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The Secretary  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1

31<sup>st</sup> May 2012

**YOUR REF – ZF 06F.ZF2001**

**Re: Iarnród Éireann submission on the 'Proposed Amendment no. 1 to the Hansfield Strategic Development Zone Planning Scheme 2006 – to allow a temporary car-park for up to 300 spaces, Hansfield, Blanchardstown, Dublin 15'**

Dear Sir / Madam,

In response to your letter dated 23<sup>rd</sup> May 2012, the National Transport Authority (the Authority) wish to thank the bord for the opportunity to comment on the above mentioned appeal submission. On this occasion the Authority have no further comment to make, but would like to reiterate comments previously submitted to the bord on 18<sup>th</sup> November 2011 which have been attached for your reference.

Yours sincerely,



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**Hugh Creegan**  
*Director of Transport Planning and Investment*



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The Secretary  
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Dublin 1

18<sup>th</sup> November 2011

**Re: Proposed Amendment no. 1 to the Hansfield Strategic Development Zone Planning Scheme 2006 – to allow a temporary car-park for up to 300 spaces, Hansfield, Blanchardstown, Dublin 15**

Dear Sir / Madam,

In response to your letter dated 10<sup>th</sup> November 2011, the National Transport Authority (the Authority) wish to make the following comments on the above mentioned appeal.

The Authority fully supports the proposed amendment to the Hansfield Strategic Development Zone (SDZ) Planning Scheme, to provide a temporary park and ride facility at Hansfield station. The Authority has been involved in discussions with Fingal County Council and Irish Rail with regard to the proposed scheme, and fully supports the expedient provision of a temporary park and ride facility at this location, in the interest of improving access to public transport for local residents of the surrounding area.

Hansfield Station was one of three stations built as part of the Dunboyne (M3) Commuter Rail Project. The rail line and the other 2 stations opened in 2010 and are now in full use, however Hansfield Station (despite being built and completed) has remained closed. This is due to the fact that development associated with Hansfield SDZ, including the road infrastructure, has not been put in place because of the changed economic circumstances of recent times. These changed economic circumstances mean that the envisaged (predominantly walking) catchment of Hansfield Station, as proposed in the original SDZ planning scheme, is not achievable in the short term.

The Authority believes that in the short term, the amendment proposed by Fingal County Council is a practical intervention to facilitate access to Hansfield Station to the wider existing residential population, by providing a link to the station for all modes (walking/cycling/bus/private car) and a temporary car park of up to 300 spaces. The Authority supports the fact that the amendment clearly states that the temporary car park will cease operation once Phase 3 of the SDZ planning scheme commences.

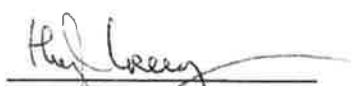
The Authority would have concerns over the potential for uncontrolled, ad hoc parking both along the proposed station link road, and within immediately adjacent residential areas, in the absence of the provision for temporary car parking facilities. This could have considerable impact on the movement of pedestrians and cyclists (with informal parking on footpaths and cycleways) along the link road and with the adjacent residential areas. It is also likely to interfere with the movement of traffic, particularly larger vehicles such as buses on the roads proximate to the station. The Authority therefore view the location of a temporary car parking site adjacent to the station as the most appropriate mechanism to facilitate the access to Hansfield Station for all potential users, while also protecting the amenity of the surrounding residential area.

The Authority is aware that the appellant is in correspondence with the NTA Public Transport Regulation Division with regard to an application for an 'annual continuous passenger licence in respect of Hansfield Station to Hansfield Station (via Littlepace, and Deerhaven)'. This application is currently live, and the appellant has until the 30<sup>th</sup> November to furnish the Authority with full details of the application, in accordance with the provisions of the Road Transport Act, 1932, and National Transport Authority Guidelines. The Authority consider that the proposed amendment to the Hansfield SDZ Planning Scheme, with provision for temporary car parking, is compatible with the operation of the bus route as proposed by the appellant. Indeed, the removal of the potential problem of informal parking could ultimately benefit the bus route in terms of ease of access to the station, and corresponding journey time reliability.

The State has invested several million euros in the development of Hansfield Station, and the Authority is anxious that the station be opened and operated in an effective manner in order that the benefits of its provision can be derived as soon as possible. It is the considered view of the Authority that the amendment as proposed will facilitate this.

I trust that the views of the Authority will be taken in to consideration by An Bord Pleanala in assessing this appeal.

Yours sincerely,



**Hugh Creegan**

*Director of Transport Planning and Investment*