

Administrative Officer,  
Projects and Forward Planning Section,  
Economic and Transport Planning Department,  
South Dublin County Council,  
County Hall,  
Tallaght,  
Dublin 24

22<sup>nd</sup> April 2013

**RE: Pre-Plan Consultation for the Proposed Amended Adamstown SDZ Planning Scheme**

Dear Sir/Madam,

The National Transport Authority (“the Authority”) welcomes the opportunity to comment on the pre-plan consultation for the Proposed Amended Adamstown SDZ Planning Scheme. The Authority is represented on the Steering Group for the review of the scheme and will provide input and assistance throughout the process as part of this role.

**NTA Comment**

In the Draft Transport Strategy for the Greater Dublin Area, the Authority states that Development Plans and Local Area Plans (which would include SDZ Planning Schemes) should ensure, *inter alia*, that:

- There is a sequential approach to development whereby lands which are most accessible by public transport are prioritised for growth; and
- Densities will be increased in order to support public transport, walking and cycling with rail stations in District centres as the focus of higher densities.

While the Authority recognises and supports the need to revisit the Adamstown SDZ given the constraints resulting from the changed economic circumstances, in terms of the nature and scale of development, the Authority would seek to retain the residential mix of uses and density supported in the current SDZ. A significant policy shift could have knock-on effects in terms of the viability and level of service of public transport to Adamstown, associated higher levels of car use and subsequent congestion on the local road network. The Authority therefore recommends the maintenance and protection of the core planning principles


which define the existing planning scheme and which have characterised the significant amount of development which has occurred to date.

In the short to medium term, the Authority intends to enhance accessibility from Adamstown to the city centre by rail, while the long term objective remains to build DART Underground and electrify the Kildare commuter line as far as Hazelhatch. Bus services will be maintained and enhanced as demand determines. Cycle provision in the Adamstown / South Lucan area will also be improved over the coming years.

As such, Adamstown, due to its location contiguous with the existing built-up area of Dublin, at a commuter rail station and on a high frequency radial bus service to the city centre, is regarded as a high priority development area by the Authority.

I trust that the views of the Authority will be taken into consideration in the review of the Adamstown SDZ Planning Scheme and we look forward to cooperating with the local authority as the plan progresses.

Yours sincerely,



**Hugh Creegan**  
***Director of Transport Investment and Taxi Regulation***