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**Planning and Development Acts 2000 to 2021**

**Planning Authority: Longford County Council**

**Planning Register Reference Number: 21/318**

**APPEAL** by Transport Infrastructure Ireland of Parkgate Business Centre, Parkgate Street, Dublin against the decision made on the 12<sup>th</sup> day of January, 2022 by Longford County Council to grant subject to conditions a permission to Sean McLoughlin care of Will Design Associates of Knockmartin Lane, Dublin.

**Proposed Development:** Demolition of existing two-storey dwelling and replacement dormer type dwelling, formation of new entrance, wastewater treatment system, polishing filter area and all ancillary site works at Crossea North, Edgeworthstown, County Longford.

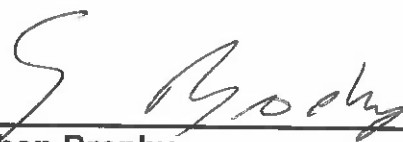
## **Decision**

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

## **Reasons and Considerations**

In deciding not to accept the Inspector's recommendation to grant permission, the Board considered that the creation of a new or replacement dwelling at this location would result in intensification of the use of an existing access by

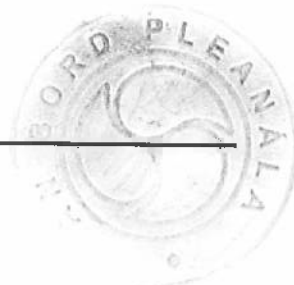
virtue of the fact that the residential capacity of the site served by the access would be increased. The N55 is identified in the Longford County Development Plan 2021-2027 (CPO 5.19) as a route of strategic importance, and development is required to be in accordance with the provisions of the Department of Environment, Community and Local Government's Spatial Planning and National Roads Guidelines (2012) which states that the policy of the planning authority will be to avoid the generation of increased traffic from existing accesses to national roads. The proposed development would entail the intensification of use of an existing access off the N55 in an area where a 100 km/h speed limit applies, and the Board considered that this would be contrary to objectives CPO 5.25 and 5.19 of the development plan. The Board also noted that, notwithstanding any potential improvements to sightlines resulting from the proposed development, sightlines to the south, indicated at 180 metres, remain below the requirements outlined in Transport Infrastructure Ireland's Publication DN-GEO-02043. The additional turning movements created by the development at a point where sightlines are limited and a speed limit of 100 km/h applies would interfere with the unobstructed, safe and free flow of traffic on the route and would endanger public safety by reason of traffic hazard or obstruction of road users. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.



**Stephen Brophy**

**Member of An Bord Pleanála**

**duly authorised to authenticate  
the seal of the Board.**



**Dated this 10<sup>th</sup> day of May 2023.**