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30th September 2022

RE: Planning Application SDZ22A/0007 – Additional Information submission relating to 423 residential units in the townlands of Gollierstown & Aderrig, Adamstown.

Dear Sir/Madam,

The National Transport Authority (the “NTA”) has reviewed the additional information relating to the subject planning 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 recommendations.

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 SDZ06/0008. The NTA’s original submission on the application (dated 8th June 2022) stated *‘that the 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.’*

As submitted in the additional information, the applicant now proposes to provide a new temporary car park to the north-east of the train station at the corner of Adamstown Park and Adamstown Avenue. This is an existing car park in the Adamstown Square Development Area that would provide for 26 spaces with an additional 2 disabled spaces.

It is the view of the NTA that, while the proposed alternative location for the temporary car park may be acceptable, the number of spaces proposed (26 plus 2 disabled) is not sufficient as an alternative to existing provision or to support potential demand into the future.

In this regard, it is the view of the NTA that additional train station car parking should be provided, either by extending the proposed car park or at additional/alternative site(s), easily accessible to the station, providing a minimum of 60 car parking spaces. This is particularly important given the absence of an agreed plan for the provision of a permanent car park for the train station as required under the SDZ Planning Scheme (including location, number of spaces and supporting facilities, access arrangements) or timeframe for its implementation.

The NTA also note that bicycle storage is currently provided in the existing temporary car park. Any alternative temporary car park should facilitate provision for bicycle storage. It is also noted that a covered walkway currently existing between the existing temporary car park and the train station.

Recommendation

The NTA recommends that the existing temporary park and ride on the subject site is retained until such times as adequate alternative temporary train station car parking (60 spaces, minimum 5% mobility impaired) is provided or until a permanent park and ride is opened, in accordance with the Planning Scheme. Any such parking should be located proximate to the train stations, with safe, convenient and comfortable access to/from the station and should also provide space for bicycle storage.

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 applicant 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.

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

Yours sincerely,



Michael MacAree
Head of Strategic Planning