

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

1st August 2012

Re: Draft Clongriffin- Belmayne Local Area Plan

Dear Tom,

The National Transport Authority (“the Authority”) welcomes the opportunity to comment on the draft 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 final document has been submitted to the Minister for Transport, Tourism and Sport for approval. While the Transport Strategy is a draft document, the Authority bases its observations on the policies, objectives and measures contained within the draft Transport Strategy.

The Dublin Transport Authority Act 2008 provides that the Authority’s report on the preparation of the Local Area Plan shall address, inter alia, 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 Authority has collaborated with Dublin City Council on the preparation of the draft LAP to ensure that the proposed plan is consistent with the draft Transport Strategy for the Greater Dublin Area 2011-2030.

In its submission on the Clongriffin Belmayne LAP Issues Paper, the Authority addressed the above issues. The Authority considers that Dublin City Council has addressed the priorities and recommendations contained with the Authority's submission. In particular, the draft LAP provides, in this location, for higher density, mixed used development, with an emphasis on residential development.

Furthermore, the Authority considers that Dublin City Council has incorporated Measure LU1, LU2, LU3 and LU4 of the Draft Strategy in the draft LAP, including the following:

- A sequential approach to development whereby, lands which are most accessible by public transport are prioritised for growth.
- 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.

In summary, the Authority is satisfied that the draft Clongriffin Belmayne LAP is consistent with the NTA's draft Transport Strategy.


Cross Rail Street Connection

The draft LAP provides for the delivery of a cross rail street connection into the Baldoyle Stapolin LAP area, to extend the public transport corridor to service new residential developments in the Baldoyle area.

It is the view of the Authority that a pedestrian, cycling and public transport only link at this location is appropriate and should be considered as a medium to long term objective in the draft LAP.

The National Transport Authority requests your consideration of the above comments. We are grateful for the opportunity to liaise with you during the preparation of this draft LAP.

Yours sincerely,



Hugh Creegan

Director of Transport Investment and Taxi Regulation