Tom Vaughan,
Planning and Economic Development Department,
Civic Offices,
Wood Quay,
Dublin 8.

24th May 2011

Re: Clongriffin- Belmayne Local Area Plan Issues Paper

Dear Tom,

The National Transport Authority ("the Authority") welcomes the opportunity to comment on the Issues Paper for the Clongriffin-Belmayne 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 Greater Dublin Area Transport Strategy for the period 2011-2030. The Authority has published a draft Transport Strategy and the consultation process for the Draft Transport Strategy is complete. The final document will be amended and completed with the next month and will be submitted to the Minister for Transport for approval. While the Transport Strategy is a draft document, the Authority requests that Dublin City Council reflect the policies, objectives and measures contained within the draft Transport Strategy in the preparation of the Clongriffin-Belmayne Local Area Plan.

The Dublin Transport Authority Act 2008 provides that the NTA’s report on the preparation of the Local Area Plan shall address, interalia, the following issues:

(a) the transport investment priorities for the period of the Local Area Plan,
(b) the scope, if any, to maximise the performance of the transport system by effective land use planning,
(c) recommendations regarding the optimal use, location, pattern and density of new development taking account of its transport strategy, and
(d) recommendations on the matters to be addressed in the local area plan to ensure the effective integration of transport and land use planning.

The draft Transport Strategy outlines a number of specific infrastructural measures which are proximate to the Clongriffin-Belmayne LAP area, including:

- Malahide Road Priority 1 Quality Bus Corridor/ BRT (Measure Bus 6/7);
• DART Underground (Measure Rail 1);
• Additional tracks on the Northern Line (Measure Rail 2).

Measure 6/7 will facilitate higher bus capacity on the Malahide Road. In relation to rail infrastructure, the measures will facilitate faster and more frequent Dart services on this corridor and improve accessibility from Clongriffin to the commercial and employment heart of the city centre. The draft Transport Strategy also outlines a number of measures which seek to improve bus and rail services (Measure Bus 2/4/5, Measure Rail 6). The integrated implementation plan, which will follow the adoption of the Transport Strategy, will guide investment decisions over a six year period.

Considering the above measures and the potential for increased passenger capacity along the Malahide Road and on the Northern Rail Corridor, there is scope to consolidate and expand the residential population of the Clongriffin – Belmayne to take advantage of the improving public transport offer. Public transport accessibility is a key factor in influencing the scale, density and location of future development in the GDA. The NTA considers that areas with good public transport connections within the Belmayne – Clongriffin LAP area are suitable locations for higher density, mixed used development, with an emphasis on residential development.

Measure LU1, LU2, LU3 and LU4 of the Draft Strategy outlines measures that should be considered when preparing the Local Area Plan. In particular, the Local Area Plan would be strengthened by the incorporation of the following principles/measures:

• A sequential approach to development, whereby, lands which are most accessible by public transport are prioritised for growth (i.e. proximate to the Balgriffin Dart Station/ Malahide Road QBC) taking into account existing and partially completed developments and extant ten year planning permissions. Furthermore, the Authority would recommend a phasing of development to ensure that cycling and pedestrian infrastructure and public transport infrastructure/ services are delivered simultaneously with the construction of new residential units, commercial development and community facilities;
• A strong focus on pedestrian and cycling movements for local trips;
• Local services are located and provided in a manner which ensures that access for the local community by walking and cycling is direct, safe and convenient;
• Severance within local catchments is avoided to the extent practicable; and
• A mix of dwelling types be provided to facilitate and encourage mixed residential communities to establish.

I trust that the views of the Authority will be taken in to consideration. We look forward to assisting Dublin City Council in the preparation of the Clongriffin- Belmayne Local Area Plan.

Yours sincerely,

Hugh Creegan
Director of Transport Planning and Investment