Uimhir Thagarta Uathúil: FIN-C453-1319   **Údar:** Damien Carbery
Stádas: Submitted
Aighneacht: Future planning opportunities

Comhairliúchán:
Draft Fingal County Development Plan 2023-2029

Tráchtanna:

Rezoning Dunsink area to RA is premature

Caibidil: Section 4: Maps » Sheet 13: Blanchardstown South

While the RA zoning is "subject to the provision of the necessary social and physical infrastructure" I am not convinced that the infrastructure will be built before the residential buildings. If that were to happen we would be back to the usual cycle of social and physical infrastructure catching up with the needs of residents.

Looking at school provision, something that is consistently delivered late, this results in children in an area having to travel out of their immediate area for school. Most of this travel is done by motor vehicle. Sibling rules in schools means that entire families are driven to these distant schools. This all increases congestion, carbon emissions and reduces physical activity and active travel - the exact opposite of what we should be aiming for.

So, either undo the RA zoning of the Dunsink area or stringently enforce the provision of the necessary social and physical infrastructure before residential building commences - like was mostly done in Hansfield SDZ.

Also, the loss of Elm Green golf course with a pitch and putt course and a driving range, one of the few public golf course, would be a very negative thing.

Electric vehicles are not the solution

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

Policy CAP26 aims to provide sufficient charging points for electric vehicles. Don't forget that while electric vehicles do eliminate exhaust pipe pollution they still cause extra emissions from power generating stations (unless they are clean electricity), similar contaminants from brakes and tyres as ICE vehicles. They do not change traffic congestion. EVs are not active travel so policies should not overly promote their purchase and use.

Concentrate on promoting active travel

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

Objective CMO5 - Improvements to the Pedestrian and Cyclist Environment

Policy CMP14 - Permeable Neighbourhoods

Yes, increase permeability through housing estates by opening or retaining pedestrian access points. Too often a small number of complaints closes pedestrian access points thus driving pedestrians into cars.

To prevent such compliants future developments must be designed and laid out without walls (or only minimal walls) at the development boundary. Furthermore, the building layout should be aligned to provide passive security where one development meets the adjacent development e.g. avoid laneway or pedestrian routes that are not overlooked. When the adjacent site is developed there should be a natural pedestrian route between them (it is okay for the route to be closed to motor vehicles).

Traffic light timing - consider making vehicles wait!

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

Objective CMO19 – Signal Control and Pedestrians

Yes please. Pedestrians are generally required to wait extended periods after they press the "beg button". Walking is already a relatively slow activity so every second waiting at a pedestrian crossing is expensive.

Please even consider making traffic lights red until a vehicle approaches - flip the "beg button" around!

Tigher turning radii - yes!

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

Objective CMO43 – Design Manual for Urban Roads and Streets

Yes, please do tighten up turning radii as DMURS allows.

Maybe consider raising the roadway to meet the footpath, instead of dropping the footpath to roadway, when entering a housing estate (especially if going from 50km/h to 30km/h) to further highlight predestrian priority.

Documents Attached: Níl
Teorainneacha Gafa ar an léarscáil: Níl