

Forward Planning Section,
Kildare County Council,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare

11th August 2015

Re: Sallins Draft Local Area Plan 2015-2021

Dear Sir/Madam,

The National Transport Authority (“the Authority”) welcomes the opportunity to comment on the draft Local Area Plan for Sallins.

The Authority has reviewed the draft Plan and is satisfied that it represents an appropriate basis for the development of Sallins over the plan period, in the context of Sallins’ designation as a Small Town in the Core Strategy of the Kildare County Development Plan 2011-2017. The draft Plan seeks to restrict new residential development in the town to a quantity that accords with the Core Strategy. The draft Plan includes a phasing sequence for new residential development sites which promotes a consolidation of development around existing residential areas, and the areas closest to the town centre and rail station.

The draft Plan promotes the development of the town centre by providing for Design Briefs, for four key brownfield areas which will guide the content of future development applications in those areas.

The Authority supports that approach in general, and welcomes in particular:

- The potential to integrate land use and transport planning by concentrating new development in the vicinity of the rail station. All four sites are located within 500 metres of the rail station;
- The planned redevelopment of these brownfield sites which are in close proximity to public transport corridors;

- The improvement of connectivity and movement, by requiring new canal bridges which will link to existing or proposed pedestrian and cycle networks, as part of new development;
- The requirement to increase permeability within the town centre area by seeking the provision of new streets and cycle and pedestrian links as part of new development. These will also improve the connectivity between existing residential areas and the town centre;
- The focus on improving accessibility to the rail station from within its local walking catchment.

In order to increase accessibility to public transport services from within Sallins and the wider Naas/ environs area, the Authority recommends that the following additional issues are addressed in the design briefs for the sites A1, K2 and all sites for which development briefs are required:

- The design briefs should reflect the function of the station area as a multi-modal public transport node, with the corresponding need to accommodate interchange between car, bus and rail. Of particular importance will be the need to provide for an improved environment for interchange between bus and rail modes, by providing for improved bus set down, waiting facilities and pedestrian crossing facilities on the R407 Sallins Road in the vicinity of the station;
- Related to this, there will also be a need to provide for a safe and legible environment for pedestrians and cyclists accessing the rail station, taking into consideration, the various interactions that need to be accommodated in this area, including vehicular access and egress from station car parks, bus set-down in the vicinity of the station, general vehicular traffic and vehicular traffic associated with the development of the subject sites;
- The issues highlighted above would be most effectively dealt with through the preparation of a traffic management plan for the rail station/environs and town centre area. This should be included within the scope of the design briefs. In this regard, the Authority would welcome liaison with Kildare County Council.

The Authority notes the inclusion of zoned lands H 'Industry and Warehousing', located at the junction of the R407 and the proposed Sallins bypass. The Zoning Objective for the site states that *"other uses, ancillary or similar to industry and warehousing will be considered on the merits of the proposed development and may be acceptable in this zone"*. Also, Zoning Matrix Table 10 in the Draft LAP indicates that Office uses are open for consideration in lands zoned for Industry and Warehousing.

The Authority would recommend that office uses be excluded from consideration on these lands on the basis of their peripherality within Sallins and the Naas/ environs area, and on the basis of their inconsistency with the policies of the Authority regarding the location of employment uses, set out in the Authority's Integrated Implementation Plan for Transport in the GDA (2013-2018):

- *High volume, trip intensive developments, such as offices and retail, should primarily be focussed into town centres, and at selected locations adjacent to high capacity public transport;*
- *Except in limited circumstances such as where specific physical requirements exist for the siting and operation of a particular land use, trip intensive developments or significant levels of development should not occur in locations not well served by existing or committed high quality public transport.*

The Authority notes the inclusion of the Town Centre Objective TCO 6 which seeks to implement a Town Improvement Scheme. The Authority would recommend that reference to the Authority's *Statement of Strategy* in the Draft LAP is replaced with reference to the Authority's *Integrated Implementation Plan for Transport in the GDA 2013-2018*. The *Statement of Strategy* is a corporate plan for NTA operations.

I trust that the views of the Authority will be taken into consideration in the finalisation of the Sallins LAP.

Yours Sincerely,

A handwritten signature in black ink that reads "Michael MacAree". The signature is written in a cursive style with a long horizontal stroke at the end.

Michael MacAree
Head of Integrated Planning.