

DUBLIN 15 COMMUNITY COUNCIL
COMHAIRLE POBAIL, BAILE ATHA CLIATH 15
CLONSILLA HALL, CLONSILLA ROAD, CLONSILLA, DUBLIN 15

TELEPHONE/FAX: 8200559

E-mail: d15comcoun@eircom.net

A CHUIMSIONN: BAILE BLAINSEIR - CAISLEAN CNUCHA - CLUAN SAILEACH-MULLACH
EADRAD

Representing: Blanchardstown-Castleknock-Clonsilla-Mulhuddart

Chairperson: **K.O'Neill** Vice Chair: **S.Jay** Secretary: **C.Durnin** Treasurer: **L.Gibson** PRO: **C. Kurtz**.

All elected members
Fingal County Council
County Hall
Swords, Co. Dublin

6 January 2005

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Attached please find our comments on some of the most critical motions you will review and vote on at your next meeting.

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 lagged development, Roads are saturated with private transport with congestion and no capacity to deal with planned increases in peak time commuting, the # 39 QBC is the worst performing route in QBC network (due to congestion and very limited bus lanes), no new bus routes, with very little improvement in rail service, no new secondary schools in last 10 years, and a crisis in primary education (example Castaheany Educate Together).

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, the Castlethorn's developments in Porterstown & Diswelstown with a new rail station between Coolmine & Clonsilla and the 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 elected members of Fingal County Council can influence, but have no direct power to address the infrastructure problems discussed above, however they can bring pressure on service providers by giving a clear message that no additional lands will be rezoned until the current problems are addressed and the infrastructure catches up with the existing and planned future developments.

We would like to make representations on the following critical motions for your consideration and support.

Proposal to rezone Green Belt lands (for residential) to the south of Dublin 15 - Blanchardstown South West

1. Kellystown

The manager proposes (MA- 13.14, MA-13.16 & objective 364). We recommend the manager's proposal be rejected and the following local councilors proposals to return to existing green belt lands be supported.

- 13.5 Councillor P. Hamill
- 13.6 Councillor R. Coppinger
- 13.7 Councillor R. Coppinger
- 13.8 Councillor L. Varadkar
- 13.9 Councillor L. Varadkar
- 13.10 Councillor R. Coppinger
- 13.12 Councillor R. Coppinger
- 13.13 Councillor R. Coppinger
- 13.14 Councillor P. Hamill
- 13.15 Councillor P. Hamill

Explanation

Attacks very important green belt between Blanchardstown and Liffey valley. No capacity on rail service to service additional zoned lands, proximity to rail line will mean very high density. Proposed new road will open up green belt in Beach Park for development, no need to do this to address traffic problem at Clonsilla rail station. Existing junction needs to be realigned with new bridge spanning rail & canal, to relieve bottleneck and provide safe access to Clonsilla rail station.

2. Barnhill

We agree with manager's proposal 13.2 to revert to greenbelt from new residential, and the following local councilors proposals that entire Barnhill site revert to existing green belt lands for the duration of this development plan.

- 13.1 Councillor P. Hamill
- 13.2 Councillor R. Coppinger
- 13.3 Councillor L. Varadkar
- 13.4 Councillor P. Hamill

Explanation

No plans in place to extend rail service into this area. Plans to upgrade Spenser Dock will take 3-5 years to implement. If funding is ever approved to extend the rail service to Dunboyne, there is ample time in 4 year development plan cycle for Fingal to respond to any future funded plans for this area. Rezoning proposal is considered premature and objective 369 is not robust enough to prevent premature development.

Proposal to rezone Green Belt lands (for residential) to the East of Dublin 15 - Blanchardstown South East

3. Scriblestown & Navan Road

We agree with manager's proposal **MA 12.7** to revert to greenbelt from SC, and **support** the following local councilors proposals that the site revert to existing green belt lands

- 12.2 Councillor M. O'Donovan
- 12.3 Councillor R. Coppinger
- 12.15 Councillor P. Hamill
- 12.16 Councillor R. Coppinger

We request that the elected members **oppose** the following motions that conflict with the above and also propose extensive rezoning of the green belt between Blanchardstown and Finglas.

- 12.1 Councillors O'Brien & Murray
- 12.5 Councillor M. Richardson
- 12.6 Councillor A. Devitt
- 12.7 Councillor B. Clifford
- 12.8 Councillors M. Murray & B. Clifford
- 12.11 Councillor A. Devitt

Explanation

Attacks very important green belt between Blanchardstown and Finglas, this is the oldest green belt in Fingal and has been in existence for over 20 years. Previous council commissioned a planning study of the area which outlined development objectives consistent with the green belt zoning. No capacity on rail service to service proposals, with significant residential development taking place in Pelletstown in Dublin City Council adjacent area.

Proposal to rezone Rural lands (for residential) to the North of Dublin 15 - Blanchardstown North West

4. Hollystown / Tyrrelstown

We request that the elected members **oppose or amend** the following motions that propose rezoning of the Rural (RU) to residential (RA1).

- 11.5 Councillors B. Clifford & M. Murray

Explanation

Extensive residential development is ongoing in Tyrrelstown, with infrastructure slow to catch up. Given the current growth, the lack of new schools and the failure to find a site for FCC to purchase replacement open space, this proposal is flawed. The proposed open space is inaccessible and should be within the development boundary and accessible from the existing road or from the adjacent constructed part of the Twinlite development.

4. Proposals which frustrate either local sports clubs or Fingal County Council to acquire playing pitches.

We request that the elected members **oppose** the following motions:

- **Motion 166** permitting “integrated recreation & tourism complexes” on sites in excess of 200 acres. This undermines the green belt by permitting residential developments and increasing the value beyond the means of either local sports clubs or Fingal County Council to acquire playing pitches.
- **Motions 12.2 & 12.3** permitting increased residential development on a integrated recreation & tourism complexes in the green belt between between Blanchardstown and Liffey valley. This undermines the green belt by permitting residential developments and increasing the value beyond the means of either local sports clubs or Fingal County Council to acquire playing pitches

We are grateful for any support you can give to the issues and concerns raised. Please contact me at 087-4197748 for clarification of any of the above.

Yours sincerely

Kieran O’Neill

Chairperson
Dublin 15 Community Council