



Planning Department,  
South Dublin County Council,  
County Hall,  
Tallaght,  
Dublin 24.

8<sup>th</sup> June 2022

**RE: Planning Application SDZ22A/0007 – 423 residential units in the townlands of Gollierstown & Aderrig, Adamstown.**

Dear Sir/Madam,

The National Transport Authority (the “NTA”) acknowledges receipt of the subject planning application and has reviewed the application on the basis of the *Transport Strategy for the Greater Dublin Area 2016-2035* and the *Adamstown SDZ Planning Scheme*. In this regard, the NTA submits the following observations and recommendation.

**Density of development**

The subject site is part of the Boulevard Area in the Adamstown SDZ Planning Scheme which is identified as a high development density area with an allowable min-max density of 60-78 residential units per hectare (Table 2.7 of Adamstown SDZ Planning Scheme). It is also noted that the Planning Scheme provides for a flexibility of plus or minus 20% from this range. The proposed density for the subject development is 48 units per hectare which is at the lower end of the flexibility range.

The NTA regard Adamstown as a critical development area for the achievement of higher-density residential development based on accessibility to high-quality metropolitan transport services, and to a range of services at the local level by walking and cycling, such as schools, shops, open space and other supporting facilities.

It is the view of the NTA that, in the context of the density range for this location set out in the planning scheme, and in order to support the principles relating to the consolidation of development set out in Section 7.1.2 of the Transport Strategy, further consideration should be given to increasing the proposed density of development on the subject site. The site is located within walking distance of Adamstown Train Station which will benefit from increased rail services and capacity into the future as a result of the DART+ project is also in the catchment of a number of medium-high frequency bus routes.

### ***Recommendation***

The NTA recommends that further consideration is given to increasing the density of development on the subject site.

### **Adamstown Station Park & Ride**

The subject site includes the current Adamstown Train Station Park and Ride (approximately 280 car parking spaces) which was granted, as a temporary car park, under planning application SDZ06/8. No reference is made within the submitted application to the relocation of the car park or the retention of the car park until such times as the permanent park and ride car park has been provided, as is required under the SDZ Planning Scheme for Adamstown.

It is the view of the NTA that that removal of the temporary park and ride, without the provision of alternative, would be in contravention of the SDZ planning scheme and would not be supported. It is noted that the area of the site containing the car park is located in Phase 3 of the proposed development. It is the view of the NTA that the development of Phase 3 should not take place until such times as the permanent station park and ride is operational.

### ***Recommendation***

The NTA recommends that the temporary park and ride on the subject site is retained until such times as a permanent park and ride is opened, in accordance with the Planning Scheme. The timing of the commencement of Phase 3 of the development should be linked to this by way of condition on any grant of permission.

### **Bus Facilities**

A new bus turning facility is proposed at the southwestern corner of the subject site. In addition to this a number of bus laybys are proposed to the southern side of Station road that could accommodate up to 5 buses. The NTA supports the provision of this infrastructure which will support the operation of the new Bus Connects network serving Adamstown in advance of the completion of the north-south road network in the western section of the SDZ. It is noted that there is an existing bus turning facility to the north of the temporary station park and ride. It is the view that this should be maintained until the new turning circle is operational in order to ensure reliable service provision.

The provision of the proposed bus stops on North-South Avenue and Stream Road is also supported however, it is the view of the NTA that additional stops on Adamstown Avenue near the junction with Stream Road may be required. In this regard, in the event of a grant of permission, the application should liaise with the NTA to agree the exact design of bus facilities proposed as part of the application, in particular the number, location and design of bus stops required to serve the proposed development.

### ***Recommendation***

In the event of a grant of permission a condition should be attached requiring that the existing bus turning circle is maintained until the proposed new bus turning circle is fully operational and that the applicant liaise with the Local Authority and the NTA to agree the exact design of bus facilities proposed as part of the application, in particular the number, location and design of bus stops required to serve the proposed development.

## **Filtered Permeability**

Filtered Permeability is a key measure in promoting sustainable transport use. It is given expression primarily via the provision of a greater level of accessibility for those using walking and cycling as modes of transport compared to those using the private car. In a new development area, such as Adamstown, it is essential that a clear competitive advantage is given to these sustainable modes. The most appropriate method to achieve this is to provide for a greater number of access points for pedestrians and cyclists than for the private car, and to reduce the number of access points by private car to development blocks to the minimum required.

Figure 2.1 'Road/Street Types' of the Planning Scheme identifies Local Streets and Back Streets within the block of this site. In particular, Back Streets are defined as '*Local Streets that provide access to and circulation within individual neighbourhoods, however permeability may be filtered to reduce traffic flows such as via turning restrictions or vehicular cul-de-sacs.*' It is considered that a stronger approach to filtered permeability for this area is required as identified in the planning scheme.

## **Recommendation**

The NTA recommends that further consideration is given to providing filtered permeability within the site in accordance with the Planning Scheme.

I trust that the views of the NTA will be taken into account in the assessment of the proposed development.

Yours sincerely,



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Michael Mac Aree  
**Head of Strategic Planning**