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RPS

# M7 Osberstown Interchange & R407 Sallins Bypass Scheme

An Bord Pleanála Ref: HA0046

## Planning Policy Context

### Brief of Evidence

for An Bord Pleanála's Oral Hearing

by

**Kieran Kennedy**  
Chartered Town Planner &  
Managing Director of  
RPS Planning & Environment Ltd.

3<sup>rd</sup> June 2014 (A.02)

MH13011

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## **1. INTRODUCTION**

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- 1.1 This Brief of Evidence was prepared by Kieran Kennedy Managing Director RPS Planning & Environment Ltd.
- 1.2 Kieran Kennedy is a Chartered Town Planner with over 30 years professional experience in all areas of town planning in both the public and private sectors. Prior to his appointment as Managing Director of RPS Planning & Environment Ltd. he held the positions of Director of Planning with South Dublin County Council and Inspector with An Bord Pleanála. He holds a Masters Degree in Town Planning from the University of London and a Masters Degree in Environmental Science from University College Dublin. He is a Member of the Royal Town Planning Institute.
- 1.3 The purpose of this Brief of Evidence is to set out for both the Inspectors and An Bord Pleanála the planning policy context of the proposed road scheme.

## **2. PLANNING POLICY CONTEXT**

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### **2.1 Outline of Planning Policy Context**

2.1.1 The proposed M7 Osberstown Interchange and the R407 Sallins Bypass have been included in transport planning policy for County Kildare since the adoption of the Naas Town Development Plan in 2005. The proposed Scheme (the M7 Osberstown Interchange and R407 Sallins Bypass Scheme), which is the subject of this application, is compatible with the planning objectives in various policy documents, which can be grouped as follows:

- National Planning Policy Context.
- Regional Planning Policy Context.
- Local Planning Policy Context.

2.1.2 Before considering the relevant planning policy documents, it is useful to provide a brief overview of the prior planning history to this proposal.

### **2.2 Background / Planning History**

#### **2.2.1 Millennium Park (Osberstown) Planning Register Ref. 99/500154:**

2.2.1.1 Planning permission was granted by Naas Town Council on 25th February 2000, for the development of 110 hectares of industrial and warehousing uses. The proposal included a new interchange on the M7 motorway at Osberstown, a roundabout on the Sallins Road at the Monread Road junction, and a new road network off this junction including a bridge crossing over the Grand Canal between the former Odlum's Mills and the M7 Motorway. Much of the infrastructure work proposed in this application is now complete.

2.2.1.2 Condition 16 of the planning permission stated as follows-

*"The developer shall design, prepare all necessary documentation for statutory approvals including where necessary C.P.O. and Motorway Scheme Orders and subsequently construct the proposed Interchange as soon as possible after granting of the relevant statutory approvals. The design and construction of the*

*interchange shall be to the satisfaction of the Planning Authority and the NRA. The developer shall maintain and operate the interchange to the satisfaction of the Planning Authority and the NRA until it is taken in charge. All the above are in accordance with the commitment given in the applicant's letter dated 17/12/99.*

**Reason:** *To ensure proper development and to minimise traffic hazard. Failure to provide this interchange would result in recommendation for refusal of the application due to serious traffic hazard because the surrounding road system is deficient in alignment, capacity, structural strength and safety and would be unable to accept the additional traffic generated by the proposed development."*

**2.2.2 Kildare County Council M7 Osberstown Interchange Motorway Scheme 2008 Ref. PL09.HA0018.**

2.2.2.1 On the 4th November 2008, Kildare County Council lodged an application with An Bord Pleanála, under sections 47 and 51 of the Roads Act, 1993 as amended, for approval of a motorway interchange consisting of a grade separated junction to the existing M7 motorway, and associated ancillary works, at Osberstown, Co. Kildare.

2.2.2.2 On the 26th February 2010, An Bord Pleanála refused consent for that road scheme. The Board's decision included the following reasons and considerations:

*"there is a very strong connection between the motorway interchange and the R407 Sallins By-pass and the Board has come to the view that both projects should be considered together for the purposes of environmental impact assessment and that it would be premature to determine the instant applications in advance of, or separately from, the determination of the route and design of the R407 Sallins By-pass.*

*In deciding not to accept the Inspector's recommendation to conditionally approve the application, the Board was of the view that the Inspector's assessment did not give sufficient consideration to the relationship between the proposed interchange and the*

*proposed R407 Sallins By-pass as expressed in the environmental impact statement and various statutory plans, and the Board could not accept the line of the R407 Sallins By-pass as having been determined separately from the proposed motorway interchange.*

*The Board, therefore, decided that the planning of the proposed interchange and of the R407 Sallins By-pass should be undertaken together in a comprehensive manner, even if the projects are to be implemented at different times in the future.”*

- 2.2.2.3 While the Board refused permission for the scheme on the grounds of prematurity, the Board’s Inspector recommended that permission for the scheme be granted. In particular, the Inspector’s report, dated the 15<sup>th</sup> May 2009, stated the following with regard to the proposal’s compliance with planning policy:

*“8.3.1 National & Regional Guidance*

*... The proposed development will facilitate the future growth of the town of Naas in a planned fashion....”*

*“8.3.3 Naas Development Plan 2005-2011*

*... The proposed development could result in the realisation of Objective M25c of the Plan, which states that the Planning Authority will examine and assess the possibility/potential to provide a link from the proposed Sallins By-pass to connect with the existing road network in Naas....”*

*“8.3.4 Naas Northwest Quadrant Masterplan 2007*

*... The proposed interchange would facilitate and service such a large-scale development....”*

*“8.3.5 Kildare County Development Plan 2005-2011*

*... Objective RP 5 states – To facilitate provision of an additional interchange along the N7 Naas By-pass to provide access to the Millennium Park. This is what is proposed in the current development – to provide access to Millennium Park. ...”*

#### **“9.0 RECOMMENDATION**

*... Having regard to the details and conclusions set out in the EIS (including mitigation measures contained therein) and the submissions made in relation to the proposed road development, I am satisfied that there would not be any significant adverse impact on the environment arising from the proposed road development. I recommend that the M7 Osberstown Interchange Motorway Scheme be approved.”*

- 2.2.2.4 The proposed Scheme, which is the subject of this application to An Bord Pleanála, has directly addressed An Bord Pleanála’s reason for refusal above (Ref. PL09.HA0018) by appropriately and comprehensively considering the relationship between the proposed interchange and the proposed R407 Sallins Bypass, as expressed in the environmental impact statement submitted as part of the planning application.

## **2.3 National Planning Policy Context**

### **2.3.1 National Spatial Strategy 2002-2020**

2.3.1.1 The National Spatial Strategy (NSS), published in 2002, sets out a twenty year planning framework for Ireland which is designed to achieve a better balance of social, economic and physical development and population growth between regions.

#### *National Spatial Strategy and Naas*

2.3.1.2 A key goal of the NSS is the consolidation of Dublin. One of the proposed strategies for achieving this in Dublin's '*Hinterland*' area includes the concentration of "*development in strong towns with capacity for growth on well served public transport corridors*" (page 43).

2.3.1.3 The NSS has designated Naas, along with the nearby towns of Newbridge and Kilcullen, as a '*Primary Development Centre*' within the Greater Dublin Area. These areas need to aim at a population level that supports self-sustaining growth, but which does not undermine the promotion of critical mass in other regions.

2.3.1.4 Naas, as Kildare's County Town as well as its largest town by population, has also been designated by the NSS as one of the Hinterland's primary growth towns. The CSO's 2011 Census has confirmed that the population for Naas in 2011 is 20,713. This is a 3.3% increase on the 2006 Census population figure for Naas of 20,044.

2.3.1.5 As previously noted in the evidence presented by Ms. Eileen McCarthy of Arup to this Oral Hearing, the M7 Osberstown Interchange and R407 Sallins Bypass Scheme will provide the opportunity to improve connectivity between the motorway network and the large growth town of Naas, in particular the areas designated for economic development. As also noted in Ms. McCarthy's evidence, this proposed scheme will also facilitate improved public transport links for the town of Sallins and Naas.

2.3.1.6 As also noted by Ms. McCarthy, the M7 Osberstown Interchange and R407 Sallins Bypass Scheme together with the Sallins Link Road will provide a convenient connection from the motorway network to the



existing Sallins train station, and will facilitate the use of the 'park and ride' facilities in Sallins.

- 2.3.1.7 Again as noted in Ms. McCarthy's evidence, the Scheme will also facilitate pedestrian and cyclists linkages between Naas town and Sallins train station through reductions in traffic on the local road network, particularly along Sallins Road (Main Street) and Monread Road.

*National Spatial Strategy and Sallins*

- 2.3.1.8 The 2011 Census confirmed that the population for Sallins in 2011 is 5,283. This is a 38.8% increase on the 2006 Census population figure for Sallins of 3,806.

- 2.3.1.9 The NSS states the following with regard to County Towns and Towns with a population of over 5,000 people:

*"the future roles of primary development centres such as these must take account of wider considerations, in addition to their relationship to Dublin. Issues that arise in this regard include the question of how such centres can energise their own catchments and their relationships with areas in the neighbouring regions of the Border, Midlands and South East."* (page 78)

- 2.3.1.10 The NSS also outlines that:

*"towns with a population of between 1,500 – 5,000 in the Greater Dublin Area cater for local growth in residential, employment and service functions through enhancing the built environment, water services, public transport links and capacity for development in these centres. Accommodating such additional functions must however be balanced with protecting the character and quality of these towns"*. (page 80)

- 2.3.1.11 As noted previously in Ms. McCarthy's evidence, the proposed Scheme seeks to reduce congestion in Sallins town centre by removing the strategic traffic, particularly HGV traffic, from the town of Sallins. This will

enable people to commute by walking and cycling as opposed to depending on vehicle transport.

### 2.3.2 **Smarter Travel - A New Transport Policy for Ireland 2009 to 2020 (2009)**

2.3.2.1 This policy document by the Department of Transport sets out the range of steps that need to be taken if we are to achieve a sustainable travel and transport system by 2020. The fundamental objective underpinning this policy document is the provision of a high quality, integrated and sustainable travel and transport infrastructure that supports the movement of goods and people, which will ensure continued Irish competitiveness. This translates into the goals and actions of the document which seek to ensure that there are multi-modal facilities and alternatives available which will negate the current trends of increased traffic congestion.

2.3.2.2 This document sets out a number of key goals for the achievement of the Government's vision for 2020 (refer to page 27 of the document) including:

- *improve economic competitiveness through maximizing the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks.*
- *minimize the negative impacts of transport on the local and global environment through reducing localized air pollutants and greenhouse gas emissions.*
- *reduce overall travel demand and commuting distances travelled by private car.*

2.3.2.3 It is noted that roads will continue to be the main source of transport for goods (p.36). It is also noted that the car will remain an important mode of transport in Ireland and that aim of the Policy document is not to prevent use of the car but to encourage smarter ways to travel of which car use is but one method (p.45). As such there is a need for integrated measures with alternative modes of transport. For example Action 22 seeks to "*fast track the establishment of park and ride facilities along major public transport nodes, at the periphery of major urban areas and at key public transport locations and nodes*" (page 46).

- 2.3.2.4 In addition there is a focus on the need to improve the efficiency of motorized means of transport with the use of incident management technologies on key road arteries in order to limit *“the development of traffic jams with their associated negative consequences for fuel consumption and emissions”* (page 51).
- 2.3.2.5 The policy document recognises that the *“The €18 billion investment in roads as part of Transport 21 will remove bottlenecks, ease congestion and pressure in towns and villages and provide the necessary infrastructural links to support the National Spatial Strategy.”*
- 2.3.2.6 This proposal will reduce congestion along the existing R407 Sallins Road which will facilitate the implementation of more sustainable transport modes for shorter commutes as well as improving journey amenity for cyclists and pedestrians. It will also facilitate the improvement of public transport links between Sallins, Naas and environs thus allowing buses to move freely in a timely fashion to a schedule between the towns and providing an improved link to Sallins Train Station from the M7, from Naas, and in particular from Naas’s Northwest Quadrant. The proposed scheme, in conjunction with the proposed M7 Naas to Newbridge Bypass Upgrade Scheme will also alleviate traffic congestion on the National, Regional and Local road networks including at the existing Newhall and Maudlins interchanges.
- 2.3.2.7 With reference to the scheme’s improvement of public transport links between Sallins, Naas and the environs, I can confirm to the Inspectors that Bus Éireann specifically supports this proposed scheme. In this regard, a copy of the letter to this effect from Bus Éireann to Kildare County Council dated the 28<sup>th</sup> May 2014 has been enclosed with this brief of evidence (refer to Appendix 1 of this brief of evidence).
- 2.3.2.8 Bus Éireann’s letter states that:

*Bus Éireann operate a very extensive commuter network of services in the Greater Dublin Area and offer a sensible and cost effective alternative to driving into and from Dublin City Centre*

*from most major towns and urban centres in the Kildare area. However, our ability to deliver a reliable and consistent timetable is being affected by traffic congestion, especially at peak travelling times.*

*The proposed M7 Osberstown Interchange and R407 Sallins By-Pass Scheme if completed will address some of the traffic disruption currently being encountered by services operating through our 123/126 Naas/Clane corridor and will be pivotal to any future public transport considerations for this entire area.*

*In view of the above, I wish to put on the record our full support for the proposed upgrade works.*

2.3.2.9 It should be noted that the Department of Transport's Smarter Travel document has specifically informed the Strategic Context and Movement and Transport policies of the Kildare County Development Plan, 2011–2017 (refer to sections 1.4.1(iv) and 6.2.4 therein) and the Naas Town Development Plan, 2011–2017 (refer to sections 2.2(iv) and 7.2.3 therein). Both of these statutory planning policy documents also contain specific policy support for the proposed scheme, as discussed below.

2.3.2.10 I can also confirm that the Department of Transport, Tourism and Sport specifically supports this proposed scheme. In this regard, a copy of the letter to this effect from the Department to Kildare County Council dated the 26<sup>th</sup> May 2014 has been enclosed with this brief of evidence (refer to Appendix 2 of this brief of evidence).

2.3.2.11 The Department of Transport's letter, which was written in response to their receipt of the planning application and EIS for the scheme, states that:

*"...the Department supports the provision of an additional interchange adjacent to Millennium Park in Naas and the provision of a Sallins By Pass. In doing so it is conscious of the need to provide suitable national and local road infrastructure to facilitate industrial development (and the provision of extra jobs) especially*

where there are clear “bottlenecks” in the transport system. It is considered that this project accords with one of the key goals of the Department’s Smarter Travel document (on page 27) which states:

- *Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks*

*This project would also improve access to Sallins railway station and relieve congestion in the immediate vicinity of the station thereby improving journey times for the feeder bus service between Naas and Sallins and also for other local bus services which operate in the Naas/Sallins and surrounding area.”*

## **2.4 Regional Planning Policy Context**

### **2.4.1 Regional Planning Guidelines for the Greater Dublin Area 2010 to 2022 (2010)**

2.4.1.1 The Regional Planning Guidelines (RPGs) for the Greater Dublin Area (GDA) were prepared for the four Dublin Local Authorities together with Meath, Wicklow, and Kildare County Councils to provide a long-term strategic planning framework for the development of the area for a period of 12 years.

2.4.1.2 The RPGs distinguish between the GDA’s ‘*Metropolitan Area*’, comprising the existing built-up area of Dublin and its immediate environs, and its ‘*Hinterland Area*’ comprising the remainder of the GDA and containing a range of towns of various sizes, including Naas and Sallins, together with extensive areas of countryside.

2.4.1.3 Within the RPGs settlement typology and hierarchy Naas is identified as a “*Large Growth Town I*”, as a “*primary economic growth town*” and as part of an economic cluster with the adjoining towns of Newbridge and Kilcullen. Sallins is designated as a “*small town*”.

2.4.1.4 Large Growth Towns I, including Naas, are described (in Table 8 on page 91 of the RPGs) as:

*“Key destinations, economically active towns supporting*

*surrounding areas, located on Multi Modal Corridor in metropolitan hinterland”.*

2.4.1.5 “*Large Growth Towns II*”, such as Newbridge, are distinguished from Large Growth Towns I, such as Naas, recognising the smaller population base and a lesser range of facilities provided within category II towns. It is envisaged that Large Growth Towns I, such as Naas, would plan for growth up to 50,000 persons (refer to page 94 of the RPGs), with Large Growth Towns II planning with a range suitable to the scale of the town – approximately 15,000 to 30,000 persons.

2.4.1.6 The RPGs state at page 67 that:

*“Outside of the Gateway core area, the Primary Economic Growth Towns ([including] Naas) should be promoted as anchors for regional enterprise. These growth centres are also important in delivering balanced regional development by serving their urban and rural hinterland areas and should be prioritised for economic development and investment to redress the imbalance of residential development and jobs and emergence of dormitory areas.”*

2.4.1.7 The RPGs state at page 94 that Large Growth Towns, such as Naas,

*“located both within and outside of the Metropolitan Area are, in addition to the Gateway [of Dublin City], critical to the success of the RPGs. They will accommodate significant new investment in transport, in economic and commercial activity and in housing. These towns act as important self-sustaining regional economic drivers for the GDA, capitalising on their international connectivity and high quality connections to Dublin City Centre, whilst also supporting and servicing a wider local economy, and for some this extends beyond the GDA into surrounding Regions”.*

2.4.1.8 The RPGs state at page 72, with regard to the ‘*Naas / Newbridge Core Economic Area*’ that:

*“Locational advantages of the Naas/Newbridge Core Economic Area include its location on a multi modal corridor including the*

*N7/M7 and rail service from Dublin to Galway (with a commuter train service to Dublin from Sallins). Its proximity to Dublin however has seen it take on a dormitory function in recent years. The largest employment sectors include manufacturing and commercial services. Within the core economic area, Togher Business Park and Millennium Park are being developed as areas for commercial, logistical and industrial enterprises. Office based development, such as public administrative functions are also a notable employment area. The area also has a strong agri-food sector.”*

- 2.4.1.9 The RPGs continue at page 72, with regard to the ‘Naas / Newbridge Core Economic Area’ that:

*“In order to support Naas as a self sustaining growth town and the Core Economic Area as a viable employment centre, sectoral opportunities in high tech manufacturing, ICT, food production, tourism and bloodstock should be promoted and developed. An emerging sectoral theme, for Naas in particular, is also in the area of private healthcare.”*

- 2.4.1.10 The RPGs state at page 92, with regard to public transport and economic development, that the:

*“continued promotion and successful development of improved or new public transport links from Large Growth towns shall be supported by achieving economies of scale through focused development of these towns economically and demographically. Where towns are proximate and/or form part of a cluster, the linkages between such towns should be improved to support economic activity and expand the labour market available to industry and commerce in these towns.”*

- 2.4.1.11 Having regard to County Kildare in particular, the RPGs state at page 98 that:

*“the continuing support of growth within Naas-Newbridge is the key driver for the South Kildare area associated with the promotion of*

*the towns as employment centres and building good public transport connections to the rail line”.*

2.4.1.12 With regard to the road network, the RPGs outline at page 117 that while:

*“investment in public transport development is the main priority in the GDA, it is recognised that future transport demands cannot be delivered solely by the public transport rail system, and that the road network will continue to be critical to transport management and the efficient movement of buses, people, goods and other services in the GDA and beyond”.*

2.4.1.13 The RPGs additionally state at page 118 that:

*“Regional roads and local roads are also important for the GDA, serving local enterprise, tourism, agriculture and providing essential access for communities to core services and goods. Policies for sustainable investment in upgrading the existing local road network and improving safety for vehicles, cyclists and pedestrians are strongly supported”.*

2.4.1.14. The M7 Osberstown Interchange and R407 Sallins Bypass Scheme will facilitate the concentration of growth in the designated large growth town of Naas and will improve connectivity between this designated town (including areas strategically designated for economic development such as Millennium Park) and national road and rail routes.

2.4.1.15. In this regard, I can also confirm that Enterprise Ireland specifically supports this proposed scheme. In this regard, a copy of the letter to this effect from Enterprise Ireland to Kildare County Council dated the 27<sup>th</sup> May 2014 has been enclosed with this brief of evidence (refer to Appendix 3 of this brief of evidence).

2.4.1.16. Enterprise Ireland’s letter confirms that:

*“Enterprise Ireland welcomes the proposed development of the M7 Osberstown Interchange and R407 Sallins Bypass as potentially significant contributors to the economic development of Naas, Kildare and the wider Mid-East region.*



*Modern infrastructure is a key component for competitive and unencumbered distribution networks that help to reduce costs, both in the movement of final goods but also intermediate goods and inputs, which are important in enhancing competitiveness, sustaining economic progress and promoting balanced regional development.*

*This development, in the opinion of Enterprise Ireland, will further enhance Kildare and the wider region as an attractive location to set-up and grow businesses which are capable of contributing jobs and exports to the local and national economy.”*

## **2.5 Local Planning Policy Context**

### **2.5.1 Naas Integrated Framework Plan for Land Use and Transportation (IFPLUT) 2003 [SLIDE - EIS FIGURE 2.1]**

2.5.1.1 Naas Town Council (NTC) and Kildare County Council (KCC) prepared an IFPLUT for Naas in 2003, as recommended by the Dublin Transportation Office's 2000 Strategy 'A Platform for Change' and the 2002 National Spatial Strategy (see page 43 of the NSS). The principal objectives of the IFPLUT are;

*"To promote and encourage the development and growth of Naas in line with the principles of sustainable development.*

*To promote an appropriate balance of employment, residential, service facilities (schools, retail, community facilities etc) and land uses that will increase the self-sufficiency of the town and support its role as a key part of a designated Primary Development Centre in the Greater Dublin Area."*

2.5.1.2 The purpose of the Naas IFPLUT was to set out an integrated framework plan for the future development of the town up to 2020 based on the principles of sustainable development. It contained the following set of parameters for the future development of the town:

- *"an expanded population for Naas of 30,000 by 2016*
- *4,800 additional houses*
- *the creation of 8,000 jobs*
- *maximum use of the canal corridor as a valuable public leisure and recreational facility"*

2.5.1.3 The plan was not specific to Sallins but it realised the importance of Sallins Train Station to the future growth of Naas. In this regard, the IFPLUT's preferred framework plan proposed an expanded town centre for Naas, together with a public transport corridor extending northwards from the hospital area through the centre to Millennium Park (Osberstown) and across the M7 to Sallins Train Station. Employment was to be concentrated in the town centre and at Millennium Park, and housing and other land uses were to be located in such a way that, as far as possible, travel would be reduced to a minimum. The plan promoted

sustainable modes of travel and new walking and cycling routes to connect residential areas with neighbourhood centres, the town centre and employment areas.

2.5.1.4 The M7 Osberstown Interchange and R407 Sallins Bypass Scheme will provide the opportunity to improve public transport connectivity for the areas in Naas designated for economic development to Sallins Train Station and to the strategic motorway network and, as noted in Ms. McCarthy's evidence, it will remove through traffic from the town centre, while encouraging walking and cycling routes, in line with the objectives of the IFPLUT.

## 2.5.2 **Kildare County Development Plan 2011 – 2017**

2.5.2.1 The Kildare County Development Plan 2011 - 2017 ('the CDP') was adopted on 4th April 2011, and came into effect on 2nd May 2011. It is the statutory planning policy document which guides development within the County over the period 2011-2017 and beyond to the horizon year of 2022. It has been informed by the Regional Planning Guidelines (RPGs) for the Greater Dublin Area (GDA) 2010 to 2022.

2.5.2.2 The CDP's '*Settlement Strategy*', which emanates from the CDP's '*Core Strategy*', has confirmed Naas as the only '*Large Growth Town I*' in the County's settlement hierarchy (as referenced in the RPGs). In this regard, Naas is targeted for 12.9% of the overall population growth of the county up to 2017. This requires the town to act as an important self-sustaining regional economic driver, accommodating significant new investment in transport, housing, economic and commercial activity, while capitalising on international connectivity and high quality connections to Dublin.

2.5.2.3 The CDP contains a key objective relevant to the proposed Scheme. Section 6.5.3 of the present CDP relating to the County's Roads Programme: provides for the following specific objective:

*"RP2: To facilitate provision of an additional interchange along the M7 Naas by-pass serving access to Millennium Park".*

2.5.2.4 The CDP also contains an objective relevant to the proposed Scheme at

Section 6.5.3 relating to the County's Roads Programme:

***"RP 16: To improve and re-align where necessary the Regional roads set out in Table 6.1".***

2.5.2.5 'Table 6.1' of the CDP includes reference to Regional Road No. R407 which location is given as: "Kilcock to Naas Ring Road via Clane Inner Relief Road". The R407 Sallins Bypass forms part of this scheme.

2.5.2.6 The CDP additionally contains an objective relating to the development of a public transport hub near Naas, which is relevant to the proposed Scheme, at Section 6.5.4 of the CDP relating to 'Longer Term [Transport] Objectives':

***"LT 3: To develop a public transport hub near Naas which will connect road, rail transport and public bus transport".***

2.5.2.7 The following CDP objectives at Section 6.4.2, relating to 'National Roads', are also applicable to the proposed Scheme:

***"NR 8: To improve connectivity between the local road network and the national / regional road network".***

***"NR10: To ensure that the county's national roads system is planned for and managed in an integrated manner enabling sustainable economic development of the county and wider area while encouraging a shift towards more sustainable travel and transport in accordance with the Draft Spatial Planning and National Road Guidelines (DoEHLG, 2010), as may be amended".***

2.5.2.8 The proposed Scheme will directly facilitate the implementation of the above objectives.

2.5.2.9 The CDP also provides the following objectives in support of cyclists/pedestrians at Sections 6.4.1 and 6.5.2 respectively.

***"TP 8: To seek the provision and extension of comprehensive footpath links to town and village centres and schools where deficits***

*exist and promote permeability throughout towns and villages in the county”.*

*“ST 2: To encourage and facilitate safe walking and cycling routes as a valuable form of transport, as a healthy recreational activity and an alternative to the car”.*

*“ST 17: To facilitate the construction of cycleways throughout the county and to integrate these cycleways with the DTO cycling policy for the GDA (September 2006) as may be amended”*

2.5.2.10 As previously set out in Ms. McCarthy’s evidence to this hearing, the proposed Scheme will facilitate these objectives by firstly removing strategic traffic from the towns of Naas and Sallins to the proposed road development, thereby generating a safer environment for cyclists and pedestrians. Secondly, the Sallins Link Road will provide footways and one-way cycle tracks along both sides of the carriageway and thereafter the proposed Sallins bypass will provide a shared footway and two-way cycle track facility on the eastern side of the bypass as far as the railway crossing whereupon pedestrians and cyclists will be able to connect to the local road network thereby accessing the Grand Canal, Sallins town and Naas town.

2.5.2.11 With specific reference to the proposed provision of cycle routes, I refer the Inspectors to the enclosed correspondence between the National Transport Authority (which replaced the Dublin Transportation Office) and Kildare County Council (refer to Appendix 4 of this brief of evidence). This correspondence confirms the NTA’s satisfaction with the proposed scheme and that the Local Authority will be able to address the issue raised by the NTA (namely to make adequate provision for the connecting ramps from the Grand Canal Cycle Route to the Western Distributor Road) at the project’s detailed design stage (i.e. post-grant of planning).

### 2.5.3 **Naas Town Development Plan 2011 – 2017 [SLIDE - EIS FIGURE 2.2]**

2.5.3.1 The Naas Town Development Plan 2011-2017 (‘the NTDP’) was adopted by Naas Town Council on 9 May 2011, and came into effect on 6 June 2011. The core strategy of the NTDP seeks to promote a more consolidated and compact urban form; to maintain and improve a sustainable economic base; to create new employment opportunities; to

create sustainable and integrated communities together with the balancing of the natural environment with sustainable and appropriate development.

2.5.3.2 The Integrated Framework Plan for Land Use and Transportation (IFPLUT) for Naas, 2003, on which the previous Naas Town Development Plan (2005-2011) was based, largely remains the preferred framework for the future development of Naas. As mentioned previously, the IFPLUT proposes developing an expanded town centre, together with the development of a public transport corridor which runs from the town centre through the Northwest Quadrant area linking to Sallins Railway Station. The overall economic strategy for Naas, as set out in the Naas Town Development Plan 2011-2017, therefore seeks to direct and encourage economic growth toward areas zoned for employment uses and particularly towards the Northwest Quadrant area and within the town centre.

2.5.3.3 The current NTDP retains the objective included in the previous plan with regard to the provision of an additional interchange on the M7 motorway with access to Millennium Park (at Section 7.8.4 of the current NTDP relating to '*Road Programme Objectives*):

*"RPO6: To facilitate provision of an additional motorway interchange along the M7 Naas By-pass, subject to NRA agreement. The Interchange shall be appropriately designed and scaled to provide access to the Millennium Park and the Northwest Quadrant Masterplan Lands".*

2.5.3.4 In this regard, I confirm that the provision of the interchange has been agreed by the National Roads Authority, as required by Objective RP06. A copy of the National Roads Authority's letter to Kildare County Council dated the 22 November 2013 agreeing this has been enclosed (refer to Appendix 5 of this brief of evidence).

2.5.3.5 The NTDP also seeks to examine the possibility of a link road from the Sallins By-pass to the road Network in Naas. In this regard, it should be noted that a route selection process for the Sallins By-pass, including a connection to the proposed Osberstown Interchange, was carried out by

Kildare County Council, and the indicative route has been identified in the Sallins Local Area Plan 2009:

***“RPO5: To examine and assess the possibility of providing a link road from the proposed Sallins By-pass to connect with the existing and planned road network in Naas, in conjunction with the National Transport Authority and the National Roads Authority”.***

2.5.3.6 Section 7.8.4 of the NTDP further states that it is an objective to carry out a number of specific transportation projects during the Plan period and reference is made to Map 7.1 and Map 14.1 of the NTDP for indicative roads alignments. The indicative location of the proposed interchange is indicated on Map 7.1 of the NTDP.

2.5.3.7 Other objectives of the NTDP relevant to the proposed Scheme are as follows:

***“GT2: To support and promote the use of sustainable transportation modes in Naas and to seek to develop Naas as a “model town” for sustainable transport where pedestrian and cyclist activities are accommodated and encouraged”.*** [Section 7.7.1 of the NTDP]

***“GT5: To provide a road network which is safe and efficient for all road users while being cognisant of the requirements of all traffic, including motorised vehicles, pedestrians and cyclists”.*** [Section 7.7.1 of the NTDP]

***“GT15: To ensure that the national roads system is planned for and managed in an integrated manner enabling economic development of Naas and the wider area while encouraging a shift towards more sustainable travel and transport in accordance with the Draft Spatial Planning and National Road Guidelines (DoEHLG, 2010) and as subsequently amended”.*** [Section 7.7.1 of the NTDP]

***“WC1: To promote and encourage sustainable and environmentally friendly forms of transportation such as cycling and walking in accordance with national and regional walking and cycling policies”.*** [Section 7.7.4 of the NTDP]

***“WC4: To facilitate and encourage cycling as a more convenient***

*and safe method of transport through an integrated network of safe and convenient cycle and pedestrian routes throughout Naas”.*

[Section 7.7.4 of the NTDP]

**“GO4:** *To examine in conjunction with the National Transport Authority, the provision of a Park and Ride site in the Naas area to serve both commuters to Dublin and local trip makers and to investigate the possible part use of this site as a HGV parking area”.* [Section 7.8.1 of the NTDP]

**“GO8:** *To increase the level of access within Naas to a choice of transport modes and, in particular, to promote forms of development that reduce dependence on private car transport”.*

[Section 7.8.1 of the NTDP]

**“STO5:** *To examine, in conjunction with the National Transport Authority and the National Roads Authority the provision of a Park and Ride site on the Dublin Road, in close proximity to the alignment of the Naas Ring Road/N7 to serve both commuters to Dublin and local trip makers”.* [Section 7.8.2 of the NTDP]

**“STO7:** *To develop, in conjunction with the National Transport Authority, a continuous cycle network in Naas including a cycle route to Sallins Train Station. Measures that encourage cycle usage are to include:*

- a) Low traffic speeds on shared surfaces;*
- b) Cycle lanes, particularly to provide access to schools; and*
- c) High permeability, especially in residential areas”.*

[Section 7.8.2 of the NTDP]

- 2.5.3.8 The proposed M7 Osberstown Interchange and R407 Sallins Bypass Scheme facilitates these objectives. In particular the proposed scheme will remove strategic traffic from the towns of Naas and Sallins to the proposed road development. In addition, pedestrians and cyclists will be facilitated with a shared footway and two-way cycle track facility on the eastern side of the bypass as far as the railway crossing whereupon pedestrians and cyclists will be able to connect to the local road network, providing access to the Grand Canal, Sallins town and Naas town. Sallins Link Road will facilitate pedestrians and cyclists with footways and one-way cycle tracks provided along both sides of the carriageway.



2.5.3.9 The proposed scheme which includes the Sallins Link Road will provide a convenient connection from the motorway network to the existing Sallins Train Station, and will facilitate use of the 'park and ride' facilities.

2.5.4 **Sallins Local Area Plan 2009 [SLIDE - EIS FIGURE 2.4]**

2.5.4.1 The Sallins Local Area Plan 2009 ('the LAP') was adopted by Kildare County Council on the 26<sup>th</sup> January 2009. It contains a number of objectives specifically relating to the provision of the R407 Sallins Bypass as follows:

*"TR 3 (iv): To seek the construction of a new road from the Clane Road to the Naas Road (Sallins Bypass)".*

*"TR 3 (v): To seek the construction of a new road from the Main street to the By Pass".*

2.5.4.2 The indicative alignment of both these road proposals is indicated on the LAP's Roads Objectives Map (page 31 of the LAP).

2.5.4.3 **Note:** While the indicative road alignment for objective TR3 (iv) is shown on the LAP's zoning map, the indicative road alignment for objective TR3 (v) is not. However, it is considered that both alignments are correctly shown on the appropriate LAP map (the Roads Objectives Map) in addition to being specifically included as an objective in the written statement.

2.5.4.4 The proposed Scheme will fulfil the above objectives with the provision of the R407 Sallins Bypass, to be located to the west of Sallins town, as well as the Sallins Link Road which will connect the R407 Sallins Bypass to the centre of Sallins town.

2.5.4.5 The LAP also contains a number of objectives, including the provision of a public transport interchange adjacent to the bypass route, namely the following:

*"PT 3: To encourage greater use of the existing rail line in Sallins in the interests of sustainability".*

*“PT 5: To cooperate with, and support, public transport agencies and private stakeholders in developing a Public Transport Interchange, including the expansion of bus and train station facilities on lands adjacent to the Sallins Bypass route”.*

*“PT 7: To work with CIE to identify lands adjacent to Sallins Public Transport interchange for berthage/parking of trains”.*

*“PT 8: To work with Bus Éireann to investigate the feasibility of identifying lands adjacent to the proposed Sallins Public Transport interchange for the development of a depot and hub/terminus for regional bus services”.*

2.5.4.6 The proposed scheme has the potential to provide an improved link to an enhanced Sallins / Regional Railway Station from the M7 which, combined with the provision of ‘Strategic Park and Ride’ facilities, will make it more attractive to use public transport and will facilitate a modal shift away from private transport.

2.5.4.7 Other objectives in the LAP relevant to the proposed scheme are as follows:

*“PC 9: To upgrade pedestrian networks, cycle networks and street lighting as needs arise”.*

*“PC 11: To facilitate and encourage cycling as a more convenient, popular and safe method of transport, through the designation of a cycle network, linking population, commercial, community facilities and transport nodes”.*

*“TR 3 (ii): Construct new footpaths that are accessible to the mobility impaired”.*

2.5.4.8 As previously noted in the evidence given by Ms. McCarthy to this hearing, the proposed M7 Osberstown Interchange and R407 Sallins Bypass Scheme will facilitate people to commute by walking and cycling as opposed to depending on vehicle transport by removing the strategic traffic from the town of Sallins, thus generating a safer environment for cycling and pedestrians. Pedestrians and cyclists will be facilitated with a shared footway and two-way cycle track facility on the eastern side of the bypass as far as the railway line whereupon pedestrians and cyclists will

be able to connect to the local road network, providing access to the Grand Canal, Sallins town and Naas town. Sallins Link Road will facilitate pedestrians and cyclists with footways and one-way cycle tracks provided along both sides of the carriageway.

#### **Naas Northwest Quadrant Masterplan 2007**

2.5.5.1 The Northwest quadrant of Naas is an area comprising approximately 300 hectares of mostly greenfield lands of which 247 hectares were identified under the Naas Town Council Development Plan 2005-2011 (Section 7.2.3) for the preparation of a Masterplan.

2.5.5.2 The Naas Northwest Quadrant Masterplan was adopted by Naas Town Council in August 2007. The Masterplan, which provides for a mix of uses and identifies potential employment lands with a projected employment base of 6,000 employees, embraced the ideals of the National Spatial Strategy, the National Development Plan, the Regional Planning Guidelines for the Greater Dublin Area, Transport 21, the Naas IFPLUT and the Naas Town Development Plan 2005-2011.

2.5.5.3 The Masterplan's vision for the area is:

*“to create a sustainable urban extension in the northwest quadrant of Naas that is well connected to the town centre and the adjoining neighbourhoods. The new quarter will be a destination and place of quality and distinction where people will be proud to call home, want to work and play in, have quality services and facilities that are accessible to all, where everyone can move freely and feel safe and secure”.*

2.5.5.4 The Northwest Quadrant, as the designated location of much of Naas' future residential and employment growth, will therefore act as a counter balance to the continued reliance on commuting to and from Dublin for the region through the creation of significant employment opportunities locally with supporting residential and community facilities and transport infrastructure.

2.5.5.5 In addition one of the key principles of the Masterplan is to:

*“promote accessibility and permeability by connecting the Northwest Quadrant with Naas Town Centre, Sallins Rail Station and adjoining areas and by putting people before traffic and integrating land uses and transport”.*

2.5.5.6 It is noted that the 2005 NTDP Development Plan has since been superceded by the NTDP 2011. Notwithstanding this, Section 3.6.1.1 of the current NTDP 2011 relating to Land Use and Economic Development states the following with specific regard to the Northwest Quadrant Masterplan area:

*“It is envisaged that there may be opportunity to accommodate up to 6,000 employees in the area. There is also an opportunity for reverse commuting from Dublin given the proximity to the rail station in Sallins. The Naas Northwest Quadrant Masterplan, (2007) sets out the context, goals, objectives and structure for future development of the Northwest Quadrant to ensure that development occurs in a sustainable and planned manner. Future development within the Masterplan lands must be of high quality and should comply with urban design guidance and development management standards contained in this Plan.”*

2.5.5.7 As previously noted in Ms. McCarthy's evidence to this hearing, the proposed Scheme will improve connectivity between Naas, including areas strategically designated for economic development such as the Northwest Quadrant, and national road and rail routes and to adjoining towns, including Newbridge. The proposed scheme will also provide cyclist / pedestrian facilities from Sallins and the Train Station to the Northwest Quadrant and beyond to the rest of Naas, which will also complement the objectives of the Masterplan.

### 3. RESPONSE TO SUBMISSIONS

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- 3.1 Of the various submissions made to An Bord Pleanála relating to the proposed Scheme, the submission by An Taisce made particular references to the proposal not complying with planning policy, specifically with regard to the Department of Transport, Tourism and Sport's policy document '*Smarter Travel – A New Transport Policy for Ireland*' (2009) and to the overall objectives of Chapter 7 of the Naas Town Development Plan 2011-2017 on Movement and Transport.

*Non-compliance with 'Smarter Travel'. policy document*

- 3.2 In response to the submission by An Taisce that the proposal is not integrated with policies in the Department of Transport's '*Smarter Travel*' document, I refer the Inspectors to Section 2.4.1 of the EIS (Planning Policy Section), as also discussed above, which indicates how the proposed scheme will comply with policies and objectives of the '*Smarter Travel*' policy document. I also refer the Inspectors to the enclosed letter from the Department of Transport, Tourism and Sport (as enclosed in Appendix 2 of this brief of evidence) in support of this project, as also referenced above, which confirms that the Department considers that the project accords with one of the key goals of the Smarter Travel document, to "*improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks*".

*Non-integration with overall objectives on Movement and Transport*

- 3.3 In response, to the submission by An Taisce that the proposal comprises implementation of part of the Naas Town Development Plan without integration with the overall objectives of Chapter 7 on Movement and Transport, I refer the Inspectors to Section 2.6.3 of the EIS which shows how the proposed scheme will comply with various objectives of Chapter 7 on Movement and Transport, including General Movement and Transport Objectives G04 and GO8 as well as Sustainable Travel Objective ST05, as well with various policies of Chapter 7 on Movement and Transport including General Movement and Transport Policies GT2, GT5 and GT15 and Walking and Cycling Policies WC1 and WC4.



## 4. CONCLUSION

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- 4.1 Both Kildare County Council and Naas Town Council support the proposed M7 Osberstown Interchange and R407 Sallins Bypass Scheme. Their respective County and Town Development plans and the Sallins Local Area Plan specifically provide for the scheme.
- 4.2 Having regard to An Bord Pleanála's previous reason for refusal, Ref. PL09.HA0018 (that it would be premature to determine the application for the M7 Osberstown Interchange Motorway Scheme in advance of, or separately from, the determination of the route and design of the R407 Sallins Bypass), this application has appropriately and comprehensively addressed this reason for refusal.
- 4.3 Notwithstanding the prior refusal, it is noted that Board's Inspector for PL09.HA0018 recognised that the proposed development was in compliance with national, regional and local planning policy and recommended that permission for the scheme be granted.
- 4.4 The proposed development will fulfil the requirements of condition 16 of permission ref. 99/500154, attached to the grant of permission for the development of industrial and warehousing uses on a 110ha site at Millennium Park (to the south of the M7).
- 4.5 This proposal will support the designation of Naas as a Primary Development Centre in accordance with the objectives of the National Spatial Strategy, with self-sustaining growth and a move away from the dependence on Dublin, particularly for employment and related commuting. It will facilitate improved public transport links for the town of Naas and will provide access from areas designated for economic development to the national road and rail network. The proposed scheme will also facilitate public transport based mobility and will relieve existing motorway congestion in the vicinity of Naas as well as non-local traffic congestion in Sallins.
- 4.6 The proposal will facilitate the concentration of growth in the designated large growth town of Naas in accordance with the objectives of the

Regional Planning Guidelines for the Greater Dublin Area and it will increase connectivity between this designated town (including areas designated for economic development, such as the Northwest Quadrant) and national road and rail routes. This proposed scheme will also facilitate improved public transport links for the town of Naas and Sallins in accordance with the recommendations of the Regional Planning Guidelines.

4.7 Having regard to the Department of Transport's '*Smarter Travel*' document (2009), which has informed the Strategic Context and the Transport and Movement Policies of the Kildare County Development Plan 2011–2017 and the Naas Town Development Plan 2011–2017, this proposal will remove congestion along the existing R407 Sallins Road which will facilitate the implementation of more sustainable transport modes for shorter commutes. It will also alleviate traffic congestion at the existing Newhall and Maudlins interchanges in conjunction with the proposed M7 Naas to Newbridge By-Pass Scheme and will additionally provide an improved link to Sallins Train Station from the M7, from Naas, and in particular from Naas's Northwest Quadrant. In this regard, the Department of Transport has confirmed their support for this project (refer to Appendix 2 of this brief of evidence. The Department has confirmed that the project accords with one of the key goals of the Smarter Travel document, to "*improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks*".

4.8 Having regard to the specific objective in the Kildare County Development Plan 2011 to 2017 (Objective RP2) to provide this proposed development, this proposal is a key component for the continued development of the region and is required to reduce traffic congestion in Naas and Sallins, while also providing a high quality access to Sallins Train Station from the M7 Motorway Corridor.

4.9 Having regard to the Naas IFPLUT 2003 this proposal will help facilitate the realisation of a direct link from Naas through the designated growth area of the Northwest Quadrant to Sallins Train Station.



- 4.10 Having regard to the specific objective in the Naas Town Development Plan 2011 to 2017 (Objective RP06) to provide this proposed development, this proposal will facilitate the link between Sallins Train Station, via the proposed R407 Sallins bypass south to Osberstown/ Millennium Park and Naas Town Centre with the associated relief of traffic congestion.
- 4.11 The proposed scheme will fulfil specific objectives in the Sallins Local Area Plan 2009 (Objectives TR3 (iv) and TR3 (v)) to seek the construction of a new road from the Clane Road to the Naas Road (Sallins Bypass) and to seek the construction of a new road from the Main street to the By-pass.
- 4.12 Having regard to the objectives of the Northwest Quadrant Masterplan, as adopted by Naas Town Council, the proposed Scheme will increase and improve connectivity between Naas, including areas strategically designated for economic development such as the Northwest Quadrant and national road and rail routes. The proposed scheme will also provide cyclist / pedestrian facilities from Sallins and the Train Station to the Northwest Quadrant and beyond to the rest of Naas, which will also complement the objectives of the Masterplan
- 4.13 Having regard to the foregoing, I am satisfied that the construction of the proposed M7 Osberstown Interchange and R407 Sallins Bypass Scheme will be in accordance with the policies of the National Spatial Strategy, the Regional Planning Guidelines for the Greater Dublin Area, the Kildare County Development Plan, the Naas Town Development Plan, the Sallins Local Area Plan and the Naas Northwest Quadrant Masterplan.



# **M7 Osberstown Interchange & R407 Sallins Bypass Scheme**

**An Bord Pleanála Ref: HA0046**

## **Planning Policy Context**

### **APPENDIX 1**

**Letter from Bus Éireann to  
Kildare County Council  
dated the 28<sup>th</sup> May2014**

**3<sup>rd</sup> June 2014 (A.02)**

**MH13011**



**Ms Sonya Kavanagh  
Director of Services, Roads and Transportation  
Kildare County Council  
Aras Cill Dara  
Naas  
Co. Kildare**

28<sup>th</sup> May 2014

**Re: M7 Osberstown Interchange & R407 Sallins Bypass Scheme**

**Dear Ms Kavanagh,**

With reference to the above proposed scheme, may I take this opportunity to make representations on this matter.

Bus Eireann operate a very extensive commuter network of services in the Greater Dublin Area and offer a sensible and cost effective alternative to driving into and from Dublin City Centre from most major towns and urban centres in the Kildare area. However, our ability to deliver a reliable and consistent timetable is being affected by traffic congestion, especially at peak travelling times.

The proposed M7 Osberstown Interchange and R407 Sallins By-Pass Scheme if completed will address some of the traffic disruption currently being encountered by services operating through our 123/126 Naas/Clane corridor and will be pivotal to any future public transport considerations for this entire area.

In view of the above, I wish to put on the record our full support for the proposed upgrade works.

Yours sincerely,



**Adrian O'Loughlin  
Services Manager  
Bus Eireann  
Broadstone**



# **M7 Osberstown Interchange & R407 Sallins Bypass Scheme**

**An Bord Pleanála Ref: HA0046**

## **Planning Policy Context**

### **APPENDIX 2**

**Letter from the  
Department of Transport, Tourism and Sport  
to Kildare County Council  
dated the 26<sup>th</sup> May 2014**

**3<sup>rd</sup> June 2014 (A.02)**

**MH13011**







An Roinn Iompair  
Turasóireachta agus Spóirt

Department of Transport,  
Tourism and Sport

Príomh Oifig  
44 Sráid Chill Dara, Baile Átha Cliath 2, Éire.  
Head Office  
44 Kildare Street, Dublin 2, Ireland.

Lo-Call 0761-001 601 +353-1-670 7444  
www.dttas.ie

Mr David O'Grady  
A/Senior Engineer  
Kildare National Roads Office  
Maudlins  
Dublin Road  
Naas  
County Kildare

26<sup>th</sup> May 2014

Your Ref: NRO-700-12.8

**Re: NRO-700 – M7 Osberstown Interchange and R407 Sallins By-Pass  
(Ref No. MA0013, KA0031 and HA0046)**

Dear David,

I refer to the above scheme and to the prescribed form of notice sent to the Minister for Transport, Tourism and Sport dated 13<sup>th</sup> January 2014 and to supporting documentation which includes the Environmental Impact Statement.

I can confirm that the Department supports the provision of an additional interchange adjacent to Millennium Park in Naas and the provision of a Sallins By Pass. In doing so it is conscious of the need to provide suitable national and local road infrastructure to facilitate industrial development (and the provision of extra jobs) especially where there are clear "bottlenecks" in the transport system. It is considered that this project accords with one of the key goals of the Department's Smarter Travel document (on page 27) which states:

- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks

This project would also improve access to Sallins railway station and relieve congestion in the immediate vicinity of the station thereby improving journey times for the feeder bus service between Naas and Sallins station and also for

other local bus services which operate in the Naas/Sallins and surrounding area.

Yours Sincerely



Dominic Mullaney  
Principal Adviser  
Roads Division

cc: Sonya Kavanagh, Director of Service, Kildare County Council

# **M7 Osberstown Interchange & R407 Sallins Bypass Scheme**

**An Bord Pleanála Ref: HA0046**

## **Planning Policy Context**

### **APPENDIX 3**

**Letter from Enterprise Ireland to  
Kildare County Council  
dated the 27<sup>th</sup> May 2014**

**3<sup>rd</sup> June 2014 (A.02)**

**MH13011**



County Manager,  
Kildare County Council,  
Áras Chill Dara,  
Devoy Park,  
Naas,  
Co. Kildare

27<sup>th</sup> May 2014

Dear Mr. O'Sullivan,

Enterprise Ireland welcomes the proposed development of the M7 Osberstown Interchange and R407 Sallins Bypass as potentially significant contributors to the economic development of Naas, Kildare and the wider Mid-East region.

Modern infrastructure is a key component for competitive and unencumbered distribution networks that help to reduce costs, both in the movement of final goods but also intermediate goods and inputs, which are important in enhancing competitiveness, sustaining economic progress and promoting balanced regional development.

This development, in the opinion of Enterprise Ireland, will further enhance Kildare and the wider region as an attractive location to set-up and grow businesses which are capable of contributing jobs and exports to the local and national economy.

Yours sincerely,

  
David Byrne  
Regional Director  
Dublin Mid-East



# **M7 Osberstown Interchange & R407 Sallins Bypass Scheme**

**An Bord Pleanála Ref: HA0046**

## **Planning Policy Context**

### **APPENDIX 4**

**Letter from NTA to ABP dated 12<sup>th</sup> May 2014**  
**Letter from NTA to Kildare Co Co dated 12<sup>th</sup> May 2014**  
**Letter from Kildare Co Co to NTA dated 30<sup>th</sup> April 2014**

**3<sup>rd</sup> June 2014 (A.02)**

**MH13011**







100, Canal Street, Dublin 1

Tel: +353 (0)1 454 6000  
Fax: +353 (0)1 454 6001  
Email: [info@nta.ie](mailto:info@nta.ie)  
Website: [www.nta.ie](http://www.nta.ie)

An Bord Pleanála,  
Strategic Infrastructure Division,  
64 Marlborough Street,  
Dublin 1.

12th May 2014

**Re: Oral Hearing - M7 Osberstown Interchange and R407 Sallins Bypass (Reference No. PL09.MA0013 & PL09.HA0046).**

Dear Sir/Madam,

The National Transport Authority (the "Authority") acknowledges the receipt of your letter dated the 30<sup>th</sup> April regarding the above matter.

In relation to the Authority's submission to An Bord Pleanála of 20<sup>th</sup> February 2014, the Authority is satisfied that the Local Authority will be able to address the issues raised therein at the detailed design stage, should the scheme be approved by the Board. The attached correspondence between the Authority and Kildare County Council's National Roads Office presents the agreed position.

The Authority will not therefore be attending the forthcoming Oral Hearing.

Yours sincerely,

Hugh Creegan  
Director of Transport Investment and Taxi Regulation.

KILDARE COUNTY COUNCIL	
National Roads Design Office	
14 MAY 2014	
REF.	LETTER NO.
	2789



tel: 01-9046000  
fax: 01-9046155  
email: info@nationaltransport.ie  
web: www.nationaltransport.ie

**David O'Grady,  
A/Senior Engineer  
Kildare National Roads Office,  
Kildare County Council  
Block B,  
Maudlins,  
Naas,  
Co. Kildare.**

12th May 2014

**Re: M7 Osberstown Interchange and R407 Sallins Bypass - Motorway Order Application (Reference No. PL09.MA0013 & PL09.HA0046).**

Dear David,

I acknowledge receipt of your letter dated 30<sup>th</sup> April regarding the above matter (Your Ref: NRO-700 (O/S)-10.25).

I confirm that the arrangement set out in your letter is satisfactory to us and I look forward to liaising with you at the detailed design stage of the project.

Yours sincerely,

  
Hugh Creegan,  
Director of Transport Investment and Taxi Regulation.

Mr Hugh Creegan  
Director of Transport Investment and  
taxi regulation  
National Transport Authority  
Dún Scéine  
Harcourt Lane  
Dublin 2

Our Ref: NRO-700(O/S)-10.25  
Your Ref:

30<sup>th</sup> April 2014

**Re: M7 Osberstown Interchange and R407 Sallins Bypass - Motorway  
Order/CPO Application (Ref No. PL09.MA0013 and PL09.HA0046) and NTA  
Submission**

Dear Hugh,

I refer to the above scheme and to your letter to An Bord Pleanála dated 28<sup>th</sup> February 2014 highlighting no objection in principle to the scheme, welcoming the overall proposal in relation to provision of facilities for cyclists and pedestrians, and suggesting items that are addressed at the detailed design stage.

The item raised in your letter to be addressed at detailed design stage is:

- To make adequate provision for the connecting ramps from the Grand Canal Cycle Route to the Western Distributor Road.

I confirm that should the scheme receive a successful outcome from the statutory process, as requested, Kildare County Council and their designers will liaise with the National Transport Authority at detailed design stage to address, to the satisfaction of the Authority, all issues raised in your submission.

Should this be satisfactory, I would appreciate if you could reply and acknowledge that this is acceptable to the Authority.

Yours sincerely,

  
**David O'Grady**  
**A/Senior Engineer**

Direct Dial No. 045 988 908  
Mobile: 086 820 5322





# **M7 Osberstown Interchange & R407 Sallins Bypass Scheme**

**An Bord Pleanála Ref: HA0046**

## **Planning Policy Context**

### **APPENDIX 5**

**Letter from the National Roads Authority to  
Kildare County Council  
dated the 22<sup>nd</sup> November 2013**

**3<sup>rd</sup> June 2014 (A.02)**

**MH13011**



*Mr. Michael Malone*



Mr. Michael Malone  
County Manager  
Kildare County Council  
Áras Chill Dara  
Devoy Park  
Naas  
Co. Kildare

Teach Naomh Máirtín / Bóthar Waterloo / Baile Átha Cliath 4  
St. Martin's House / Waterloo Road / Dublin 4  
Tel: / Tel: + 353 1 660 2511 Facs: / Fax: + 353 1 668 0009

Dáta | Date

Ar dTag. | Our Ref.

Bhur dTag. | Your Ref.

22 November 2013

NRA13 88998

**Re: M7 Osberstown Interchange and R407 Sallins Bypass Scheme**

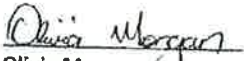
**Dear Mr. Malone**

Thank you for your letter of 11 November 2013 regarding the above.

I wish to confirm the Authority's agreement to Kildare County Council's proposal regarding the development of an interchange on the M7 at Osberstown, in accordance with objective RPO6 of the Naas Town Development Plan 2011-2017.

The Authority reserves the right to comment, as a prescribed body under statute, on the M7 Osberstown Interchange and R407 Sallins Bypass scheme proposal, when submitted to An Bord Pleanála.

Yours sincerely

  
Olivia Morgan  
Programme & Regulatory Unit

Rphost / Email: [info@nra.ie](mailto:info@nra.ie) / Idirlión / Website: [www.nra.ie](http://www.nra.ie)





# M7 Osberstown Interchange and R407 Sallins Bypass

Planning brief of evidence – Kieran Kennedy (RPS)

ARUP

# M7 Osberstown Interchange and R407 Sallins Bypass

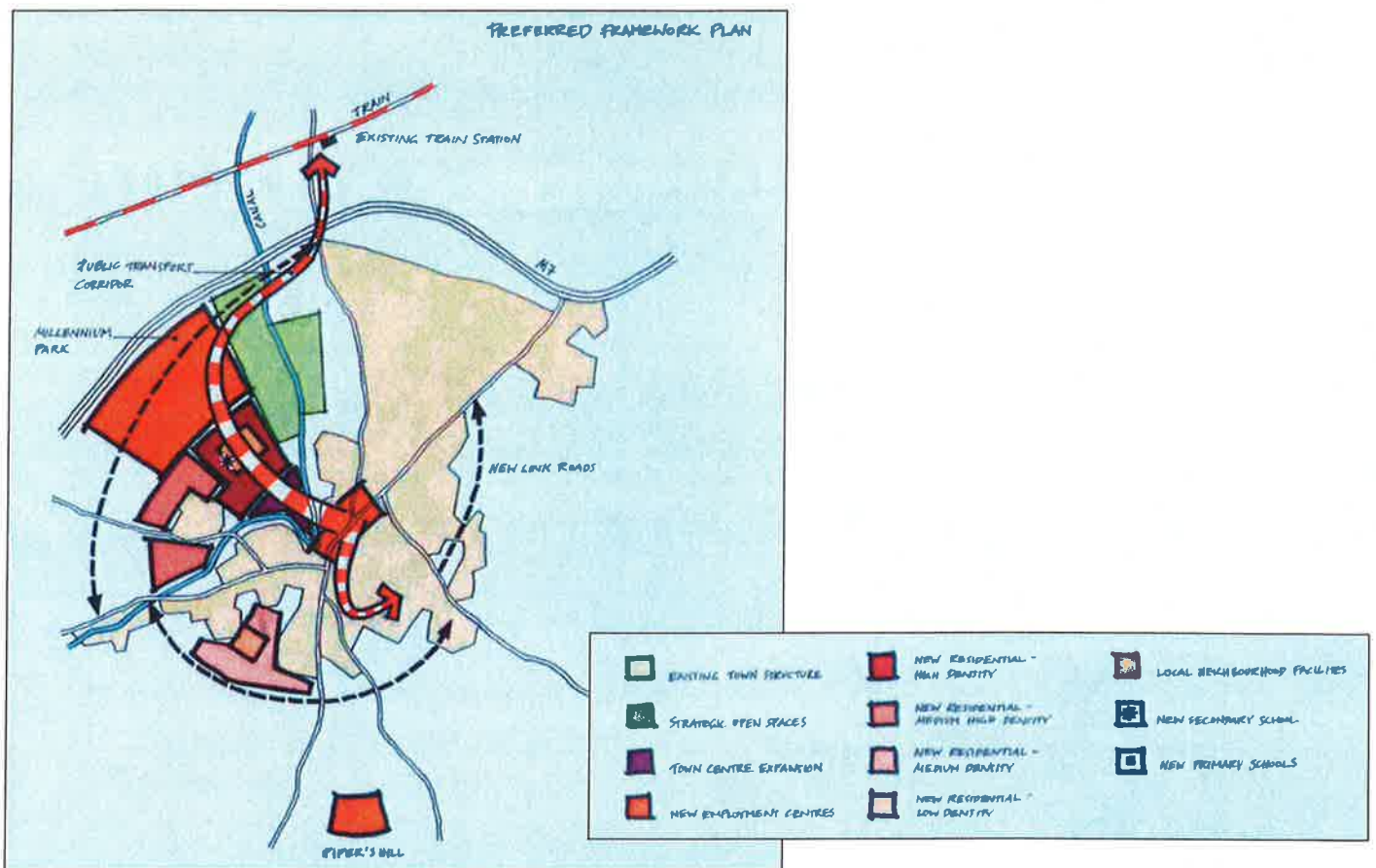


Figure 2.1: Naas IFPLUT 'Preferred Framework Plan'. Extracted from Naas IFPLUT, 2003 (Executive Summary, Page 8).

## M7 Osberstown Interchange and R407 Sallins Bypass

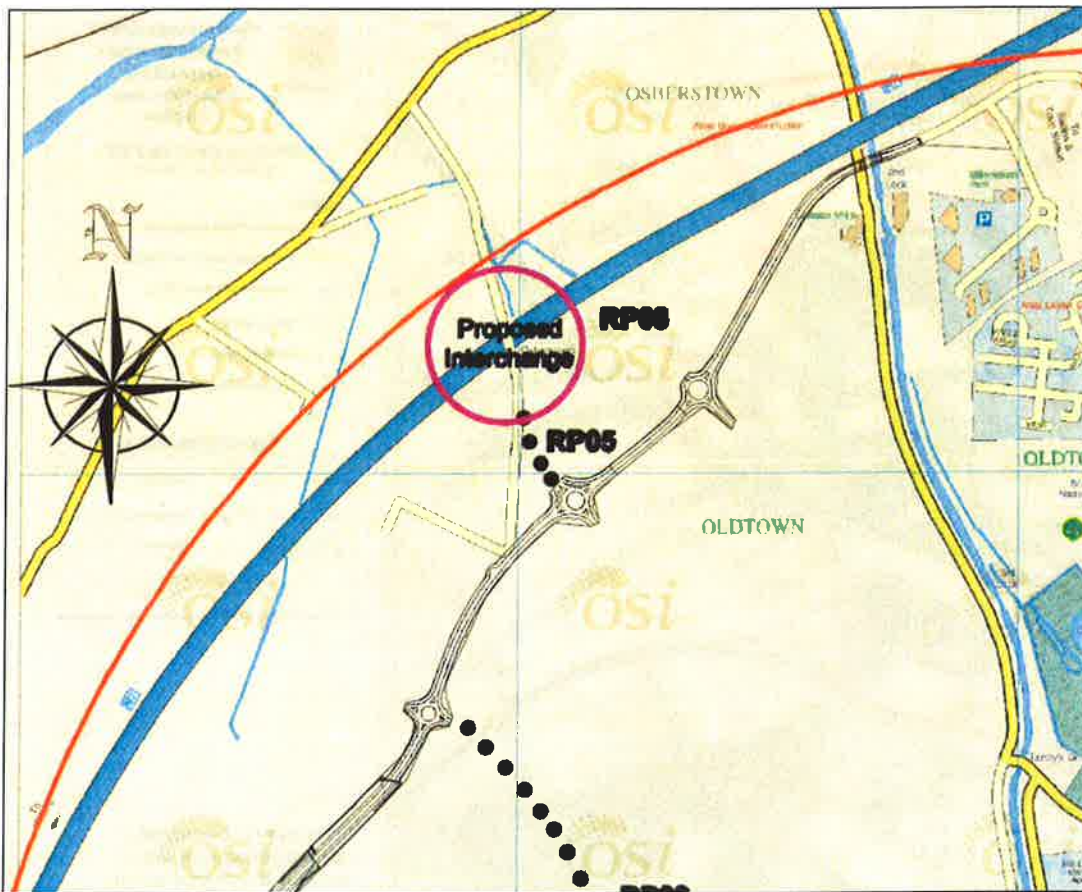


Figure 2.2:  
Extract from Map 7.1 Naas Town Development Plan 2011-2017

Note: Figure 2.2 included  
under licence agreement  
with Kildare County Council.

ARUP



# M7 Osberstown Interchange and R407 Sallins Bypass

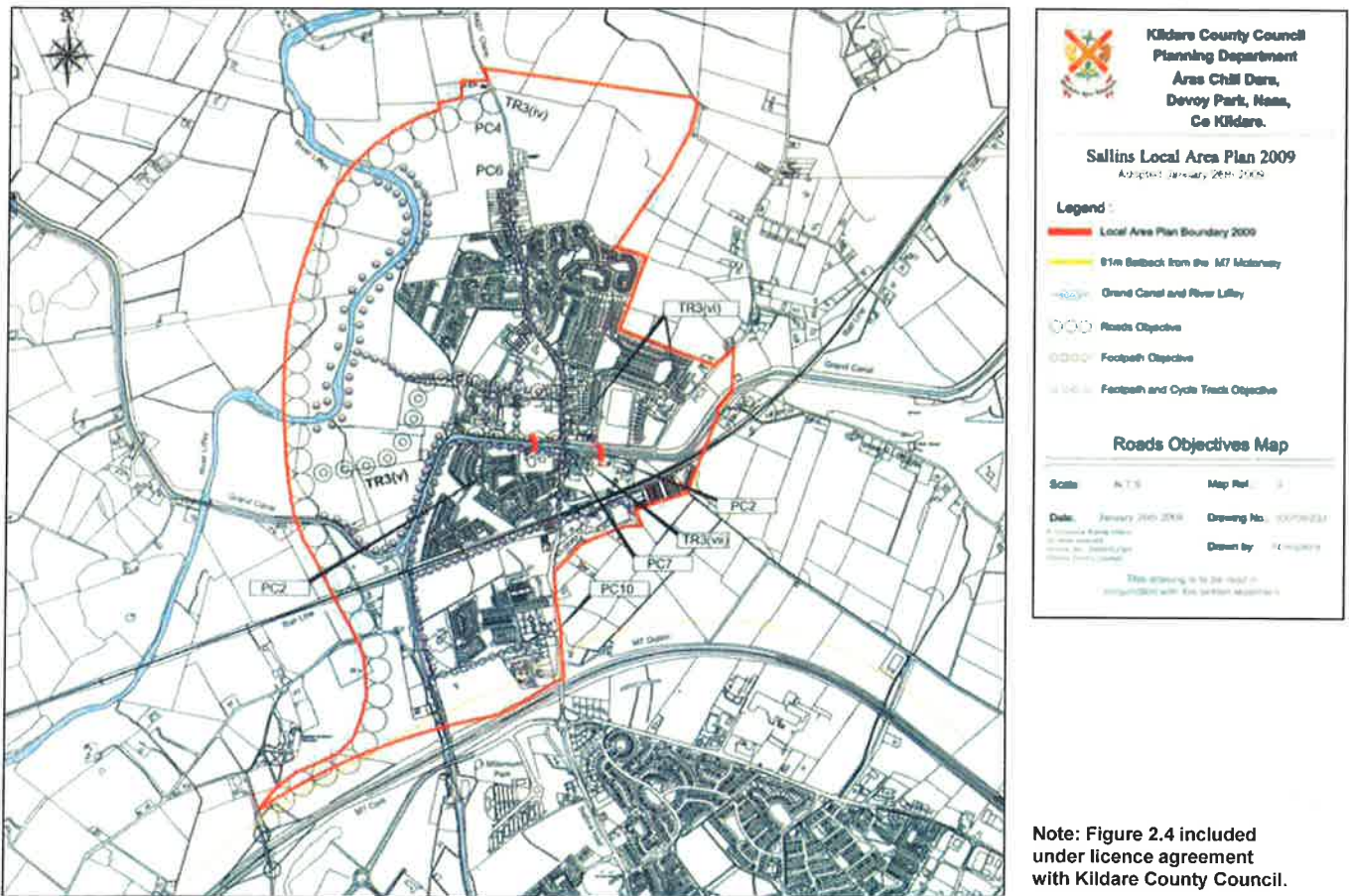


Figure 2.4:  
Extract from the Sallins Local Area Plan 2009, page 31 (Roads Objectives Map)

Note: Figure 2.4 included under licence agreement with Kildare County Council.

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