

Tony Shanahan,
Administrative Officer,
Planning Department,
South Dublin County Council,
County Hall,
Tallaght,
Dublin 24

30th September 2011

Re: Fortunestown Proposed Local Area Plan 2011

Dear Mr Shanahan,

The National Transport Authority (“the Authority”) welcomes the opportunity to comment on the Fortunestown Proposed Local Area Plan.

The Dublin Transport Authority Act 2008 provides that each planning authority within the GDA shall ensure that its local area plans are consistent with the transport strategy (the Greater Dublin Area Transport Strategy 2011-2030). The Authority has published a draft Transport Strategy and the consultation process is complete. The final document has been submitted to the Minister for Transport for his consideration. An integrated implementation plan, which will guide investment decisions over a six year period, will follow the adoption of the Transport Strategy.

NTA Comment

The Fortunestown Proposed Local Area Plan seeks to locate c.3,600 dwelling units, a number of neighbourhood centres, a district centre and 6 schools across a number of locations focussed on City West Shopping Centre and Luas Line A1. It provides for the physical integration or ‘knitting together’ of disconnected developments in a suburban area.

From a strategic, regional perspective, development at this scale and density along a public transport corridor within the Metropolitan Area of the GDA would be consistent with the Authority’s policies outlined above. While Line A1 comprises a spur off the main Luas Red Line from Tallaght to the City Centre, the patterns of commuting evident in this area and the extent of more localised trips to work to locations such as City West and Tallaght would support this type of development at this location.

In terms of the policies and objectives of the Proposed Local Area Plan as presented, the Authority strongly support the implementation of the following elements:

- The overall approach to create links between existing and proposed neighbourhoods, neighbourhood centres and Luas;
- The opening up of cul-de-sacs and closed off streets to provide through access for pedestrians and cyclists;

- The location of primary schools centrally within neighbourhoods;
- The definition of a clear hierarchy of streets;
- The application of a density gradient from based on distance from the centre and distance from Luas;
- The standards relating to pedestrian and cyclist movement;
- The cycle parking standards and facilities;
- The proposed use of a reduced maximum parking standard as a basis for determining parking provision within the plan area, with a further reduction in the maximum standard applied for development in Fortunestown Centre or within 400 metres of a Luas stop.

In general, the approach taken to development of this area, in terms of the policies of the Proposed Local Area Plan, is supported by the Authority as it will achieve the core local planning objectives of enhancing permeability and connectivity for walking and cycling trips to local services and to public transport.

I trust that the views of the Authority will be taken into consideration and would welcome the opportunity to discuss the delivery of some of the transport and accessibility objectives in this plan.

Yours sincerely,



Hugh Creegan

Director of Planning and Investment