

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

FINGAL DEVELOPMENT PLAN 2023-2029

TUESDAY, 20TH SEPTEMBER 2022

Sheet 6 Lusk-Rush

Motion from Councillor Adrian Henchy : 82334

Land Use and Transportation Study

This Council resolves that an Objective be included within the Development Plan so that a 'Land Use and Transportation Study (LUTS)' be undertaken, within a 2 year timeframe from the adoption of the Development Plan, for the lands between Lusk Town and east of Rush- Lusk Train Station, as outlined in black on the attached map. The study should be a robust analysis, led by the Council, of all the infrastructure and socio-demographic needs for the area, including but not limited to:

The existing road and cycle infrastructure.

Rogerstown Park and other green spaces and how they can be better utilised and accessed.

How to improve and enhance connectivity to and from Lusk Train Station.
Identify the most efficient use of lands that may be underutilised.

REPORT:

The content of the motion is acknowledged.

The motion refers to an extensive area of lands to the east of Lusk. The lands extend from the R127 at Lusk development boundary and extend in a southerly and easterly direction, encompassing the Rush and Lusk train station and lands to the east of here. The subject lands have three land use zonings associated with them, namely, Rural (RU), High Amenity (HA) and Open Space, at Rogerstown Park.

Most of the lands are in agricultural use with several one-off houses throughout the area. The subject lands are dissected by the Dublin-Belfast train line and Rush and Lusk train station is included in the subject lands. The R128 also runs through the subject lands.

The RU (Rural) zoning afforded to most of the subject lands seeks to: *Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage.*

The current FDP 2017-2023 and the Draft Plan is explicit in the protection and promotion of the value of the rural area of Fingal and the Council is firmly committed to the continued protection of this valuable resource that cannot be continually eroded. The consequential impact of the gradual erosion of the agricultural and finite resource from additional housing is discussed in detail in Chapter 3 Sustainable Placemaking and Quality Homes and at Section 3.5.15 of the Draft Plan and supportive policy and objectives include:

Policy SPQHP 45 which seeks to, *'Ensure that the agricultural identity of North Fingal is safeguarded, promoting the rural character of the County and supporting the agricultural and horticultural production sectors.'*

Objective SPQHO47 seeks to, *'Recognise and promote the agricultural and landscape value of the rural area and prohibit the development of urban generated housing in the open countryside.'*

In terms of a land use and transportation study, the type of study would be an effective means of guiding new development and providing essential social and physical infrastructure in a phased and sustainable manner.

Furthermore, it is considered that the existing towns of Lusk and Rush, located to the east and west of the subject lands, function as distinct and separate towns. Each town has a unique identity and characteristics. The provision of a land use and transport study which would essentially seek to erode this separation would be contrary to the objectives of the Draft Plan.

The Draft Plan contains objectives to consolidate, enhance and renew the towns of Lusk and Rush, ensuring the growth of strong town centres, sustainable communities and strengthening economic performance in order to maximise their individual competitive advantages arising from their geographic location. The draft Plan seeks that towns such as Lusk and Rush, grow with appropriate residential, social and community uses, without creating unsustainable commuting patterns.

It is essential existing and future development is consolidated within the well-defined town boundaries and the distinct physical separation of Rush and Lusk is maintained.

In terms of the provision of existing road and cycle infrastructure access to Rogerstown Park to and from Lusk Train Station, Chapter 6 'Connectivity and Movement' of the Plan is explicit in the promotion and support for the development of a comprehensive and well-connected network of walking and cycling routes within the County in accordance with NTA and TII policies and standards and includes a number of supportive policies and objectives in this regard.

The Capital Plan 2023 – 2025 makes provision for the procurement of an engineering and environmental consultant to start the process of looking at detailed route options and land acquisition to provide active travel links between Lusk, the train station and Rush to commence in 2023.

Lastly, it is noted the current RU and HA zoning is not conducive to the preparation of a land use and transportation study for these lands as the zonings would restrict several uses therein. There is no evidence-based need or planning rationale for the preparation of a land use and transportation at these RU and HA zoned lands.

RECOMMENDATION:

No Change to the Draft Plan.