

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

FINGAL DEVELOPMENT PLAN 2023-2029

TUESDAY, 20TH SEPTEMBER 2022

Chapter 14 - Development Management Standards

Motion from Councillor David Healy, Councillor Karen Power, Councillor Ian Carey, Councillor Pamela Conroy, Councillor Daniel Whooley: 82417

Car-Free Neighbourhoods

Include a new section 14.17.7 Car-free neighbourhoods The provision of car free neighbourhoods and streets in accordance with objective SPQHO2 can bring multiple benefits. Typically such neighbourhoods and streets would allow motor vehicular access for deliveries only, confining parking to a dedicated parking area at the periphery. They are typically best suited to higher-density neighbourhoods, creating a much better quality public realm with safety, public health, and green infrastructure benefits for the community, and economic benefits for householders.

REPORT:

The content of this motion is noted.

Healthy placemaking is a key element of the overall vision of the Draft Plan and both the NPF and RSES recognize and support the principle of Healthy Placemaking and its importance in the achievement of quality spaces and communities. Healthy Placemaking seeks to promote quality of life through the creation of healthy and attractive places to live, work, visit, invest and study in. Placemaking is underpinned by good urban design, which seeks to create public spaces that are vibrant, distinctive, safe and accessible and which promote and facilitate social interaction.

Objective SPQHO2 of the Draft Plan confirms that development which enhances the quality of the built environment, promotes public health and supports the development of sustainable communities will be supported. Several principles in this regard, are set out, including the development of car free neighbourhoods and streets, where appropriate.

The Council will continue to investigate opportunities to enhance public realms which may include opportunities to limit/remove car movements at suitable locations. Car free developments will be carefully considered and developed based on their receiving environmental and surrounding transportation context. In this regard Policy CMP14 is relevant and is set out as follows:

Policy CMP14 – Permeable Neighbourhoods

Implement the provisions of the Design Manual for Urban Roads and Streets 2019 (DMURS) in relation to the delivery of safe streets and overall best practice design and promote the principle of filtered permeability in new developments to ensure that all pedestrian entrances are opened as soon as any new development is occupied where feasible and seek opportunities to improve permeability in existing developed areas in accordance with NTA's Permeability Best Practice Guide.

It is considered appropriate that the Draft Plan includes text to describe the concept of car free neighbourhoods and in this regard the suggested wording as set out in this motion is considered acceptable.

RECOMMENDATION:

Insert new paragraph at an appropriate location in Section 14.17 of the Draft Plan to state:

Car Free Neighbourhoods

The provision of car free neighbourhoods and streets in accordance with Objective SPQHO2 can bring multiple benefits. Typically, such neighbourhoods and streets would allow motor vehicular access for deliveries only, confining parking to a dedicated parking area at the periphery. Car free neighbourhoods are typically best suited to higher-density neighbourhoods, creating a much better quality public realm with safety, public health, and green infrastructure benefits for the community, and economic benefits for householders.