



National Transport Authority
Dún Scéine,
Iveagh Court,
Harcourt Lane,
Dublin 2

Senior Executive Officer,
Planning Department,
Fingal County Council,
County Hall,
Swords,
Fingal,
Co. Dublin.

08th April 2011

Re: Draft Local Area Plan for lands at The Naul, Co. Dublin

Dear Sir/ Madam,

The National Transport Authority (NTA) submits the following amended report on the issues to be considered in relation to the draft Local Area Plan for lands at the Naul, Co. Dublin. This follows clarification from Fingal County Council on the background to the plan regarding both the extent of the zoning and difficulty with phasing of the Naul Local Area Plan.

Amended Report

The Authority firstly welcomes and supports the inclusion of pedestrian and cycle route objectives and traffic management objectives within the draft plan, which will assist in improving accessibility within the town centre. The aforementioned objectives are closely

The Authority's draft Transport Strategy is aligned with the above principles and with the settlement strategy approach to development set out in the RPGs. In particular, the draft Transport Strategy emphasises the need for development consolidation, and the focussing of significant development in locations which are compatible with the provision of high quality public transport. It is important that development in the small villages does not lead to excessive commuting and consequently militate against the achievement of the objectives and policies set out in *Smarter Travel – A Sustainable Transport Future*, the RPGs and the draft Transport Strategy.

In this regard, the Authority accepts that the quantum of zoned residential developed over a 20 year horizon can be managed to meet the objectives of the Strategy and ensure that the quantum of zoned residential land within this key village would not result in substantial growth above what might be expected life time of the plan. The NTA accept also that the extent of the zoning has been established since the adoption of the 1999 Fingal County Development Plan and is not looking for dezoning.

The Authority recognises that in relation to the phased development of lands there is an objective within the draft plan to limit planning applications for residential units to no more than 15 units. The authority recognises that given the nature of development at the viillage level it is difficult to provide for phasing of lands, which is more suited to larger towns. It is important to consider the sequential approach for the development of residential lands within the village, as advocated in the RPGs and Departmental Guidelines relating to 'Development Management' and 'Guidelines for Sustainable Residential Development in Urban Areas'.

Recommendation

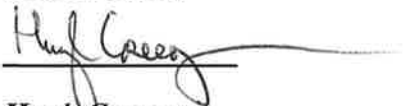
The NTA accepts that the long term plan to consolidate the village of Naul can ensure that it is providing a key local role for services and can be consistent with the RPG requirement to ensure that the future development of such villages should be supported without resulting in

Recommendation

Therefore the Authority would recommend the removal of the aforementioned objective.

I trust that the views of the NTA will be taken into consideration.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Hugh Creegan', written over a horizontal line.

Hugh Creegan
Director of Transport Planning and Investment