



An
Bord
Pleanála

Board Direction
BD-007675-21
ABP-308695-20

The submissions on this file and the Inspector's report were considered at a Board meeting held on 09/03/2021.

The Board decided to refuse permission, generally in accordance with the Inspector's recommendation, for the following reasons and considerations.

Reasons and Considerations

1. The proposed vehicular layout and access arrangement to Block A is contrary to Key Objective DA 1.6 and Objective 7.4 of Kellystown LAP, compromising the delivery of east-west connectivity as set out in the LAP, as well as cyclist and pedestrian connectivity in accordance with Key Objective DA 1.3. Furthermore, it is considered that the lack of an agreed Green Infrastructure Masterplan for the application site is contrary to Phase 1 Eastern Development Area (DA1) of the LAP.
2. Having regard to the Urban Design Manual – a Best Practice Guide (DoEHLG, 2009) which accompanies the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and includes key criteria in relation to context, connections, layout, and public realm, and having regard to the Design Manual for Urban Roads and Streets (DECLG and DTTS 2013, as updated), it is considered that the proposed development results in a high number of cul-de-sacs, poorly defined and overlooked streets and open spaces, which would result in a substandard form of development, and would be seriously injurious to the residential amenities of future occupants. Furthermore, the development fails to deliver adequate pedestrian facilities along the eastern boundary of the site with Porterstown Road. The

proposed development would, therefore, seriously injure the residential amenities of future occupants, would be contrary to these Ministerial Guidelines, and would be contrary to the proper planning and sustainable development of the area.

Note 1: The Board considers that the proposed development is deficient in the provision of childcare places having regard to the guidance set out in the Childcare Facilities – Guidelines for Planning Authorities 2001.

Note 2: The Board considers that the junction upgrade at Kellystown Link Road/Diswellstown Road is not pedestrian or cycle friendly and would be contrary to design and layout guidance as set out in the Design Manual for Urban Roads and Streets (DECLG and DTTS 2013, as updated) and the National Cycle Manual.

Board Member

Date: 09/03/2021

Michelle Fagan