

**From:** Planning Appeals <planningappeals@fingal.ie>  
**Sent:** Tuesday 3 June 2025 17:19  
**To:** Appeals2  
**Cc:** Darija Balciunaite  
**Subject:** Our Ref:- F24A/0362E      Your Ref:- ABP-322429-25  
**Attachments:** F24A 0362E Appeal Response.pdf

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Dear Sir/Madam,

Please find attached response to correspondence received in respect of the above application.

Yours faithfully,

Kind Regards,

Abhilash Nair | Clerical Officer | Fingal County Council | Planning & Strategic Infrastructure  
Department | County Hall | Main Street | Swords | Co. Dublin | K67 X8Y2

Comhairle Contae  
Fhine Gaill  
Fingal County  
Council



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**Comhairle Contae Fhine Gall**  
Fingal County Council

**An Roinn um Pleanáil agus  
Infrastruchtúr Straitéiseach**  
Planning and Strategic  
Infrastructure Department



The Secretary,  
An Bord Pleanála,  
64 Marlborough Street,  
Dublin 1.

Our Ref. F24A/0362E

Your Ref. ABP-322429-25

03<sup>rd</sup> June, 2025

**Re: Destruction of structures, upgrades to roundabout, construction of roads and services infrastructure with all associated site works. EIAR and NIS submitted with application.  
A site located in the townlands of Rowans Big, Rowans Little and Courtlough, Lusk and Balbriggan, Co. Dublin.**

Dear Sir/Madam,

I refer to your correspondence dated 06<sup>th</sup> May 2025 regarding the above application.

**Planning Authority Further Comments on Appeal:**

The appeal submission appears to comprise a more general objection to the application site benefitting from the 'GE - General Employment' zoning objective as per the current (and notably) successive development plans, which is outside the remit of the planning application and appeal processes.

Within the submission, the appellant states:

*"that M1 Junction 5, in the evaluation of this planning application, has been treated and evaluated as an urban junction by both Fingal and the applicant."*

In direct response to this the Transportation Planning Section of Fingal County Council would highlight the following:

- The existing road network at this location, around junction 5 of the M1 and passing over the M1, has a 60km/hr speed limit.
- There is existing public lighting at Junction 5 and at the existing site access roundabout.

- The existing bridge over the M1 has footpaths on both sides.
- The existing site access roundabout has footpaths, pedestrian crossings and street lighting.

The applicant's application of standards such as DMURS and the Cycle Design Manual to their proposal is considered appropriate given the context of the application site, and acceptable to the Transportation Planning Section of Fingal County Council.

It is further noted that the proposed development at this site proposes improved connectivity. The proposed connectivity would provide active travel links to and from the subject site on the west of the M1 linking to and from the existing M1 Business Park development (Fyffes and Applegreen Service Station) as well as bus stops on the R132 all located on the east of the M1.

The application submission contained a Stage 1 Road Safety Audit report, a Traffic & Transport Assessment Report and also demonstrated appropriate sightlines. Traffic surveys were carried out on the following junctions as part of the submission:

- Existing site access roundabout on L1140/site access roads
- M1 northbound off slip, on slip and existing roundabout
- M1 southbound off slip, on slip and existing roundabout
- Existing roundabout at junction of Applegreen and R132

From review of the traffic modelling undertaken by the applicant using the survey data, the submitted Traffic & Transport Assessment report concludes that all junctions are currently operating well within capacity and would continue to do so for the future assessed Construction Phase and Operational Phase (operation of future-planned commercial buildings). No significant changes in queue lengths or delays were found indicating all junctions have sufficient capacity to accommodate the proposed development.

Consequently, Fingal County Council Transportation Planning Section cannot deem the proposed development a traffic hazard. Fingal County Council facilitated discussions between the applicant and TII at appropriate stages during the application process. The submitted additional information proposes amendments to address comments from the TII. Taking cognisance of TII's submissions, FCC Transportation Planning Section recommended conditions to ensure the development could be completed appropriately.

### Conclusion

The application site in question has been zoned as GE 'General Employment' in successive iterations of the development plan. To that end, the principle of development of these lands (including preparatory infrastructure provision necessary for development) is acceptable in principle to the Council. The officer's report had due regard to all comments and contributions received from the appellant, as well as third parties. The conditions attached to the permission itself seek to safeguard the wider public interest as well as

road and traffic safety, and are considered to be sufficiently onerous to achieve such aims.

For the above reasons, the Planning Authority respectfully request the Board to uphold the decision to grant planning permission in this instance.

In the event that the Planning Authority's decision is upheld, provision should be made in the determination for applying the following:

- a financial contribution and/or a provision for any shortfall in open space and/or any Special Development Contributions required in accordance with Fingal County Council's Section 48 Development Contribution Scheme.
- the inclusion of Bond/Cash Security for residential developments of 2 or more units.
- conditions should also be included where a tree bond or a contribution in respect of a shortfall of play provision facilities are required.

Yours faithfully,



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**Colm McCoy**  
**Senior Planner**

**Date:** 03/06/2025