Director of Planning,
County Hall,
Marine Road,
Dun Laoghaire.

06th July 2011

Re. Proposed Variation No.4 to the Dun Laoghaire Rathdown County Development Plan 2010-2016 – Core Strategy

Dear Sir/Madam,

The National Transport Authority (NTA) (hereafter referred to as the “Authority”) submits the following report on the proposed Variation No. 4 – Core Strategy of the Dun Laoghaire Rathdown County Development Plan 2010-2016 (hereafter referred to as the Core Strategy). The Dublin Transport Authority Act, 2008 (as amended) requires that the Authority consider whether proposed variations to draft Development Plans are consistent with the Authority’s Transport Strategy for the Greater Dublin Area. The following comments are based on policies contained in the draft Transport Strategy, which has been sent to the Minister for Transport for his approval.

The Authority welcomes the publication of a core strategy for Dun Laoghaire Rathdown County Council as it will provide a framework for the long term spatial development of the County. Whilst the proposed Core Strategy is largely consistent with the Regional Planning Guidelines, the Authority would request the inclusion of an additional principle for the assessment of development of areas outside of the catchment of the rail corridors (Luas Green Line & Dart Line).

Measure LU3 of the draft Transport Strategy states that “there should be a sequential approach to development whereby lands which are most accessible by public transport are prioritised for growth”. It is stated in the Core Strategy that there are eight “primary growth nodes which a significant portion of the supply of residential units will derive up to the 2022...and potentially beyond”. The growth nodes of Old Conna and parts of Kiltiernan/ Glenamuck are not located proximate to an existing rail corridor in Dun Laoghaire Rathdown and Woodbrook/ Shananganagh is not located adjacent an existing rail station. The Authority recommends that a sequential approach to development is provided for in the Core Strategy and that zoned lands that are substantially outside of the catchment of the existing Luas Green Line and Dart station be subjected to an order of priority for their release for development and related to the delivery of future public transport infrastructure.
The inclusion of this principle would address the Authority's concerns in regard to the consistency of the Core Strategy with the Authority's draft Transport Strategy and would enable the Authority to support the Core Strategy as aligning with the draft Transport Strategy.

I trust the above recommendation of the Authority will be addressed and would welcome the opportunity to discuss, should you have any questions relating to them.

Yours sincerely,

Hugh Creegan

*Director of Transport Planning and Investment*