

**Planning Department,  
South Dublin County Council,  
County Hall,  
Tallaght,  
Dublin 24.**

3<sup>rd</sup> December 2013

**Re: Adamstown SDZ Planning Scheme Draft Amendments Report**

To whom it may concern,

The Authority makes the following submission on the Adamstown SDZ Planning Scheme Draft Amendments Report.

**Background**

The Authority has been engaged with South Dublin County Council in assessing the likely impacts of a revised planning scheme on future travel patterns to and from Adamstown. The primary purpose of this exercise was to assess the likely future distribution of trips between Adamstown and other locations in the Greater Dublin Area. This distribution was then used to determine the transport issues that the Authority recommended should be considered in the review of the Planning Scheme. As a result of this analysis, it was recommended that the following be considered:

- The retention of Adamstown train station for use by the local population;
- Maximum residential density closest to the station;
- Permeability throughout the planning scheme area for walking and cycling;
- Provision of walking and cycling linkages to the surrounding areas;
- Providing for Cycling to the Grand Canal Greenway;
- The implementation of residential travel planning in Adamstown;
- School Travel Planning;
- High Capacity Public transport movement along the Central Boulevard, including a potential BRT/LRT in the long-term;

- Maintain a policy of providing for Bus/Rail Interchange at Adamstown Station which will serve the following trip patterns;
  - o Commuter Rail;
  - o QBC / BRT / LRT services extended from Lucan and Liffey Valley;
  - o Bus services to Blanchardstown and Tallaght;
  - o Cycling to Rail and Bus from Adamstown.

In addition to this work, it should be noted that a representative of the Authority sits on the Adamstown SDZ Steering Committee and attends regular meetings of that group.

### **Overall NTA Position**

The Authority fully supports the proposed SDZ planning scheme amendments, for the following reasons:

- Adamstown is a desirable location for immediate residential development as it is located within the Metropolitan Area of the GDA, 16kms from the City Centre, on a suburban train line and is also served by the Quality Bus Network;
- The reduction in densities, while not ideal from a transport perspective, is supported as a means to encourage further development in this desirable location in line with the NTA and DECLG publication on this matter, "Planning and Development of Large-Scale Rail Focussed Residential Areas in Dublin"; and
- The Authority intends to complement development here by linking Adamstown directly by rail to the city centre employment core via the use of the Phoenix Park Tunnel for services from the Kildare line to Connolly, Tara Street, Pearse and Grand Canal Dock from 2016;

### **Recommendations**

The Authority makes the following recommendations, some of which reflect policy changes that have occurred since the making of the original planning scheme in 2003:


- Reference should be made, where appropriate, and a commitment inserted into the plan to realise development in Adamstown in a manner consistent with, the following NTA publications:
  - o Planning and Development of Large-Scale, Rail Focussed Areas in Dublin;
  - o Integrated Implementation Plan 2013-2018;
  - o School Travel Toolkit;
  - o Smarter Travel Workplaces: A Guide for Implementers;
  - o National Cycle Manual; and

- Greater Dublin Area Cycle Network Plan (which will be published before the end of 2013).
- A commitment to the development of a Park & Ride for local transport integration purposes only, reflected in the scale of the facility and by the level of cycle parking provided, should be included;
- The plan could be integrated more closely to the GDA Cycle Network Plan by an objective to connect the residential areas of Adamstown directly into the emerging network at the Grand Canal and Griffeen Valley Greenways, as well as via Newcastle Road; and
- A new section dedicated to travel behavioural change programmes, such as Green Schools, Personalised Travel Planning, area-based residential travel planning and Workplace Travel Planning should be included in the transport section. This could be linked back directly to the work undertaken in Adamstown in 2009 as referred to in section 2.2.5.

With these few recommendations incorporated, the Authority is satisfied that the amended planning scheme is consistent with the principles of integrated land use and transport planning.

I trust that the views of the Authority will be taken into account in the finalisation of the amended Planning Scheme.

Yours sincerely,



Hugh Creegan

*Director of Transport Investment and Taxi Regulation*