. See the submission FIN - C 453 - 177 , which I strongly support and clearly outlines the benefits of allotments and community gardens.

Public transport and the need for private car use

Caibidil: Section 1: Written Statement» Chapter 6: Connectivity and Movement

We have consistently aspired to designing new communities where the use of the private car is no longer required for persons to get about.

We are no where near achieving that ambition and ,in my opinion, will not achieve that goal here in Dublin 15 in my my lifetime.

Our public transport is poor by international 'best in class' standards, despite what the NTA and other may say. Travel to Paris, Tokyo, Madrid, London, Munich etc. to see how sustainable pubic transport works in reality...we are decades away from such possibilities here.

Over twenty years ago I participated in a pubic consultation in Fingal regarding what was required to greatly improve our public transport infrastructure and connectivity...the document produced then has only been partially acivated twenty years on..the bus and train services still lag behind.

We allow high desnity residential development on the theoretical presence (and capacity) of an underused rail line to Maynooth...on quality bus corridors that are largely underused off peak and only every 10 to 15 minutes at peak. When we arrive at a station to crowded trains etc. people are put off these modes.

We need to match the delivery of housing with the building of public transport infrastructure. Car and car spaces will be a requirement for the vast majority of our residents in the carrying out of family, leisure, shopping and recreational actives. Those who are fortunate to be able to use bikes should be encoraged to do so.

Over the past five years we have invested heavily in prioritising cycling here in Ireland. That is welcome , but I would like to see an equal level of priority afforded to walking / pedestrians. Invest in wsafe walking facilities, segregate pedestrians from all other forms of travel. Carry out enforcement against cyclists / motorised scooters who cycle / use on footpaths. Mount singage on pathways to advise cyclists / scooters that it is prohibited to cycle / scoot on footpaths. Make foot paths wider for pedestrians(4 persons wide at least). Carry our a programme of dishing footpaths to assist disabled persons / parents with buggies cross roads. etc.

Carry out a regular public information on prioritising pedestrian safety amongst other road users.

Noise pollution

Caibidil: Section 1: Written Statement» Chapter 8: Dublin Airport

Ensure that Dublin Airport operations do not breach noise pollution requirements with regard to residential, medical, eductional and recreational facilities.

Establish numerous , appropriately dispersed noise monitoring stations for existing or planned residential ,educational,medical developments. Where the noise levels are excessive development shall be banned from those areas.

DAA to fund the placement ,operation of such facilities. DAA to fund noise abatement measures.

Night time flights from new runway to be restricted to preserve the residential amenities of affected residences.

Protecting green areas Dublin 15

Caibidil: Section 1: Written Statement» Chapter 9: Green Infrastructure and Natural Herit...

The Royal canal green area setback / buffer zone to be set at 30 metres. That minimum area is required to establish a meaningful and effective area to offer a minmum level of protection to wildlife and the biodiversity there.

We need to take these matters seriously if we are to have any chance of saving the little biodiversity left in this part of Fingal . To date we have largely allowed developers to run a coach and horses through protecting our environment. There are many, many examples in Dublin 15 where this has already occured. ***Act now, act effectively.***

Change councilpolicy of passive management of green spaces to an active management ethos...plant native species, plant more...protect those areas we have..enforce our laws to deter those who have little or no regard for our environment.

I support FIN - C453- 260 with regard to the Royal canal input.

There is substantial pressure to impinge upon the Liffey Valley SAO...This pressure needs to be resisted at all costs..We have sufficiently zoned lands in Fingal to meet exisitng housing demands for this area...others are required to act to deliver those lands for housing..we do not need a manufactured crises to abandon forever our most precious biodiverse resource in South Fingal, the Liffey Valley.

Water systems and Electricity generation capacity

Caibidil: Section 1: Written Statement» Chapter 11: Infrastructure and Utilities

We need to deliver greater water storage capacity and processing capacity now.We are decades behind in this vital piece of infrastructure.Get the Shannon scheme underway and build additional resevoir capacity now.

Limit data wharehousing planning permission to preserve electicity generation capacity for residential use in this area.

Documents Attached: Níl

Teorainneacha Gafa ar an léarscáil: Níl