

**Senior Executive Officer,
Planning Department,
Dun Laoghaire Rathdown County Council,
County Hall,
Marine Road,
Dun Laoghaire.**

11th April 2012

Re: Draft Planning Scheme for the Cherrywood Strategic Development Zone (SDZ).

Dear Sir/Madam,

The National Transport Authority (hereafter referred to as the “Authority”) submits the following report on the draft Planning Scheme for the Cherrywood Strategic Development Zone (SDZ).

The Authority fully supports the proposals contained in the draft Planning Scheme.

The Authority has collaborated with Dun Laoghaire Rathdown County Council on the preparation of the draft Planning Scheme to ensure that the proposed scheme is consistent with the draft Transport Strategy for the Greater Dublin Area 2011-2030. The Authority has also worked with the National Roads Authority and the Rail Procurement Agency throughout the preparation of the planning scheme to ensure a joined up approach to transport planning in the Cherrywood SDZ area.

The Authority has the following comments on the planning scheme. It is intended that these suggested amendments allow for greater flexibility on the delivery of transport objectives. There are also some minor corrections suggested.

1. Strategic Infrastructure/ Phasing

Issue: Table 7.9 of the draft Planning Scheme outlines the phasing thresholds for strategic infrastructure and services. Phase 4 and Phase 6 of this phasing scheme provide for incremental increases in Luas capacity and specify how this can be achieved (20 no. 40m trams per hour at 310 passengers/ tram). This specification does not give enough flexibility, as this capacity increase can be achieved through different means with the same result.

Proposed Change: To allow for greater flexibility on the phasing of Luas capacity, the Authority requests that the specification of how the increased Luas capacity is achieved is not specified or, alternatively, amended to be an example of how this capacity can be achieved.

2. Funding Proposal

Issue: Table 7.9 of the draft Planning Scheme outlines the phasing thresholds for strategic infrastructure and services. Phase 1 provides for a “*funding mechanism for the delivery of the Planning Scheme infrastructure and services to be provided by landowners for the agreement of the Local Authority*”. The Authority supports this provision. As the Authority is providing funding for pedestrian and cycle schemes in Cherrywood environs, there is a need to keep the Authority (and other relevant agencies) informed about funding agreements.

Proposed Change: Add additional qualifier to statement “*funding mechanism for the delivery of the Planning Scheme infrastructure and services to be provided by landowners for the agreement of the Local Authority, in consultation with the relevant government agency (e.g. NRA, NTA)*”.

3. M50 Upgrade

Issue: Section 4.2.7 states “*it is proposed to upgrade the M50 between Sandyford and Bray South, including an upgrade of Carrickmines interchange*”. It may be necessary to upgrade the M50 between Sandyford and Bray South in the long term. However, it is recommended that the planning scheme incorporate more flexibility to allow for the impacts of traffic and demand measures onto the M50, as provided for by Table 7.9, to be assessed.

Proposed Change: Change wording in Section 4.2.7 from “*it is proposed to upgrade the M50 between Sandyford and Bray South, including an upgrade of Carrickmines interchange*” to “*it may be necessary to upgrade the M50 between Sandyford and Bray South, including an upgrade of Carrickmines interchange*”.

4. Phase 7/8

Issue: Phase 7 & 8 in Table 7.9 of the draft Planning Scheme links the phasing of employment to the delivery of the extension of Luas to Bray or the upgrade of LUAS Green Line to Metro. The draft NTA Strategy does not indicate the potential timing of these two schemes. The Authority supports the inclusion of a phasing scheme that links the provision of employment to wider accessibility from the Metropolitan area. The Authority recommends a provision to acknowledge that the timing of these two schemes has not been decided.

Proposed Change: Footnote to be added to Table 7.9 to indicate that “*The draft NTA Strategy does not indicate the potential timing of extension of Luas to Bray or the upgrade of LUAS Green Line to Metro. When this has been decided it may be necessary to adjust the planning scheme*”.

5. RTPi

Issue: In footnote 1, p87, RTPi is referred to as Real Time Point of Information. The acronym RTPi stands for Real Time Passenger Information.

Proposed Change: Change footnote 1, p87 from “RTPI – Real Time Point of Information” to “RTPI- Real Time Passenger Information”.

6. Designated Districts

Issue: For clarity, all references to District Centres, when used in the context of the draft NTA Transport Strategy, should be referred to as Designated Districts.

Proposed Change: Change all references to District Centres, when used in the context of the draft NTA Transport Strategy, to Designated Districts e.g Table 4.2.

7. MMP

Issue: It is stated in Table 4.1 that “major employers will be required to provide local bus services as part of their MMPs”. There is not sufficient flexibility in this statement to ensure that bus services are not unnecessarily duplicated.

Proposed Change: Change wording of provision in Table 4.1 “major employers may be required to provide local bus services as part of their MMPs. Any new bus services should not duplicate the existing or proposed bus network in the area”.

8. Phasing – Employment Numbers

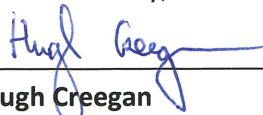
Issue: Table 7.9 indicates an amount of employees for each phase of development. To ensure clarity in this table, it is recommended that a footnote is included to state that the employment numbers are indicative and do not provide for periods of office vacancy.

Proposed Change: Include footnote on Table 7.9 to state “Employment numbers in this table are indicative and do not provide for periods of office vacancy”.

Finally, while confirming our agreement (subject to above proposed changes) in relation to the phasing proposals set out in Table 7.9 of the draft Planning Scheme, the Authority suggests that the arrangements for the delivery of the identified infrastructure and service elements within each particular phase be established at the commencement of the relevant phase, in consultation with the NRA and NTA where appropriate.

The National Transport Authority requests your consideration of the above comments.

Yours sincerely,



Hugh Creegan

Director of Transport Planning and Investment