

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

FINGAL DEVELOPMENT PLAN 2023-2029

TUESDAY, 20TH SEPTEMBER 2022

Chapter 13 – Land Use Zoning Objectives

Motion from Councillor David Healy, Councillor Karen Power, Councillor Daniel Whooley, Councillor Ian Carey, Councillor Pamela Conroy: 82055

Metro Rail Economic Zoning

That the "ME" Metro Economic Corridor zoning be renamed "MRE" Metro and Rail Economic zoning throughout the Plan.

REPORT:

The contents of the motion are noted. In the interests of clarity, the ME-Metro Economic Corridor zoning objective as set out in the current FDP and Draft Plan seeks to, 'Facilitate opportunities for high-density mixed-use employment generating activity and commercial development and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor.'

The associated vision seeks to, 'Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the MetroLink within a setting of exemplary urban design, public realm streets and places, which are permeable, secure and within a high-quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.'

The current ME zoning objective is a unique zoning objective to support and facilitate high density compact growth and regeneration as well economic opportunities on lands adjoining the future strategic rail project of MetroLink. When combined, the zoning objective and associated vision is explicit in its focus

on this high-quality rail corridor without the need to modify the current ME zoning objective as proposed.

In addition, the provisions of the Draft Plan are considered sufficiently robust in its approach at a strategic level to ensure the alignment of compact and intensive employment and residential development in locations adjoining high-quality public transport corridors and nodes including rail corridors, advanced through plan frameworks with specific reference to objective CMO3 relating to the integration of public transport and development.

It is against this context that the intent of the motion is sufficiently captured through the unique ME zoning objective and vision which is explicit in its focus on the high-quality rail corridor of the MetroLink which is supported through integration and land-use transportation planning policy and objectives in the Draft plan.

RECOMMENDATION:

No change to the Draft Plan.