

**Senior Executive Officer,
Planning and Strategic Infrastructure Department,
Fingal County Council,
County Hall,
Swords,
Fingal,
County Dublin.**

16th October 2012

Re: Draft Local Area Plan for Dardistown, Co. Dublin.

Dear Sir/Madam,

The National Transport Authority (“the Authority”) welcomes the opportunity to comment on the draft Dardistown 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 draft Transport Strategy is complete, and is with the Minister for Transport, Tourism and Sport for approval. While the Transport Strategy is a draft document, the Authority requests that Fingal County Council consider the policies, objectives and measures contained within the draft Transport Strategy in relation to the Dardistown Local Area Plan (LAP).

The Authority in its previous submissions on the Dardistown LAP, has supported the overall objectives of the Plan, in that it supports the consolidation of trip intensive development within a proposed rail-based public transport corridor, which in turn would contribute to the

consolidation of development within the Metropolitan Area. Since the last correspondence from the Authority on the Dardistown LAP, the context for development has changed. The Government, due to the economic situation, has deferred the construction of Metro North, and the RPA were instructed to withdraw the Railway Order for Metro West. For this reason, the Authority believe the scale of development and phasing of build out needs to be carefully considered, to ensure that the area is developed in a manner which supports the objectives of the draft NTA Transport Strategy, and is in line with the policies set out in the DOECLG's Spatial Planning and National Roads (January 2012).

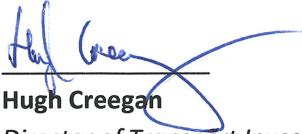
The Authority supports the long term proposals for the development of the site based on the provision of a high capacity public transport system. The Authority supports in principle the inclusion or phasing of non-trip-intensive (e.g. warehousing) uses in the general employment zoning, as per the current LAP. It is recommended that access to these lands should not interfere with the planned BRT design along the Swords Road.

The Authority would recommend that the phasing and scale of development permitted in the first phase should be more tightly restricted to ensure that trip intensive sites are developed commensurate with existing and planned public transport services. In this regard the Authority would request that the plan ensures that trip intensive development in phase 1 is restricted to the Gateway Site, Opportunity site 1 and Opportunity site 2 as depicted in Figure A/Figure 4.8. These sites can be served by the existing bus services with the potential to enhance bus services along the R107. The quantum of development should be limited in scale to ensure that it is commensurate with the public transport provision. It is requested that the scale of development and mode share targets for phase 1 of the development should be agreed with the NTA and the NRA and where agreement is reached these figures should be included in the final LAP. This agreement should be informed by the current North East Transportation study being jointly undertaken by NTA, NRA, Fingal County Council and Dublin City Council. A guideline figure for phase 1 would be 1500 employees and a mode share maximum for car of 45% in respect of trip intensive development within this phase.

The Authority welcomes the inclusion of mobility management measures to ensure consistency with the objectives of the plan. It is recommended however that the parking standards are reviewed to ensure consistency with the agreed mode share objectives to be agreed with the NTA/NRA.

The phasing set out in the plan should be elaborated upon to ensure that any further trip intensive development would be contingent on the delivery of high capacity rail services, currently anticipated to be the Metro.

I trust that the views of the Authority will be taken into consideration in the preparation of the draft Dardistown LAP, and the Authority looks forward to on-going dialogue with Fingal County Council as part of the Local Area Plan process.



Hugh Creegan

Director of Transport Investment and Taxi Regulation

