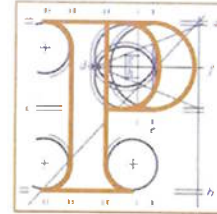


Our Case Number: ABP-318607-23



An
Bord
Pleanála

National Transport Authority
Dun Scéine
Harcourt Lane
Dublin 2
D02 WT20

Date: 30th January 2024

Re: Proposed construction of a residential led mixed use scheme across 16 blocks within 9 buildings ranging in height from 4 to 15 storeys
Lands at Park West Avenue, Cherry Orchard Dublin 10. Bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, Park West Cherry Orchard Rail Station to the southeast & the M50 to the west

Dear Sir / Madam,

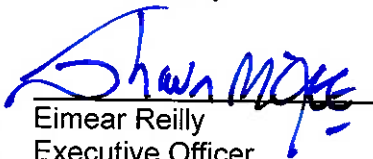
An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it or approved it with conditions.

If you have any queries in relation to the matter, please do not hesitate to contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Eimear Reilly
Executive Officer
Direct Line: 01-8737184

JA02

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
---	---

From: LAPS
Sent: Tuesday, January 30, 2024 1:13 PM
To: David Clements <David.Clements@nationaltransport.ie>
Cc: Shaun McGee <S.McGee@pleanala.ie>
Subject: RE: NTA Submission - Part X Application at Cherry Orchard / Park West

Hi David

I acknowledge receipt of your email. A formal acknowledgement will issue by post.

Kind regards

Eimear

From: David Clements <David.Clements@nationaltransport.ie>
Sent: Tuesday, January 30, 2024 12:55 PM
To: LAPS <laps@pleanala.ie>
Subject: NTA Submission - Part X Application at Cherry Orchard / Park West

Dear Sir / Madam,

Please find attached the NTA's submission on the Part X Development by Dublin City Council / Land Development Agency for development at Park West Cherry Orchard. Can you please confirm receipt at your earliest convenience.

Kind regards,



David Clements (he/him/his)

Senior Land Use and Transport Planner

National Transport Authority | Údarás Náisiúnta Iompair

A: Dún Scéine, Iveagh Court, Harcourt Lane, Dublin 2, D02 WT20
T: +353 (01)879 8305
E: david.clements@nationaltransport.ie
W: www.nationaltransport.ie

In accordance with NTA's Right to Disconnect policy, if you are receiving this email outside of normal working hours, I do not expect a response or action outside of your own working hours.

Download the Transport for Ireland Smartphone Apps:



TFI Live



Leap
Top-up



TFI Driver
Check



TFI Go



Údarás Náisiúnta Iompair
National Transport Authority

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902

Dún Scéine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

30th January 2024

RE: Case Reference JA29N.318607 - Part X Application by the Land Development Agency on behalf of Dublin City Council for a Residential Development at Park West / Cherry Orchard

Dear Sir / Madam,

The National Transport Authority (the “NTA”) has reviewed the above referenced planning application and, based on the Transport Strategy for the Greater Dublin Area 2022-42 (the “Transport Strategy”), which is a consideration material to the planning process in the Greater Dublin Area, make the following observations and recommendations.

1. Strategic Overview of Proposed Development

Consolidation of development into central sites and sites served by existing and proposed high quality public transport is a key mechanism to achieve a reduction in the demand for travel and in the facilitation and promotion of public transport, walking and cycling as modes of transport. As such, due to its location on the Kildare Rail line (to be upgraded to DART) and within the existing built-up area of the city, the proposed development is considered to be broadly consistent with the land use planning principles of the Transport Strategy, subject to the matters set out below being satisfactorily addressed.

2. Integration with DART+ South West Project

The NTA notes the on-going consultation between the applicant and Iarnród Éireann in relation to the interface between the Part X application and the DART+ South West project, currently with An Bord Pleanála. In the event that permission is granted, consultation should continue throughout the delivery of the proposed development through detailed design and construction stages to ensure DART + South West, a key element of the Transport Strategy, is accommodated.

NTA Recommendation

The NTA recommends that, in the event of a grant of permission, a condition is attached requiring on-going consultation with Iarnród Éireann throughout all stages of the delivery of the proposed development, in order to ensure that the delivery of DART+ South West is accommodated.

3. Car Parking

The NTA notes the proposed provision of car parking at a ratio of 0.46 per residential unit and the provision of 11 car sharing spaces. Car parking is a key measure in managing the demand for travel by this mode, and should be restricted in sites with high levels of accessibility to other transport modes and to a wide range of existing and proposed services by walking and cycling, such as the subject site, and are therefore satisfied that this ratio is appropriate, subject to the local authority's assessment.

4. Cycle Parking

The NTA notes the quantum of cycle parking proposed (1,618 spaces). While the provision of a high number of cycle spaces and welcomes, in particular those for cargo bikes, the quality and usability of the facilities is also of critical importance.

In this regard, the NTA notes that spaces are to be provided in vertical racks primarily. Such racks may not be as convenient to use for those with heavier bicycles, including e-bikes. In some instances, these racks are of a low quality whereby the lifting mechanism is difficult to use, and they do not facilitate bicycle frames being locked as well as wheels. In relation to this matter, the NTA Cycle Design Manual (p.178) states the following:

“Some users will find it difficult to lift their bike from the floor onto the tray of the upper tier, although the mechanisms to lift and slide the stands into position are spring loaded or gas-assisted. The stands can be noisy in operation, which may be of concern in residential areas”

As such, consideration should be given to replacing some of these vertical racks with standard Sheffield stands, with the associated reconfiguration of ancillary elements of the proposed development.

NTA Recommendation

The NTA recommends that, in the event of a grant of permission, the local authority considers the type of cycle parking proposed in detail, with a view to providing a number of Sheffield stands which cater more amenable to those with heavier bicycles and e-bikes, with the Development Plan standard total as a minimum.

5. Design of Access Junctions

The NTA notes the proposed design of the access junctions and is of the view that designs which reflects the Cycle Design Manual, published by the NTA in 2023, would be more appropriate in the interests of maximising convenience and safety for cyclists and for attracting new cyclists.

NTA Recommendation

The NTA recommends that, in the event of a grant of permission, a condition is attached requiring the applicant to agree designs for the access junctions with the local authority, which are consistent with the Cycle Design Manual.

I trust that the views of the NTA will be taken into account in the assessment of the above planning application.

Yours sincerely,

A handwritten signature in black ink, reading "Michael MacAree". The signature is written in a cursive, flowing style.

Michael MacAree
Head of Strategic Planning