



Draft Blessington LAP Amendment Stage Submission - Report

Who are you:	State Body
Name:	National Transport Authority
Reference:	DBLESSLAP-161319
Submission Made	April 22, 2025 4:15 PM

Topic

LAP - Proposed Material Amendments No 11 Submission

Submission

Please see the attached submission.

Topic

LAP - Proposed Material Amendments No 19 Submission

Submission

Please see the attached submission.

Topic

LAP - Proposed Material Amendments No 30 Submission

Submission

Please see the attached submission.

Topic

LAP - Proposed Material Amendments No 33 Submission

Submission

Please see the attached submission.

Topic

LAP - Proposed Material Amendments No 37 Submission

Submission

Please see the attached submission.

File

NTA_Submission_Blessington LAP_MA's_FINAL.pdf, 0.3MB

Forward Planning,
Wicklow County Council,
County Buildings,
Whitegates,
Wicklow Town.

22nd April 2025



Re: Public Consultation of Proposed Material Amendments to Draft Blessington Local Area Plan 2025 - 2031

Dear Sir/Madam,

The National Transport Authority ('the NTA') welcomes the opportunity to comment on the *Proposed Material Amendments to the Draft Blessington Local Area Plan (LAP)*, and based on the Greater Dublin Area Transport Strategy 2022 – 2042 (hereafter, the Transport Strategy), which is a consideration material to the proper planning and sustainable development of the Greater Dublin Area (GDA), would submit the below comments and recommendations for consideration. The NTA generally welcome the transport related changes proposed to the Draft LAP, however, would have some concern with a number of the proposed land use changes, as detailed further below.

1. MA 11

The NTA welcomes the inclusion of MA 11 which includes an objective that seeks the preparation of a Local Transport Plan for Blessington and are ready to support Wicklow County Council in the preparation of same, in line with the Area Based Transport Assessment guidance.

2. MA 19

It is noted that under MA 19, there is a proposed change in the designation of lands from the 'Active Open Space' land use zoning objective to the 'New Residential Priority 1' land use zoning objective. Given the location of these lands relative to Blessington Town Centre and Sorrel Wood Park, it is important that adequate new active travel connections are provided in advance of or part of the development of these lands. Without appropriate direct connections to the Blessington Inner Relief Road/Oak Drive to the south, residential development at these lands would be isolated from much of the wider settlement, with relatively high walking and cycling times to surrounding services, public transport stops and the town centre. In this regard, the inclusion of a future active travel connection along the southern boundary of the SLO is welcomed and should continue to be a necessary deliverable for the future development of these lands.

3. MA 30 & MA 33

MA 30 proposes a rezoning of land for 'Active Open Space' uses at a location north-west of the existing built-up area. Given the peripheral location of the land, removed from the existing built-up area of Blessington as well as active travel infrastructure and public transport services, the NTA is concerned that the future development of this land as a sporting facility or similar trip intensive use, could attract

a large proportion of trips by car. Such a scenario would undermine objectives seeking sustainable travel patterns and not support the proper planning and sustainable development of Blessington.

Whilst it is noted that MA 33 indicates potential future active travel connections to this site, given the potential constraints in delivering this infrastructure at this location in the short term, it is submitted that the Local Authority should carefully consider whether it is appropriate to zone the site for 'active open space' uses during the lifetime of the LAP.

Should the Local Authority consider the zoning to be appropriate, it is recommended that the LAP notes that the future development of the site would be dependent on quality and direct active connections being delivered between the site, the established built-up area and future residential development areas. Notwithstanding the proposed inclusion of indicative active travel routes as part of MA 33, it is considered that the overall Active Travel Strategy proposed does not adequately accommodate for the future provision of active travel trips to this location.

NTA Recommendation

- The NTA recommends that the Local Authority carefully consider the appropriateness of MA 30 given the peripheral location of the subject land.
- The NTA recommends that should the Local Authority consider the zoning to be appropriate, the LAP notes that the future development of the site would be dependent on quality and direct active travel connections being delivered to link the site with existing and future residential areas.

4. MA 37

As part of this Material Amendment, an infrastructure assessment of the SLO sites is provided and it is stated that SLO 5 and SLO 6 are 'serviced' from a 'roads and transportation' perspective. Given the current lack of active travel infrastructure connecting these sites to adjacent areas, it is considered that this status should be reassessed.

NTA Recommendation

- Reconsider the servicing status attributed to SLO 5 and SLO 6 from a roads and transportation perspective.

5. Conclusion

I trust that the views of the NTA will be taken into consideration in the finalisation of the Draft Blessington Local Area Plan, and we look forward to continued engagement with the Council during the preparation of the Local Transport Plan.

Yours sincerely,



Michael Mac Aree

Head of Strategic Planning