

Stephen Sutton

From: Bord
Sent: Wednesday 4 August 2021 09:20
To: Appeals2
Subject: FW: Case Reference SU06S.310461 (Substitute Consent Application for Quarry Operations at Windmill Hill, Rathcoole, Co. Dublin)
Attachments: Case Reference SU06S.310461.pdf

From: Landuse Planning <LandUsePlanning@tii.ie>
Sent: Wednesday 4 August 2021 08:57
To: Bord <bord@pleanala.ie>
Subject: Case Reference SU06S.310461 (Substitute Consent Application for Quarry Operations at Windmill Hill, Rathcoole, Co. Dublin)

Dear Sir/Madam,

Please find attached a copy of TII's observations on the above Substitute Consent Application.

Yours sincerely,
Michael McCormack
Senior Land Use Planner

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Ms. Mary Tucker
Executive Officer
An Bord Pleanála
64 Marlborough Street
Dublin 1

By e.mail: bord@pleanala.ie

Dáta | Date
4 August, 2021

Ár dTag | Our Ref.
TII21-114057

Re.: Case Reference SU06S.310461
Substitute Consent Application for Quarry Operations at Windmill Hill, Rathcoole, Co. Dublin

Dear Ms. Tucker,

With reference to your letter of 16 July concerning referral of the above proposed development, the Authority submits the following observations for the Boards consideration;

The Authority notes the subject site accesses the N7, national primary road, via a direct private access, at a location where a 100kph speed limit applies.

The N7 functions as a strong radial link to Dublin City Centre whilst also providing inter-urban connectivity between Dublin, the south, south east and south west. A three lane dual carriageway is provided from Naas to the M50 intersection at the Red Cow Interchange. The route carries significant levels of traffic.

The DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities state, in relation to lands adjoining national roads to which speed limits greater than 60kmh apply, that the policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads. This provision, it is stated, applies to all categories of development, section 2.5 refers.

The Board will also be aware of the planning history of the subject site and alternative uses operating at this site, such as the permission granted relating to inert waste materials recovery for use in on-site asphalt manufacturing.

Project Ireland 2040, National Development Plan, 2018 – 2027, outlines the investment priority to ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users.

Government also includes the objective to maintain the strategic capacity and safety of the national roads network, including planning for future capacity enhancements, in National Strategic Outcome 2 of the National Planning Framework. This requirement is further reflected in the recent publication of the Draft National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities.

Having regard to the national strategic importance of the N7, national primary route, and the existing and permitted levels of development and associated development at the subject quarry site, the Authority recommends that any consent granted for development at the site should not result in any intensification of use of the existing direct access to the N7, above permitted levels of use, in accordance with the provisions of the DoECLG Spatial Planning and National Roads Guidelines.

In addition, it is noted that Chapter 11 of the remedial EIAR indicates that the subject site access to the N7 is determined to not meet current TII Publications (Standards) for access junctions to the national road. The rEIAR details amendments that should be implemented to ensure the junction layout complies with the current TII Publication documents.

In the interests of safeguarding road user safety, TII considers that the recommendations of the rEIAR relating to improvements to the access junction to the N7, national road, should be implemented to the satisfaction of the County Council.

Any works to improve the site access junction to the N7, national road, requires the submission of a Design Report to TII for review and approval in accordance with TII Publications (Standard) DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes) prior to commencing any statutory planning approval process.

TII recommends that prior to commencing any statutory planning approval process the submission of a Design Report to TII in accordance with TII Publications (Standard) DN-GEO-03030 should be included as condition of any permission granted. The cost of any works is the responsibility of the applicant/developer.

The Authority would welcome clarification of the above provisions in any decision of the Board in this instance in the interests of clarity.

The Authority trusts that the foregoing proves of assistance to the Board.

Yours sincerely,



Michael McCormack
Senior Policy Advisor