



Planning and Development Acts 2000 to 2018

Planning Authority: South Dublin County Council

Planning Register Reference Number: SD18A/0064

APPEAL by Transport Infrastructure Ireland of Parkgate Business Centre, Parkgate Street, Dublin against the decision made on the 30th day of April, 2018 by South Dublin County Council to grant subject to conditions a permission to Hibernia Reit PLC care of John Spain Associates of 39 Fitzwilliam Place, Dublin.

Proposed Development: The provision of a new left in left out junction on the N7 for the Red Cow Luas Park and Ride (with provision of extension of cycle and pedestrian facilities)' revised 'gateway' access (and provision internal access points to adjoining lands); and the closure of the existing left in left out junction serving the Luas Park and ride on the N7; construction of new internal access roads and roundabout (with shared cyclist and pedestrian access) m c. 447 metres in length, to tie into existing roundabout on the L1019 to serve the Luas 'Park and Ride'. Proposed new extended merge lane of circa 254 metres (to relevant standards), including extension to segregation island along southern side of N7 Naas Road; provision of new relocated bus stop; Revised access arrangement to Gas Networks Ireland installation (to be accessible at all times during construction and operational phases); all associated and ancillary works, including demolition of former SDS warehouse building of circa 9,060 square metres, site development works, landscaping, lighting and drainage/attenuation works (including attenuation basin and surface water to lands located in adjacent Newlands Cross

Cemetery on lands located to the east of Red Cow Luas Park & Ride Depot adjacent to the L1019, to the south of the N7 Naas Road, within the townlands of Bushelloaf, Ballymount Great and Red Cow, Newlands Cross, Dublin.

Decision

REFUSE permission for the above proposed development in accordance with the reasons and considerations set out below.

Matters Considered

In making its decision, the Board had regard to those matters to which, by virtue of the Planning and Development Acts and Regulations made thereunder, it was required to have regard. Such matters included any submissions and observations received by it in accordance with statutory provisions.

Reasons and Considerations

1. The applicants have failed to demonstrate that the proposed development would not have an adverse impact on the operation and efficiency of a national route of high strategic importance or would not result in a conflict with turning movements at the existing junction onto the N7 to the west. The proposed development would be contrary to the policy, as set out in the “Spatial Planning and National Roads Guidelines for Planning Authorities” issued by the Department of the Environment, Community and Local Government in January, 2012, to maintain and protect the safety, capacity and efficiency of national roads and associated junctions. The proposed development would, therefore, by itself and the precedent it would set for similar such development, be contrary to the proper planning and sustainable development of the area.
2. The proposed development fails to take a co-ordinated approach to accessing zoned lands at this location and has the potential to result in

the provision of a new junction in too close proximity to an existing junction onto the N7. Given the status of the N7 as one of busiest national routes of significant strategic importance, any proposal for such new access in the context of unlocking the potential of zoned lands should be a well-planned, co-ordinated approach with sufficient consultation of the relevant stakeholders and should rationalise access for as much of the zoned lands as possible. In this case, such an approach has not been taken or achieved and what is proposed is a piecemeal approach that has the potential to have an adverse impact on the operation and efficiency of a national route while at the same time having the potential to adversely impact on traffic safety as well as failing to address sufficiently access arrangements for zoned lands at this location. The proposed development would be contrary to policy, as set out under The Spatial Planning and National Roads Guidelines for Planning Authorities, issued by the Department of the Environment, Community and Local Government in January, 2012, to maintain and protect the safety, capacity and efficiency of national roads and associated junctions. The proposed development would, therefore, by itself and the precedent which the grant of permission would set for other relevant development, adversely affect the use of a national route by traffic and be contrary to the proper planning and sustainable development of the area.

Eugene Nixon
Member of An Bord Pleanála
duly authorised to authenticate
the seal of the Board.

Dated this day of 2018.