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22nd November 2022

RE: Planning Application SDZ22A/0014 – 207 residential units in the townland of Aderrig

Dear Sir/Madam,

The National Transport Authority (the “NTA”) has reviewed the subject planning application based on the *Transport Strategy for the Greater Dublin Area 2016-2035* (the “Transport Strategy”), and the Adamstown SDZ Planning Scheme and wishes to submit the following observations and recommendations.

The NTA regards Adamstown as a critical development area for the achievement of higher-density residential development based on accessibility to high-quality transport services, and to a range of services at the local level by walking and cycling, such as schools, shops and other supporting facilities. As such, the NTA supports in principle the proposal for residential development at this location, in line with the provisions of the Adamstown SDZ Planning Scheme.

Bus Facilities

The NTA supports the provision of infrastructure which will support the operation of the new Bus Connects network serving Adamstown. The C2 route will eventually run along the Celbridge Link Road and will require stops along it. The stops indicated on the southern end of the site are noted. The submitted drawings do not propose any changes to the Celbridge Link Road as part of the application however it is the view of the NTA that a pair of stops (one on each side of the Link Road) should be included close to the Airlie Park junction at the northern end of the site.

In this regard, in the event of a grant of permission, the applicant should liaise with the NTA to agree the exact location and design of bus facilities required along the Celbridge Link Road and 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 location and design of bus stops required along the Celbridge Link Road and to serve the proposed development. (See Appendix A below for indicative locations)

Cycle Parking

Section 5.7.4 of the TTA submitted as part of the application deals with bicycle parking and details a total of 260 spaces to be provided associated with the proposed duplexes. It is the view of the NTA that this does not represent an adequate level of provision, in particular, given the emphasis on encouraging and supporting the use of sustainable transports modes in the Adamstown Planning Scheme. The quantum of cycle parking should be informed by the NTA Cycle Design Manual (Section 5.5.7), which recommends 1 cycle parking space per bedroom and 1 visitor cycle parking space per 2 residential units. These standards are also included in the 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' (Section 4.17) – as set out in Section 5.7.3 of the TTA, this would necessitate the provision of 398 spaces. The NTA fully supports the provision of spaces for cargo bikes in supporting a wider range of cycling options.

Recommendation

The quantum of bicycle parking provided for the proposed development should be in line with the standards set out in the 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' (Section 4.17).

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

Yours sincerely,



Michael Mac Aree
Head of Strategic Planning

Appendix A

