



National Transport Authority  
Dún Scéine, Iveagh Court,  
Harcourt Lane, Dublin 2

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

21<sup>st</sup> January 2016

**Re: Draft Local Area Plan for Donabate, Co. Dublin.**

Dear Sir/Madam,

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

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 NTA Transport Strategy for the Greater Dublin Area. The draft Transport Strategy is complete, and is currently with the Minister for Transport, Tourism and Sport for approval. The Authority acknowledge and welcome the fact that Fingal County Council have referenced, and drawn on, the policies set out in the draft NTA Transport Strategy in the preparation of the Donabate Local Area Plan.

In relation to the draft LAP, the Authority is satisfied that proposals set out are consistent with the principles set out in Chapter 7 of the draft NTA Transport Strategy, and will form the basis for the sustainable development of Donabate from a transportation planning perspective. The Authority would however raise the following points for the consideration of the Local Authority in finalising the LAP.

- While it is acknowledged that the average density of new residential development will be 35units/ha, given the proximity of some of the developable lands to Donabate Station, which is proposed to be served by DART commuter rail services,

the Authority suggests that a policy could be included in the LAP to promote higher density residential development within walking distance of the station (500m).

- As there will be direct vehicular access to the new distributor road from the development lands at Corballis and Ballymastone, it is vital that direct pedestrian / cycle links are provided through these development lands to schools, shops, services and Donabate station. This will ensure that these modes are competitive in terms of journey time to key destinations. It should be a condition of development to ensure these links are in place prior to the occupation of housing. This could be done as an extension of Objective 3.10.
- Likewise, the proposed site of the Ballymastone Education Campus is on the eastern side of the new distributor road. This campus will attract a lot of trips, and in order to ensure that walking and cycling are prioritised, it is vital that direct linkages through the new development lands, as well as appropriate crossing facilities on the distributor road, are provided. This should be a stated objective of the LAP.
- While the Authority supports the proposals for greenways set out in the draft LAP, it is important that pedestrian and cycle facilities are developed in a sequential manner, and in a way which will afford the best opportunity to promote these modes as a viable alternative for everyday travel. In this regard, the Authority recommends that an Objective could be added to the LAP stating that pedestrian and cycling proposals will be phased to prioritise improvements within the village centre and to provide linkages between the centre / station and new/existing residential areas.

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

Yours Sincerely,



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