
Dublin 15 Community Council

Presentation to Fingal County Council Manager

Development issues and opportunities

17 January 2005

Who are we ?

- The Dublin 15 Community Council was formed thirteen (13) years ago to provide an umbrella organization for the many residents and voluntary community groups in the Dublin 15 area, to represent the views of ordinary people.
- The Dublin 15 Community Council is a completely voluntary organization comprising of more than 30 residents associations, environmental groups and community organizations. The affiliated residents associations range from local authority estates who experience long term disadvantage, new estates, established estates, and very affluent estates.
- Our main objective is to develop and convey the consensus views of the Dublin 15 community in matters relating to:
 - Planning and Development, Infrastructure, Public Transport, Environment, Education, Crime Prevention, Job Creation and Recreational Facilities.
- We are concerned at the extension of the Dublin 15 area beyond Fingal.

Background

- Dublin 15 has grown at a very fast rate (from 40,000 to 90,000 between 1990 and present).
- The land in Dublin 15 was originally designated for a population of 100,000 people, with the current residential density guidelines, this is likely to reach 120,000 without any additional land zoned for residential use.
- The infrastructure has consistently lagged development,
 - Roads are saturated with private transport with congestion and no capacity to deal with planned increases in peak time commuting, (C.S.E. report Feb 2000 & SIAS Nov 2002).
 - The # 39 QBC is the worst performing route in QBC network (due to congestion and very limited bus lanes),
 - No new bus routes, with new residential areas remote
 - Very little improvement in rail service,
 - No new secondary schools in last 10 years,
 - A crisis in primary education (example Castaheany Educate Together).
 - Lack of community and sport facilities

Background

- The existing situation will get worse with planning permission granted for very large scale developments in vicinity of rail stations
 - (Pellettstown near Ashtown in the Dublin City Council area,
 - Phoenix Park racecourse site with a new rail station near Auburn Ave,
 - Castlethorn's developments in Porterstown & Diswelstown with a new rail station between Coolmine & Clonsilla
 - Hansfield SDZ with limited access to Clonsilla rail station.
- This development combined with the existing gross overcrowding on the Maynooth rail line and the lack of any approved plans to improve the service **is leading to unsustainable development and misery for Dublin 15 residents.**

The way forward:

- We need to move to the situation where infrastructure leads development.

Transport - Roads

Key recommendation

- Area developed on 18th century road network with some major improvements (N3 & M50).
 - Engage with community to make the most of what we have.
 - Use of new technology for traffic management at key junctions.
- SIAS report needs to be implemented.
 - Ongar road construction + review of QBC.
 - Cherryhound interchange to Industrial zone.
 - Cycle route network.
- M50 upgrade + new N3 crossing.
- Review taking in charge mechanism to ensure that bus services can lead development
 - New residents have to rely on private car and then establish commuting pattern, which is car based.
 - Dublin Bus provide service when roads taken in charge.

Transport –Bus & Rail services

- Bus has the potential to make a real short term impact on our road gridlock situation

Key recommendation

- SIAS report needs to be implemented.
 - New bus routes to city centre.
 - Re-route QBC through Phoenix park.
 - New & frequent local bus routes.
- Maynooth line the future for Dublin 15
 - Despite extensive lobbying little increase in capacity.
 - Connelly station bottleneck, with existing rail line to Spenser Dock
 - Future potential upgrade of Spenser Dock underground to Pearse Station, Stephen Green Luas and Heuston Station).
 - Commitment on additional capacity & timeline is critical.

Education and Sporting facilities

- Dublin 15 is currently served by 22 primary schools and six post primary schools catering for an enrolment of 8,313 primary and 4,837 post primary pupils respectively.
- On the basis of the proposed housing developments and projected population growth in the area, there are a total of 8 sites reserved by Fingal County Council for educational purposes in the Dublin 15 area.
- The Department's experience is that while these sites cannot be used for any purpose other than the provision of schools, developers still charge residential land values due to the opportunity cost of the land having been reserved for school purposes. The importance of this point is that the huge cost associated with the purchase of land has a direct bearing on the Department's ability to deliver educational infrastructure in developing areas in a timely manner.
- The community's experience is that the delivery of new schools is painfully slow and with little or no co operation from developers.

Key recommendation

- Need to tie in release of lands for schools into area action plans (similar to SDZ timing).
- Need to ring fence lands for education & community facilities at existing use value when re-zoning new residential areas.

Education and Sporting facilities

- When we talk of disadvantaged areas, the Castleknock, Castaheany and Swords areas are not areas that are associated with disadvantage.
 - In the past clubs in similar areas would have fund raised to acquire playing fields, facilities etc – all at a largely affordable cost.
- The issue that make it very difficult for sporting organizations on their own to provide facilities is the cost of acquiring lands.
 - The situation arises due to speculative pressure on land in proximity to residentially zoned land in the Dublin 15 area which has made it virtually impossible for clubs to purchase their own lands.
 - This situation was exacerbated by the Council itself due to its introduction of the replacement class one provision for open space introduced in the current County Development Plan.
- Developers are conditioned to hand over a % of land for Public Open Space (POS). In some cases it is taking up to 15 years for this POS to be handed over and taken in charge. This is a major problem in a rapidly expanding area.
- Sport is effective in diverting young people away from anti – social activities.

Education and Sporting facilities

Key recommendation

- In addressing the disadvantage detailed in “Fingal Sports Strategy 2003-2007“ experienced by Dublin 15 and Swords area, we believe that any available funding should be focused in these two areas rather than evenly distributed across the county.
- Need to mitigate speculative pressure in lands zoned GB or OS and facilitate new sporting facilities.
- Need to ensure that new residential areas are within walking distance of POS and recreational amenities.
- Purchase by FCC of “Anna Livia” mills in Strawberry beds offers opportunity.
- FCC needs to support the establishment of new sports clubs and community centers in new residential areas.
 - Promote residents associations, community organizations and sports clubs.

Planning & Development

- Residential density guidelines changing the face of Dublin 15. There is concern in the community that the outer suburban family orientated nature of the area is changing.
- Proximity to rail station driving higher densities without any real transport capacity to cater for additional population.
- Improved Quality standards associated with increased densities (in the Residential density guidelines) are not apparent.

The ***Guidelines for Planning Authorities on Residential Density***

5.0 CONTROLS AND SAFEGUARDS

- **Criteria for Higher Densities**
- **Quality of Proposed Layout and Elevational Design**
 - The quality of the residential environment should be paramount in the acceptability of planning applications for higher density schemes.
- Given that so much of the development in Dublin 15 over the past few years has been “higher densities”, the delay in Fingal adopting a “Design Guide” is a cause for concern.

Environment

- Bin size for collection of general household waste (black bin).
 - People are discouraged by cost of replace the bin with smaller bin.
- Frequency of collection of recyclable waste (green bin).
 - frequency is increased to 3 week interval, increased at Christmas
- Implementation date for collection of compostable waste (brown bin).
- Collection times & regulations on bins available for collection.
- Collection of bulky household waste.
 - The elimination of the yearly bulky household collection causes hardship in socially disadvantaged areas
- Domestic hazardous waste collection.
 - no public awareness campaign or effort by the local authorities to segregate or separately dispose of domestic hazardous waste
- Collection facilities for Christmas trees.
 - The collection of the trees needs to be actively managed by local authorities to prevent the arson and damage to public open spaces
- Clean up of bonfire sites.
- Location of waste disposal sites in Dublin 15.
- Storage space in new developments for 3 or more full sized bins.

Summary

- The community council believes that there is sufficient land zoned for new residential developments for the next 10 years. The Greater Blanchardstown area has grown at an unprecedented rate from a population of 40,000 in 1990 to in excess of 80,000 today, and with the increased densities there is sufficient residentially zoned land for 120,000.
 - Based on the rate of development we have seen since 1990 it is expected to reach a population of 120,000 by 2010 (Fingal development board projects 118,000 by 2011, dated 2001).
- This population growth will be a major challenge to all involved in the provision of primary & secondary education in the Dublin 15 area. In 1995, the community council are concerned at the likely gap in primary & secondary school places in the foreseeable future.
- In transport, there are no plans to increase road capacity between Dublin 15 & Dublin city center, The only sustainable method of transport to cope with the population expansion in Dublin 15 is public transport, improvements over the last 10 years have been disappointing.
- In this regard transport & education are interlinked, with the current situation of only 50% second level places for each primary place is leading to additional transport demand.

Summary

- In short, the Dublin 15 area infrastructure is showing clear signs of being unable to cope with current demands; planned new residential & industrial zoning will further exacerbate an already difficult situation.
- The Dublin 15 Community Council believes that it's time Fingal County Council looked elsewhere in the county for any additional new residential & industrial zoning.
- The community council is lobbying the elected members of Fingal County Council to address the infrastructure problems discussed above by giving a clear message that no additional lands will be rezoned until the current problems are addressed and the infrastructure catches up
- We would like to retain the identification of Dublin 15 with Fingal and would like some help with the growth of the area into the Dublin city council area.

Dublin 15 Community Council

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Back up

- The Fingal Sports Strategy 2003-2007
- Our constitution
- D15CC submission on development plan
- Dept of Education press release.
- D15CC submission on Dublin draft waste management plan
- D15CC submission sports facility
- D15CC submission – design guide

Education and Sporting facilities

- We would like to draw attention to The Fingal Sports Strategy 2003-2007 published by the Fingal Sports Partnership (Fingal County Council, the County Dublin VEC and the Campus Stadium Ireland). The report states (page 10):
 - The situation relating to facilities is outlined in greater detail by the Collier & Broderick study. In some parts of the county there are proportionately less facilities per capita (this will be exacerbated by projected population growth) than in older longer established communities. This is the case in many parts of Dublin 15. While particular attention needs to be directed at these areas there are also needs in all of the areas across the county. The Collier & Broderick (p.21, 2002) study illustrates that 3 areas (**Blanchardstown, Castleknock** and Swords) with the greatest growth in population between 1996 and 2002 are **now the most deprived** in terms of facilities compared with other parts of the county.”
 - Chapter 3 page 17 “In Dublin 15 (greater Blanchardstown and Castleknock) which has 75,000 people and is expected to grow to 100,000 by the end of the decade there very few sports clubs proportionally when compared to the rest of the county. Map 1 illustrates this as there is a higher proportion of sports clubs with their own facilities along the coastal areas and in Swords.