



# Dublin 15

Community Council

**CLONSILLA HALL, CLONSILLA ROAD, CLONSILLA, DUBLIN 15**

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**Representing: Blanchardstown-Castleknock-Clonsilla-Mulhuddart**

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Chair: D Carbery, Secretary: C Durnin, Treasurer: K. O'Neill.

On line submission  
Senior Administrative Officer  
The Planning Department  
Fingal County Council  
County Hall, Swords,  
Fingal, Co. Dublin

15 May2015

A Chara

On behalf of DUBLIN 15 COMMUNITY COUNCIL I wish to make the following observation as part of the public consultation on the draft Development Plan 2017 – 2023 for the county.

## **Summary**

The key concerns are:

- ✓ Identifying and reserving school sites to cater for our growing population, located close to the population with sustainable transport access.
- ✓ Accommodating our diverse communities with a solution that enables each faith community to have a place of worship that meets demand.
- ✓ Over development of apartments in Dublin 15 is a legacy of the Celtic Tiger era, the 2017-23 development plan should correct this by discouraging apartments and promoting higher density own door developments.
- ✓ Green Infrastructure; providing a safe zone for indigenous wildlife, promoting bio diversity within a suburban environment while discouraging dumping, litter and anti-social activities and addressing safety through passive supervision.
- ✓ Promoting active and healthy lifestyles through increased opportunities for walking, cycling and active sport and recreation prioritizing new communities
- ✓ Promoting sustainable economic development.



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We request that the next phase of the development plan addresses our concerns.

### **1.0 Introduction**

The Dublin 15 Community Council was formed 20 years ago (merging the Castleknock & Blanchardstown community councils which date from the early 1970's) to provide an umbrella organisation for the many residents and voluntary community groups in the Dublin 15 area.

Residents Associations and Community groups focus on their own specific areas but often feel powerless to influence the big issues like transport, educational, recreational & sporting infrastructure or crime prevention. The Community Council provides a forum to discuss these issues and potential solutions.

Our main objective is to develop the consensus views of the Dublin 15 community in matters relating to Planning & Development, Public Transport, Environment, Education, Health Care, Policing, Job Creation, Recreational Facilities, General Infrastructure and Tourist facilities. Having developed the consensus, make representation to State and other Statutory Bodies through a wide variety of communication channels, with the aim of improving the quality of life for the residents of Dublin 15.

Our submission will address the broader considerations for the Development Plan outlined in your invitation to make a submission:

- Making Fingal an attractive place to live, work and visit
- Reducing Climate Change through settlement and travel patterns
- Protection of Green Infrastructure
- Improving on key social, cultural, economic and environmental indicators
- Promoting active and healthy lifestyles through increased opportunities for walking, cycling and active sport and recreation
- Making better use of key resources such as land, water, energy, waste and transportation infrastructure
- Creating a competitive business environment supporting economic development, job creation and prosperity for all

### 2.0 Making Fingal an attractive place to live, work and visit

Key themes; schools, accommodating diversity, transport.

2.1 2003, D15CC highlighted need for 4 new post primary schools to a skeptical reception. Projections were realized with Colaiste Pobail Setanta, Luttrellstown Community College, Hansfield 2<sup>nd</sup> Level Educate Together and Le Chéile Secondary School Tyrrellstown established with pipeline to fill to 1,000 pupil capacities each.

- Colaiste Pobail Setanta, Luttrellstown Community College will be at capacity in September 2015
- While Hansfield 2<sup>nd</sup> Level Educate Together and Le Chéile Secondary School Tyrrellstown are in the growth phase.

What is the projected need to cope with our rising population ?

Looking at Census 2011 Dáil Constituency 2007 Dublin West - CSO Area Code DC 21 which corresponds to the Dublin 15 area

- At post primary level, the numbers entering school peaks in September 2016 (with 2147 children), levels out at just under 2,000 per year, and in the period 2021 to 2024 the population increases by 37% on 2015 enrolments.
- A 1,000 pupil school will take 180 children per year. The 2011 census indicates that 700 additional children will be looking for school places.
- Hansfield & Tyrrellstown are in the growth phase, however at a Dublin 15 level 2 additional 1,000 pupil post primary schools are required.
- In the context of a development plan suitable for the period up to 2023 it would be prudent to reserve more than the minimum 2 sites evident in the population data from census 2011.
- It is recommended that the planners look into the small area statistics and school catchment areas to get an accurate picture of the demand, so that sites are identified proximate to the population demand. We will forward separate recommendations on how this could be done.

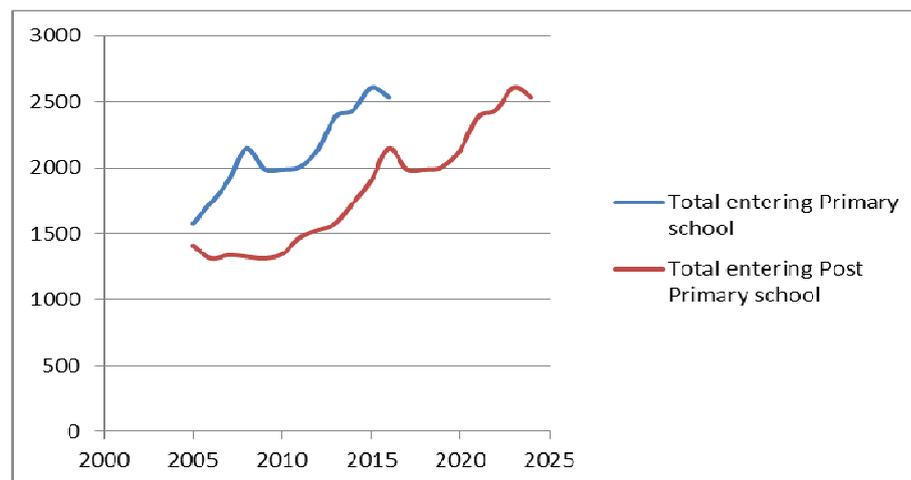


Figure 1 Census 2011 Dáil Constituency 2007 Dublin West - CSO Area Code DC 21



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- 2.2 Schools with shared community facilities promoted (Fingal schools model)
- The experience of communities with this model is very positive and this should be continued.
- 2.3 D15 one of most diverse area in state, need to come up with a solution that enables each faith community to have a place of worship that meets demand.
- The former Total Fitness site at the M50/N3 junction would appear a possible location for addressing some of this need.
- 2.4 Transport –
- Our recommendation is that Fingal work with the National Transport Authority and bus transport providers to increase the network of local services based around a hub in the Blanchardstown centre. The current hub with Dublin Bus and the private bus company (operating the ITB commuter route) should be extended.
  - Fingal should promote the Transport 21 objectives for Fingal, specifically:
    - Metro North interconnect with Irish Rail network permitting a public transport linkage between Dublin 15 and Swords/ Airport
    - Metro West reservation
    - Dublin city centre interconnector (Maynooth Line – Bray)
    - Greater Dublin Area Cycle Network Plan  
<https://www.nationaltransport.ie/publications/transport-planning/gda-cycle-network-plan/>
- 2.5 Reflecting aspiration of families to have own door accommodation with access to passive & active recreation space.
- Over development of apartments in Dublin 15 is a legacy of the Celtic Tiger era, the 2017-23 development plan should correct this by discouraging apartments and promoting higher density own door developments like Annfield in Diswellstown.
  - Fingal need to reduce the turnaround time between lettings. Housing associations achieve this within 3 weeks, a target of 6 week turnaround should be stated and measured as a critical success indicator.
- 2.6 Sustainable design: developers tend to select lowest cost external finishes, for example painted rendered finish which needs to be maintained by regular painting. Where regular maintenance does not occur buildings quickly appear rundown leading to a downward spiral. Design guide should require developers to construct low maintenance surfaces where they are inaccessible to an owner occupier or painting contractor (without resorting to scaffolding or cherry pickers).



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### 3.0 Reducing Climate Change through settlement and travel patterns

Key themes; sustainable development, schools transport, development that leverages natural advantages of Dublin 15.

- 3.1 Schools need to be local to population. DOE encourages catchment area for new schools. Needs detailed analysis, see section 2.1. to ensure reserved sites are located close to emerging demand to encourage sustainable transport
- 3.2 Dublin 15's proximity to places of employment is a sustainable advantage where commuting time is reduced (when compared to work locations in Dublin city centre or industrial/commercial centers outside Fingal). Development plan should encourage sustainable transport linkages & infrastructure.
- 3.3 Development in Dublin 15 should leverage it's strategic advantage, specifically the outer suburban location is traditionally attractive to families. Over the last 20 years a social infrastructure has developed to support this (schools & community centers) new development.
  - Do apartments in outer suburban areas work – the question is there a sustainable demand for this type of development?

### 4.0 Protection of Green Infrastructure

Key themes; discouraging dumping, litter and anti-social activities, passive supervision & safety, providing a safe zone for indigenous wildlife, promoting bio diversity within a suburban environment

- 4.1 Proposal 1 side of the watercourse (river or canal) has a footpath with extensive passive supervision and no hiding places. The upgrades section between Ashtown and the 12th Lock is a good example of this.
  - The other side is fenced off with secure barrier & CCTV at entrances. A safe haven for bio diversity (planned not neglected).
- 4.2 Active litter – evidence that more wardens are needed with successful prosecutions to deter anti social dumping.
- 4.3 Assist communities to reinforce effectiveness of passive supervision by making it easier for local residents to report anti social dumping.
- 4.4 Amend design guide by adopting principals of crime prevention through environmental design.

### 5.0 Improving on key social, cultural, economic and environmental indicators

Key themes; social infrastructure, accommodating diversity, correcting the mistakes of the Celtic tiger

- 5.1 Reflecting aspiration of families to have own door accommodation with access to passive & active recreation space. Over development of apartments in Dublin 15 to be discouraged in new development plan.
- 5.2 Reduce the turnaround time between lettings. Housing associations achieve this within 3 weeks, a target of 6 week turnaround should be stated and measured as a critical success indicator.



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- 5.3 D15 one of most diverse area in state, need to come up with a solution that enables each faith community to have a place of worship that meets demand.
- 5.4 Implement the acoustic recommendations of the Planning & Development SPC – do not permit timber frame housing where 1 dwelling is located above another (i.e. duplex or apartments), it is impossible to mitigate noise transmission between dwellings.

### 6.0 Promoting active and healthy lifestyles through increased opportunities for walking, cycling and active sport and recreation

Key themes; social infrastructure,

- 6.1 Greenfield communities do not have existing social infrastructure sports clubs, scouts, youth clubs, etc. needs to be planned with requirements explicit in development plan and teased out in area action plans. History is that developers reluctant to provide unless firmly conditioned.
- 6.2 Require passive recreation space to be provided within all new residential developments.
- 6.3 Sporting infrastructure deficit in Dublin 15 area.

Lack of facilities in the Dublin 15 area

- 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 largest single issue highlighted by sports clubs across Fingal was the access to, availability of, or the complete lack of facilities available to them to provide for their sport. The range of difficulties relating to facilities and grounds varied from security and safety of premises to lack of changing facilities or parking to unavailability of the desired facilities at appropriate times.*
- 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) there very few sports clubs proportionally when compared to the rest of the county. Map 1 illustrates this as there is a*



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*higher proportion of sports clubs with their own facilities along the coastal areas.*

- In addressing the disadvantage experienced by Dublin 15 and Swords area, we believe that the funding should be targeted at these areas. When we talk of disadvantaged areas, the Hansfield, Clonee, Castaheany and Swords areas are not areas that are associated with disadvantage. In the past clubs in similar areas would have fundraised to acquire playing fields, facilities etc
- 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.
- In addressing this issue we believe that the majority of the funding should be focused in new communities rather than evenly distributed across the county.

### 7.0 Making better use of key resources such as land, water, energy, waste and transportation infrastructure

Key themes; sustainable transport – cars will be a feature for some time (electric cars), mass transit – buses, train/metro,

- 7.1 The key issues were discussed earlier; schools, transport, sporting facilities.
- 7.2 Encourage transport providers to provide more live transport information at bus stops.

### 8.0 Creating a competitive business environment supporting economic development, job creation and prosperity for all

Key themes; industrially zoned lands should prioritize high quality employment with links to sustainable transport.

- 8.1 Lands adjacent to Metro West & main distributor roads most valuable. Warehousing least valuable – ideally located near Motorway access & remote from residential / public transport.
- 8.2 Promote industrial – 3<sup>rd</sup> level/ training linkages, leveraging ITB to promote economic development.
- 8.3 Encourage the location of a further education / training facility close to the ITB.
- 8.4 Support the proposal by DIT, ITB & ITT in their bid to gain Technological University status.
- 8.5 Promote clustering of enterprise developing a center of excellence in all economic sectors, that attracts new business ventures & Foreign Direct Investment into Fingal (particularly the enterprise zoned land in Dublin 15).



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- 8.6 Encourage the establishment of motor tax office & driver licensing office in Dublin 15, ideally close to the Fingal county offices..
- 8.7 Encourage the development of Connelly Hospital and the Hospice as a centre of excellence by supporting the relocation of the Rotunda Maternity Hospital & the Children's hospital/urgent care centre to Blanchardstown.
- 8.8 All approaches to Industrial / commercial/ Science & Technology zoned lands to be designed & maintained to a high standard to attract new business ventures & Foreign Direct Investment into Fingal.

We are available to discuss further any of the issues raised in our submission.

Yours sincerely,

*Damien Carbery*

*Kieran O'Neill*

*Celia Durnin*

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Chairperson

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Celia Durnin  
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