

Uimhir Thagarta Uathúil: FIN-C453-1280
Stádas: Submitted
Aighneacht: Inputs on draft FDP 2023-2029

Údar: Chris Moore

Comhairliúchán:
Draft Fingal County Development Plan 2023-2029

Tráchtanna:

Increase the Riparian buffer along the Royal Canal to 30 metres

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

In 2008, FCC proposed to give the Royal Canal a development buffer of 200 metres, to protect this "unique and valuable amenity". This never materialised and it was only given 15 metres buffer from development, in the FDP 2011-2016 and the current FDP. This 15 metres buffer was mirrored in the recently Kellystown Local Area Plan, which also showed scant regard for this vital green lung. I made a submission in 2021, to increase this buffer - as did many of our local councillors - however, in the draft 2023-2029 FDP, not only is the canal no longer specified in terms of a riparian buffer, it is referred to as "an urban waterway" and given a reduced protection of only 10 metres - the same that is allocated to streams and drains. This is unacceptable. The draft FDP allocates a riparian buffer of 30 metres to the main rivers in Fingal, stating that "to be ecologically effective, corridors need to be a minimum of 30 metres in width, from the top of each riverbank". The wildlife listed against these rivers, in the draft FDP, are also present in the Royal Canal and deserve equal protection. The Royal Canal is being disadvantaged, being situated alongside a railway line, which makes it vulnerable to high density housing. What must be emphasised, is that this is a 230 year old built and natural heritage amenity and it must be protected from development. I ask FCC to, to ensure the Royal Canal is assigned a 30 metre buffer from development.

Public Transport in D15

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

The Dart+ project is a good one and is much needed along the Maynooth line. It must be remembered, however, that not all journeys in Fingal are to the city centre and closing the level crossings will have a huge impact on the population of Dublin 15 (and beyond), who cross the rail line daily for work, family, school, retail etc. CM024 therefore is premature - a final decision on closing the level crossings has not yet been made and it shouldn't be seen as a done deal. Mitigation of impact will not be needed, if Irish Rail invest in signalling and if post-covid capacity reports show that a 24/7 closure of the level crossing is no longer necessary.

Reflecting the fact that many journeys within Fingal are not to the city centre, I support CM025 and CM027, both of which aim to increase public transport routes between Dublin 15 and the airport/Dublin 15 and Swords.

St Mochta's Link Road, Dublin 15

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

I noted recently that the road outside St Mochta's Grove, leading to Stationcourt and Windmill developments, is referred to as "St Mochta's Link Road". This road is a cul-de-sac, despite FCC's attempts directly and through Irish Rail, to build a 15 metre flyover bridge from this road, through the Deep Sinking (canal) to Riverwood. It would be timely to rename this road, as it is confusing to have a link road leading nowhere.

Name aside, there have been some excellent safety improvements on this road. Ramps have been added (and another planned), in addition to recent double yellow lines on the bad bend. Referring to CM021, this road is a school route, that students from St Mochta's estate need to cross to access Sheepmore Lane (and on to schools north and south of the rail line). A pedestrian crossing would make it a lot safer for everyone using this route, whether for school or to access the train station. The 211 apartments being built further along this road, will increase traffic and, for the past year, the construction traffic has been horrendous.

Biodiversity in Dublin 15

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

Biodiversity is hugely important, and the climate action elements are clear throughout the draft FDP.

I see a complete disconnect, however, between the emphasis on biodiversity and how FCC's Operations department carry out their functions in D15 (and presumably elsewhere in Fingal). There seems to be a complete disregard for the nesting season, with health and safety cited for removal of trees in springtime. This work needs to be planned better in winter, so as to minimise impact from March to August. A recent example was the removal and pruning of 100+ trees in an area of Tyrrelstown. I also saw posts from a local representative, highlighting how ivy had been removed outside an estate by FCC or its contractors - oblivious to the importance of ivy as a habitat for birds and insects.

While the planting in spring is beautiful, effectively FCC mow all the pollinator friendly (dandelions) and plant non pollinator plants (daffodils and tulips). This has to change, as does non-native wildflower planting. The development of meadows should also be encouraged.

I was suprised to see that FCC did not have a current Biodiversity Action Plan and hope that this will soon be rectified.

Finally, the Greenway is an important project for Dublin 15, but not at the expense of the beautiful untouched wilderness along the Royal Canal. Biodiversity has to be prioritised over Active Travel, in this project.

Documents Attached: Níl

Teorainneacha Gafa ar an léarscáil: Níl