

APPEALS DECISIONS

APPEALS CHECK LIST

REG. REF. NO. 917/2020.

1	ENTERED IN OBJECTORS BOOK	✓
2	ENTERED IN BLUE FOLDER	✓
3	ENTERED IN APPEALS BOOK	
4	ENTERED IN PLANAPS: I.E.:	
	APPEALS DECISION PR	✓
	CHANGE STATUS SS	✓
	APPEALS DATE 31/8/92	✓
5	COPY OF DECISION FOR WEEKLY LIST (MARY/LAURA)	
6	DECISION CIRCULATED TO LISTED PERSONS	✓
7	TO BONDS & CONTRIBUTIONS FOR FINANCIAL ASSESSMENT	
8	TO L. DOYLE FOR NOTING	
9		
10		

CHANGE STATUS IN PLANAPS:

REFUSAL.....55  
 GRANT.....62  
 WITHDRAWN.....54  
 CONDITIONS.....53

Register Reference : 91A/2020

Date : 31st March 1992

Dear Sir/Madam,

Development : Erection of a free standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking

LOCATION : Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road

Applicant : McDonalds Restaurants (Irl) Ltd.

App. Type : PERMISSION

I wish to inform you that an appeal has been lodged with An Bord Pleanala against the Council's decision to REFUSE PERMISSION .

All further correspondence in relation to this appeal should be addressed to The Secretary, An Bord Pleanala, Blocks 6 & 7 Irish Life Centre, Lower Abbey Street, Dublin 1. (Tel.728011).

Please note that submissions or observations made to An Bord Pleanala by or on behalf of a person (other than the applicant) with regard to an appeal made by another person must be accompanied by a fee of £30.

Yours faithfully,

.....  
.....

for PRINCIPAL OFFICER

Hugh Brehon,  
1 Old Lucan Road,  
Palmerstown Village.  
Dublin 20.

NEW APPEALS

8

NEW APPEALS

APPEALS CHECK LIST

REG. REF. NO. 919 2020

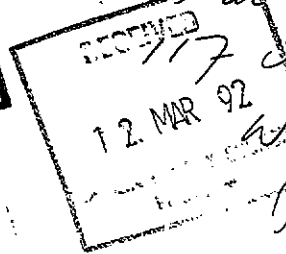
1	ENTERED IN OBJECTORS REGISTER	✓
2	ENTERED IN BLUE FOLDER	✓
3	ENTERED IN APPEALS REGISTER	✓
4	ENTERED IN APPEALS INDEX	✓
5	ENTER PAGE No. OF APPEALS REGISTER IN OBJECTORS REGISTER	✓
6  ENTER IN PLANAPS	Appeal Notified:	✓
	Appeal Type/Appellant Type:	✓
	Bord Pleanal Ref:	✓
	DOCS SENT TO AN BORD: (CHANGE STATUS TO 52)	✓
7	WRITTEN UP ON WEEKLY LIST FOR MARY/LAURA	✓
8	OBJECTORS NOTIFIED	
9	BREAKDOWN OF CALCULATIONS REQUIRED - YES/NO	
10		
11		

P.R.

10/2/92



10.3.92



Mr. Pat Hayes <sup>SM</sup>  
The Coppice  
Woodfarm Acres,  
Palmerstown  
Dublin 20

Ref: Plan Ref. 91A/2020

new McDonalds Restaurant, Palmerstown

Dear Sir,

Ref. above planning application for  
the construction of a McDonalds Restaurant  
at corner of Old Lucan Rd/ Kennelsport Rd.

I must add my objection to  
a long list of objectors to this project,  
in particular its location.

A) Too close to village and  
main road.

B) of no benefit to area, any  
jobs will be below par on  
wages as most other fast food  
outlets.

One need only observe the  
Traffic chaos on the Kylene  
Outlet to realise the potential for  
serious accidents at Old Lucan Road.

The alternative is to make  
the village itself a thru-way  
for M<sup>c</sup>Donalds.

Let the M<sup>c</sup>Donalds  
people find an other site to  
add to their wealth - for  
certainly its of no advantage  
to the people of Old Palmerston.

Yours,

Patrick Hayes

---



Bloc 2, Ionad Bheathú na hÉireann,  
Bloc 2, Irish Life Centre,  
Sraid na Mainistreach Iacht,  
Lower Abbey Street,  
Baile Atha Cliath 1.  
Dublin 1.  
Telephone (01) 724755  
Fax (01) 724896

Register Reference : 91A/2020

Date : 20th February 1992

Dear Sir/Madam,

Development : Erection of a free standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking

LOCATION : Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road

Applicant : McDonalds Restaurants (Irl) Ltd.

App. Type : PERMISSION

I wish to inform you that by Order dated 18.02.92 it was decided to REFUSE PERMISSION for the above proposal.

This decision, together with the conditions/reasons attached thereto, is recorded in the Planning Register kept at this office in accordance with Section 8 of the Local Government (Planning and Development) Act 1963. This register may be inspected during office hours [ 9.00a.m. - 12.30p.m. 2.15p.m. - 4.30p.m. ] and interested party may obtain a certified copy of an entry therein on payment of a fee of £5 in respect of each entry.

It should be noted that the proposer may appeal to An Bord Pleanála against the decision or any conditions attached to the Council's decision within one month beginning on the day of receipt by him of the Council's decision. Any other person may appeal to An Bord Pleanála within three weeks beginning on the date of decision. Interested parties are advised to consult the Planning Authority or An Bord Pleanála to ascertain if an appeal has been lodged by the applicant.

Hugh Brehon,  
1 Old Lucan Road,  
Palmerstown Village.  
Dublin 20.



Bloc 2, Ionad Bheathúna hÉireann,  
Bloc 2, Irish Life Centre,  
Sraid na Mainistreach Iacht,  
Lower Abbey Street,  
Baile Atha Cliath 1.  
Dublin 1.  
Telephone (01) 724755  
Fax (01) 724896

Register Reference : 91A/2020

Date : 20th February 1992

All appeals against decisions of the Planning Authority and all correspondence in relation to new and existing appeals should be addressed to The Secretary, An Bord Pleanála, Blocks 6 & 7 Irish Life Centre, Lower Abbey Street, Dublin 1. (Tel. 728011). Any appeal made to An Bord Pleanála will be invalid unless the correct fee is received by An Bord Pleanála within the statutory appeal period. The fee in respect of an appeal by an applicant for permission relating to commercial development is £200; any other appeal is £100.

Submissions or observations made to An Bord Pleanála by or on behalf of a person (other than the applicant) as regards an appeal made by another person must be accompanied by a fee of £30.

Yours faithfully,

.....L.D.....

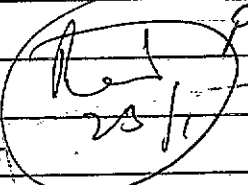
for PRINCIPAL OFFICER

1362

PM

1 Old Locan Rd

REF. NO.



PALMERSTOWN

Q1A/2020

VILLAGE

V.L. BYRNE SITE

DUBLIN 20.

20 JAN 92

18-1

# OBJECTOR

Dear Sir/Madam,

I wish to object to the proposed development of V.L. Byrne's site by McDonalds (Ireland) Ltd., for the following reasons:-

- (i) The traffic in this village is already very bad. Stewarts Hospital, Pressdale Nursing Home, Gaelcoil, Naomh Padraig, Stewarts Sports Complex and Palmerstown House Pub.



Restaurants are situated within this village.

By their nature, those premises are quite likely to need its emergency services. Should this be necessary during McDonald's peak hours the rescue services will find it impossible to reach those premises within the required time.

If this development is allowed, in its present form, and should this difficulty be experienced by the rescue services, a lot of the responsibility for this will rest on the shoulders of the planning officer who allow

111  
This development ~~to~~ go ahead. It is hardly necessary to mention that an emergency could also be experienced by the residents of the village and its environs.

By re-opening the lower end of the Lucan Rd will not alleviate the problem because the traffic that McDonalds are hoping to entice is that which is South and Westbound, the local estates and those in Clondalkin and Lucan. All this traffic will not use the lower road but obviously exit back through the village.

For those afore  
mentioned reasons  
I urge you to  
deny this application.  
I am informing the  
Chief Fire Officer of my  
wishes.

Yours Sincerely

(HUGH BREWSTER) Angus Baker  
P.S. I would like an  
acknowledgement of this letter.

PLANNING APPLICATION FEES

Reg. Ref... 91A/2020

Cert. No.... 27485

PROPOSAL... Drive Thru Restaurant

LOCATION... Palmerston Retail Park, off Kennelstork Road lower P

APPLICANT... McDonalds Restaurants (SRL Ltd) Newhucan Road

CLASS	DWELLINGS/AREA LENGTH/STRUCT.	RATE	AMT. OF FEE REQ.	AMOUNT LODGED	BALANCE DUE	BALANCE PAID
1	Dwellings	@£32				
2	Domestic	@£16				
3	Agriculture	@50p per m2 in excess of 300m2. Min. £40				
4	Metres 383.0m	@£1.75 per m2 or £40	670.25	670.25		
5	x .1 hect.	@£25 per .1 hect. or £250				
6	x .1 hect.	@£25 per .1 hect. or £40				
7	x .1 hect.	@£25 per .1 hect. or £100				
8		@£100				
9	x metres	@£10 per m2 or £40				
10	x 1,000m	@£25 per £1000m or £40				
11	x .1 hect.	@£5 per .1 hect. or £40				

Column 1 Certified: Signed: *J. Young* Grade: *D/H* Date: *6/1/92*

Column 1 Endorsed: Signed: \_\_\_\_\_ Grade: \_\_\_\_\_ Date: \_\_\_\_\_

Columns 2,3,4,5,6 & 7 Certified: Signed: *R. O'Connell* Grade: *S.O* Date: *2/1/92*

Columns 2,3,4,5,6 & 7 Endorsed: Signed: \_\_\_\_\_ Grade: \_\_\_\_\_ Date: \_\_\_\_\_

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1982

ASSESSMENT OF FINANCIAL CONTRIBUTION

REG. REF.: 91A/2020

CONT. REG.:

SERVICES INVOLVED: WATER/FOUL SEWER SURFACE WATER

AREA OF SITE:

FLOOR AREA OF PRESENT PROPOSAL: 4123 FT<sup>2</sup>

MEASURED BY:

CHECKED BY:

METHOD OF ASSESSMENT:

TOTAL ASSESSMENT:

MANAGER'S ORDER NO: P/ / DATED

ENTERED IN CONTRIBUTIONS REGISTER:

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DEVELOPMENT CONTROL ASSISTANT GRADE

DUB./S. p/4490/92

AN BORD PLEANÁLA

FINANCIAL CONTRIBUTION:-
AMOUNT € Nil
F   Refusal

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1990

County Dublin

Planning Register Reference Number: 91A/2020

APPEAL by McDonalds Restaurants (Ireland) Limited care of Reid Associates of 2 Arran Square, Off Lincoln Place, Dublin against the decision made on the 18th day of February, 1992 by the Council of the County of Dublin to refuse permission for development comprising the erection of a free-standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking at Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road, Palmerstown, County Dublin:

**DECISION:** Pursuant to the Local Government (Planning and Development) Acts, 1963 to 1990, permission is hereby refused for the said development for the reasons set out in the Schedule hereto.

SCHEDULE

1. It is considered that the proposed access at Kennelsfort Road, because of its proximity to the nearby junction with the Dublin/Galway Road, which junction is already overloaded and congested, would endanger public safety by reason of traffic hazard.
2. It is considered that the proposed floorspace is excessive having regard to the location of the site within the old village of Palmerstown, would result in excessive traffic generation in the village area and would be seriously injurious to the amenities of property in the vicinity.
3. The proposed development provides for a free standing McDonalds restaurant incorporating a drive through facility on a prominent site adjoining the Dublin-Galway National Primary route at Palmerstown Village. The proposed development would, by virtue of its nature and location, attract a large volume of passing traffic. The proposed development would, therefore, be inconsistent with the zoning objective for the site as set out in the current Dublin County Development Plan which is "to protect, provide for and/or improve local/neighbourhood centre facilities" and would, therefore, be contrary to the proper planning and development of the area.

*M. J. Connell*

Member of An Bord Pleanála duly authorised to authenticate the seal of the Board.

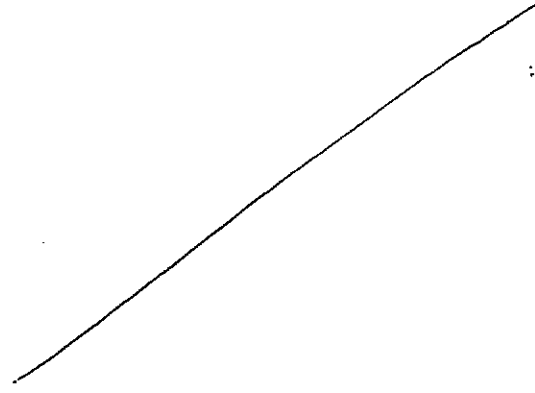
Dated this 31<sup>st</sup> day of August 1992.

AN BORD PLEANÁLA

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1990

(City of Dublin)

Planning Register Reference Number: 91A/2020



Order Noted:	L.D.
Dated:	2 <sup>nd</sup> SEP. 1992
ASSISTANT COUNTY MANAGER	
to whom the appropriate powers have been delegated by order of the Dublin City and County Manager.	
Dated	7 <sup>th</sup> day of SEP. 1992

L.D.

*Appeals.*

DUBLIN COUNTY COUNCIL  
-----  
PLANNING DEPARTMENT  
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Date Received : 20th December 1991

Register Reference : 91A/2020

Planning Officer : M.GALVIN

Applicant : McDonalds Restaurants (Irl) Ltd.

Development : Erection of a free standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking

LOCATION : Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road

DECISION : REFUSE PERMISSION .

DATE OF DECISION : 18.02.92.

APPEAL TYPE : AGAINST DECISION .

APPELLANT TYPE : FIRST PARTY

I attach for your observations memo/letter dated...<sup>14/7</sup>... from An Bord Pleanala

Please reply before. <sup>3.1/7</sup>.....

.....<sup>S</sup>.....  
for Principal Officer

.....<sup>17/7</sup>.....  
Date

OBSERVATIONS

*Refer to hds exp. + forward planning*  
*pl. hold in rd exp report*  
*advise R.B.P. that we will con... on 28/8*  
*Spends of appeal shortly*  
*Has letter gone to S. Henry yet? yes*

~~Hold  
Letter to  
A.B.P.~~

**DECISION  
NOW  
MADE  
BY  
A.B.P.**



.....  
.....  
.....  
.....  
.....  
.....

\_\_\_\_\_  
PLANNING OFFICER

\_\_\_\_\_  
S.E.D.C.

\_\_\_\_\_  
DATE

P/702/92

# COMHAIRLE CHONTAE ÁTHA CLIATH

## Record of Executive Business and Manager's Orders

BELGARD

Register Reference : 91A/2020

Date Received : 20th December 1991

Correspondence : Arthur Gibney & Partners,  
Name and : 20 Harcourt Street,  
Address : Dublin 2

Development : Erection of a free standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking

Location : Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road

Applicant : McDonalds Restaurants (Irl) Ltd.

App. Type : Permission

Zoning : To protect, provide for, improve Local/Neighbourhood Centre Facilit

Floor Area : 383 Sq.metres

(MG/AC)

Report of the Dublin Planning Officer dated 12 February, 1992.

This is an application for PERMISSION for the erection of a free-standing drive-through restaurant with take-away facility, ancillary staff office and storage accommodation together with associated signage and car parking at Palmerstown Retail Park at the junction of Kennelsfort Road and Lucan Road for McDonald's Restaurant of Ireland Ltd.

The proposed site which has an area of 3068 sq.m. is located close to the centre of Palmerstown Village. It is zoned C1, the objective of which is "to protect, provide for and/or improve local/neighbourhood centre facilities". Existing buildings on site comprise portion of V. Byrne's hardware store on the Kennelsfort Road frontage and associated storage sheds. The remainder of the site is in use as a builder's providers.

### RELEVANT PLANNING HISTORY

Reg. Ref. TA.1157 refers to a 1986 grant of permission for the retention of offices and use of site as builders providers for V. Byrne.

# COMHAIRLE CHONTAE ÁTHA CLIATH

## Record of Executive Business and Manager's Orders

Reg.Ref: 91A/2020

Page No: 0002

Location: Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road

Reg. Ref. XA.168 refers to a refusal of permission for a new warehouse and extension to existing shop premises for V. Byrne.

Reg. Ref. XA.1244 refers to a permission for a new warehouse at Kennelsfort Road for V. Byrne.

Reg. Ref. 89A/0955 refers to a grant of permission for retention of warehouse on site at Kennelsfort Road for V. Byrne.

Reg. Ref. 91A/1517 refers to a recent refusal of permission for a retail centre on a 1.8 ~~ac~~ site at Kennelsfort Road Lower and Lucan Road for Channon Ltd. The proposed site incorporated the McDonald's site, however this was not included in the application. The layout submitted provided for a 4700 sq.m. retail centre to rear of the McDonald's ~~ex~~ site. Access to the site only was proposed from Kennelsfort Road Lower while access and egress was proposed onto Old Lucan Road opposite the church.

Reasons for refusal referred to the fact that (1) the proposed development was excessive having regard to its location in the Old Village of Palmerstown, (2) prematurity of development pending a decision on the McDonald's element of the proposal, (3) the fact that the proposed development would be dependent on the availability of the Lucan Dual Carriageway to cater for the development (4) unacceptability of the internal road network which involved access only from Kennelsfort Road, and of access/egress onto Old Lucan Road as the proposed development and the possibility of a McDonald's would create serious traffic congestion within the old village of Palmerstown and would seriously injure the residential amenities of the area and (5) unacceptability of access/egress from the site onto Kennelsfort Road Lower.

The current application provides for the location of a 383 sq.m. free-standing McDonald's Restaurant at this 3068 sq.m. site. Lodged plans provide for a single-storey building finished in brick. The proposed restaurant is to incorporate a drive through facility. A total of 40 no. on site car parking spaces are proposed.

Lodged plans provide for access/egress to the site off a proposed feeder road to the north east. This proposed feeder route is outside the site of the current application. The applicants have not indicated whether they have any interest in or rights of way over the lands in question.

Furthermore, the applicant has not clarified how it is intended to provide access/egress to the site from the surrounding road network. The abovementioned feeder road formed part of the circulation pattern proposed under Reg. Ref. No. 91A-1517 for a retail development at this location. As noted this was refused *inter alia* because of the unsuitability of access arrangements, i.e. <sup>because</sup> an access only from Kennelsfort Road Lower and access/egress

# COMHAIRLE CHONTAE ÁTHA CLIATH

## Record of Executive Business and Manager's Orders

Reg. Ref: 91A/2020

Page No: 0003

Location: Palmerstown Retail Park at the junction of Kennelsfort Road  
Lower and the new Lucan Road

onto Old Lucan Road would ~~only detract~~ <sup>attract</sup> traffic through the site and into the old village of Palmerstown causing traffic congestion and affecting the amenities of the residents therein. The same would apply in the case of a McDonalds restaurant. This would be contrary to the C2 zoning objective for the village in the 1991 Draft County Plan, i.e "to protect and enhance the special physical and social characteristics of town and village centres."

In addition, a proposal to provide an access/egress <sup>from this feeder road</sup> onto the Kennelsfort Road would create serious traffic congestion at the Kennelsfort Road/Dublin Galway Road junction.

Roads Department report states that the proposed development must be viewed in the context of the overall proposal for site development under Reg. Ref. No. 91A-1517. This however, has been refused.

Roads report also states that they cannot accept the proposed exit and entry arrangements as these would give rise to congestion at an already heavily used junction on a National Primary route, thereby creating a traffic hazard. Report also notes that the proposed drive through restaurant by its nature and proposed prominent location would attract ~~extraneous~~ <sup>extraneous</sup> traffic thus exacerbating traffic generation to and from the site. This is undesirable in the context of a site zoned only for local centre type development.

While restaurants are acceptable in areas zoned C1, the proposed development consisting of a free standing drive through restaurant could not be regarded as being compatible with the zoning objective - it will not serve a local or neighbourhood centre function but instead would be dependant on passing traffic on the adjoining Dublin Galway route.

The proposed development also provides for significant amounts of signage throughout the site including 2 no. 8 metre high flagpoles on the Lucan Road frontage, a 6 metre <sup>high pole</sup> sign at the Lucan Road/Kennelsfort Road junction. Because of their size and location these signs would be harmful to the visual amenities of the area and are wholly inappropriate at the entrance to Old Palmerstown Village.

Objections including those lodged under Reg. Ref. No. 91A-1517 have been noted.

In summary, the proposed development which involves a free standing drive through McDonalds restaurant is considered to be unacceptable. It would be dependant on passing trade and would attract extraneous traffic into Palmerstown Village.

I recommend that a decision to REFUSE PERMISSION be made under the Local

# COMHAIRLE CHONTAE ÁTHA CLIATH

## Record of Executive Business and Manager's Orders

Reg.Ref: 91A/2020

Page No: 0004

Location: Palmerstown Retail Park at the junction of Kennelsfort Road  
Lower and the new Lucan Road

Government (Planning and Development) Acts, 1963-1990 for the following ( ) reasons:-

### REASONS FOR REFUSAL

- 01 The proposed development provides for a free standing McDonalds restaurant incorporating a drive through facility on a prominent site adjoining the Dublin-Galway National Primary route at Palmerstown Village. The proposed development would by virtue of its nature and location expect to attract a large volume of passing traffic. The proposed development would, therefore, be inconsistent with the zoning objective of the site which is "to protect, <sup>provide for and/or</sup> and improve local/neighbourhood centre facilities" and as such would be contrary to the proper planning and development of the area.
- 02 The applicants have not indicated accurately how they intend to provide access/egress to the site from the surrounding road network. Lodged plans indicate access onto a proposed feeder road to the north-east of the site. The applicants have not indicated whether they have any interest in/rights of way over this proposed feeder road. Furthermore, it is unclear whether access/ egress is proposed from this road onto the Kennelsfort Road Lower. Such an arrangement would be unacceptable as it would give rise to congestion at an already very heavily used junction on a national primary route thereby endangering public safety by reason of a traffic hazard.
- 03 Lodged plans indicate access/egress from the site onto a proposed feeder road to the north east of the site. This proposed feeder road formed part of the road network associated with the proposed retail centre refused permission under Reg. Ref. No. 91A-1517. Reasons for refusal on this application referred to the fact that the proposed road network which involved access only from Kennelsfort Road and access/ egress onto the old Lucan Road would create serious traffic congestion in Palmerstown Village thereby affecting residential amenities and seriously injuring the amenities of property in the vicinity. This would also apply to traffic generated by a McDonalds Drive through restaurant and the proposed development would seriously injure the amenities of property in the area. It would also be inconsistent with the achievement


# COMHAIRLE CHONTAE ÁTHA CLIATH

## Record of Executive Business and Manager's Orders

Reg.Ref: 91A/2020

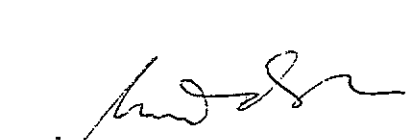
Page No: 0005

Location: Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road

'02'   
of the 1991 Draft Development Plan zoning objective for Palmerstown Village "to protect and enhance the special physical and social characteristics of town and village centres" and as such would be contrary to the proper planning and development of the area.

04 The level of signage proposed and in particular the 6 metre <sup>illumined</sup> high pole sign and the 2 no. 8 metre high flag pole along the Lucan Road frontage of the site would contribute to visual clutter, would be <sup>visually intrusive</sup> harmful to the <sup>visual</sup> amenities of the area and as such would be contrary to the proper planning and development of the area. EWH

*MS*  
.....  
for Dublin Planning Officer

  
Endorsed: .....  
for Principal Officer

Order: A decision pursuant to Section 26(1) of the Local Government (Planning and Development) Acts, 1963-1990 to REFUSE PERMISSION for the above proposal for the (4) reasons set out above is hereby made.

Dated : 18<sup>th</sup> FEBRUARY 1992

  
.....  
ASSISTANT COUNTY MANAGER/APPROVED OFFICER

to whom the appropriate powers have been delegated by order of the Dublin City and County Manager dated 1991.

*Mary Galvin*

DUBLIN COUNTY COUNCIL

REG. REF: 91a/2020  
 DEVELOPMENT: Drive through Restaurant  
 LOCATION: Kennelsfort Road Lr. & Lucan Rd. Junction  
 APPLICANT: McDonalds Restaurant (Ireland) Ltd.  
 DATE LODGED: 20/12/91

1. This application must be viewed in the context of the overall site development proposed under Reg. Ref. 91A/1517.
2. As presently laid out, Roads Department could not accept the proposed exit and entry arrangements, as these would give rise to congestion at an already very heavily used junction on a National Primary route, thereby creating a traffic hazard.
3. A drive through restaurant, by its nature and proposed prominent location will attract traffic which is extraneous to its immediate environment, thus exacerbating traffic generation to and from this site. This is undesirable in the context of a site zoned suitable only for a local centre type development.
4. The applicants have had discussions with the Roads Department where problems in (2) above have been explained to them. They have stated they intend to revise their layout and will submit same for further consideration. Until a decision is issued in respect of 91A/1517, they should be advised that any such submission would be premature.

**PLANNING DEPT.**  
**DEVELOPMENT CONTROL SECT**  
 Date ..... 03.02.92 .....  
 Time ..... 4.00 .....  
 .....

TB/aw  
30/1/92

SIGNED: *CP 22*

ENDORSED: \_\_\_\_\_

DATE: 31/1/92

DATE: \_\_\_\_\_

SS + CMS

CP

Register Reference : 91A/2020

Date : 9th January 1992

Development : Erection of a free standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking

LOCATION : Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road

Applicant : McDonalds Restaurants (Irl) Ltd.

App. Type : PERMISSION

Planning Officer : M.GALVIN

Date Recd. : 20th December 1991

PLANNING DEPT.  
DEVELOPMENT CONTROL SEC  
Date ..... 13.02.92 .....  
Time ..... 3.00 .....

Attached is a copy of the application for the above development .Your report would be appreciated within the next 28 days.

Yours faithfully,

DUBLIN Co. COUNCIL  
15 JAN 1992  
SAN SERVICES

.....  
for PRINCIPAL OFFICER

Date received in Sanitary Services .....

FOUL SEWER

REFUSAL RECOMMENDED

- ① The application is premature by virtue of an existing deficiency in the capacity of the foul sewer system to which this development would ultimately discharge.
- ② No acceptable detailed proposals for the drainage of the site have been submitted
- ③ No account has been taken of the existing drains, etc, in and around the site & no submission has been made to indicate how the existing services would be affected by this development nor what effect interference with same would have on the subject site.

SURFACE WATER

REFUSAL RECOMMENDED

as per ② & ③ in "Foul Sewer"

SENIOR ENGINEER,  
SANITARY SERVICES DEPARTMENT,  
46/49 UPPER O'CONNELL STREET,  
DUBLIN 1

DUBLIN CO. COUNCIL  
SANITARY SERVICES  
12 FEB 1992  
Returned. *[Signature]*

*J. Rice,*  
5/2/1992

*[Handwritten initials]*



Register Reference : 91A/2020

Date : 9th January 1992

PLANNING DEPT.  
 DEVELOPMENT CONTROL SECT  
 Date ..... 13. 02. 92  
 Time..... 3.00

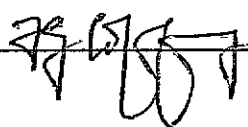
.....  
 ENDORSED \_\_\_\_\_ DATE \_\_\_\_\_  
 Water available. Refee to CFO

WATER SUPPLY

~~Refused~~  
 Insufficient information supplied for a proper assessment. Applicant is to resubmit with Degr's of water main layout plus details of connection to existing system.

John Blum  
 24/1/92

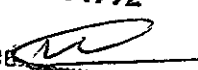
ENDORSED

~~7/2/92~~  


DATE

7/2/92

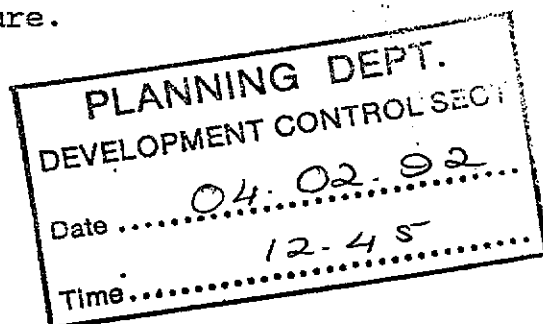
P Howell  
 3/2/92

DUBLIN CO. COUNCIL  
 SANITARY SERVICES  
 12 FEB 1992  
 Returned 

DUBLIN COUNTY COUNCIL

REG. REF: 91a/2020  
DEVELOPMENT: Drive through Restaurant  
LOCATION: Kennelsfort Road Lr. & Lucan Rd. Junction  
APPLICANT: McDonalds Restaurant (Ireland) Ltd.  
DATE LODGED: 20/12/91

1. This application must be viewed in the context of the overall site development proposed under Reg. Ref. 91A/1517.
2. As presently laid out, Roads Department could not accept the proposed exit and entry arrangements, as these would give rise to congestion at an already very heavily used junction on a National Primary route, thereby creating a traffic hazard.
3. A drive through restaurant, by its nature and proposed prominent location will attract traffic which is extraneous to its immediate environment, thus exacerbating traffic generation to and from this site. This is undesirable in the context of a site zoned suitable only for a local centre type development.
4. The applicants have had discussions with the Roads Department where problems in (2) above have been explained to them. They have stated they intend to revise their layout and will submit same for further consideration. Until a decision is issued in respect of 91A/1517, they should be advised that any such submission would be premature.



TB/AW  
30/1/92

SIGNED: CP2-2

ENDORSED: \_\_\_\_\_

DATE: 31/1/92

DATE: \_\_\_\_\_

JCB:W

FILE DISCUSSED AT COUNCIL/COMMITTEE MEETING

FILE REF: 91A 2020

MEETING	COMMENTS	NOTED IN DEV. CONTROL	NOTED BY
---------	----------	-----------------------	----------

BELGARD  
 H + P  
 28/1/92

Clles Hanahan  
 O'Connell  
 O'Halloran

Rec Permission be refused

If permission is granted takes it wont be the usual "traditional" McDonalds

Traffic problems, Trucks will park on opposite margin

Drive through - Give rise to a death trap would be traffic chaos.

PLANNING DEPT.  
 DEVELOPMENT CONTROL DEPT  
 Date ..... 03.02.92  
 Time ..... 10.15

Mr. John Henry,  
Senior Engineer,  
Roads Department.

Our Ref: 91A/2020

1 September 1992

Re: Erection of a free standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking at Palmerstown Retail park at the junction of kennelsfort Road Lower and the new Lucan Road.


Dear Sir,

I attach copy of correspondence from An Bord Pleanála in regard to the above.

I should be most obliged to receive your comments on same before 15th September, 1992..

PLEASE MARK YOUR REPLY FOR THE ATTENTION OF MR. L DOYLE, APPEALS SECTION.

Yours faithfully,

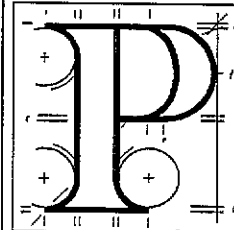
  
\_\_\_\_\_  
for Principal Officer.

Our Ref: PL 6/5/88316  
P.A. Ref: 91A/2020

EO 1A

Dublin County Council,  
Planning Department,  
Block 2,  
Irish Life Centre.

An Bord Pleanála



Date: 31 AUG 1992

Floor 3 Blocks 6 & 7  
Irish Life Centre  
Lower Abbey Street  
Dublin 1  
tel (01) 728011

**Appeal re:** Erection of a free-standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking at Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road.

Dear Sir,

An order has been made by An Bord Pleanála determining the above-mentioned appeal under the Local Government (Planning and Development) Acts, 1963 to 1990. A copy of the order is enclosed.

Yours faithfully,

  
Miriam Baxter.

Encl.

BP 352



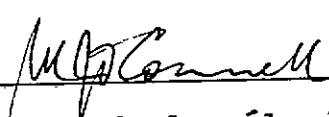
AN BORD PLEANÁLALOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1990County DublinPlanning Register Reference Number: 91A/2020

**APPEAL** by McDonalds Restaurants (Ireland) Limited care of Reid Associates of 2 Arran Square, Off Lincoln Place, Dublin against the decision made on the 18th day of February, 1992 by the Council of the County of Dublin to refuse permission for development comprising the erection of a free-standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking at Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road, Palmerstown, County Dublin:

**DECISION:** Pursuant to the Local Government (Planning and Development) Acts, 1963 to 1990, permission is hereby refused for the said development for the reasons set out in the Schedule hereto.

SCHEDULE

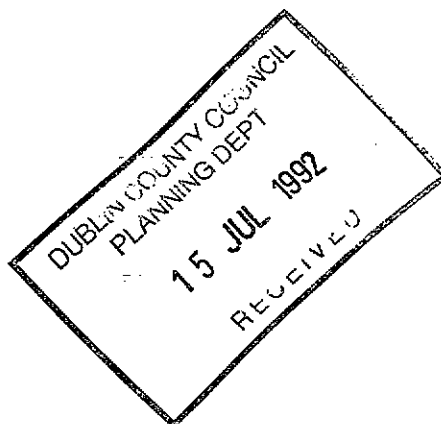
1. It is considered that the proposed access at Kennelsfort Road, because of its proximity to the nearby junction with the Dublin/Galway Road, which junction is already overloaded and congested, would endanger public safety by reason of traffic hazard.
2. It is considered that the proposed floorspace is excessive having regard to the location of the site within the old village of Palmerstown, would result in excessive traffic generation in the village area and would be seriously injurious to the amenities of property in the vicinity.
3. The proposed development provides for a free standing McDonalds restaurant incorporating a drive through facility on a prominent site adjoining the Dublin-Galway National Primary route at Palmerstown Village. The proposed development would, by virtue of its nature and location, attract a large volume of passing traffic. The proposed development would, therefore, be inconsistent with the zoning objective for the site as set out in the current Dublin County Development Plan which is "to protect, provide for and/or improve local/neighbourhood centre facilities" and would, therefore, be contrary to the proper planning and development of the area.

  
 Member of An Bord Pleanála duly  
 authorised to authenticate the  
 seal of the Board.

Dated this 31<sup>st</sup> day of August 1992.

Our Ref: PL 6/5/88316  
P.A. Reg. Ref: 91A/2020

The Secretary,  
Planning Department,  
Dublin County Council,  
Block 2,  
Irish Life Centre.



Date: 14th July 1992

**Appeal re:** Erection of free standing drive through restaurant with take away facility, ancillary staff, office and storage accommodation together with associated signage and car parking at McDonalds Restaurant, Palmerstown Retail Park at junction at Kennelsfort Road Lower with new Lucan Road, Palmerstown, Co Dublin.

Dear Sir/Madam,

Enclosed for your information is a copy of correspondence received in relation to the above-mentioned appeal. While it is not necessary for you to furnish any comments on the correspondence, you may do so if you wish. Any such comments should be forwarded within twenty-one days of the date of this letter to ensure that they will be taken into consideration in the determination of the appeal.

Please quote the above appeal reference number in any further correspondence.

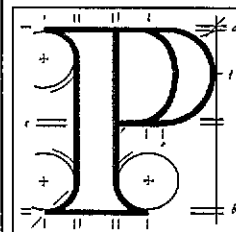
Yours faithfully,

  
Marie Kennedy

Encl.

BP 553

An Bord Pleanála



Floor 3 Blocks 6 & 7  
Irish Life Centre  
Lower Abbey Street  
Dublin 1  
tel (01) 728011

*Handwritten initials or mark*

**REID  
ASSOCIATES**

CHARTERED TOWN PLANNERS  
PLANNING & DEVELOPMENT CONSULTANTS

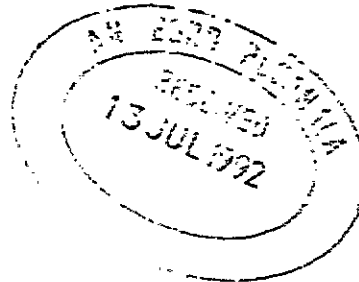
2 ARRAN SQUARE, OFF LINCOLN LANE,  
DUBLIN 7

TELEPHONE (01) 730133  
FAX (01) 726397

JOHN REID, BA, HCE, DipLS, FRTP, MIPI, Barrister-at-Law

BY HAND ON  
13 July 1992

The Secretary  
An Bord Pleanála  
Floor 3 Blocks 6 & 7  
Irish Life Centre  
Lower Abbey Street  
Dublin 1



Your Reference: PL 6/5/88316  
P.A. Reg. Ref. 91A/2020

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1991  
AND REGULATIONS MADE THEREUNDER

Appeal re: PROPOSED RESTAURANT WITH TAKE-AWAY FACILITIES AND  
ASSOCIATED SIGNS AT JUNCTION OF KENNELSFORT ROAD LOWER WITH  
NEW LUCAN ROAD, PALMERSTOWN, CO. DUBLIN

Dear Sir,

We refer to our letter to you dated 3 July 1992 and now enclose two copies of our full grounds of appeal in connection with the above.

Yours faithfully,

A handwritten signature in cursive script, appearing to read "John Reid".

John Reid

Encl.



# REID ASSOCIATES

APPEAL TO AN BORD PLEANALA

RE: PROPOSED RESTAURANT AT PALMERSTOWN, CO. DUBLIN  
FOR McDONALD'S RESTAURANTS OF IRELAND LTD

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1991 AND  
REGULATIONS MADE THEREUNDER

Reference: PL 6/5/88316  
P.A. Reg. Ref: 91A/2020



13 July 1992

# REID ASSOCIATES

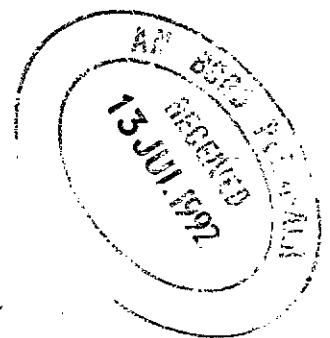
CHARTERED TOWN PLANNERS  
PLANNING & DEVELOPMENT  
CONSULTANTS

2 ARRAN SQUARE, OFF LINCOLN LANE,  
DUBLIN 7

TELEPHONE (01) 730133 FAX (01) 726397

ALSO AT NADON HOUSE, 445 - 449 ORMEAU ROAD  
BELFAST BT7 3GQ

TELEPHONE (0232) 641850 FAX (0232) 642467



**REID  
ASSOCIATES**

JOHN REID, BA, HCE, DipLS, FRTPI, MIPI, Barrister-at-Law

CHARTERED TOWN PLANNERS  
PLANNING & DEVELOPMENT CONSULTANTS

2 ARRAN SQUARE, OFF LINCOLN LANE,  
DUBLIN 7

TELEPHONE (01) 730133  
FAX (01) 726397

BY HAND ON  
13 July 1992

The Secretary  
An Bord Pleanála  
Floor 3 Blocks 6 & 7  
Irish Life Centre  
Lower Abbey Street  
Dublin 1

Your Reference: PL 6/5/88316  
P.A. Reg. Ref. 91A/2020

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO  
1991 AND REGULATIONS MADE THEREUNDER

Appeal re: PROPOSED RESTAURANT WITH TAKE-AWAY FACILITIES AND  
ASSOCIATED SIGNS AT JUNCTION OF KENNELSFORT ROAD LOWER  
WITH NEW LUCAN ROAD, PALMERSTOWN, CO. DUBLIN

Dear Sir,

We refer to our letter to you dated 3 July 1992, and we hereby submit the  
grounds of appeal in the above matter.

Grounds of Appeal

Arising from the refusal of permission by the planning authority, preliminary  
grounds of appeal were submitted by us on 16 March 1991. These were as  
follows:-

1. In order to function properly, the proposed restaurant does not have to be  
located in a District Centre.
2. The zoning of the site is of no relevance given its physical separation  
from Old Palmerstown Village.
3. The access/egress arrangements could be such as would not interfere with  
the free-flow of traffic on the Palmerstown Bypass or on Kennelsfort  
Road.

4. The proposed development would not adversely affect the intended role of the Palmerstown Bypass.
5. Access arrangements could be such as would not adversely affect residential amenity in Old Palmerstown Village.
6. The proposed signage would not be prejudicial to the proper planning and development of the area.

These issues are discussed in detail below.

The layout of the document is as follows:-

INTRODUCTION  
THE CATERING INDUSTRY AND THE APPEAL SITE  
CHANGES IN RESTAURANT TYPES  
DEVELOPMENT PLAN RETAIL POLICY/SITE ZONING  
THE NEEDS OF PERSONS TRAVELLING  
TRAFFIC RELATED ISSUES  
AMENITY AND OTHER CONSIDERATIONS  
CONCLUSION  
APPENDICES 1 TO 5  
REPORT OF T. J. O'CONNOR AND ASSOCIATES

## INTRODUCTION

---

Our client's proposal is for a drive-thru restaurant at Palmerstown with traditional finishes using clay-brick external walls and concrete tile pitched roofs. Alternative access arrangements have been submitted to the Board as part of this appeal.

The building, which has a floor area of 383 sq. m., is set back from the New Lucan Road with an outdoor seating area to the front. The site, which is 3068 sq.m. in area, will be extensively landscaped with trees and shrubs. Paving and hard finishes are all of a high quality. A great deal of thought has been given to the control of vehicles and pedestrians around the site with particular emphasis on safety.

The building will be fully air conditioned and finished to a high standard with a seating capacity for 100 people. All plant and equipment is hidden behind the pitched roof and will not be visible from ground level. The restaurant will be fitted out to encourage family use with good lighting and hard wearing durable finishes. Invalid and public toilets will be provided, finished with ceramic floor and wall tiles to allow easy and frequent cleaning. All kitchen equipment will be in stainless steel.

The application was made on 18 September 1991 and a Notification of Decision to Refuse Permission was issued by the planning authority on 30 January 1992 which was appealed by us by letter delivered by hand on 16 March 1992.

The reasons for refusal of the planning authority were as follows:-

1. The proposed development provides for a free-standing McDonalds restaurant incorporating a drive through facility on a prominent site adjoining the Dublin-Galway National Primary route at Palmerstown Village. The proposed development would by virtue of its nature and location expect to attract a large volume of passing traffic. The proposed development would, therefore, be inconsistent with the 'C1' zoning objective of the site which is "to protect provide for and/or improve local/neighbourhood centre facilities" and as such would be contrary to the proper planning and development of the area.

2. The applicants have not indicated accurately how they intend to provide access/egress to the site from the surrounding road network. Lodged plans indicate access onto a proposed feeder road to the north, north-east of the site. The applicants have not indicated whether they have any interest in/rights of way over this proposed feeder road. Furthermore, it is unclear whether access/egress is proposed from this road onto the Kennelsfort Road Lower. Such an arrangement would be unacceptable as it would give rise to congestion at an already very heavily used junction on a national primary route thereby endangering public safety by reason of a traffic hazard.
  
3. Lodged plans indicate access/egress from the site onto a proposed feeder road to the north-east of the site. This proposed feeder road formed part of the road network associated with the proposed retail centre refused permission under Reg. Ref. No. 91A/1517. Reasons for refusal on this application referred to the fact that the proposed road network which involved access only from Kennelsfort Road and access/egress onto the Old Lucan Road would create serious traffic congestion in Palmerstown Village thereby affecting residential amenities and seriously injuring the amenities of property in the vicinity. This would also apply to traffic generated by a McDonald's Drive Through restaurant and the proposed development would seriously injure the amenities of property in the area. It would also be inconsistent with the achievement of the 1991 Draft Development Plan 'C2' zoning objective for Palmerstown Village "to protect and enhance the special physical and social characteristics of town and village centres" and as such would be contrary to the proper planning and development of the area.
  
4. The level of signage proposed and in particular the 6 metre illuminated high pole sign and the 2 no. 8 metre high flag pole along the Lucan Road frontage of the site would contribute to visual clutter, would seriously injure the visual amenities of the area and as such would be contrary to the proper planning and development of the area.

In this document we describe to the Board a series of changes which have occurred in recent decades, changes in lifestyles and economic circumstances that have reflected themselves in changes in the catering industry and changes in

retailing which have altered traditional concepts of shopping and shopping areas. We demonstrate to the Board that these changes are not reflected in the policies of Dublin County Council and Corporation and that this deficiency, this lack of sensitivity to altered circumstances, forms part of the basis of the refusal of permission by the County Council in the instant appeal. We will also demonstrate that the development will not give rise to traffic hazard or congestion or interference with existing amenities.

In addition to addressing the matters contained in the reasons for refusal and bearing in mind that an appeal to the Board has the nature of a de novo application for permission, we address other matters not referred to in the decision of the planning authority e.g. the absence of appropriate Development Plan policies to cater for new advances in retailing, amenity considerations and the needs of the travelling public.

## THE CATERING INDUSTRY AND THE APPEAL SITE

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The catering industry is an industry in the literal sense of the word: raw materials are brought in to a central location and by a manufacturing and packaging process are changed into a different product. The restaurant sector of the industry has the additional characteristic that the consumers of the manufactured products come to that central location in order to consume. However, developments in take-away habits have meant that an increasing proportion of consumption is off the premises of manufacture.

Changes in the catering industry are a response to people's changing lifestyles and demands.

### CHANGING LIFESTYLES IN IRELAND

The process of continuing urbanisation in Ireland has created a change in lifestyles which can be seen in the way in which people spend their incomes. Trends in expenditure patterns at State level since 1961 are shown in Table 1. This shows the pattern of expenditure at constant market prices for three broad commodity categories namely, food and non alcoholic beverages, alcoholic beverages and tobacco, clothing, footwear, personal equipment, durable household goods and other goods.



TABLE 1: CHANGES IN EXPENDITURE OF PERSONAL INCOMES AT CONSTANT MARKET PRICES, 1961 - 1989

COMMODITY CATEGORIES	(1) 1961-66	(2) 1966-71	(3) 1971-76	(4) 1976-81	(5) 1981-85	(6) 1985-89
Food and non alcoholic beverages	11.3%	11.7%	0.7%	16.4%	+ 0.3%	+ 0.25%
Alcoholic beverages and tobacco	7.5%	20.4%	22.0%	6.6%	- 3.2%	+ 0.35%
Clothing, footwear, personal equipment durable household goods, other goods	20.3%	43.7%	8.8%	12.5%	-15.3%	+34.8
TOTAL ABOVE CATEGORIES	13.1%	23.1%	8.5%	12.5%	-5.6%	

Source: (1) National Income and Expenditure 1969 (1958 Constant Market Price)  
 (2) National Income and Expenditure 1972 (1968 Constant Market Price)  
 (1) National Income and Expenditure 1978 (1975 Constant Market Price)  
 (1) National Income and Expenditure 1981 (1975 Constant Market Price)  
 (1) National Income and Expenditure 1986 (1980 Constant Market Price)  
 (1) National Income and Expenditure 1989 (1985 Constant Market Price)

The principal features which these figures reveal are as follows:-

- (a) Overall expenditure on the selected items of expenditure grew faster in the decade 1961 - 71 than subsequently. The year 1981 was a watershed and a marked decline in expenditure overall took place until 1985. Since then expenditure on clothing, footwear, personal equipment has increased significantly over the period 1985 - 89.

- (b) The only category to show consistent, if at times slow, growth over the entire period 1961 - 89 is food and non-alcoholic beverages. Expenditure on these items up to 1976 was at a slower rate than the other categories, improved over the period 1976 - 81, and has grown at a low, but steady rate since then.

Within the overall food industry the catering and restaurant sector has exhibited strong and persistent growth since the mid 1960s. Reference to the Household Budget Survey over the period 1965 - 1987 reveals that the amount of weekly household expenditure devoted to meals away from home has grown from just over 5% of the total food budget in 1965 to just over 10% in 1980 and to 11.28% in 1987.

The increasing pattern of meals away from home is more pronounced within the East Planning Region, which is relevant in the case of the appeal site.

In the Region the proportion of weekly household expenditure devoted to meals away from home as a share of total expenditure on food doubled from 7% in 1965 to 14% in 1980 and 1987, a period of rising real incomes. It is clear from analysis of Household Budget Survey data that firstly, expenditure on food continues to grow, albeit at a slow rate, and secondly, that there is evidence of an increasing expenditure of weekly household income on meals away from home within the overall spending on food. These trends are more pronounced in the East Planning Region than in the State as a whole, and probably most advanced in the Greater Dublin Area.

#### DEMOGRAPHIC TRENDS

These expenditure trends are reinforced by demographic trends in the Greater Dublin Region.

Dublin is now ranked as the third major urban centre in the British Isles in terms of population, after London and Birmingham. Within a wider context the Greater Dublin Area (Dublin City and County) has been one of the fastest growing conurbations in Western Europe. Total population rose at an average annual rate of +1.6% in the decade 1971 - 81. Whereas there was very substantial immigration into the Greater Dublin Area during the 60s and 70s, this inward move is no longer the principal component of Dublin's population expansion. The population of Greater Dublin now has a greater share of persons in the child-bearing age group than in the rest of the State, with relatively fewer elderly persons and therefore a larger excess of births over deaths. Within the

Greater Dublin Area, population structure and growth rates vary significantly as can be seen from Table 2.

TABLE 2: POPULATION CHANGES IN GREATER DUBLIN AREA 1981 - 1991

	1981	1986	1991	% Change 1981-86	% Change 1986-91
Dublin Co. Borough	544,833	502,749	477,675	- 7.7	- 5.0
Dublin - Belgard	165,264	199,546	208,666	+20.7	+ 4.6
Dublin - Fingal	114,951	138,479	152,726	+20.4	+10.3
Dunlaoghaire - Rathdown	178,116	180,675	185,362	+ 1.4	+ 2.6
Greater Dublin Total	1,003,164	1,021,449	1,024,429	+ 1.8	+ 0.29

Source: Census of Population 1981 and 1986.  
Preliminary Census Report 1991

The boundaries of Dublin County Borough were altered in 1985 and 1986 and 1991 data refers to the new administrative area of Dublin City.

While the population of the Greater Dublin Area increased by 1.8% between 1981 and 1986, and by 0.29% between 1986 and 1991, this represents a pattern of sustained population increase within Dublin County while the City has been losing population over the period 1981 - 1991. The most significant performance in terms of rate of change has been in Dublin-Fingal where population increased by 33% between 1981 and 1991. Dublin-Belgard increased its population by over 26% within the same period, while the population of Dun Laoghaire-Rathdown increased by 4.1%. A useful profile of the age structure of the population of these different areas within the Greater Dublin Area, based on the 1986 Census is set out in Table 3.

TABLE 3: AGE BREAKDOWN OF SELECTED SUB-AREAS WITHIN DUBLIN CITY AND COUNTY

	PERCENTAGE AGES (1991)				AVERAGE HOUSEHOLD SIZE (1986)
	0 - 14	15 - 24	25 - 64	65+	
Dublin Co. Borough	20.3	20.9	46.2	12.6	3.13
Dublin Belgard	33.1	17.2	45.3	4.3	3.95
Dublin Fingal	32.2	16.3	46.3	5.3	3.83
Dunlaoghaire-Rathdown	23.0	19.1	47.4	10.5	3.46

Source: Census of Population 1991, Preliminary Report  
Census of Population 1986

Certain items of significance can be highlighted from this Table such as the high concentration of young persons and low concentration of elderly persons in both Dublin-Belgard and Dublin-Fingal, plus the higher average household size in both these areas. In Dublin-Belgard, which is probably the most significant area as far as the appeal is concerned, over one third of the population is under 15 years of age. More detailed investigation of census data reveals that in 1986 the proportion of persons aged 10 years and under was as high as 30% in the western towns, as against 17% in the rest of County Dublin and 19% in the State as a whole. Examination of other data on household size suggests that while the trend is towards falling average household size, the rate of household formation is not falling.

In 1981 the Central Statistics Office conducted a small scale National Household Budget Survey which included a life cycle classification of household expenditure and income with some eleven life cycle categories based upon the age of the eldest child:-

Life Cycles of Head of Household    Definition

Head of Household without  
Spouse or Children

- |    |             |                        |
|----|-------------|------------------------|
| 1. | Young       | Head under 45 years    |
| 2. | Middle-aged | Head 45 - 64 years     |
| 3. | Retired     | Head 65 years and over |

Head of Household with  
Spouse and/or Children

- |     |                |  |
|-----|----------------|--|
| 4.  | Pre-family     | Married couple, wife under 45<br>years, no children            |
| 5.  | Pre-school     | Eldest resident child aged 0-4 years                           |
| 6.  | Early school   | Eldest resident child aged 5-9 years                           |
| 7.  | Pre-adolescent | Eldest resident child aged 10-14 years                         |
| 8.  | Adolescent     | Eldest resident child aged 15-19 years                         |
| 9.  | Adult          | Eldest resident child aged 20 and over                         |
| 10. | Empty Nest     | Married couple, wife aged 45 - 64 with<br>no resident children |
| 11. | Retired        | Married couple, wife aged 65 and over<br>no resident children  |

Single person households in the young age group (under 45 years) were recorded as spending 18% of average weekly expenditure on food and 5.1% of total weekly expenditure on meals away from home.

Households with children under 9 years of age were recorded as spending between 20 - 27% of average weekly expenditure on food and around 3% of total weekly expenditure on meals away from home. By way of contrast the 1980 Household Budget Survey indicated that about 3% of total weekly household expenditure was devoted to meals away from home. As a proportion of total expenditure on food, this component would, therefore, be of the order of 10%

for the State as a whole and considerably higher in the Greater Dublin Area which is the major urban area in the State.

Given the profile of the existing population in Dublin-Belgard, which is close to the appeal site, the proposal is a response to the changing lifestyle of this predominantly youthful and expanding population in terms of expenditure patterns and consumer preferences.

## CHANGES IN RESTAURANT TYPES

---

These changes in lifestyle in general and in eating habits in particular have been occurring since early in the century. Eating out has long since ceased to be a special occasion activity. Nowadays, people of all income levels frequent restaurants and the fast service restaurant has come to serve all such levels and to meet a variety of needs which include leisure, work breaks, travel stops, etc.; the emphasis being on speed and efficiency of service, coupled of course with quality, variety and cleanliness of food and surroundings. This is not a new phenomenon as can be seen from a newspaper report of half a century ago.

Last night my fancy was caught by the very ingenious sign calling attention to a Dublin "snack bar", and I was reminded of the hold that those admirable institutions have taken upon the city within quite a short time.

Restaurant services, indeed, have improved greatly upon the whole, and I wonder how far the "snack bar", with its insistence upon rapidity, has set the example. Even a very few years ago it was difficult — though not impossible — to find a place where one could rush in, swallow a sandwich or simple meal, and leave again within ten minutes or so. Nowadays there is quite a number of such places, and even the more formal restaurants are very much quicker than they used to be.

*The Irish Times,*  
January 22nd, 1938.

The restaurants of the McDonald's Corporation are in the forefront of this response to change and it should be emphasised that it is indeed a response to change, not a creation of change. McDonald's lay great emphasis worldwide on market research so as to harmonise their existing operations and the development of their business with the wishes of the public as expressed by that public. McDonald's Restaurants Ireland Ltd are no exception to this principle and they engage continuously in monitoring of public opinion and it is partly as a result of this opinion that the instant application came about.

The parent company of McDonald's is the McDonald's Corporation of Chicago, founded in 1955. There are currently over 12,000 McDonald's restaurants operating in 59 countries throughout the world. There are 16 restaurants in Ireland north and south and there are plans to expand the operation here in response to public demand. There are an additional 4 restaurants in course of

construction, 3 in the Republic and 1 in Northern Ireland. The goal since 1955 has never wavered, has never changed - to serve customers better, faster and friendlier than the competition. The McDonald's system throughout the world provides for a limited menu, fast counter services operation specialising in a range of hamburgers, chicken products, fish, french fries, soft drinks, milk shakes, coffee and fruit pies sold for consumption on the premises or for take-away. The restaurants in Ireland are not licensed for the sale of intoxicating liquor nor is it the Company's intention to sell liquor from their restaurants here.

The restaurants are fully air-conditioned, fitted out to an extremely high standard and are designed to feed a large number of customers with a minimum of waiting time between ordering and receiving their meal.

The Company places great emphasis on first class standards of:-

- High quality of produce
- Speedy and courteous service
- Cleanliness
- Value for money

The provision of highchairs, booster seats and special arrangements for parties make a McDonald's restaurant particularly suitable and appealing to families with children. It also provides an essential service not only for the residential population of the area but also for travellers and the business community who have limited time and require a substantial meal at a reasonable cost. McDonald's aim to attract, and do attract, customers of all ages and from all walks of life.

Achieving the goal of better customer service has required constant and consistent attention to the remodelling and upgrading of facilities, new production techniques and equipment, the thorough training of staff and the exploration of new locations. In the matter of refurbishment of existing restaurants alone, McDonald's worldwide spend a high proportion of their total capital expenditures on reinvestment in existing restaurants. Thus the Company is a continuous capital investor with its investment not limited merely to new outlets. Ireland is no exception in this regard. The Company's investment focus is to give customers the best looking restaurants possible. The interior and exterior renovation philosophy is to create an ambience which is consistent with



the environment in which the restaurant is located and one which is consistent with the times. They consider landscaping, dining room decor, the addition of atriums and any other details which can provide an inviting, comfortable atmosphere. Over the past years, McDonald's have introduced new equipment which has reduced cooking times and energy usage, resulting in higher-quality products and faster service. Equipment has also been developed in connection with new products.

At McDonald's, staff training never stops. From a crew training videotape to the advanced operations course offered to managers and veteran owner/operators, training is an integral part of the success of McDonald's. New products, new equipment and advances in food preparation techniques contribute to the need for ongoing and effective training programmes at all levels.

McDonald's are committed to training and will continue to devote their resources to provide employees with effective, dynamic training programmes that assure quality menu products, fast, friendly service and clean, sparkling restaurants.

Of the 440 existing McDonald's restaurants in Britain and the 16 in Ireland north and south, 91 are freestanders. But a refined market research approach has opened up new markets in new locations. Outlets have opened in hospitals, where the familiar image is comforting to child patients especially, in railway stations, at airports, on military bases, on long-distance traffic routes, in tourist centres, in office parks, in industrial areas (see Appendix 1).

A growing proportion of new outlets take the form of the "freestander" which meet the public's requirements for a widened choice of eating facilities. It must be emphasised that such freestander restaurants perform an essentially similar function to a traditional McDonald's restaurant, but have the benefit of on-site car parking. Very few existing restaurants have their own parking space available for the public, although many of them are reasonably close to general car parks associated with town centre shopping. There is clearly a need for such space to be provided in the future in selected locations such as the appeal site.

These freestander restaurants also include a drive-thru take-away facility. Internally the restaurant will operate in a similar fashion to a standard McDonald's restaurant. In addition to the drive-thru the traditional type of internal take-away facility will also be available. The drive-thru allows customers to use their cars to order their meals from a menu board at the side of the restaurant and then move to a hatch where they pay for the meal and then to another hatch where they collect it. The company feel that this facility gives

flexibility to their operations and convenience to their customers without affecting local traffic movements. Another facility is the Dial M, whereby advance orders can be phoned for later, speedier collection. Thus, a McDonald's restaurant can offer up to four types of service; Eat-in; Take-away, Drive-thru and Dial M. In Ireland 5 restaurants currently offer all four services.

As mentioned above, McDonald's have 16 outlets in Ireland, north and south, 11 in "traditional" locations and 5 freestanders. The first restaurant opened in 1977 and capital investment to date in new build has been large, as is current construction investment. Capital investment on upgrading and refurbishing has also been considerable. A very large proportion of expenditure is on Irish-produced goods. The raw ingredients which are used in the restaurants are sourced, where possible, in Ireland and exceed £2 million per year in value. There are presently around 1,600 employees with an annual wages bill over £5.5 million. Thus, as well as providing a service to its customers' expressed needs, McDonald's are a major contributor to the national, regional and local economies. The restaurant proposed at the instant appeal site has a capital cost of around £1.5 million and will employ approximately 75 people, most of whom will be drawn from the local area.

Stemming from all the foregoing, that is to say from the changes in public demands and from a market-orientated response to these demands, McDonald's Restaurants Ireland Ltd., after long consideration, selected the appeal site as a location for their latest restaurant.

Their main reasons for selecting this site were threefold:-

1. To serve the needs of the immediate catchment area, i.e. the residential and employment zones of the Palmerstown area.
2. To serve the needs of people travelling and especially those travelling on the National Primary Route (N4).
3. To serve the needs of the public who demand a drive-thru facility.

It is fortunate that all three demands can be satisfied on a single site. Through economies of scale resulting from a single site location, the level of service and

the cost of food can accordingly be kept to levels demanded by the public.

In the following sections of this submission we will rebut the reasons for refusal given by the planning authority.

## DEVELOPMENT PLAN RETAIL POLICY/SITE ZONING

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The report of the Planning Officer on the planning application states "While restaurants are accepted in the area zoned C1 the proposed development consists of a freestanding drive-thru restaurant and would not be regarded as being compatible with the zoning objective. It will not serve a local or neighbourhood centre function but instead would be dependent upon passing traffic on the adjoining Dublin-Galway route".

This statement takes no cognisance of the fact that retailing has changed out of all recognition in the past twenty five years. This change is not reflected in the policies of the Dublin City and County Development Plans over the years.

Shopping policy for County Dublin changed little in the nineteen years between the first and most recent Development Plan.

Most of the 1972 Plan's policies were repeated in 1983 and again in the 1991 Draft and were concerned with providing for planning for new shopping facilities and for the improvement of existing shopping centres.

The only major differences in the 1983 Plan were that it emphasised the need to strengthen the town centres of the three new western towns and mentioned the possibility of the designation of casual trading areas.

The 1991 Draft Development Plan belatedly includes a policy statement on retail warehousing, the planning authority having treated such development almost as a pariah in previous Plans, despite representing one of the most buoyant of all retail sectors. A drive-thru facility is one such operation that is totally ignored by the planning authorities and here we refer not only to drive-thru restaurants. There are a number of uses such as restaurants, multi-screen cinemas, banks and other financial services which provide a drive-thru service on public demand and whose special needs are not even mentioned in the County and City Development Plans.

The objections of the planning authority to the proposed development at this location seem to stem from the reasoning that:

1. The development would not serve a local/neighbourhood function, but would be dependent on passing traffic.
2. The development would be more appropriately located in a District Centre.

These two matters are addressed in turn.

1. The proposed development would not serve a local/neighbourhood function but would be dependent on passing traffic.

Central to our argument is that a drive-thru facility is being proposed. It is proposed because it is what people today want and market research shows that a high proportion of customers, especially those accompanied by children, have the drive-thru as the sole or principal purpose of their journey and that they come from a very wide catchment area. Using the drive-thru is a true leisure activity for such customers. Thus for many people the drive-thru is not an alternative to eating in some other restaurant but is an alternative to eating at home or engaging in some other leisure activity. The principal function of a drive-thru facility is to permit car-borne customers to be served speedily, whether they intend to eat the meals in their vehicles or to transport them for consumption elsewhere. Since they attract car-borne customers, the prime requirement is easy access to main traffic routes. This the appeal site enjoys. It is questionable whether it is desirable to draw such customers into a traditional shopping area at all. This matter is discussed below in the context of United Kingdom experience.

It is our contention that the zoning of the appeal site for local/neighbourhood uses is inappropriate for the following reasons:-

- (1) Irish planning authorities have little experience in catering for development along motorway routes. The tendency is to react to proposals for development rather than provide positively for such development. The appeal site is a good example of this lack of foresight. Its location close to an intersection of two major routes, its size (particularly when considered in conjunction with the adjoining lands to the north west, the subject of another appeal to the Board) and its physical

separation from the nearby Palmerstown Village, indicate that a zoning for neighbourhood uses is highly inappropriate. The use of land relates directly to its location and physical characteristics and in this instance this should be reflected in a more realistic commercial zoning.

(2) The most appropriate area for the development of local/neighbourhood facilities to serve Palmerstown residents, is not alongside a National Primary Route, but alternatively, along the existing village streets. The planning authority has indeed catered for same and in the 1991 Draft Plan land zoned for both "local/neighbourhood facilities" and "to protect and enhance the special physical and social character of towns and villages" are provided for along the Old Lucan Road and Kennelsfort Road Lower. The appeal site is physically separated from and does not form part of Palmerstown Village, and instead relates directly to the National Primary Route and should be allowed an appropriate commercial zoning and should be developed accordingly.

(3) The existing uses on the site are not consistent with neighbourhood/local centre zoning. The site is currently in use as a builders' providers incorporating a large yard area, warehouse and a two storey hardware retail outlet fronting onto Lower Kennelsfort Road. Such uses, combined with the nature of traffic generated by a builders' providers is incompatible with the local/neighbourhood centre zoning, and points to the inappropriateness of the zoning. The existing uses on the site have developed due to the proximity of the National Primary Route, not due to the proximity of Palmerstown Village. In addition to the inappropriate zoning, the planning authority's assertion that the development will not serve local needs does not stand up to scrutiny. In locating any service facility it is natural to look for a major proportion of trade for the facility in the immediate catchment area. The appeal site is no exception to this fundamental rule of site selection

and its immediate catchment area is the considerable residential and employment area of Palmerstown and Ballyfermot. The restaurant, while incorporating a drive-thru facility, also includes the traditional seating and internal take-away facilities which will serve the local catchment area. Additionally, the drive-thru facility will serve the needs of the employment zones in the vicinity. Industrial lands in the vicinity of the appeal site are illustrated on Map 2 (Appendix 2) and amount to c.360 hectares. Of particular value to employees who are pressed for time are the drive-thru and Dial M facilities where not only can purchases be made for personal consumption, but bulk purchases can be made for transporting back to places of employment. These facilities are extensively used in all of the drive-thru restaurants in Ireland.

2. The proposed development would be more appropriately located in a District Centre

An essential requirement of a drive-thru is a site of a particular size and shape. The minimum size of site is approximately 0.5 acres. As for shape of site, there is a requirement for a rectangular area approximately 45 metres x 45 metres to accommodate the freestanding building and the associated traffic lanes for the drive-thru and for the site as a whole. The rest of the car parking can then be located in other places as the overall site shape dictates. The appeal site permits these dimensions easily. However, when "District Centres" are examined, the simple fact emerges that no such site readily exists. The scale of restaurant required to justify a drive-thru would be that appropriate to an area zoned for District Centre facilities in Dublin City or Town/District Centre facilities in Dublin County. Areas contiguous to the site zoned thus are Ballyfermot, Lucan and Clondalkin. The simple fact emerges that no suitable site exists in the traditional shopping areas of Ballyfermot or Clondalkin. Land cannot be created where it is totally lacking. Land zoned for District Centre use in Lucan is in the ownership of a major supermarket chain and is used for car parking associated with a suburban retail development and as such is not available to our clients. The Planning Officer's

report of 12 February 1992 admits that a high proportion of customers will be car-borne and that this would be inappropriate in a C1 zone. Is the Planning Officer suggesting it should be located in a larger traditional shopping area zoned for District/Town Centre activities where access is often difficult and parking scarce? That the planning authority is somewhat removed from current practice is borne out by the contrast between their attitudes and those of United Kingdom planning authorities where experience of drive-thru restaurants is vastly greater than their Irish counterparts. Far from insisting that such facilities be located in established shopping areas, the United Kingdom authorities are much more circumspect.

An example of United Kingdom attitudes is presented by the case of a proposed McDonald's drive-thru at High Road, Leytonston, London E11, in the main shopping area of Leytonstone.

The planning authority's attitude is clear from the Chief Planning Officer's report to the Planning Implementation Committee and the planning authority's pre-inquiry statement:-

".... customers attracted to the restaurant by car will be less likely to use other shops and services than would be the case with the more common form of operation of a retail development. Unfortunately it is the drive-through facilities which make this proposal very land hungry and thus a high proportion of the site is being used unproductively to cater for customers who have no interest in the rest of the shopping centre".

At the same time, the planning authority alleged that the freestander's operation:-

".... will offer a similar service to a "high street" McDonald's (but) its operation is geared to cater for and encourage a high proportion of its trade to



drive through the site. As a result customers attracted to the restaurant by car will be less likely to use other shops and services than would be the case with the more common form of operation or a retail development".

Many similar examples could be cited from the files of the United Kingdom McDonald's Company. What clearly emerges is that a traditional shopping area is not necessarily an ideal location for a drive thru. If it is to be associated with a shopping area it must be in a purpose built centre. Such an opportunity existed at Nutgrove, Donaghmede and Artane. It does not readily exist in traditional shopping areas. Nor is such development appropriate in these areas.

What escapes the attention of the planning authority is that the primary aim of the planning code is the common good. Even with the constraints of the General Policy Directive of 1982 it must be admitted that if a facility can be provided where people want it (for travellers, close to their routes of travel; for workers, close to their place of work; for residents, close to their place of residence) then it must be in the interests of proper planning and development. As things stand, the County Council is restricting the choice of travellers, workers and residents to the limited facilities which exist, or causing them to travel unnecessarily (see following section on The Needs of Persons Travelling).

It is worth noting also that takeaway food facilities are not universally welcomed in shopping areas. For example, Dublin Corporation has on occasion opposed the extension of such uses in parts of the city centre. That such facilities need special consideration is clear from the provisions of the Local Government (Planning and Development) Regulations, 1977 Part IV, Class 1, wherein shops for the sale of hot food for consumption off the premises are excluded from the normal definition of a "shop" as given in Article 9 of the said Regulations.

The customer profile of the proposal would be such as would not affect existing shopping areas. Travellers have an option of eating anywhere along their route, which in the case of the proposal, could be anywhere in the City, County Dublin or County Kildare. The effects on any particular shopping area would not even be measurable. The same is true of workers in the catchment area of the proposal. As for drive-thru, its catchment area is just as wide as that of travellers.

Footnote

The appropriateness of the zoning for objective C1 of the appeal site and lands adjoining is questionable. The existing uses within the C1 zoned area are well established, are unlikely to change and are most certainly not of a neighbourhood or local centre type, as required by the zoning. They include such uses as a civil engineering contractor's yard, a steel stockholder, a concrete plant machinery supplier and an industrial unit (see list at pages 29 and 30 below). The appearance of the structures associated with these uses is far from what one would expect or require in a neighbourhood or local centre location (see frontispiece aerial photograph and photographs 15, 16 and 17 in Appendix 5 of this submission).

## THE NEEDS OF PERSONS TRAVELLING

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It is common practice on the principal approach roads to major cities for there to be located service areas where travellers of all types, both business and pleasure, can pause in their journey, rest, freshen up, have a simple meal in pleasant surroundings, perhaps buy motor fuel, and then move on. In many countries the sites are provided by official bodies and then operated directly by them or, as in the United Kingdom for example, on a franchise basis.

The Government and local authorities here have left such matters entirely in the hands of the private sector. This often has resulted in inadequate and unsatisfactory facilities on the major approach roads to our capital city.

That there is a distinct need for the proposed development can be ascertained by an examination of existing dining facilities between Palmerstown and Maynooth, a distance of 9 miles, details of which are given below:-

### OUTWARD BOUND

- |    |                              |                           |
|----|------------------------------|---------------------------|
| 1. | The Foxhunter Lounge         | Public House              |
| 2. | Lucan Spa Hotel              | Hotel                     |
| 3. | Lucan County Lounge          | Public House              |
| 4. | Springfield Hotel/Restaurant | Hotel/Licensed Restaurant |
| 5. | Salmon Leap Inn              | Public House              |
| 6. | Facilities at Leixlip        | (details below)           |
| 7. | The Hitchin Post             | Public House              |

### INWARD BOUND

- |    |                       |                 |
|----|-----------------------|-----------------|
| 8. | Facilities at Leixlip | (details below) |
| 9. | The Deadman's Inn     | Public House    |

Source: Consultants Survey, 22 June 1992  
See Appendix 3 for photographs.

The following conclusions can be seen from the above list:

- a) No fast-service eat-in restaurant exists for people in a hurry.
- b) No drive thru facility exists, ideal for travellers.
- c) Five of the facilities are public houses where not all travellers would feel at ease and where the entry of children is restricted by law or by the management (Nos. 1, 3, 5, 7 and 9).
- d) All of the facilities are licensed for the sale of alcohol, perhaps an undesirable feature for drivers.
- e) Two of the facilities are in the medium-to-high price range (Nos. 2 and 4).
- f) Only one of the facilities is on the inward bound leg of the carriageway (No. 9).

As the N4 currently runs via Leixlip, travellers can avail of facilities in the town which include:-

1	Pizza Parlour
1	Takeaway - Fish and Chips
1	Abraakebara
3	Coffee Shops
3	Public Houses
2	Chinese Takeaways - open evenings only
1	Chinese Restaurant - open evenings only
1	Hotel

In Leixlip fast service eat-in and takeaway facilities are operating. However, two are open evenings only and the remaining three are small in scale and can give rise to on-street parking on the busy N4 route as they lack on-site parking facilities (see Photographs Appendix 3). These limited roadside facilities available in Leixlip (in addition to No. 7 above) will no longer be conveniently available to travellers on completion of the Maynooth-Kilcock-Leixlip Bypass. Construction of the Bypass has commenced and is scheduled for completion in 1996. While improving overall standards for road users, the Bypass will give rise to a need for appropriate dining facilities such as that proposed which is

appropriately located adjacent to the National Primary route. Having provided a Bypass for Maynooth, Kilcock and Leixlip at great expense to the State, it is important that appropriate alternative dining facilities are provided to ensure that traffic does not divert off the Bypass to avail of such facilities. Furthermore, travellers normally do not want to leave their principal route.

The proposed restaurant, on the other hand, will provide an optimum service stop to travellers in both directions. The proposed restaurant will be clearly visible to travellers so that they can plan their traffic moves well in advance and carry them out in safety. When they arrive there will be adequate off-street parking.

The location is an ideal one for travellers since it is on the edge of the built-up area of the city, adjacent to the motorway ring for the city where it meets the main route to the west. The site is ideally located to serve travellers in both directions, those travelling out of the city converging on the site before they leave the city, and those entering the city past the site before they diverge in different directions within the city.

The restaurant will provide comfortable dining and rest room facilities for travellers, will provide them with a fast service and will provide them with a high quality meal at a modest price. The restaurant will be of particular value to tourists using this busiest of routes, and especially to tourists from those countries where the McDonald's name is synonymous with quality, service, cleanliness, comfort and value.

## TRAFFIC RELATED ISSUES

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Traffic related issues form a major component of the Planning Authority's reasons for refusal and can be summarised as follows:-

1. The proposal would "give rise to congestion at an already heavily used junction on a national primary route".
2. The proposal would "create serious traffic congestion in Palmerstown Village" and as such would "seriously inure the amenities of property in the vicinity" and would be inconsistent with the zoning of the area "to protect and enhance the special physical and social characteristics of town and village centres".

The Planning Authority is thus concerned with traffic generated by the development at two locations - the junction of the N4 (New Lucan Road) with Lower Kennelsfort Road and in Palmerstown Village. A related issue is the functioning of the National Primary Route.

In order to ensure that the above concerns were adequately addressed, a firm of consulting engineers, T. J. O'Connor and Associates, was engaged to assess the traffic aspects of both the proposed restaurant facility and the proposed retail centre on adjoining lands to the north west of the appeal site. Their report is appended to this document.

Briefly, three traffic management options have been considered by the consultants following analysis of existing traffic volumes using the Department of Transport computer programme OSCADY:-

### OPTION 1

All traffic generated by both McDonalds and Channon Developments accesses the site near the corner of Kennelsfort Road Lower and the N4, and all traffic egresses the site onto the Old Lucan Road.

The practical implications of Option 1 in terms of the N4 National Primary Route are that the reserve capacity throughout the day is reduced and the existing saturation experienced on the route at the evening peak flow period (5.00 p.m. - 6.00 p.m.) is extended by one quarter hour on either side of the peak hour. The degree of saturation also increases during the morning peak between 8.00 a.m. and 9.00 a.m. The road network is capable of catering for the proposed development without causing a traffic hazard or undue congestion.

Under Option 1, traffic will egress from the development via the Old Lucan Road. The planning authority stated as one of their reasons for refusal that such an arrangement would give rise to "serious traffic congestion" in Palmerstown Village. Such an assertion is simply not credible given that the Old Lucan Road until recently functioned as the main traffic route to the West and catered for considerable traffic volumes. The road system is more than capable of catering for the levels of traffic generated by the development, given that the traffic volumes are a fraction of those experienced prior to the construction of the New Lucan Road.

The planning authority's concerns regarding residential amenity and the amenities of property in the vicinity do not stand up to scrutiny when the former and existing roles of the Old Lucan Road are considered.

The planning authority have not taken into consideration the fact that there exists a range of commercial and industrial uses on both the Old Lucan Road and Kennelsfort Road Lower in the vicinity of the proposed development which themselves generate traffic, a significant proportion of which would be inconsistent with a local/neighbourhood centre zoning (see Appendix 5).

Developments on Old Lucan Road in the vicinity of the proposed development

<u>Name</u>	<u>Description</u>
Palmerstown House	Public House
Asgard Windows	Retail Development
Kenton	Civil Engineering Contractors Yard and Works

D. Kennedy

Steel Sales

Creteplant Ltd

Suppliers of Parts and Machinery to  
the Precast Concrete Industry

C. Byrne

Fireplace/Headstone Manufacturer

C. J. Fallon

Industrial Unit

Electrical Store

Developments on Kennelsfort Road Lower

2 Takeaway Restaurants

1 Chemist

2 Grocery units

1 Hair/Beauty Salon

1 Video Unit

1 Car assessor retail unit

1 Office unit

1 Doctor's Surgery

Developments by the Liffey

1 Industrial Estate

1 Stewart's Hospital

Thus, a diverse range of commercial and industrial uses already exist in Palmerstown Village and avail of the existing road network. The proposed development would not give rise to undue interference to existing amenities, residential or otherwise, and would be compatible with the diverse range of activities existing in Palmerstown Village.



## OPTION 2

All traffic accesses and egresses at the same location, near the corner of Kennelsfort Road Lower and the N4 i.e. no traffic route through the development onto the Old Lucan Road.

This option ensures that no increased traffic is generated in Palmerstown Village. Furthermore, the existing access which exists via the adjoining Channon lands onto the Old Lucan Road is removed.

This option has the same overall effect on the junction as Option 1. However, the increases in the saturation are slightly more exaggerated, due to the introduction of an extra phase on the existing junction signal cycle to cater for traffic egressing at the junction. Thus the traffic generated by the development could be managed in such a way as to improve rather than detract from the amenities of Palmerstown Village and not add unduly to existing congestion at peak hours on the N4.

## OPTION 3

Traffic accessing and egressing at both Kennelsfort Road Lower and the Old Lucan Road.

This option would have the advantage of spreading the impact of the traffic leaving the development. This option likewise would not adversely affect existing amenities or give rise to traffic hazard or congestion.

The addition of the traffic generated by the proposal onto the surrounding road network using any of the three options above would not significantly reduce the carrying capacities of either the adjoining roads or the junction of Kennelsfort Road Lower and the N4. This junction is already saturated at peak hours but, in common with several junctions through the city, e.g. Walkinstown Roundabout, could work adequately with traffic flows above its design capacity.

All of the three options would have the effect of improving access to the site from Kennelsfort Road Lower. It is proposed to locate the entrance north of the present access to the existing builder's providers. This existing access, due to its

close proximity to the junction of Kennelsfort Road Lower with the N4, is itself a traffic hazard, exacerbated by the use of the site as a builders providers and hardware shop whereby a large proportion of customer traffic arrives via large commercial vehicles. The existing configuration of buildings and use of the site mean that a relocation of this unsatisfactory access point is impossible, without involving a redevelopment of the site.

It is thus proposed to allocate the entrance to the drive-thru restaurant adjacent to the north-eastern site boundary, to provide for the safe entry and exit for vehicles and pedestrians alike. Screen walling and a landscape strip will be provided along the boundary with the adjoining residential property. In contrast to the situation which exists at present whereby forecourt parking and manoeuvring takes place, parking areas are well set back from adjoining properties, as is the restaurant building. Planning permission was granted by the Board for a similar access arrangement to a shopping centre development at Harbour Street/Mill Avenue, Mullingar (An Bord Pleanala reference PL 25/5/85672).

In all of these options the ability, in a legal sense, to control a private access by means of traffic lights can be brought about by an adoption by the road authority of a short length of the access road, as has been done say in the case of the Blackrock Clinic on Rock Road in Dublin. We understand that Channon Limited, the appellants in the case of appeal reference PL 6/5/88179 on adjacent lands, have signalled to the Board their willingness to accept a condition to that effect. Doubts were expressed by the planning authority over McDonald's rights of access onto the Channon lands and we understand that Channon have indicated to the Board that they will provide access for McDonald's by whichever of the 3 options of T. J. O'Connor & Associates is selected by the Board. We understand also that Channon have obtained agreements regarding sight line improvements at the access on Old Lucan Road and have notified the Board of this.

## AMENITY AND OTHER CONSIDERATIONS

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It hardly needs to be said that the vicinity of the appeal site is greatly lacking in visual amenity (see Photograph, Appendix 4). There is a hotch-potch of buildings of varying quality, advertising, fencing, storage areas, building materials, etc. McDonald's Restaurants Ireland Limited by way of contrast, have a high reputation for quality building and landscaping and for superb maintenance. Their arrival at Palmerstown can only act as a welcome catalyst for change.

To begin with, the building and its associated landscaping and ancillary works will set a high standard of visual amenity. Mention was made earlier of the refurbishment budgets of the Company and Palmerstown will be no exception to these policies of continual upgrading. Thus the initial high standards will be maintained.

As to day-to-day maintenance, the Company is second to none. "Quality, Service, Cleanliness and Value" is the motto of the Company and this applies indoors and outdoors. All of the McDonald's restaurants in Ireland have their waste collected daily by contract and the compounds are scrubbed clean daily. It is as much in McDonald's interest as anyone else's to ensure that compounds give no grounds for complaint, especially in a freestanding situation where the public are in close proximity to the compound. It is worth noting that McDonald's have been to the forefront in restaurant hygiene and have won for the past 9 years the Irish Quality Control Association National Hygiene Award in the Fast Service Restaurant category.

Given the location of the development in an area which lacks an identifiable unifying character, the proposed development will enhance rather than detract from the visual amenities of the area.

The signage proposed is appropriate given the nature and location of the development. The signage is clean, simple and has a clarity essential for vehicle drivers on the main road. It would replace the multitude of existing signage with resulting improvements in appearance. As for precedents, the proposed signage is identical to that erected at the McDonald's outlets at Artane, Kylemore and Nutgrove in the functional area of Dublin Corporation and to that to be erected at Belgard Road in the functional area of Dublin County Council.

## CONCLUSIONS

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In conclusion, we wish to emphasise the following nine points:-

- (1) There is a clearly demonstrable need for a restaurant to serve residents and workers in this area and travellers through this area.
- (2) There is a clearly demonstrable demand for a drive-thru facility to serve the west City and County.
- (3) The appeal site is perfectly located to serve these needs and demands.
- (4) The restaurant, with its high standards of visual amenity, will act as a catalyst for area-wide improvement.
- (5) Suitable sites for developments such as that proposed are not readily available in areas zoned for District Centre use.
- (6) The proposal will not adversely affect trade in any adjacent neighbourhood or district centres to any measurable degree.
- (7) The proposal will not give rise to traffic hazard or undue traffic congestion on the N4 National Primary Route or Kennelsfort Road Lower or at the junction of these two roads.
- (8) The proposal will not interfere with existing amenities in Palmerstown Village.

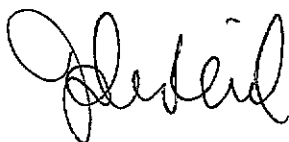
- (9) The proposed signage is simple and clear and is identical to that permitted elsewhere, including Belgard Road in Dublin County.

Finally, it is respectfully submitted that the Board has addressed the issue of freestander restaurants previously. We draw the Board's attention to their decision in respect of a freestander restaurant at Kylemore Road/Naas Road in Dublin City. (Reference PL 29/5/75286). The Board granted permission for the proposal and the wording of the First Schedule of their order has, we submit, direct and immediate applicability to the current appeal. There were several criteria listed, the relevant one in the present circumstances being "the locational requirements of the type of use proposed". These requirements were put to the Board by the then appellants as including easy access to the primary road system, easy access to a customer group with a profile quite different to the "high street" group, a site of at least 0.5 acres and a shape in the form of a rectangle of 45m to 45m proportions.

The parallels between the Kylemore Road/Naas Road development and the current proposal are clear.

In the light of the foregoing we respectfully request the Board to uphold the appeal of McDonald's Restaurants Ireland Limited.

Yours faithfully,



John Reid

APPENDICES

- APPENDIX 1      McDONALD'S RESTAURANTS IN TRADITIONAL  
AND NON-TRADITIONAL LOCATIONS
- APPENDIX 2      LAND ZONED FOR INDUSTRIAL USES IN THE  
IMMEDIATE CATCHMENT AREA OF THE SITE  
BETWEEN THE RIVER LIFFEY AND GRAND CANAL
- APPENDIX 3      PHOTOGRAPHS OF DINING FACILITIES BETWEEN  
PALMERSTOWN AND MAYNOOTH
- APPENDIX 4      PHOTOGRAPHS OF APPEAL SITE
- APPENDIX 5      PHOTOGRAPHS OF EXAMPLES OF EXISTING  
COMMERCIAL/INDUSTRIAL DEVELOPMENT IN  
PALMERSTOWN VILLAGE

APPENDIX 1

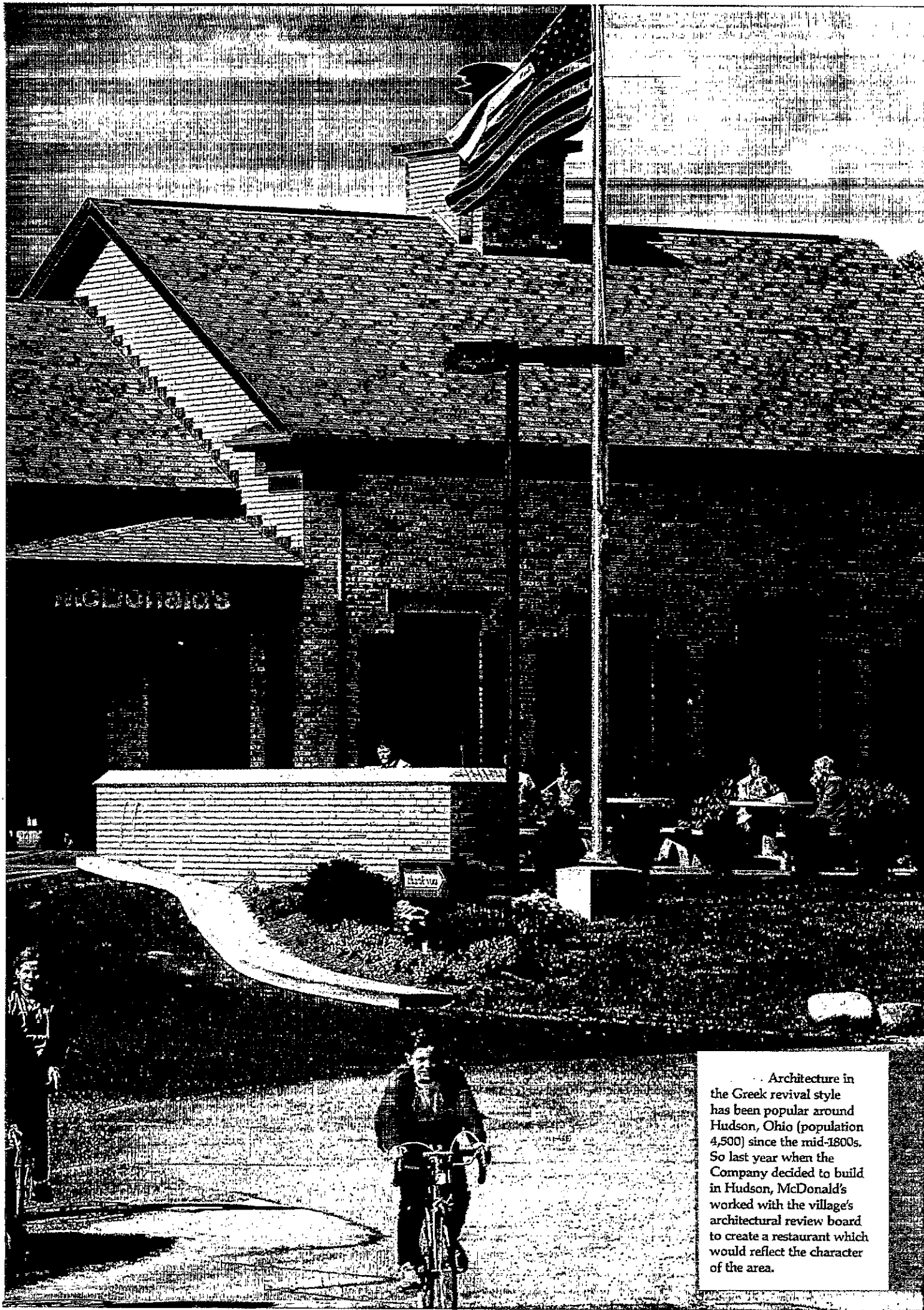
McDONALD'S RESTAURANTS IN TRADITIONAL  
AND NON-TRADITIONAL LOCATIONS



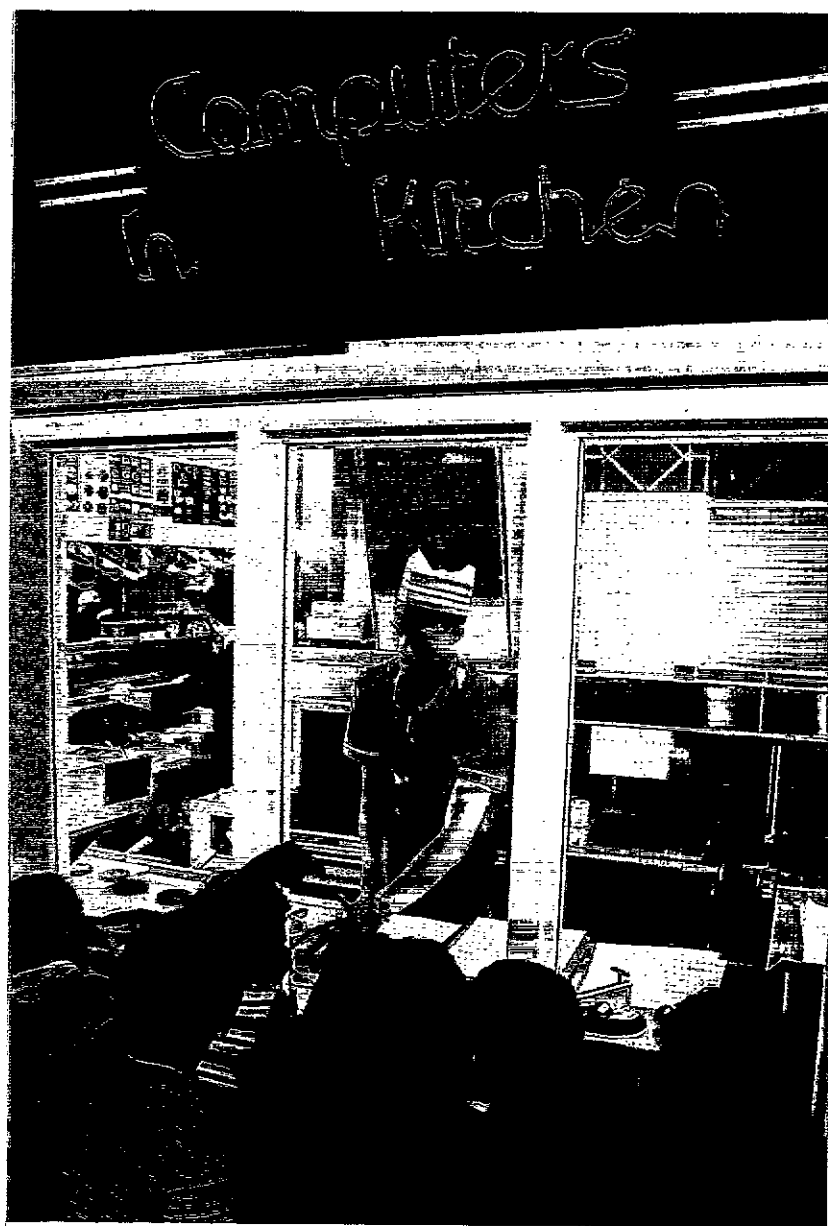
For the past two years Parisians have been enjoying *la cuisine de la McDonald's*. This restaurant, one of eight in the French capital, is in a classic building at the busy corner of Boulevard de Montmartre and Rue

Drouot, the hub of one of the city's business and shopping areas. The restaurant offers two floors of seating, with a piano player frequently entertaining guests on the second level.





Architecture in the Greek revival style has been popular around Hudson, Ohio (population 4,500) since the mid-1800s. So last year when the Company decided to build in Hudson, McDonald's worked with the village's architectural review board to create a restaurant which would reflect the character of the area.



The McDonald's in the California Museum of Science and Industry in Los Angeles is more than a restaurant. Open since 1984, it also serves as a live exhibit on food technology.

Visitors to the museum—some 5.2 million per year—can view, as seen here, the technology in use in a McDonald's kitchen, then stop at the restaurant for a relaxing meal. McDonald's also sponsors a computerized exhibit on fitness and nutrition at the museum.

Right: Some 20,000 people fly Northwest Airlines into the Minneapolis/St. Paul International Airport each day, and one of the first things they see after deplaning is this McDonald's. Northwest is the largest carrier into the Twin Cities, and the restaurant, built inside the airline's new terminal, is at the intersection of the two major gate concourses.



Besides being the focal point of the city's rail traffic, the grand old 30th Street Station in Philadelphia, Pennsylvania, houses offices and retail shops. For the past two years, it has also been home to a McDonald's restaurant where some 4,000 commuters, businesspeople and shoppers stop to eat every day.



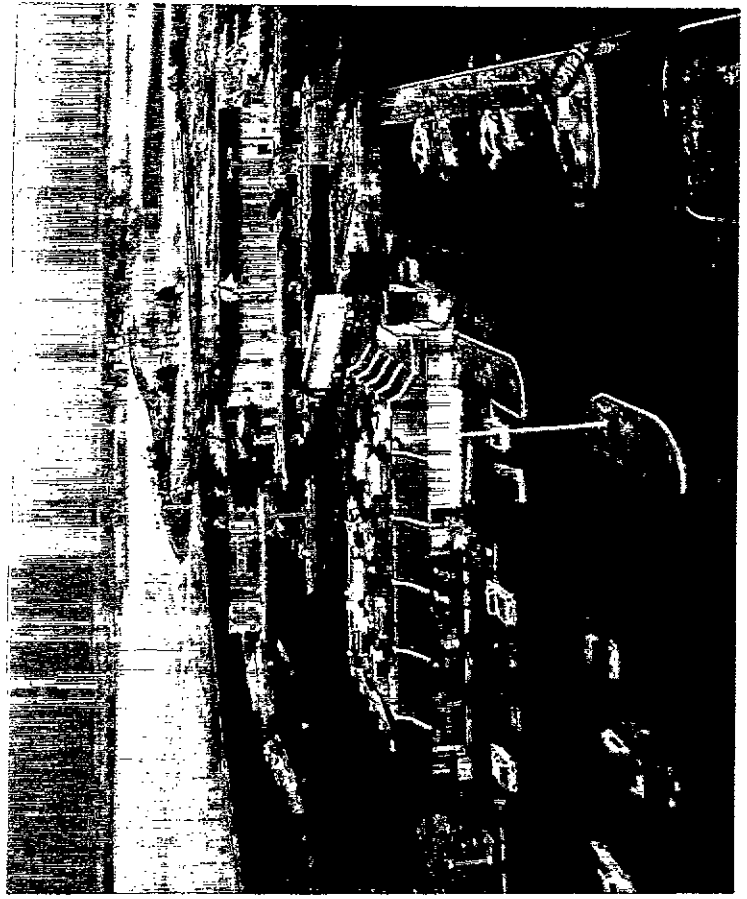


# McDonald's

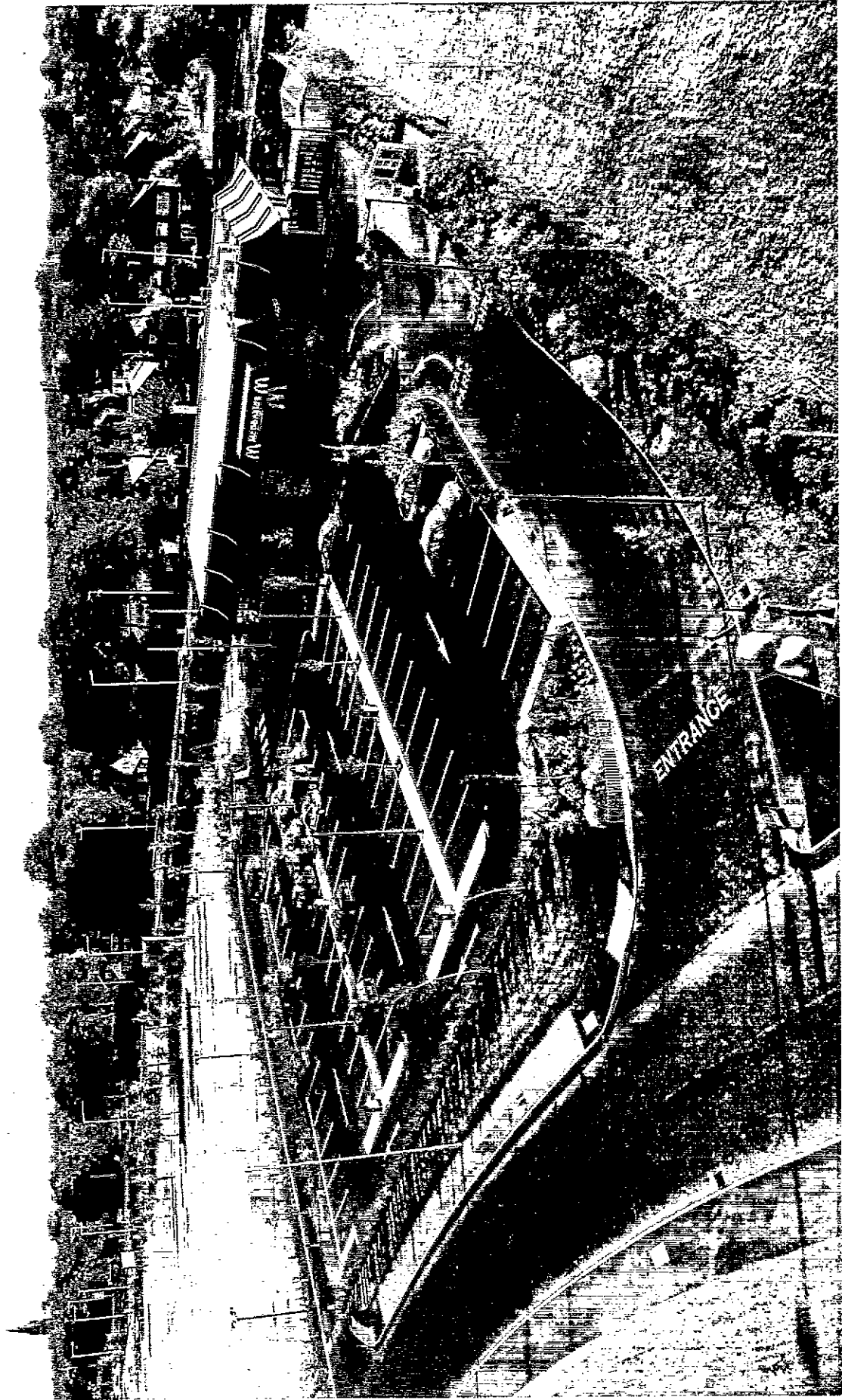
In September 1984 McDonald's began operating this restaurant on the Illinois tollway at Des Plaines. Last year's sales topped \$2.4 million, more than quadrupling the previous restaurant's volume at the same location. With McDonald's as a tenant, the state is generating more revenue, and more travelers are taking time for an Egg McMuffin or McD.L.T. break.



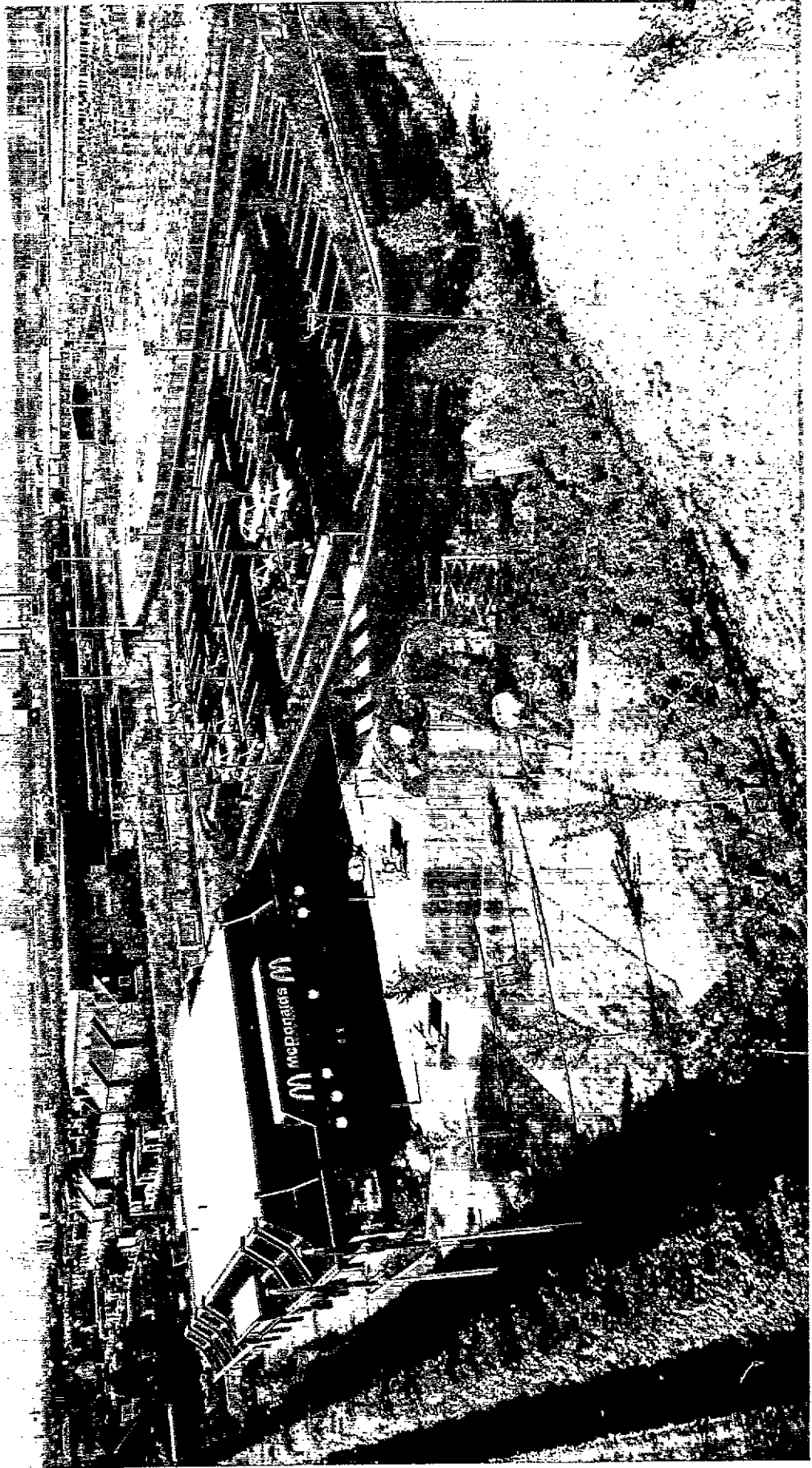
It, Y. is located in a Victorian farm house circa 1860. It was once the home of the Denton family, locally prominent descendants of Richard Denton, an original settler of Hempstead, L.I. in 1643. This landmark has been restored to match a 1920's photograph and features gingerbread with white clapboard siding. On the inside, a double staircase and floral wallpaper blend with modern features. Upstairs, a 1950's-style soda fountain and the McDonaldland characters provide the perfect setting for a birthday celebration.



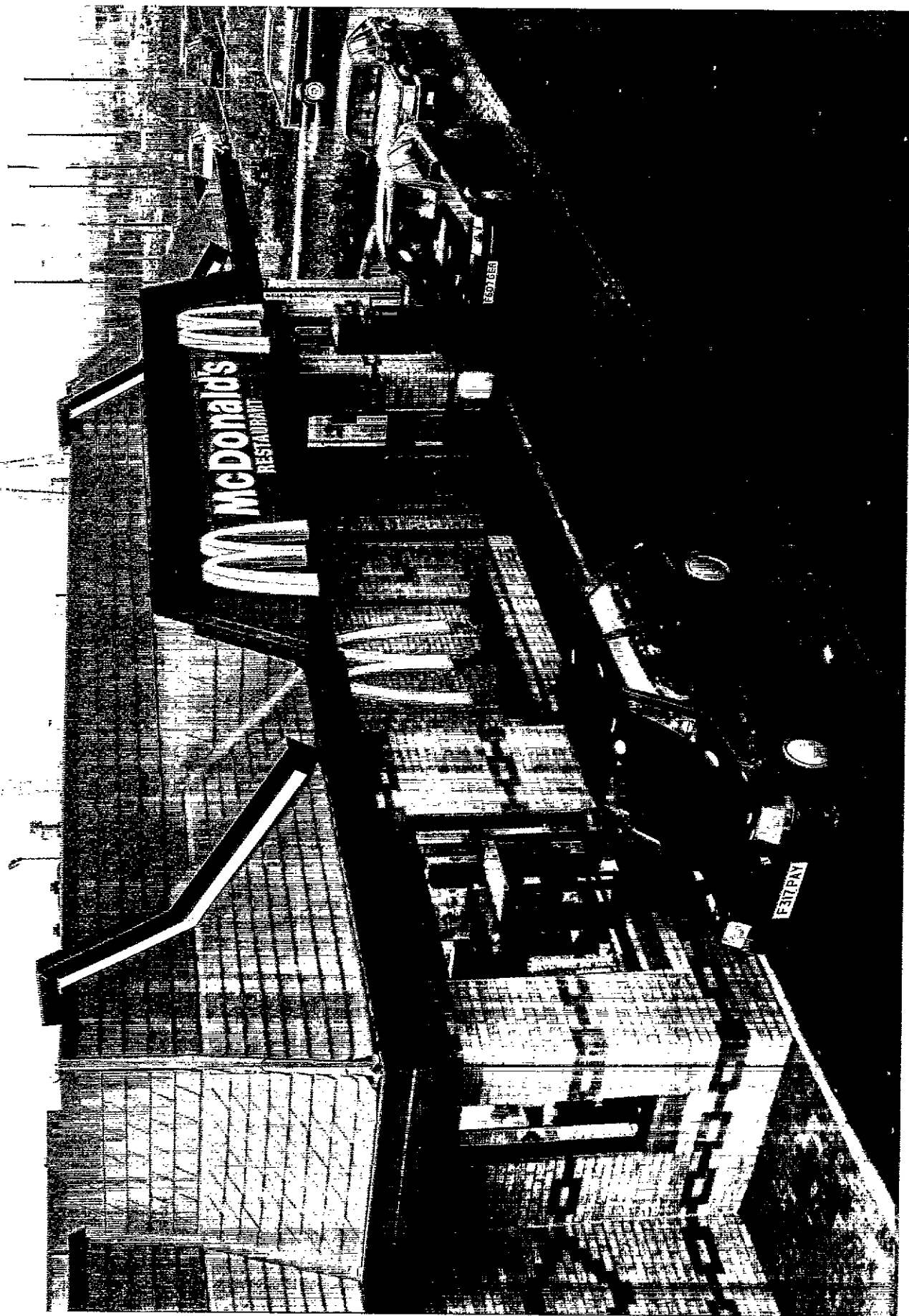
Below: A stop at McStop. That's what travelers on Interstate 35 near Lakeville, Minnesota, have been enjoying since this special oasis opened last winter. Designed for the interstate traveler, upon completion the McStop will be a beautiful landscaped roadside attraction; it will include not only a McDonald's, but also a gas station, motel, convenience store and truck wash. The entire development was designed by McDonald's, although the Company owns and operates only the restaurant.



THE SAME FREESTANDER AS IN THE PREVIOUS PHOTOGRAPH. AGAIN NOTE THE PROXIMITY TO RESIDENCES. NOTE ALSO THE DRIVE-THRU SYSTEM OF SEPARATE TRAFFIC LANE AND MENU BOARD ON



A TYPICAL FREESTANDING SET IN A MIXED-USE AREA. NOTE THE PROXIMITY TO RESIDENCES.

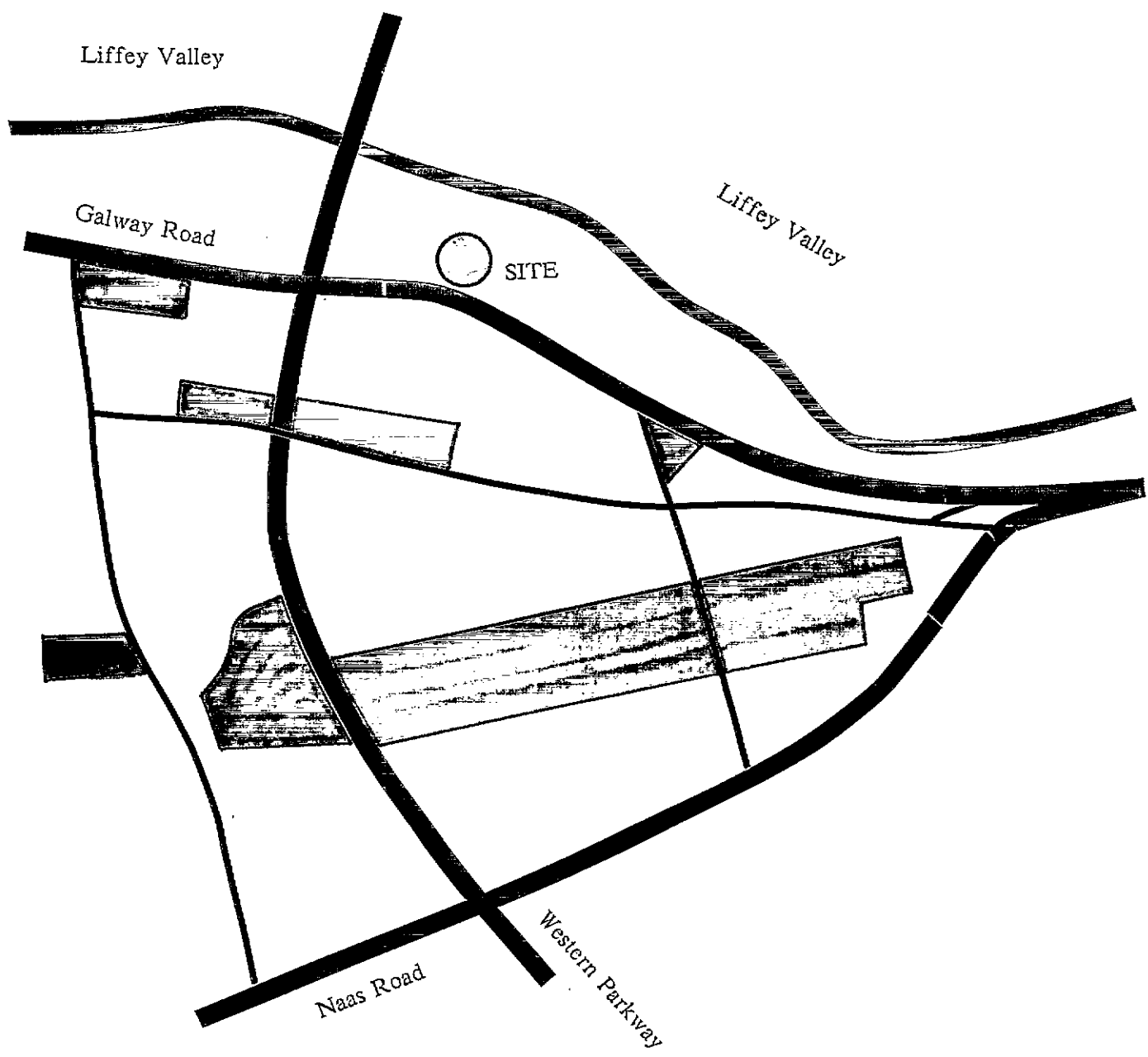


CLOSE-UP VIEW OF A DRIVE-THRU ORDER/PAYMENT BOOTH  
FOLLOWED BY MEAT COLLECTION BOOTH



APPENDIX 2

LAND ZONED FOR INDUSTRIAL USES IN THE  
IMMEDIATE CATCHMENT AREA OF THE SITE  
BETWEEN THE RIVER LIFFEY AND GRAND CANAL



Industrial Zonings shown Blue

APPENDIX 3

EXISTING DINING FACILITIES

(all photographs taken Monday June 22, 1992)



1. THE FOXHUNTER LOUNGE

Public House, adequate parking



## 2. THE LUCAN COUNTY

Public House, adequate parking



### 3. THE LUCAN SPA HOTEL

Hotel, adequate parking, medium to high price range



#### 4. SPRINGFIELD HOTEL AND RESTAURANT

Hotel and licenced restaurant, adequate parking,  
medium price range



5. THE SALMON LEAP INN

Public House, adequate parking





6. TAKEAWAY FACILITIES IN LEIXLIP

No on-site parking



#### 7. TAKEAWAY FACILITIES LEIXLIP

No on-site parking, evening opening only



### 8. TAKEAWAY FACILITY LEIXLIP

Rear car parking available, evening opening only



9. RYB VALE TAVERN

Public House, adequate parking



10. THE HITCHIN POST  
Public House, adequate parking



#### 11. THE DEADMANS INN

Public House, adequate parking  
The only dining facility available in the inward  
bound leg of the carriageway

APPENDIX 4

THE APPEAL SITE



12. OVERALL VIEW

Inadequate screening and visual degradation fronting onto National Primary route, signage clutter, double access at corner on junction.





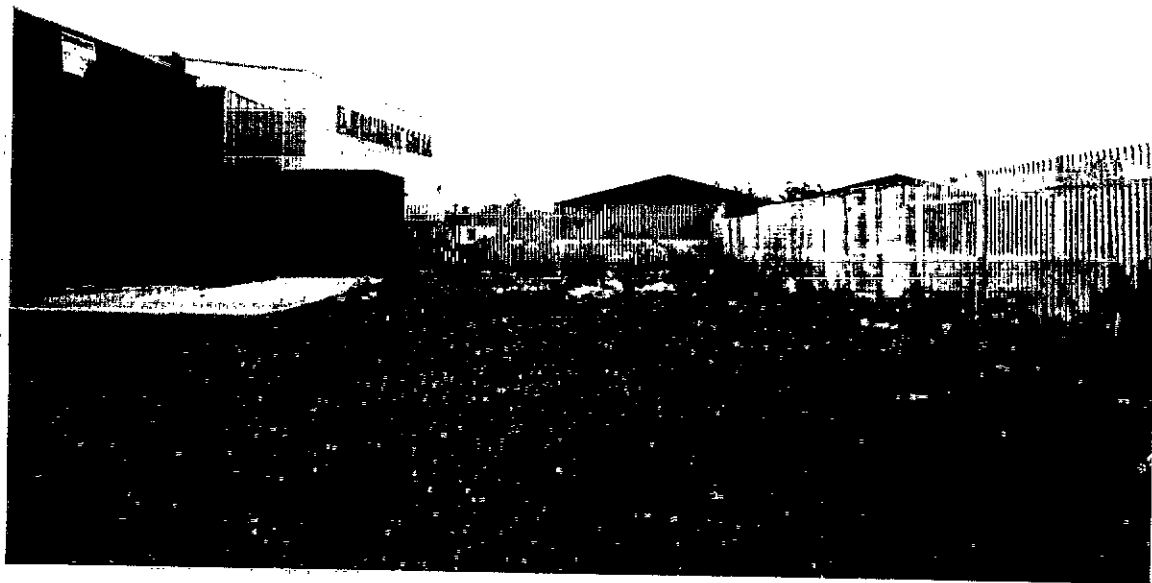
13. FORECOURT PARKING AND MANOUVERING AREA  
ADJOINING RESIDENTIAL PROPERTY

APPENDIX 5

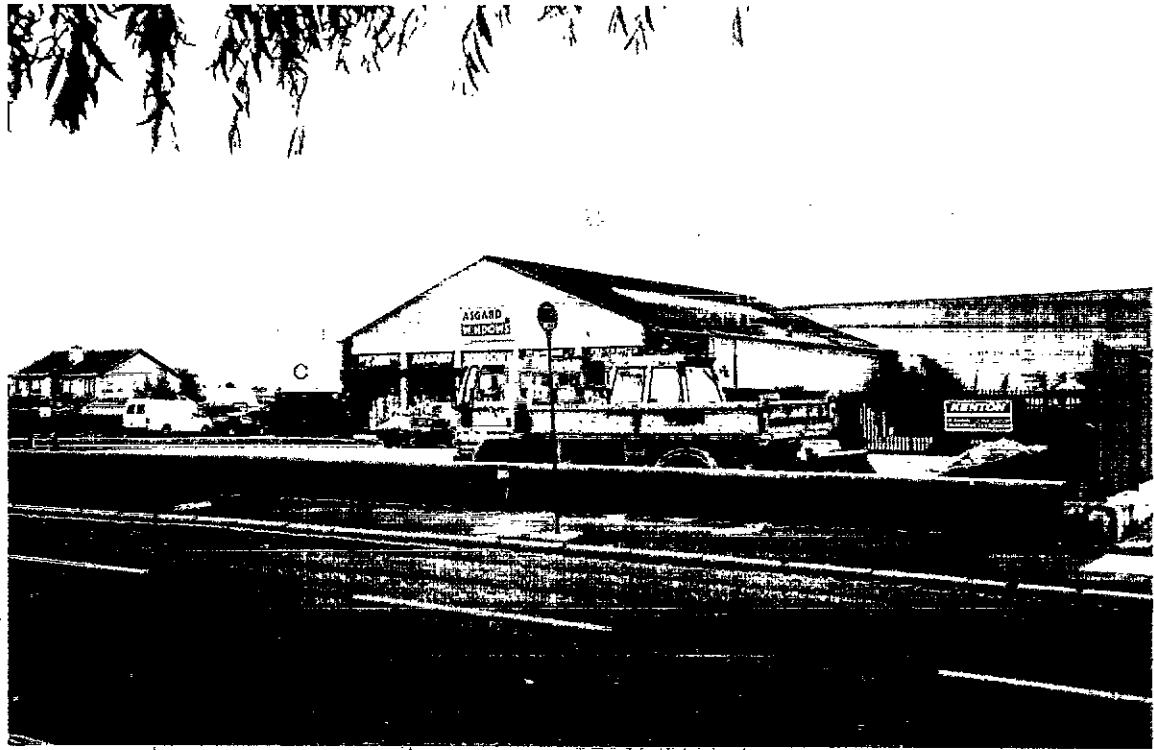
EXAMPLES OF COMMERCIAL/INDUSTRIAL DEVELOPMENT  
PALMERSTOWN VILLAGE



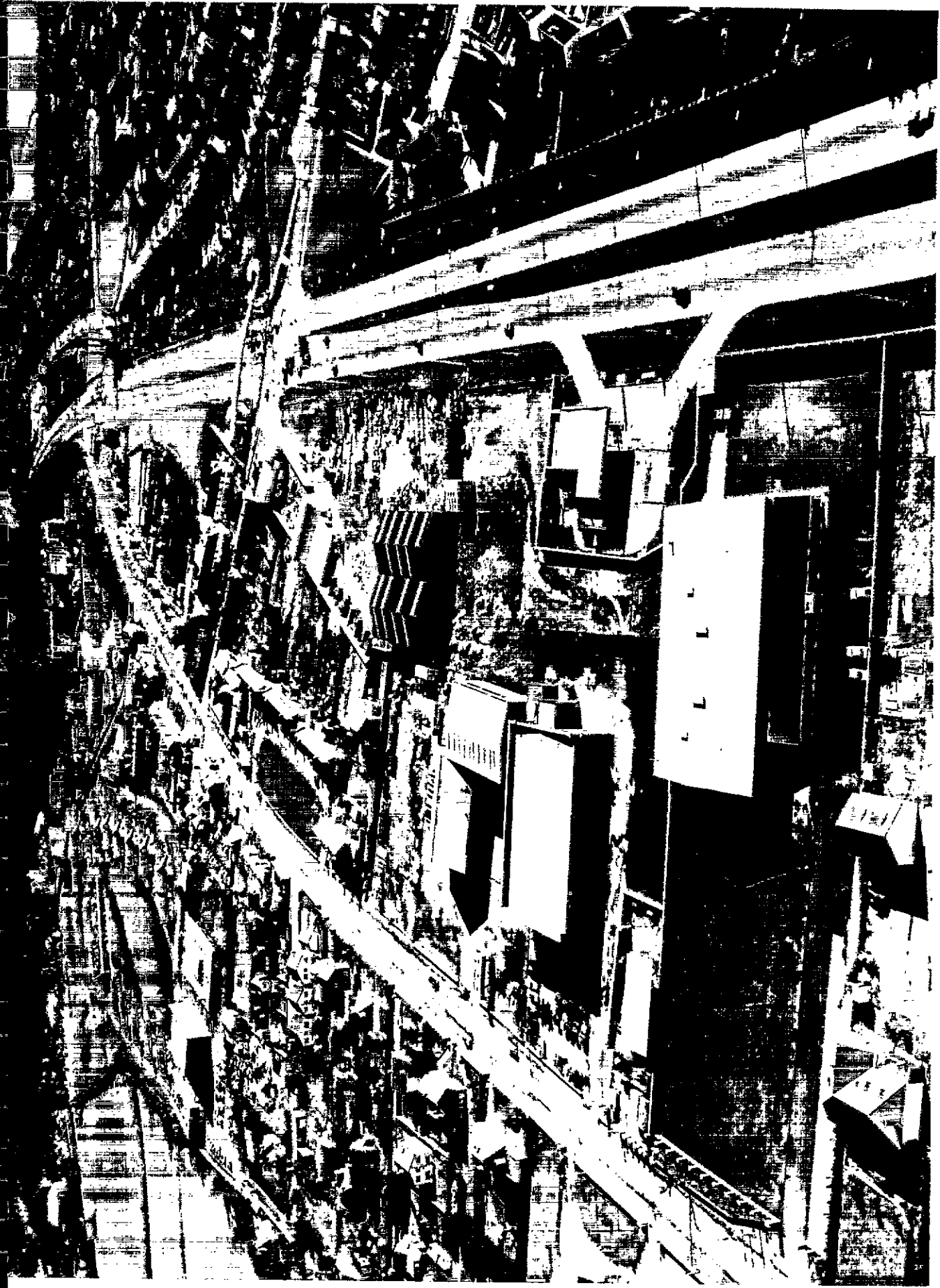
14. MISCELLANEOUS COMMERCIAL DEVELOPMENTS,  
KENNELSFORT ROAD LOWER



15. MISCELLANEOUS INDUSTRIAL AND RETAIL USES,  
OLD LUCAN ROAD



16. INDUSTRIAL/WAREHOUSE UNITS WITH ACCESS ONTO  
OLD LUCAN ROAD



17. MIXED USE AREA

Mixture of uses most definitely not those of a CI zoned area.

**PALMERSTOWN RETAIL PARK  
AT JUNCTION OF  
KENNELSFORT ROAD AND N4 (NEW LUCAN ROAD)  
TRAFFIC SURVEY  
JUNCTION ANALYSIS  
AND  
DESIGN**

**CLIENT**

**McDonalds Restaurants of Ireland Ltd.**

**PLANNING & DEVELOPMENT CONSULTANTS**

**Reid Associates**

**CONSULTING ENGINEERS**

**T.J.O'Connor & Associates.**

**April, 1992.**

## CONTENTS

1. Introduction
2. Existing Traffic Volumes
3. Traffic Generated by the proposed Development
4. Impact on the Existing Road Network
5. Work necessitated by the proposed Development.

Appendix 1: Traffic Survey Data  
Estimate of Existing AADTs and Hourly Traffic Flows  
Traffic Signal Phasing

Appendix 2: Existing Traffic Flows through the Junction  
\* Details of Junction Analysis: Minimum Delay Timings  
Practical Reserve Capacity

Appendix 3: Estimate of Future Traffic Flows Generated by the Proposed Development

Appendix 4: Option 1: Future Traffic Flows through the Junction  
in Kennelsfort Road Lower, out old Lucan Road

\* Details of Junction Analysis: Minimum Delay Timings  
Practical Reserve Capacity

Appendix 5: Option 2: Future Traffic Flows through the Junction  
in/out Kennelsfort Road Lower

\* Details of Junction Analysis: Minimum Delay Timings  
Practical Reserve Capacity  
Future Traffic Signal Phasing

Appendix 6: Drawings

\* These documents are the output of the OSCADY computer programme and are bound under separate cover.



1. Introduction.

This report was commissioned by Reid Associates, Planning & Development Consultants on behalf of McDonalds Restaurants in order to address the traffic aspects of their planning application for a Drive-Thru restaurant at the junction of the N4 (Palmerstown By Pass) and Kennelsfort Road Lower in Palmerstown Co. Dublin. The analysis and results contained herein are based on architects site layout drawings by Louis Burke Architects (acting on behalf of the co-applicants Channon Ltd.) and Arthur Gibney & Partners, the architects for McDonalds, and subsequent survey work carried out by Celtic Surveys Ltd., on behalf of Louis Burke Architects and survey work carried out by ourselves, T.J.O'Connor & Associates.

2. Existing Traffic Volumes.

Three short period traffic counts were carried out at the junction of the Palmerstown By Pass (N4) and Kennelsfort Road in order to assess the existing traffic flows and turning movements at this junction adjacent to the proposed site. The following are the count dates and times:-

- (i) Wednesday, 4th March 1992 7.15 a.m. to 9.30 a.m.
- (ii) Wednesday, 4th March 1992 4.30 p.m. to 7.00 p.m.
- (iii) Thursday 19th March 1992 12.30 p.m. to 2.45 p.m.

A line diagram of the junction showing the traffic turning movements appears on SK1 (page 5).

From these counts the total two way flows on each of the four approaches to the junction was determined for the period of the counts. These flows were used to estimate the Annual Average Daily Traffic (AADT) and hourly two way flows for every hour between 7.00 a.m. and 9.00 p.m. on each approach using factors abstracted from "Expansion Factors for Short Period Traffic Counts" - J. Devlin An Foras Forbartha - RT201. These estimated hourly flows, when compared with flows observed during the counts (See Appendix 1), reflect the actual traffic using the junction.



The following are the estimated existing AADTs on each arm to the junction:-

Arm	Existing AADT
N4 West from Lucan	38687
N4 East from Dublin	37960
Kennelsfort Road Lower	7425
Kennelsfort Road Upper	10143

The existing traffic volumes were analysed (See Appendix 2) using the computer programme OSCADY (Optimised Signal Capacity and Delay - Department of Transport) in order to determine the practical reserve capacity of the junction, as well as other traffic signal data, for the hours from 7.00 a.m. to 9.00 p.m. The phasing of the traffic signals used in the analysis is illustrated on SK2 (Appendix 1). The notation used in the OSCADY programme is presented on SK1. Fig. 1 (see page 6) is a histogram of the existing practical reserve capacity through the day. It is clear from this histogram that the junction is overloaded only during the morning and evening peak traffic periods i.e. 8.00 a.m. to 9.00 a.m. and 5.00 p.m. to 6.00 p.m. respectively. Outside of the peak periods we consider the junction to have spare capacity.

The programme also indicates that queues are building up at the junction during the peak flow traffic periods. This is confirmed by observations of queues during the counts which were seen to back up 300m approx. towards the Western Parkway roundabout on the N4 from Lucan during the morning peak. Queues on the N4 from the city during the evening peak are more regulated due to traffic signals operating at other junctions.

### 3. Traffic Arising from the Proposed Development.

Estimates of expected traffic loads that will be generated by both the Channon units and the McDonald's site for each relevant hour of the day, both in and out of the site, are presented in Appendix 2.

It should be noted that allowances have been made in these estimates for the following two factors:-

- (i) Some traffic that will use the proposed development will come from the existing traffic load at the junction.

(ii) At present the property on the proposed site, known as "Vincent L. Byrne", generates its own traffic at the junction. The removal of this premises will cause a net reduction in the increase in the traffic load due to the proposed development.

The following are the estimated future AADTs for Channor & McDonalds and the estimated existing AADT for Vincent L. Byrne.

	AADT
McDonalds	2216
Channor	1322
Vincent L. Byrne	238

#### 4. Impact on the Road Network.

Two options were considered when adding the traffic generated by the proposed development onto the existing traffic flows through the junctions. These are as follows:-

Option 1: All traffic to the proposed development accesses the site near the corner of Kennelsfort Road lower and the N4 (North of the present entry/exit to the premises of Vincent L. Byrne - see drawing S1, Appendix 6) and all traffic egresses the site onto the Old Lucan Road.

Option 2: All traffic accesses and egresses the site at the same location i.e. no traffic route through the site onto the Old Lucan Road.

Both of these options were analysed using OSCADY with the two allowances referred to in Section 3 above taken into account. Histograms of the practical reserve capacity of the junction under the above conditions are displayed in Figs. 2 and 3 (See pages 7 and 8) for options 1 and 2 respectively.

Both of these histograms can be compared to Fig. 1 to assess the impact of both options on the junction.

Option 1 reduces the reserve capacity throughout the day and causes saturation of the junction at the evening peak flow period to extend into the hours immediately

preceeding and following the 5.00 p.m. to 6.00 p.m. peak hour. We approximate that the degree of extension would be one quarter hour either side of this peak hour. The degree of saturation also increases during the morning peak between 8.00 a.m. and 9.00 a.m.

Option 2 has the same overall effect on the junction however the increases in saturation are slightly more exaggerated. This is mainly due to an extra phase being required on the existing junction signal cycle in order to cater for traffic egressing the development at the junction.

Therefore the critical effect of both options is to reduce the reserve capacity of the junction at the critical peak traffic periods however the junction is capable of catering for the increase in traffic outside these periods.

#### 5. Works Necessitated by the Proposed Development.

The implementation of either of the two traffic control options considered in Section 4 would require some alterations to the existing geometric and physical layout of the road network adjacent to the proposed site. The alterations involved would include the following:-

Option 1: The removal of the 1800mm high piers and railings to the front of the Christy Byrne Ltd., on the old Lucan Road in order to satisfy the requirements of a 90m sight triangle at the exit from the development. This point would be dealt with by the developers. At the entrance to the site adequate traffic control facilities would be required to prevent vehicles from exiting the site directly onto Kennelsfort Road Lower.

Option 2: As indicated in Section 4 above, traffic signals would be necessary to control traffic exiting the site and this would require Dublin County Council taking in charge a section of the access road to the development as in the case of Blackrock Clinic in South County Dublin. The existing signals on Kennelsfort Road Lower would need to be set back in order to allow a clear passage for vehicles egressing the site. The existing entrance/exit onto the old Lucan Road would be closed off permanently to prohibit traffic accessing or egressing the site via this route.

Schematic layouts for both junction options are presented on drawings S1, S2, S3 and S4 contained in Appendix 6.

A further option (Option 3) is also incorporated on these drawings which would cater for traffic accessing and egressing the site at both the junctions with Kennelsfort Road Lower and Old Lucan Road. This option would give greater flexibility to traffic accessing and egressing the site and although this option has not been subjected to the analysis applied to options 1 and 2 it would be likely that queuing and delays would be comparable to options 1 and 2.

KENNELSFORT RD. LWR

ARM B

1

R S L

PROPOSED SITE

1 L

ARM A

2,3 S

4 R

N4 (EAST)

R 4

S 2,3 ARM C

L 1

N4 (WEST)

TO LUCAN

TO DUBLIN

L S R

1

ARM D

KENNELSFORT RD. LUPR

NOTE: NOTATIONS REFER TO OSCADY COMPUTER PROGRAM

1 to 4 = LANE REFERENCES

L = LEFT TURN

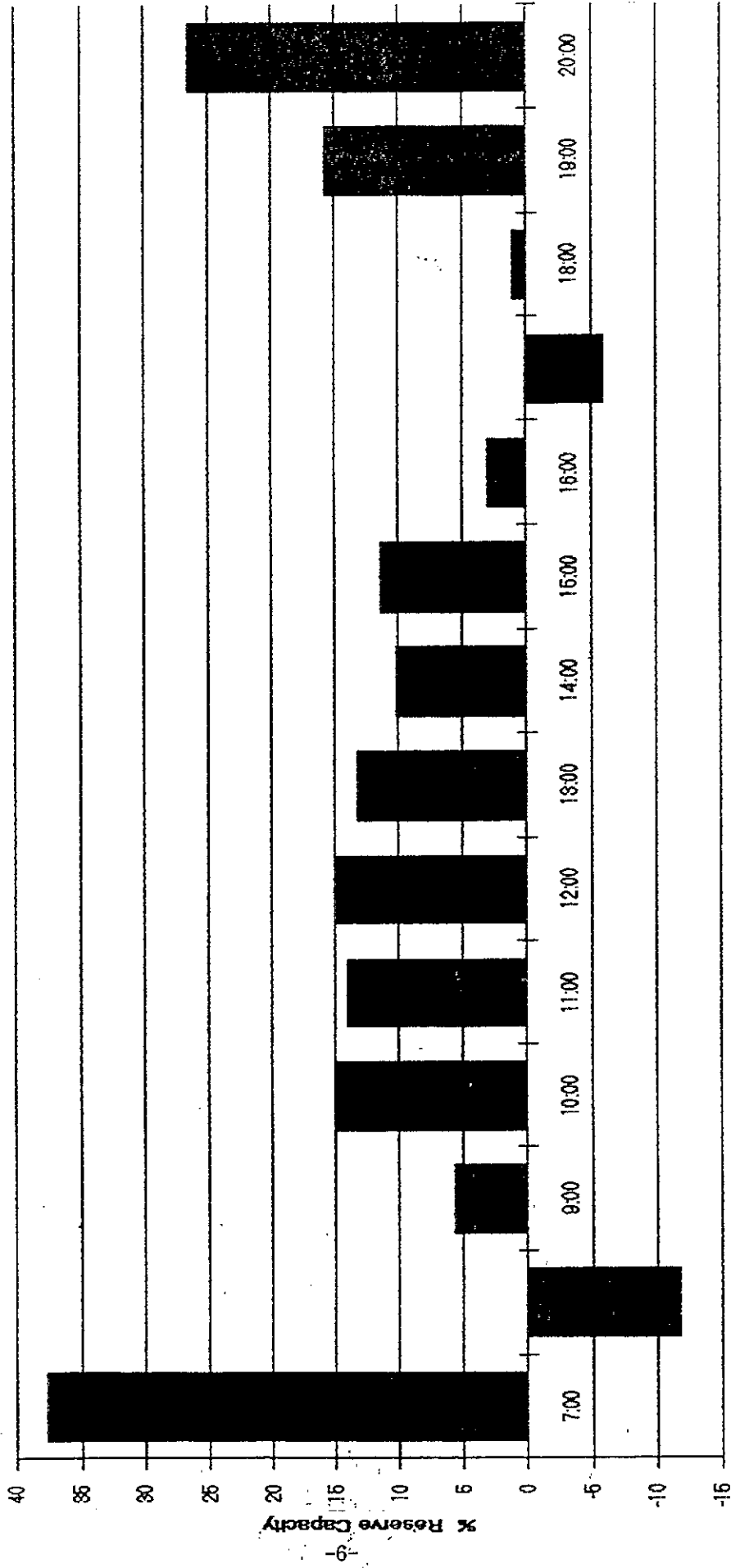
S = STRAIGHT

R = RIGHT TURN

AMENOMENT OCTAILE		DATE
<b>T. J. O'CONNOR &amp; ASSOCIATES</b> CONSULTING ENGINEERS		
CORRIG HOUSE, CORRIG ROAD, SANDYFORD, DUBLIN 18.		
Tel: 952321		Fax: 954641
Telex: 90563 TJOC E		
PROJECT: PALMERSTOWN RETAIL PARK		
CLIENT: MCDONALDS RESTAURANTS		
DRAWING TITLE: EXISTING TRAFFIC TURNING MOVEMENTS & OSCADY COMPUTER PROGRAM NOTATION		
SCALE:	JOB NO:	DRAWING NO:
DATE: APR '92	DRAWN BY:	9220
		SK 1

PALMERSTOWN

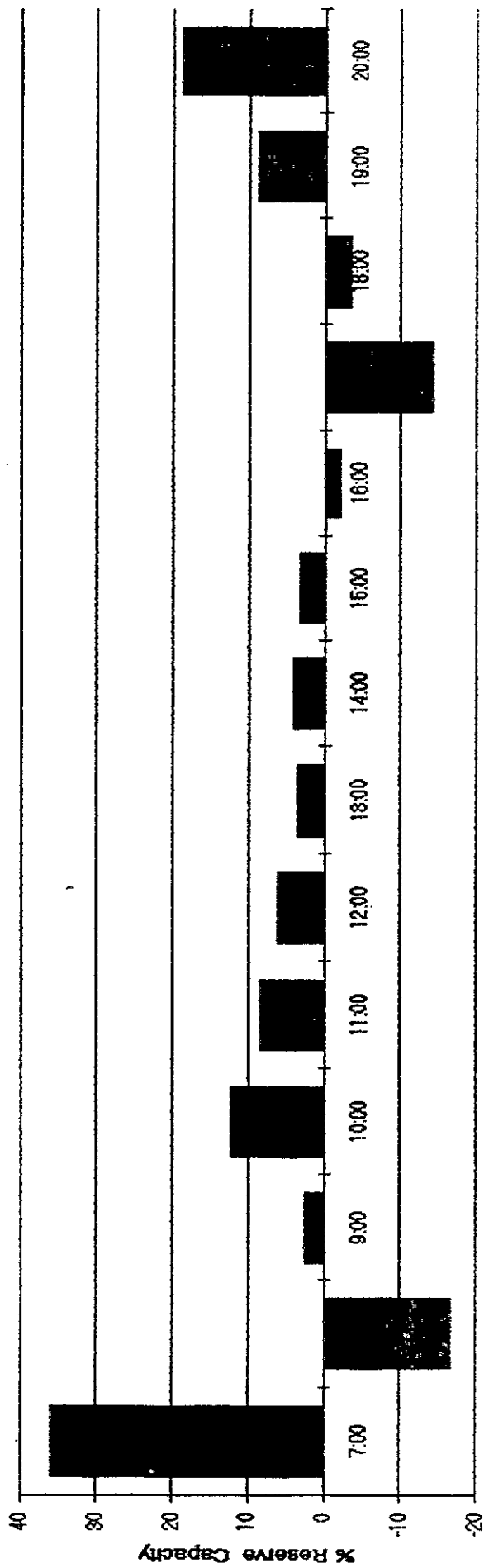
Practical Reserve Capacity - Estimated from Existing Flows



Hour of Day (beginning)

FIG. 1

### Practical Reserve Capacity - Exit by OLD LUCAN ROAD



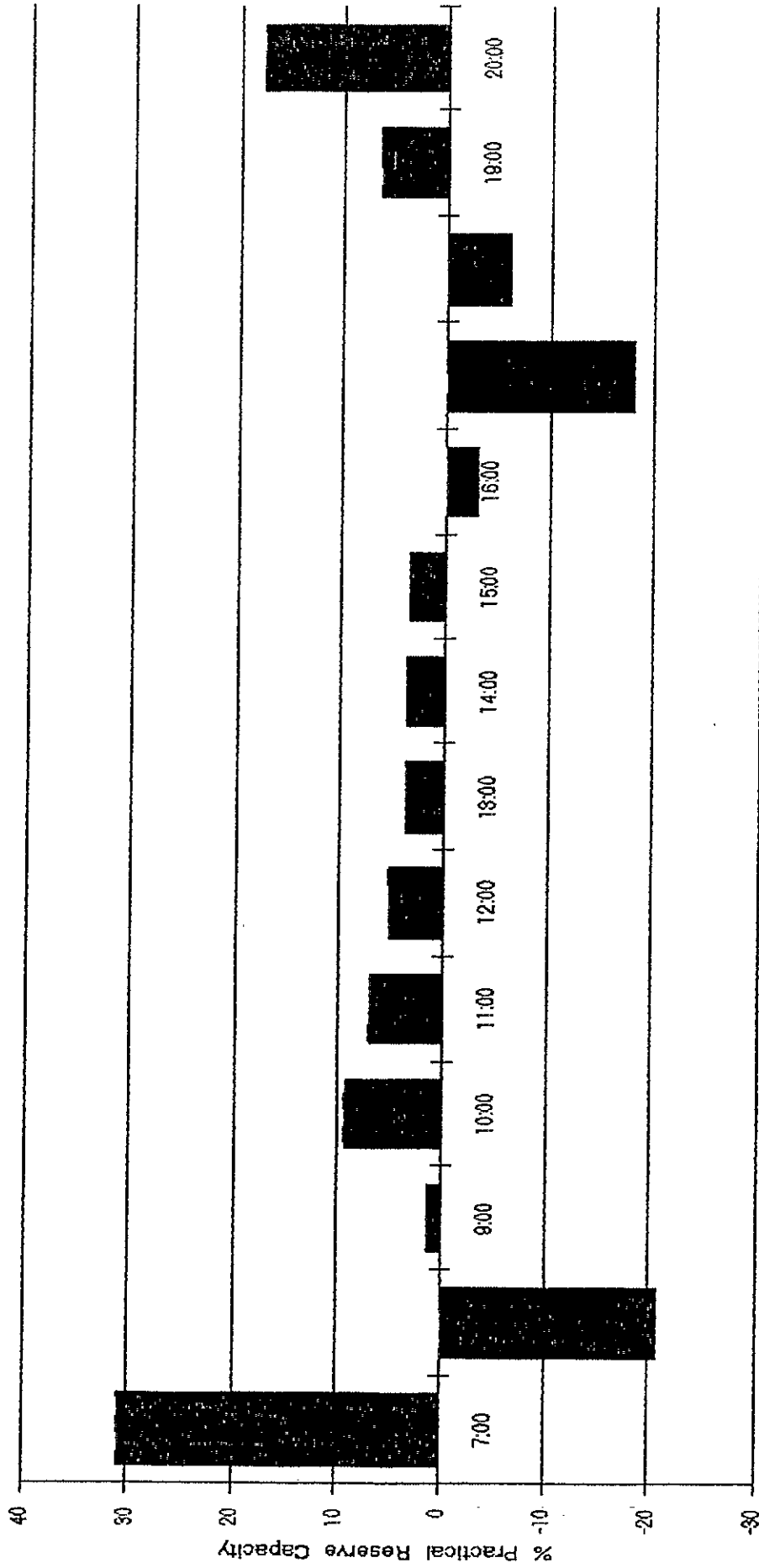
Hour of Day (beginning)

FIG 2



PALMERSTOWN CROSS ROADS

Practical Reserve Capacity - Entry and Exit at Junction



Hour of Day (beginning)

FIG. 3

APPENDIX 1

TRAFFIC SURVEY DATA

ESTIMATE OF EXISTING AADTs AND HOURLY TRAFFIC FLOWS

TRAFFIC SIGNAL PHASING

TRAFFIC SURVEY DATA

TIME	N4 FROM WEST - LUCAN				KENNELSFORT ROAD LOWER				N4 FROM EAST - CITY				KENNELSFORT ROAD UPPER			
	LEFT CAPS	HCVS	STRAIGHT CAPS	HCVS	LEFT CAPS	HCVS	STRAIGHT CAPS	HCVS	LEFT CAPS	HCVS	STRAIGHT CAPS	HCVS	LEFT CAPS	HCVS	STRAIGHT CAPS	HCVS
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	6	0	227	32	10	0	2	1	5	0	51	26	14	2	5	1
7:30 - 7:45	20	2	325	32	7	0	4	0	11	0	108	30	22	4	8	3
7:45 - 8:00	27	1	448	25	36	3	2	0	19	1	116	24	25	1	10	1
TOTALS	53	3	1000	89	74	7	9	4	35	1	285	80	61	7	23	5
TURNING PROPORTIONS: VEHICLE	0.046		0.888		0.088		0.232		0.087		0.884		0.325		0.134	
PROPORTIONS: VEHICLE	CAPS	0.919	HGVs	0.081	CAPS	0.929	HGVs	0.071	CAPS	0.801	HGVs	0.199	CAPS	0.904	HGVs	0.096
TOTAL VEHICLES IN :	1226	TWOWAY	1672	IN :	56	TWOWAY	152	IN :	413	TWOWAY	1645	IN :	209	TWOWAY	338	
8:00 - 8:15	31	1	452	27	32	2	18	2	23	0	132	24	32	1	7	1
8:15 - 8:30	25	0	430	33	18	1	15	1	25	1	148	18	31	4	7	1
8:30 - 8:45	24	2	489	28	40	4	13	1	22	0	141	22	32	1	5	2
8:45 - 9:00	27	1	397	30	35	0	11	2	21	2	98	34	33	4	17	2
TOTALS	107	4	1738	110	152	6	54	6	91	3	520	98	120	10	36	6
TURNING PROPORTIONS: VEHICLE	0.052		0.872		0.076		0.296		0.119		0.783		0.385		0.117	
PROPORTIONS: VEHICLE	CAPS	0.942	HGVs	0.058	CAPS	0.941	HGVs	0.059	CAPS	0.871	HGVs	0.129	CAPS	0.933	HGVs	0.067
TOTAL VEHICLES IN :	2119	TWOWAY	2937	IN :	203	TWOWAY	433	IN :	789	TWOWAY	2896	IN :	358	TWOWAY	672	
9:00 - 9:15	31	2	370	22	37	3	9	0	20	1	150	34	25	6	19	2
9:15 - 9:30	33	2	307	16	48	2	23	0	15	4	115	34	27	1	29	5
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	64	4	677	38	85	5	46	0	35	5	265	68	52	7	48	7
TURNING PROPORTIONS: VEHICLE	0.078		0.819		0.103		0.277		0.082		0.767		0.337		0.314	
PROPORTIONS: VEHICLE	CAPS	0.946	HGVs	0.054	CAPS	0.954	HGVs	0.036	CAPS	0.829	HGVs	0.171	CAPS	0.886	HGVs	0.114
TOTAL VEHICLES IN :	873	TWOWAY	1300	IN :	112	TWOWAY	286	IN :	434	TWOWAY	1256	IN :	175	TWOWAY	336	

TIME	LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT	
	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS
10:00 - 10:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
TURNING																		
PROPORTIONS:	1.000		0.000		0.000		0.000		0.000		0.000		0.000	1.000		0.000		0.000
VEHICLE																		
PROPORTIONS:	CARS	1.000	HGVs	0.000	CARS	1.000	HGVs	0.000	CARS	1.000	HGVs	0.000	CARS	1.000	HGVs	0.000	CARS	1.000
TOTAL VEHICLES	IN:	1	TWOWAY	2	IN:	1	TWOWAY	2	IN:	1	TWOWAY	2	IN:	1	TWOWAY	2	IN:	1

TIME	LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT	
	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS
11:00 - 11:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
TURNING																		
PROPORTIONS:	1.000		0.000		0.000		0.000		0.000		0.000		0.000	1.000		0.000		0.000
VEHICLE																		
PROPORTIONS:	CARS	1.000	HGVs	0.000	CARS	1.000	HGVs	0.000	CARS	1.000	HGVs	0.000	CARS	1.000	HGVs	0.000	CARS	1.000
TOTAL VEHICLES	IN:	1	TWOWAY	2	IN:	1	TWOWAY	2	IN:	1	TWOWAY	2	IN:	1	TWOWAY	2	IN:	1

TIME	LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT	
	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	10	1	136	31	23	1	23	1	23	1	23	1	21	2	130	38	23	2
12:45 - 13:00	26	3	147	25	26	5	19	0	18	0	20	1	32	3	162	36	21	1
TOTALS	36	4	265	56	48	6	33	0	41	1	43	2	53	5	292	74	44	3
TURNING																		
PROPORTIONS:	0.082		0.782		0.126		0.275		0.350		0.376		0.123		0.777		0.100	
VEHICLE																		
PROPORTIONS:	CARS	0.848	HGVs	0.151	CARS	0.975	HGVs	0.025	CARS	0.826	HGVs	0.174	CARS	0.826	HGVs	0.174	CARS	0.981
TOTAL VEHICLES	IN:	436	TWOWAY	912	IN:	120	TWOWAY	248	IN:	471	TWOWAY	893	IN:	154	TWOWAY	309	IN:	154

TIME	LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT							
	CARS	HQVS	CARS	HQVS	CARS	HQVS	CARS	HQVS	CARS	HQVS	CARS	HQVS	CARS	HQVS	CARS	HQVS	CARS	HQVS						
13:00 - 13:15	19	1	138	26	25	2	12	0	23	1	19	0	25	3	209	37	30	1	24	1	23	0	28	3
13:15 - 13:30	14	1	135	38	22	3	21	0	12	3	22	0	16	3	192	36	15	1	24	3	21	2	17	3
13:30 - 13:45	17	1	153	24	23	5	17	0	21	1	14	0	21	4	176	24	13	1	25	2	17	1	18	1
13:45 - 14:00	25	3	136	26	30	6	17	0	31	2	15	0	20	1	148	27	30	0	29	1	20	0	29	1
TOTALS	75	6	582	114	100	16	67	0	87	7	70	0	82	11	725	124	88	3	102	7	81	3	92	8
TURNING PROPORTIONS:	0.093		0.774		0.133		0.230		0.407		0.303		0.090		0.822		0.088		0.372		0.287		0.341	
VEHICLE PROPORTIONS:	CARS	0.844	HQVS	0.156	CARS	0.970	HQVS	0.030	CARS	0.066	HQVS	0.134	CARS	0.939	HQVS	0.061			CARS	0.939	HQVS	0.061		

TOTAL VEHICLES IN :		873	TWOWAY	1901	IN :	231	TWOWAY	487	IN :	1033	TWOWAY	1876	IN :	293	TWOWAY	596								
14:00 - 14:15	54	3	501	99	107	11	73	2	56	2	68	63	0	90	1	64	8	82	2					
14:15 - 14:30	14	0	143	29	27	7	19	1	13	0	22	21	0	30	0	18	3	23	1					
14:30 - 14:45	20	2	178	41	38	4	22	1	16	0	19	24	0	31	0	26	4	27	0					
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
TOTALS	54	3	501	99	107	11	73	2	56	2	68	63	0	90	1	64	8	82	2					
TURNING PROPORTIONS:	0.074		0.774		0.152		0.348		0.270		0.812		0.078		0.368		0.281		0.340					
VEHICLE PROPORTIONS:	CARS	0.854	HQVS	0.146	CARS	0.981	HQVS	0.019	CARS	0.917	HQVS	0.093	CARS	0.955	HQVS	0.045			CARS	0.955	HQVS	0.045		

TOTAL VEHICLES IN :		775	TWOWAY	1578	IN :	215	TWOWAY	407	IN :	805	TWOWAY	1571	IN :	247	TWOWAY	528							
15:00 - 15:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0				
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
TOTALS	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0				
TURNING PROPORTIONS:	1.000		0.000		0.000		0.000		0.000		0.000		0.000	1.000		0.000		0.000					
VEHICLE PROPORTIONS:	CARS	1.000	HQVS	0.000	CARS	1.000	HQVS	0.000	CARS	1.000	HQVS	0.000	CARS	1.000	HQVS	0.000			CAPS	1.000	HQVS	0.000	

TOTAL VEHICLES IN :		1	TWOWAY	2	IN :	1	TWOWAY	2	IN :	1	TWOWAY	2	IN :	1	TWOWAY	2	
15:00 - 15:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
TURNING PROPORTIONS:	1.000		0.000		0.000		0.000		0.000		0.000		0.000	1.000		0.000	
VEHICLE PROPORTIONS:	CARS	1.000	HQVS	0.000	CARS	1.000	HQVS	0.000	CARS	1.000	HQVS	0.000	CAPS	1.000	HQVS	0.000	

PALM2.XLS

TIME	LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT	
	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	14	1	134	17	30	5	18	1	18	8	17	0	26	3	289	22	12	0
16:45 - 17:00	13	0	159	20	35	2	11	0	14	2	18	1	35	2	351	21	27	0
TOTALS	27	1	293	37	73	7	29	1	32	10	35	1	61	5	630	43	39	0
TURNING PROPORTIONS: VEHICLE	0.064	0.753	0.163	0.278	0.389	0.333	0.085	0.865	0.050	0.457	0.163	0.380						

PROPORTIONS: CAPS 0.897 HGVS 0.103 CAPS 0.889 HGVS 0.111 CAPS 0.938 HGVS 0.062 CAPS 0.953 HGVS 0.047

TOTAL VEHICLES IN: 438 TWOWAY 1206 IN: 108 TWOWAY 196 IN: 778 TWOWAY 1187 IN: 129 TWOWAY 317

TIME	LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT	
	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS
17:00 - 17:15	17	0	168	20	36	2	21	1	27	1	36	0	38	1	405	23	42	0
17:15 - 17:30	18	0	168	23	34	1	14	0	21	0	32	0	47	3	431	28	24	0
17:30 - 17:45	20	1	146	21	35	2	25	3	21	1	24	0	30	5	377	26	15	0
17:45 - 18:00	20	0	179	21	36	0	24	1	21	1	30	0	25	11	455	42	60	0
TOTALS	75	1	663	65	143	5	84	5	90	3	122	0	140	20	1658	119	141	0
TURNING PROPORTIONS: VEHICLE	0.078	0.770	0.152	0.293	0.306	0.401	0.077	0.855	0.068	0.597	0.172	0.231						

PROPORTIONS: CAPS 0.906 HGVS 0.094 CAPS 0.974 HGVS 0.026 CAPS 0.933 HGVS 0.067 CAPS 0.938 HGVS 0.062

TOTAL VEHICLES IN: 972 TWOWAY 3075 IN: 304 TWOWAY 577 IN: 2088 TWOWAY 3000 IN: 325 TWOWAY 728

TIME	LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT		LEFT		STRAIGHT		RIGHT	
	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS	CARS	HCVS
18:00 - 18:15	20	0	156	20	30	0	18	0	17	1	24	0	30	1	419	30	20	0
18:15 - 18:30	22	0	174	22	22	1	17	1	30	2	15	0	26	2	334	33	29	1
18:30 - 18:45	18	1	155	21	23	0	21	0	25	1	20	0	35	2	333	20	20	0
18:45 - 19:00	22	0	153	23	40	2	12	0	21	2	12	1	32	2	246	23	17	0
TOTALS	82	1	630	86	115	3	68	1	93	6	71	1	123	7	1326	114	86	1
TURNING PROPORTIONS: VEHICLE	0.090	0.783	0.129	0.288	0.413	0.300	0.078	0.859	0.053	0.461	0.268	0.251						

PROPORTIONS: CAPS 0.903 HGVS 0.097 CAPS 0.967 HGVS 0.033 CAPS 0.926 HGVS 0.074 CAPS 0.946 HGVS 0.055

TOTAL VEHICLES IN: 925 TWOWAY 2882 IN: 240 TWOWAY 502 IN: 1657 TWOWAY 2536 IN: 343 TWOWAY 690

ESTIMATE OF EXISTING AADTs  
&  
HOURLY TRAFFIC FLOWS



## ESTIMATE OF EXISTING AADTs

REF: EXPANSION FACTORS FOR SHORT PERIOD TRAFFIC COUNTS  
TABLE 1B - J. DEVLIN, AN FORAS FORBARTHA

### AADT FACTOR

$$f = 1 / \left[ \frac{1}{\frac{4}{3} \times 32.4} + \frac{1}{1301} + \frac{1}{2 \times 15.73} + \frac{1}{2 \times 15.38} + \frac{1}{12.88} \right. \\ \left. + \frac{1}{14.18} + \frac{1}{2 \times 17.98} + \frac{1}{17.30} + \frac{1}{\frac{4}{3} \times 628} \right]$$

$$= 2.25$$

### AADTs

	Flow A	Flow B	Flow C	Flow D
	N4 WEST	K'FORT LWR	N4 EAST	K'FORT UPR
TOTAL Two-WAY TRAFFIC: ALL COUNTS	17,183	3,298	16,860	4,505
AADT	38,687	7,425	37,960	10,143

Flow A    Flow B    Flow C    Flow D    Flow A    Flow B    Flow C    Flow D

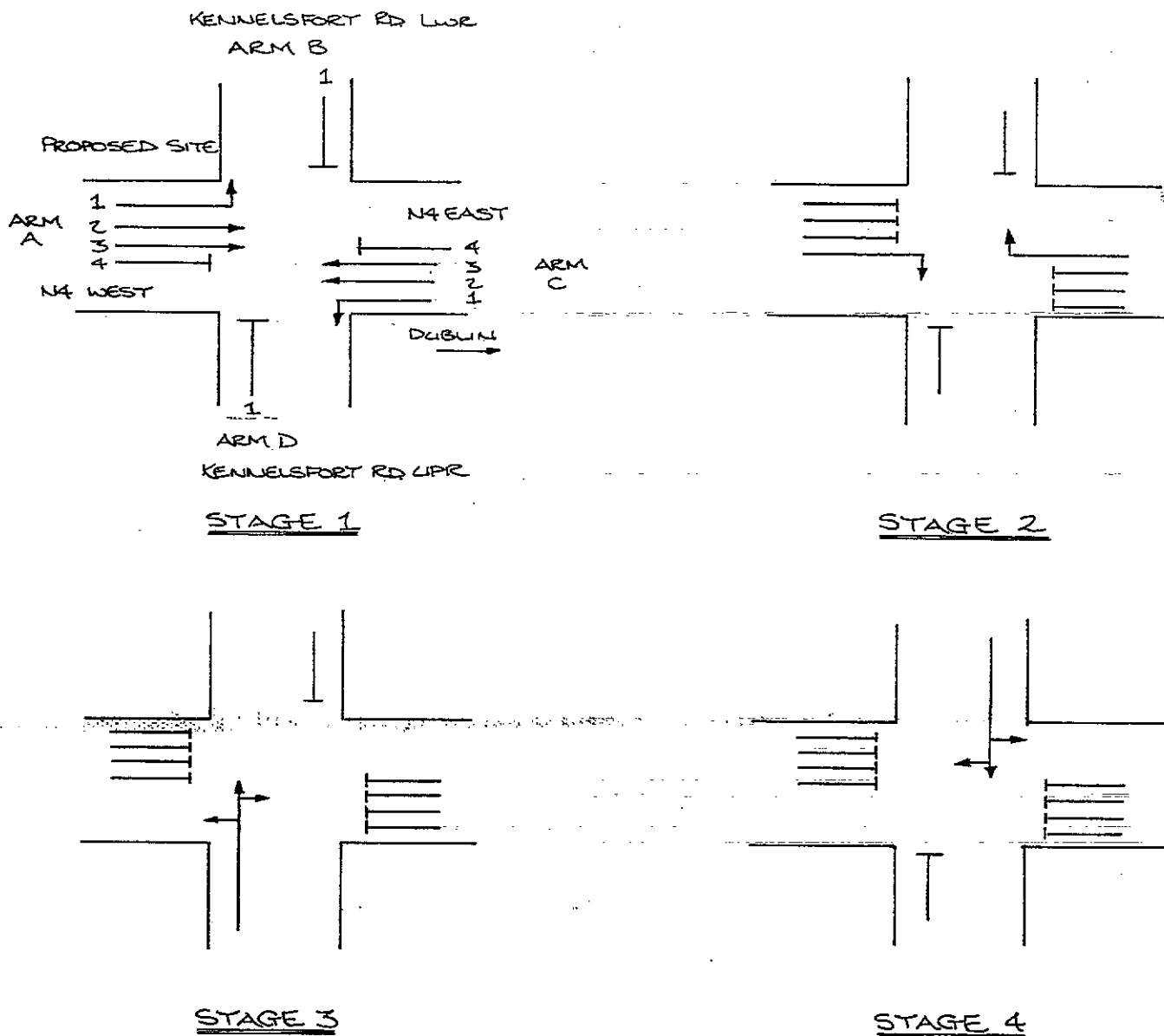
Estimated    Estimated    Estimated    Estimated    obs    obs    obs    obs

AAADT    AAADT    AAADT    AAADT    AADT    AADT    AADT    AADT

Hourly

Hour Ending	Factor	Flow A	Flow B	Flow C	Flow D	Flow A	Flow B	Flow C	Flow D
		38687	7425	37960	10143				
8	32.4	1194	228	1172	313				
9	13.01	2974	571	2918	780	2887	433	2886	672
10	15.73	2459	472	2413	645				
11	18.23	2115	406	2075	555				
12	17.89	2162	415	2122	567				
13	17.67	2189	420	2148	574				
14	17.37	2227	427	2185	584	1901	487	1876	596
15	16.12	2400	461	2355	629				
16	16.49	2346	450	2302	615				
17	15.38	2515	488	2468	659				
18	12.88	3004	576	2947	788	3075	577	3000	726
19	14.18	2728	524	2677	715	2602	502	2536	690
20	17.04	2270	436	2228	595				
21	20.8	1880	357	1825	488				

TRAFFIC SIGNAL PHASING



**NOTES**

(i) NOTATIONS REFER TO OSCADY COMPUTER PROGRAM  
1 to 4 = LANE REFERENCES

(ii) PEDESTRIAN CROSSING N4 VIA FOOTBRIDGE.  
PEDESTRIAN PHASE ACROSS KENNELSFORT RD LWR & LWR CALLED UP DURING ABOVE PHASING i.e. NO EXTRA TIME ADDED TO CYCLE TIME OF TRAFFIC PHASING

AMENDMENT		DETAILS	DATE
<b>T. J. O'CONNOR &amp; ASSOCIATES</b> CONSULTING ENGINEERS			
CORRIG HOUSE, CORRIG ROAD, SANDYFORD, DUBLIN 15.			
TEL: 952321		FAX: 954541	TELEX: 90563 TJOC EI
PROJECT: PALMERSTOWN RETAIL PARK			
CLIENT: MCDONALDS RESTAURANTS			
DRAWING TITLE: EXISTING TRAFFIC SIGNAL PHASING			
SCALE:	JOB NO:	DRAWING NO:	
DATE: APR 92	DRAWN BY:	9220	SK 2

APPENDIX 2

EXISTING TRAFFIC FLOWS THROUGH THE JUNCTION

DETAILS OF JUNCTION ANALYSIS

MINIMUM DELAY TIMINGS

PRACTICAL RESERVE CAPACITY

EXISTING TRAFFIC FLOWS THROUGH THE JUNCTION

JUNCTION FLOWS IN EACH HOUR FROM 7:00 TO 21:00 ESTIMATED FROM AADT

← IN FROM WEST - LUGAN → ← KENNELSPORT ROAD LOWER → ← IN FROM EAST - CITY → ← KENNELSPORT ROAD UPPER →

TIME	TOTAL TWO-WAY VEHICLES		VEHICLES PER MINUTE		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		TOTAL TWO-WAY VEHICLES		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		TOTAL TWO-WAY VEHICLES		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		TOTAL TWO-WAY VEHICLES		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		
	VEHICLES	VEHICLES	PER	MINUTE	LEFT	RIGHT	STRAIGHT	VEHICLES	VEHICLES	VEHICLES	VEHICLES	LEFT	RIGHT	STRAIGHT	VEHICLES	VEHICLES	VEHICLES	VEHICLES	LEFT	RIGHT	STRAIGHT	VEHICLES	VEHICLES	LEFT	RIGHT	STRAIGHT	VEHICLES
7:00	1194	875	14.59	1.40	0.733	0.088	0.875	84	229	1172	0.368	0.232	0.84	284	313	0.251	0.084	0.284	0.617	0.325	0.134	193	322	0.617	0.325	0.134	193
TURNING PROPORTIONS																											
VEHICLE PROPORTIONS																											
CARS 0.919 HGVs 0.081 CARS 0.929 HGVs 0.071 CARS 0.801 HGVs 0.199 CARS 0.904 HGVs 0.096																											

TIME	TOTAL TWO-WAY VEHICLES		VEHICLES PER MINUTE		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		TOTAL TWO-WAY VEHICLES		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		TOTAL TWO-WAY VEHICLES		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		TOTAL TWO-WAY VEHICLES		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		
	VEHICLES	VEHICLES	PER	MINUTE	LEFT	RIGHT	STRAIGHT	VEHICLES	VEHICLES	VEHICLES	VEHICLES	LEFT	RIGHT	STRAIGHT	VEHICLES	VEHICLES	VEHICLES	VEHICLES	LEFT	RIGHT	STRAIGHT	VEHICLES	VEHICLES	LEFT	RIGHT	STRAIGHT	VEHICLES
8:00	2874	2144	36.74	4.46	0.721	0.072	0.872	268	571	2918	0.463	0.305	0.268	794	780	0.272	0.119	0.794	0.533	0.385	0.117	416	633	0.533	0.385	0.117	416
TURNING PROPORTIONS																											
VEHICLE PROPORTIONS																											
CARS 0.942 HGVs 0.058 CARS 0.941 HGVs 0.059 CARS 0.871 HGVs 0.129 CARS 0.933 HGVs 0.067																											

TIME	TOTAL TWO-WAY VEHICLES		VEHICLES PER MINUTE		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		TOTAL TWO-WAY VEHICLES		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		TOTAL TWO-WAY VEHICLES		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		TOTAL TWO-WAY VEHICLES		PROPORTION INTO JUNCTION		VEHICLES INTO JUNCTION		
	VEHICLES	VEHICLES	PER	MINUTE	LEFT	RIGHT	STRAIGHT	VEHICLES	VEHICLES	VEHICLES	VEHICLES	LEFT	RIGHT	STRAIGHT	VEHICLES	VEHICLES	VEHICLES	VEHICLES	LEFT	RIGHT	STRAIGHT	VEHICLES	VEHICLES	LEFT	RIGHT	STRAIGHT	VEHICLES
9:00	2469	1862	21.54	2.97	0.672	0.078	0.819	178	472	2413	0.378	0.277	0.178	836	846	0.346	0.082	0.836	0.521	0.337	0.314	336	580	0.521	0.337	0.314	336
TURNING PROPORTIONS																											
VEHICLE PROPORTIONS																											
CARS 0.946 HGVs 0.054 CARS 0.964 HGVs 0.036 CARS 0.823 HGVs 0.171 CARS 0.886 HGVs 0.114																											





JUNCTION FLOWS IN EACH HOUR FROM 7:00 TO 21:00 ESTIMATED FROM AADT

← M4 FROM WEST - LUCAN →      ← KENNELSPORT ROAD LOWER →      ← M4 FROM EAST - DTY →      ← KENNELSPORT ROAD UPPER →

TIME	M4 FROM WEST - LUCAN			KENNELSPORT ROAD LOWER			M4 FROM EAST - DTY			KENNELSPORT ROAD UPPER		
	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE
13:00	2227	0.453	1022	427	0.474	202	2195	0.551	1204	594	0.432	287
		LEFT 0.093	STRAIGHT 0.774	LEFT 0.29	STRAIGHT 0.407	RIGHT 0.303	LEFT 0.09	STRAIGHT 0.822	RIGHT 0.088	LEFT 0.372	STRAIGHT 0.287	RIGHT 0.341
		CARS 0.644	HGVs 0.156	CARS 0.97	HGVs 0.03	RIGHT 0.03	CARS 0.866	HGVs 0.134	CARS 0.838	HGVs 0.061		
TURNING PROPORTIONS												
VEHICLE PROPORTIONS												

TIME	M4 FROM WEST - LUCAN			KENNELSPORT ROAD LOWER			M4 FROM EAST - DTY			KENNELSPORT ROAD UPPER		
	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE
14:00	2400	0.451	1178	461	0.528	243	2355	0.612	1206	628	0.468	294
		LEFT 0.074	STRAIGHT 0.774	LEFT 0.361	STRAIGHT 0.349	RIGHT 0.27	LEFT 0.109	STRAIGHT 0.812	RIGHT 0.078	LEFT 0.368	STRAIGHT 0.291	RIGHT 0.34
		CARS 0.664	HGVs 0.146	CARS 0.981	HGVs 0.019	RIGHT 0.019	CARS 0.937	HGVs 0.063	CARS 0.955	HGVs 0.045		
TURNING PROPORTIONS												
VEHICLE PROPORTIONS												

TIME	M4 FROM WEST - LUCAN			KENNELSPORT ROAD LOWER			M4 FROM EAST - DTY			KENNELSPORT ROAD UPPER		
	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE
15:00	2346	0.427	1002	460	0.553	243	2302	0.593	1342	615	0.437	263
		LEFT 0.063	STRAIGHT 0.764	LEFT 0.328	STRAIGHT 0.369	RIGHT 0.302	LEFT 0.097	STRAIGHT 0.839	RIGHT 0.064	LEFT 0.413	STRAIGHT 0.227	RIGHT 0.36
		CARS 0.675	HGVs 0.125	CARS 0.935	HGVs 0.065	RIGHT 0.065	CARS 0.922	HGVs 0.078	CARS 0.954	HGVs 0.046		
TURNING PROPORTIONS												
VEHICLE PROPORTIONS												

JUNCTION FLOWS IN EACH HOUR FROM 7:00 TO 21:00 ESTIMATED FROM AADT

← M4 FROM WEST - LUDAH →      ← KENNELSFORT ROAD LOWER →      ← M4 FROM EAST - CITY →      ← KENNELSFORT ROAD UPPER →

TIME	M4 FROM WEST - LUDAH		KENNELSFORT ROAD LOWER		M4 FROM EAST - CITY		KENNELSFORT ROAD UPPER	
	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE
18:00	2515	16.22	483	4.44	2468	1617	658	288
TURNING PROPORTIONS	LEFT	STRAIGHT	LEFT	STRAIGHT	LEFT	STRAIGHT	LEFT	STRAIGHT
	0.084	0.793	0.278	0.389	0.085	0.865	0.457	0.163
VEHICLE PROPORTIONS	CARS	HVS	CARS	HVS	CARS	HVS	CARS	HVS
	0.897	0.103	0.888	0.111	0.938	0.062	0.953	0.047

TIME	M4 FROM WEST - LUDAH		KENNELSFORT ROAD LOWER		M4 FROM EAST - CITY		KENNELSFORT ROAD UPPER	
	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE
17:00	3004	15.82	576	5.06	2947	2361	788	363
TURNING PROPORTIONS	LEFT	STRAIGHT	LEFT	STRAIGHT	LEFT	STRAIGHT	LEFT	STRAIGHT
	0.078	0.77	0.293	0.401	0.077	0.865	0.597	0.172
VEHICLE PROPORTIONS	CARS	HVS	CARS	HVS	CARS	HVS	CARS	HVS
	0.906	0.094	0.974	0.026	0.933	0.067	0.938	0.062

TIME	M4 FROM WEST - LUDAH		KENNELSFORT ROAD LOWER		M4 FROM EAST - CITY		KENNELSFORT ROAD UPPER	
	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	VEHICLES PER MINUTE
18:00	2728	16.14	524	4.17	2677	1748	715	365
TURNING PROPORTIONS	LEFT	STRAIGHT	LEFT	STRAIGHT	LEFT	STRAIGHT	LEFT	STRAIGHT
	0.09	0.793	0.287	0.413	0.078	0.869	0.481	0.268
VEHICLE PROPORTIONS	CARS	HVS	CARS	HVS	CARS	HVS	CARS	HVS
	0.903	0.097	0.967	0.033	0.926	0.074	0.945	0.055



DETAILS OF JUNCTION ANALYSIS

MINIMUM DELAY TIMING

PRACTICAL RESERVE CAPACITY

BOUND UNDER SEPARATE COVER

APPENDIX 3

**ESTIMATE OF FUTURE TRAFFIC FLOWS  
GENERATED BY PROPOSED DEVELOPMENT**

ESTIMATE OF HOURLY TRAFFIC ACCESSING THE DEVELOPMENT

TIME PERIOD	MC DONALDS	CHANNOR	V. L. BYRNE	NET HOURLY TRAFFIC	TOTAL ON EACH APPROACH 25%
Thurs.-8		33		33	8
8-9		99	6	93	23
9-10		53	12	41	10
10-11		53	13	40	10
11-12	75	46	12	109	27
12-13	131	53	12	172	43
13-14	169	73	15	227	57
14-15	96	53	12	137	34
15-16	113	53	12	154	39
16-17	110	59	13	156	39
17-18	83	53	12	124	31
18-19	100	33		133	33
19-20	115			115	29
20-21	116			116	29
TOTAL	1108	661	119	1650	412

ESTIMATE OF HOURLY TRAFFIC EGRESSING THE DEVELOPMENT

TIME PERIOD	MC DONALDS	CHANNOR	V. L. BYRNE	NET HOURLY TRAFFIC	GREEN TIME - OPTION 2
Fues. -8		33		33	6
8-9		53		53	6
9-10		59	12	47	6
10-11		53	13	40	6
11-12	75	53	12	116	6
12-13	131	73	12	192	10
13-14	169	53	15	207	10
14-15	96	46	12	130	8
15-16	113	53	12	154	8
16-17	110	53	13	150	8
17-18	83	99	12	170	8
18-19	100	33	6	127	6
19-20	115			115	6
20-21	116			116	6
TOTAL	1108	661	119	1650	/

APPENDIX 4

OPTION 1

FUTURE TRAFFIC FLOWS THROUGH THE JUNCTION  
IN KENNELSFORT ROAD LOWER, OUT OLD LUCAN ROAD

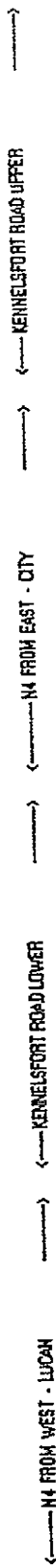
DETAILS OF JUNCTION ANALYSIS  
MINIMUM DELAY TIMINGS  
PRACTICAL RESERVE CAPACITY



OPTION 1

FUTURE TRAFFIC FLOWS THROUGH THE JUNCTION  
IN KENNELSFORT ROAD LOWER, OUT OLD LUCAN ROAD

FLOWS INTO JUNCTION WITH LOADINGS TO SITE - EXIT BY OLD LUCAN ROAD



TIME	← KENNELSPORT ROAD LOWER				← N4 FROM WEST - LUCAN				← KENNELSPORT ROAD UPPER				← N4 FROM EAST - CITY			
	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE
7:00	1194	0.733	878	14.53	229	0.368	84	1.40	1172	0.251	294	4.90	313	0.617	193	3.22
TURNING PROPORTIONS																
VEH		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT
NEW VEH		0.045	0.688	0.056		0.536	0.232	0.232		0.087	0.884	0.029		0.325	0.134	0.641
NEW TURN PROP		40	777	58	45	20	20	20	28	26	280	9	302	83	26	104
		0.919	HGVs	0.081	CARS	HGVs	HGVs	0.071	CARS	0.801	HGVs	0.199	CARS	0.904	HGVs	0.098
		8	0	0	8	8	8	8	8	0	0	0	8	0	8	0
		48	777	58	883	63	28	28	108	26	280	17	302	83	34	104
		0.055	0.880	0.065	14.72	0.481	0.254	0.254	1.80	0.085	0.881	0.055	5.04	0.312	0.168	0.619
8:00	2974	0.721	2144	35.74	571	0.469	269	4.46	2918	0.272	794	13.23	780	0.533	416	8.53
TURNING PROPORTIONS																
VEH		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT
NEW VEH		0.082	0.872	0.076		0.369	0.286	0.305		0.119	0.783	0.089		0.365	0.117	0.497
NEW TURN PROP		112	1870	183	107	79	82	82	343	94	621	78	618	180	49	207
		0.942	HGVs	0.069	CARS	HGVs	HGVs	0.069	CARS	0.871	HGVs	0.129	CARS	0.933	HGVs	0.067
		21	0	0	25	25	25	25	571	0	0	0	24	0	24	0
		133	1870	163	2185	132	104	107	343	94	621	102	618	180	73	207
		0.061	0.884	0.076	38.09	0.365	0.304	0.311	5.71	0.116	0.780	0.124	13.63	0.364	0.165	0.479
9:00	2459	0.672	1652	27.54	472	0.378	178	2.97	2413	0.346	835	13.91	645	0.521	336	5.60
TURNING PROPORTIONS																
VEH		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT
NEW VEH		0.079	0.819	0.103		0.411	0.277	0.313		0.082	0.767	0.141		0.337	0.214	0.349
NEW TURN PROP		128	1353	170	73	48	56	56	207	77	840	118	945	113	108	117
		0.946	HGVs	0.064	CARS	HGVs	HGVs	0.064	CARS	0.829	HGVs	0.171	CARS	0.885	HGVs	0.114
		6	0	0	7	12	12	10	344	0	0	0	10	0	12	0
		135	1353	170	80	61	65	65	207	77	840	128	945	113	118	117
		0.061	0.816	0.103	0.369	0.297	0.314	0.314	3.44	0.081	0.798	0.151	14.08	0.325	0.338	0.337

includes reduction due to Bynes Site

FLOWS INTO JUNCTION WITH LOADINGS TO SITE - EXIT BY OLD LUCAN ROAD

TIME	←←←← N4 FROM WEST - LUCAN				←←←← N4 FROM EAST - CITY				←←←← KENNELSFORT ROAD LOWER				←←←← KENNELSFORT ROAD UPPER			
	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE
1000	2115	0.607	1284	21.40	406	0.413	168	2.73	2075	0.406	842	14.04	565	0.513	285	4.75
TURNING PROPORTIONS																
VEH		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT
VEHICLE PROPORTIONS		0.083	0.807	0.11	0.388	0.301	0.333	0.333		0.102	0.77	0.128		0.335	0.298	0.337
NEW VEH		107	1036	141	61	50	66	66		86	649	108		104	95	96
NEW TURN PROP		0.914	HGVs	0.086	0.868	HGVs	0.032	0.032		0.828	HGVs	0.172		0.919	HGVs	0.082
		6	6	0	6	12	9	9		0	0	0		0	12	0
		113	1036	141	67	52	65	65		86	649	117		104	97	96
		0.887	0.803	0.109	0.346	0.321	0.333	0.333		0.101	0.782	0.137		0.350	0.326	0.323
1100	2182	0.543	1174	19.57	415	0.446	186	3.10	2122	0.467	991	16.52	587	0.506	297	4.95
TURNING PROPORTIONS																
VEH		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT
VEHICLE PROPORTIONS		0.087	0.784	0.119	0.32	0.326	0.354	0.354		0.113	0.774	0.113		0.384	0.282	0.324
NEW VEH		102	932	140	59	51	66	66		112	787	112		117	84	96
NEW TURN PROP		0.881	HGVs	0.119	0.871	HGVs	0.029	0.029		0.827	HGVs	0.173		0.949	HGVs	0.051
		24	24	0	24	28	24	24		0	0	0		0	28	0
		126	932	140	63	50	90	90		112	787	138		117	113	96
		0.105	0.778	0.117	0.318	0.341	0.342	0.342		0.110	0.754	0.136		0.359	0.346	0.295
1200	2189	0.478	1046	17.44	420	0.484	203	3.39	2148	0.527	1132	18.87	574	0.499	286	4.76
TURNING PROPORTIONS																
VEH		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT
VEHICLE PROPORTIONS		0.092	0.782	0.126	0.275	0.35	0.375	0.375		0.123	0.777	0.1		0.422	0.286	0.312
NEW VEH		56	818	132	56	71	76	76		139	880	113		121	76	88
NEW TURN PROP		0.849	HGVs	0.151	0.978	HGVs	0.025	0.025		0.828	HGVs	0.174		0.901	HGVs	0.019
		41	41	0	41	45	41	41		0	0	0		0	45	0
		137	818	132	97	116	117	117		139	880	164		121	121	88
		0.126	0.753	0.121	0.283	0.362	0.355	0.355		0.119	0.730	0.131		0.355	0.355	0.270

includes reduction due to Bymes Site

FLows INTO JUNCTION WITH LOADINGS TO SITE - EXIT BY OLD LUCAN ROAD



	← KENNELSFORT ROAD WEST - LUCAN			← KENNELSFORT ROAD LOWER			← KENNELSFORT ROAD UPPER			← NA FROM EAST - CITY			←		
	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION
1300	2227	0.463	1022	427	0.474	202	2165	0.551	1204	584	0.492	287	4.79		
TURNING PROPORTIONS															
VEH			STRAIGHT		LEFT	STRAIGHT		LEFT	STRAIGHT		LEFT	STRAIGHT		RIGHT	
			0.774	0.28	0.407	0.303	0.08	0.022	0.622		0.372	0.287		0.341	
VEHICLE PROPORTIONS			0.133	0.63	0.82	0.61	1.08	0.890	0.106		0.107	0.82		0.98	
NEWVEH			781	136	82	53	980	0.868	890		0.939	82		0.081	
			0.156	0.97	0.865	0.03	0.03	0.922	0.124		0.058	0.045		0.045	
NEWTURN PROP			54	65	58	53	388	0.106	0		0.123	0		0	
			0.133	0.309	0.381	0.310	6.14	0.787	0		0.310	0.407		0.284	
			781	140	140	114	880	0.086	880		0.310	140		0.98	
			0.126	0.369	0.381	0.310	6.14	0.787	0		0.310	0.407		0.284	
			1954	243	243	4.06	2555	0.512	1226		0.488	294		4.91	
1400	2400	0.491	1178	461	0.528	243	2555	0.512	1226		0.488	294		4.91	
TURNING PROPORTIONS															
VEH			STRAIGHT		LEFT	STRAIGHT		LEFT	STRAIGHT		LEFT	STRAIGHT		RIGHT	
			0.774	0.361	0.349	0.27	0.109	0.012	0.612		0.368	0.291		0.34	
VEHICLE PROPORTIONS			0.162	0.93	0.86	0.86	1.31	0.979	0.083		0.108	0.86		1.00	
NEWVEH			912	179	86	86	979	0.907	979		0.955	86		0.045	
			0.146	0.961	0.865	0.019	0.019	0.922	0.078		0.055	0.045		0.045	
NEWTURN PROP			32	32	36	32	343	0.106	0		0	0		0	
			0.098	0.363	0.362	0.266	5.72	0.792	0		0.328	0.363		0.300	
			912	121	121	98	572	0.106	979		0.328	122		1.00	
			0.148	0.363	0.362	0.266	5.72	0.792	0		0.328	0.363		0.300	
			1954	243	243	4.06	2555	0.512	1226		0.488	294		4.91	
1500	2346	0.427	1002	450	0.538	243	2302	0.583	1342		0.437	289		4.49	
TURNING PROPORTIONS															
VEH			STRAIGHT		LEFT	STRAIGHT		LEFT	STRAIGHT		LEFT	STRAIGHT		RIGHT	
			0.764	0.328	0.363	0.302	0.089	0.089	0.689		0.413	0.227		0.36	
VEHICLE PROPORTIONS			0.167	0.80	0.90	0.73	1.30	1.128	0.086		0.111	0.61		0.97	
NEWVEH			765	167	90	73	922	0.922	1128		0.854	61		0.046	
			0.125	0.938	0.865	0.085	0.085	0.922	0.078		0.0854	0		0.046	
NEWTURN PROP			37	37	40	35	353	0.085	0		0	0		0	
			0.102	0.329	0.365	0.305	5.91	0.085	0		0.085	0		0.313	
			765	130	130	106	5.91	0.085	1128		0.085	101		0.313	
			0.127	0.329	0.365	0.305	5.91	0.085	1128		0.085	101		0.313	
			1954	243	243	4.06	2302	0.583	1342		0.437	289		4.49	

includes reduction due to Bypass Site

FLOWS INTO JUNCTION WITH LOADINGS TO SITE - EXIT BY OLD LUCAN ROAD



Time	← Kennelsfort Road Lower				← N4 From West - Lucan				→ N4 From East - City				→ Kennelsfort Road Upper			
	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute
18:00	2516	0.363	913	15.22	463	0.651	268	4.44	2488	0.655	1617	26.94	653	0.407	268	4.47
		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT
		0.084	0.763	0.160		0.278	0.368	0.333		0.065	0.665	0.05		0.457	0.163	0.36
		58	687	167		74	104	88		137	1366	81		123	44	102
		0.697	0.103	0.100		0.669	0.111	0.111		0.598	0.082	0.082		0.953	0.047	0.047
		38	0	0		38	41	35		0	0	35		0	41	0
		96	687	167		112	145	124		137	1368	116		123	85	102
		0.101	0.723	0.176		0.265	0.300	0.325		0.083	0.847	0.070		0.386	0.274	0.330
		951	16.85	16.85		380	6.34	6.34		1652	27.53	27.53		0	0	0
		338	5.15	5.15		27.53	0.330	0.330		27.53	0.330	0.330		0	0	0
		102	0.330	0.330		0	0	0		0	0	0		0	0	0
		102	0.330	0.330		0	0	0		0	0	0		0	0	0
		102	0.330	0.330		0	0	0		0	0	0		0	0	0

Time	← Kennelsfort Road Lower				← N4 From West - Lucan				→ N4 From East - City				→ Kennelsfort Road Upper			
	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute
17:00	3004	0.316	948	15.62	576	0.527	304	5.06	2847	0.656	2051	34.19	788	0.448	353	5.68
		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT
		0.078	0.77	0.162		0.293	0.306	0.401		0.077	0.635	0.068		0.597	0.172	0.231
		74	731	144		89	93	122		159	1784	139		211	61	82
		0.906	0.084	0.084		0.974	0.026	0.026		0.933	0.067	0.067		0.938	0.062	0.062
		31	0	0		31	33	27		0	0	27		0	33	0
		105	731	144		120	126	149		158	1754	166		211	94	82
		0.107	0.746	0.147		0.304	0.319	0.377		0.076	0.844	0.080		0.546	0.243	0.211
		980	16.34	16.34		395	6.58	6.58		395	2078	34.64		211	0	0
		386	6.43	6.43		6.58	0.080	0.080		6.58	34.64	0.080		0	0	0
		82	0.211	0.211		0	0	0		0	0	0		0	0	0
		82	0.211	0.211		0	0	0		0	0	0		0	0	0
		82	0.211	0.211		0	0	0		0	0	0		0	0	0

Time	← Kennelsfort Road Lower				← N4 From West - Lucan				→ N4 From East - City				→ Kennelsfort Road Upper			
	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute	Total Two-Way Vehicles	Proportion Into Junction	Vehicles Into Junction	Vehicles Per Minute
18:00	2728	0.355	968	16.14	524	0.478	250	4.17	2877	0.653	1748	28.13	716	0.497	355	5.92
		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT
		0.09	0.783	0.127		0.287	0.413	0.3		0.078	0.663	0.063		0.491	0.268	0.251
		67	768	123		72	109	75		136	1519	93		171	95	88
		0.903	0.097	0.097		0.967	0.033	0.033		0.928	0.074	0.074		0.945	0.055	0.055
		33	0	0		31	32	30		0	0	33		0	33	0
		120	768	123		103	135	105		136	1519	126		171	128	88
		0.120	0.757	0.123		0.300	0.394	0.306		0.077	0.653	0.071		0.440	0.330	0.230
		1001	18.69	18.69		349	5.72	5.72		349	1781	29.69		171	0	0
		18.69	0.123	0.123		5.72	0.306	0.306		5.72	29.69	0.306		0	0	0
		123	0.123	0.123		0	0	0		0	0	0		0	0	0
		123	0.123	0.123		0	0	0		0	0	0		0	0	0
		123	0.123	0.123		0	0	0		0	0	0		0	0	0

includes reduction due to Byrnes Site

Flows into Junction with Loadings to Site - Exit by Old Lucan Road

←←←← N4 FROM WEST - LUCAN →→ →→ KENNELSFORT ROAD LOWER →→ →→ N4 FROM EAST - CITY →→ →→ KENNELSFORT ROAD UPPER

Time	From West - Lucan				From East - City				From Kennelsfort Road Lower				From Kennelsfort Road Upper			
	Total Two-Way Vehicles	Proportion into Junction	Vehicles into Junction	Vehicles per Minute	Total Two-Way Vehicles	Proportion into Junction	Vehicles into Junction	Vehicles per Minute	Total Two-Way Vehicles	Proportion into Junction	Vehicles into Junction	Vehicles per Minute	Total Two-Way Vehicles	Proportion into Junction	Vehicles into Junction	Vehicles per Minute
15:00	2270	0.434	995	16.42	436	0.444	194	3.23	2228	0.697	1552	22.54	595	0.418	249	4.15
TURNING PROPORTIONS	VEH	LEFT	STRAIGHT	RIGHT	LEFT	STRAIGHT	RIGHT	LEFT	STRAIGHT	RIGHT	LEFT	STRAIGHT	RIGHT	LEFT	STRAIGHT	RIGHT
		0.082	0.723	0.175	0.25	0.479	0.271	0.841	0.063	0.841	0.063	0.437	0.267	0.437	0.267	0.267
VEHICLE PROPORTIONS	NEW VEH	91	722	172	49	93	92	92	92	1137	72	92	92	108	74	86
		0.919	0.919	0.919	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938
NEW TURN PROP	VEH	29	0	0	29	29	29	29	29	0	0	29	0	0	0	0
		0.119	0.172	0.170	0.276	0.434	0.290	0.434	0.290	0.104	0.623	0.073	0.290	0.391	0.370	0.233
		120	722	172	77	122	81	81	281	143	1137	101	1381	105	103	86
		0.119	0.172	0.170	0.276	0.434	0.290	0.290	4.99	0.104	0.623	0.073	23.02	0.391	0.370	0.233

Time	From West - Lucan				From East - City				From Kennelsfort Road Lower				From Kennelsfort Road Upper			
	Total Two-Way Vehicles	Proportion into Junction	Vehicles into Junction	Vehicles per Minute	Total Two-Way Vehicles	Proportion into Junction	Vehicles into Junction	Vehicles per Minute	Total Two-Way Vehicles	Proportion into Junction	Vehicles into Junction	Vehicles per Minute	Total Two-Way Vehicles	Proportion into Junction	Vehicles into Junction	Vehicles per Minute
20:00	1860	0.434	807	13.45	357	0.444	159	2.64	1825	0.697	1108	18.46	490	0.418	204	3.40
TURNING PROPORTIONS	VEH	LEFT	STRAIGHT	RIGHT	LEFT	STRAIGHT	RIGHT	LEFT	STRAIGHT	RIGHT	LEFT	STRAIGHT	RIGHT	LEFT	STRAIGHT	RIGHT
		0.082	0.723	0.176	0.25	0.478	0.271	0.841	0.063	0.841	0.063	0.437	0.267	0.437	0.267	0.267
VEHICLE PROPORTIONS	NEW VEH	74	592	141	40	76	43	43	43	932	59	92	92	89	60	54
		0.886	0.886	0.886	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938
NEW TURN PROP	VEH	29	0	0	29	29	29	29	29	0	0	29	0	0	0	0
		0.123	0.178	0.163	0.280	0.427	0.293	0.427	0.293	0.103	0.620	0.077	0.293	0.363	0.384	0.224
		103	592	141	63	105	72	72	246	117	932	98	1137	89	69	54
		0.123	0.178	0.163	0.280	0.427	0.293	0.293	4.09	0.103	0.620	0.077	18.95	0.363	0.384	0.224

includes reduction due to Byrnes Site

OPTION 1

DETAILS OF JUNCTION ANALYSIS  
MINIMUM DELAY TIMING  
PRACTICAL RESERVE CAPACITY

BOUND UNDER SEPARATE COVER

APPENDIX 5

OPTION 2

FUTURE TRAFFIC FLOWS THROUGH THE JUNCTION  
IN/OUT KENNELSFORT ROAD LOWER

DETAILS OF JUNCTION ANALYSIS  
MINIMUM DELAY TIMINGS  
PRACTICAL RESERVE CAPACITY  
FUTURE TRAFFIC SIGNAL PHASING



OPTION 2

FUTURE TRAFFIC FLOWS THROUGH THE JUNCTION  
IN/OUT KENNELSFORT ROAD LOWER



### FLOWS INTO JUNCTION WITH LOADINGS TO SITE



TIME	TOTAL TWD-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWD-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWD-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	KENNELSFORT ROAD UPPER			
													TOTAL TWD-WAY VEHICLES	VEHICLES INTO JUNCTION		
10:00	2115	0.677	1284	21.40	466	0.419	168	2.73	2675	0.406	842	14.04	555	0.613	285	
TURNING PROPORTIONS	VEH	LEFT	STRAIGHT	RIGHT	TOTAL TWD-WAY VEHICLES		LEFT	STRAIGHT	RIGHT	TOTAL TWD-WAY VEHICLES		LEFT	STRAIGHT	RIGHT	VEHICLES PER MINUTE	
		0.089	0.807	0.11	0.366	0.301	0.333	0.102	0.77	0.128	0.365	0.298	0.337	96		
VEHICLE PROPORTIONS	CARS	0.914	0.868	0.086	TOTAL TWD-WAY VEHICLES		0.628	0.649	0.172	TOTAL TWD-WAY VEHICLES		0.918	0.895	0.082	0	
		0.007	0.993	0.108	0.349	0.318	0.339	0.101	0.782	0.137	0.350	0.326	0.323	96		
NEW TURN PROP	119	0.087	1035	141	1290	0.61	49	62	185	86	649	117	861	104	97	
NEW TURN PROP	VEH	0.087	0.993	0.108	TOTAL TWD-WAY VEHICLES		0.339	0.318	0.339	TOTAL TWD-WAY VEHICLES		0.137	0.174	1418	0.350	0.326
		0.339	0.318	0.339	0.137	0.174	1418	0.350	0.326	0.323	96	247	4.95			

TIME	TOTAL TWD-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWD-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWD-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	KENNELSFORT ROAD LOWER			
													TOTAL TWD-WAY VEHICLES	VEHICLES INTO JUNCTION		
11:00	2162	0.543	1174	19.57	415	0.448	186	3.10	2122	0.467	991	16.92	567	0.506	297	
TURNING PROPORTIONS	VEH	LEFT	STRAIGHT	RIGHT	TOTAL TWD-WAY VEHICLES		LEFT	STRAIGHT	RIGHT	TOTAL TWD-WAY VEHICLES		LEFT	STRAIGHT	RIGHT	VEHICLES PER MINUTE	
		0.067	0.784	0.149	0.322	0.266	0.354	0.113	0.774	0.113	0.384	0.292	0.324	96		
VEHICLE PROPORTIONS	CARS	0.991	0.932	0.119	TOTAL TWD-WAY VEHICLES		0.627	0.649	0.173	TOTAL TWD-WAY VEHICLES		0.945	0.945	0.051	0	
		0.127	0.873	0.140	0.368	0.341	0.353	0.110	0.754	0.136	0.359	0.346	0.295	0		
NEW TURN PROP	127	0.106	522	140	1199	0.53	60	62	176	112	767	136	1017	117	113	
NEW TURN PROP	VEH	0.106	0.777	0.117	TOTAL TWD-WAY VEHICLES		0.353	0.341	0.353	TOTAL TWD-WAY VEHICLES		0.136	0.173	1855	0.359	0.346
		0.353	0.341	0.353	0.136	0.173	1855	0.359	0.346	0.295	0	29	0	326	5.43	

TIME	TOTAL TWD-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWD-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWD-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	KENNELSFORT ROAD LOWER			
													TOTAL TWD-WAY VEHICLES	VEHICLES INTO JUNCTION		
12:00	2166	0.476	1046	17.44	420	0.484	203	3.39	2148	0.527	1132	18.67	574	0.499	288	
TURNING PROPORTIONS	VEH	LEFT	STRAIGHT	RIGHT	TOTAL TWD-WAY VEHICLES		LEFT	STRAIGHT	RIGHT	TOTAL TWD-WAY VEHICLES		LEFT	STRAIGHT	RIGHT	VEHICLES PER MINUTE	
		0.082	0.782	0.136	0.275	0.35	0.375	0.123	0.777	0.1	0.422	0.286	0.312	96		
VEHICLE PROPORTIONS	CARS	0.849	0.818	0.151	TOTAL TWD-WAY VEHICLES		0.626	0.649	0.174	TOTAL TWD-WAY VEHICLES		0.961	0.961	0.019	0	
		0.137	0.818	0.132	0.265	0.365	0.370	0.119	0.750	0.131	0.365	0.365	0.278	0		
NEW TURN PROP	137	0.126	618	132	1087	0.51	70	71	192	139	890	154	1173	121	121	
NEW TURN PROP	VEH	0.126	0.753	0.121	TOTAL TWD-WAY VEHICLES		0.370	0.365	0.370	TOTAL TWD-WAY VEHICLES		0.131	0.174	1955	0.365	0.365
		0.370	0.365	0.370	0.131	0.174	1955	0.365	0.365	0.278	0	45	0	391	5.61	

includes reduction due to Bynes Site

FLOWS INTO JUNCTION WITH LOADINGS TO SITE

← N4 FROM WEST - LUCAN → ← KENNELSFORT ROAD LOWER → ← N4 FROM EAST - CITY → ← KENNELSFORT ROAD UPPER →

TIME	N4 FROM WEST - LUCAN			KENNELSFORT ROAD LOWER			N4 FROM EAST - CITY			KENNELSFORT ROAD UPPER			
	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION PER MINUTE	
13:00	2227	0.453	1022	427	0.474	202	337	0.551	1204	584	0.452	267	4.79
TURNING PROPORTIONS													
VEH		0.083	0.774	0.407	0.29	0.407	0.303	0.09	0.822	0.688	0.372	0.287	0.341
VEHICLE PROPORTIONS		0.044	0.791	0.62	0.53	0.62	0.61	0.08	0.990	0.105	0.107	0.62	0.99
NEW VEH		0.044	0.156	0.03	0.97	0.03	0.03	0.988	0.985	0.134	0.933	0.985	0.061
NEW TURN PROP		0.149	0.791	0.80	0.54	0.80	0.54	0.109	0.990	0.160	0.107	0.140	0.98
		0.139	0.735	0.427	0.285	0.427	0.288	0.086	0.787	0.127	0.310	0.407	0.284
14:00	2400	0.491	1178	451	0.528	243	406	0.512	1206	623	0.469	284	4.91
TURNING PROPORTIONS													
VEH		0.074	0.774	0.349	0.381	0.349	0.27	0.109	0.812	0.078	0.389	0.291	0.34
VEHICLE PROPORTIONS		0.064	0.912	0.85	0.93	0.85	0.86	0.131	0.979	0.94	0.108	0.86	0.100
NEW VEH		0.064	0.146	0.019	0.991	0.019	0.019	0.990	0.995	0.093	0.955	0.995	0.045
NEW TURN PROP		0.119	0.912	0.84	0.88	0.84	0.61	0.131	0.979	0.126	0.109	0.122	0.100
		0.099	0.754	0.361	0.378	0.361	0.261	0.106	0.782	0.102	0.328	0.363	0.303
15:00	2346	0.427	1022	450	0.538	249	404	0.589	1342	615	0.437	289	4.48
TURNING PROPORTIONS													
VEH		0.089	0.784	0.389	0.329	0.389	0.302	0.097	0.869	0.064	0.413	0.227	0.36
VEHICLE PROPORTIONS		0.075	0.765	0.93	0.80	0.93	0.73	0.130	0.928	0.68	0.111	0.61	0.97
NEW VEH		0.075	0.125	0.035	0.936	0.035	0.035	0.922	0.925	0.078	0.954	0.925	0.046
NEW TURN PROP		0.106	0.787	0.382	0.327	0.382	0.290	0.085	0.818	0.088	0.359	0.327	0.313
		0.102	0.727	0.161	0.327	0.161	0.161	0.085	0.818	0.088	0.359	0.327	0.313

includes reduction due to Bynes Site

FLows INTO Junction with Loadings to Site

← H4 FROM WEST - LUCAN      →      ← KENNELSFORT ROAD LOWER      →      ← H4 FROM EAST - CITY      →      ← KENNELSFORT ROAD UPPER      →

	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE	TOTAL TWO-WAY VEHICLES	PROPORTION INTO JUNCTION	VEHICLES INTO JUNCTION	VEHICLES PER MINUTE												
18:00	2515	0.363	913	15:22	463	0.551	258	4.44	2468	0.655	1617	28.94	653	0.407	268	4.47	339	0.350	122	2.02	102	1.67	338	0.330	102	1.52	102	1.52	338	0.330	102	1.52
TURNING PROPORTIONS		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT				
		0.064	0.753	0.183		0.278	0.369	0.353		0.065	0.863	0.063		0.457	0.169	0.363		0.457	0.169	0.363		0.457	0.169	0.363		0.457	0.169	0.363		0.457	0.169	0.363
VEHICLE PROPORTIONS		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK				
		0.867	0.087	0.046		0.689	0.089	0.111		0.930	0.030	0.062		0.953	0.047	0.047		0.953	0.047	0.047		0.953	0.047	0.047		0.953	0.047	0.047		0.953	0.047	0.047
18:00	3004	0.316	949	15:32	576	0.527	304	5.06	2847	0.636	2051	34.19	768	0.448	353	5.88	366	0.211	122	1.98	102	1.52	338	0.330	102	1.52	102	1.52	338	0.330	102	1.52
TURNING PROPORTIONS		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT				
		0.078	0.77	0.152		0.293	0.306	0.401		0.077	0.855	0.068		0.597	0.172	0.231		0.597	0.172	0.231		0.597	0.172	0.231		0.597	0.172	0.231		0.597	0.172	0.231
VEHICLE PROPORTIONS		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK				
		0.906	0.084	0.010		0.974	0.026	0.004		0.933	0.067	0.007		0.958	0.042	0.002		0.958	0.042	0.002		0.958	0.042	0.002		0.958	0.042	0.002		0.958	0.042	0.002
18:00	2728	0.355	968	16:14	524	0.476	250	4.17	2877	0.653	1748	28.13	715	0.457	355	5.92	366	0.211	122	1.98	102	1.52	338	0.330	102	1.52	102	1.52	338	0.330	102	1.52
TURNING PROPORTIONS		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT		LEFT	STRAIGHT	RIGHT				
		0.089	0.789	0.127		0.287	0.413	0.3		0.078	0.863	0.063		0.481	0.288	0.261		0.481	0.288	0.261		0.481	0.288	0.261		0.481	0.288	0.261		0.481	0.288	0.261
VEHICLE PROPORTIONS		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK		CARS	HEAVY	NEW TRUCK				
		0.903	0.097	0.007		0.967	0.033	0.003		0.926	0.074	0.004		0.945	0.055	0.005		0.945	0.055	0.005		0.945	0.055	0.005		0.945	0.055	0.005		0.945	0.055	0.005

Includes reduction due to Bynes Site

FLows INTO JUNCTION WITH LOADINGS TO SITE



Time	Category	N4 FROM WEST - LUDAN		KENNELSPORT ROAD LOWER		NA FROM EAST - CITY		KENNELSPORT ROAD UPPER	
		Proportion into Junction	Vehicles into Junction	Proportion into Junction	Vehicles into Junction	Proportion into Junction	Vehicles into Junction	Proportion into Junction	Vehicles into Junction
19:00	TOTAL TWO-WAY VEHICLES	0.434	965	0.444	194	0.607	1352	0.418	595
	TURNING PROPORTIONS								
	LEFT	0.092	203	0.26	113	0.106	242	0.437	103
	RIGHT	0.178	402	0.479	209	0.743	1137	0.109	74
	STRAIGHT	0.723	1610	0.261	111	0.151	351	0.454	118
	VEHICLE PROPORTIONS								
	CARS	0.919	828	0.938	419	0.922	1117	0.958	518
	HGVs	0.081	137	0.062	25	0.078	85	0.042	67
	NEW VEH	0	0	0	0	0	0	0	0
	NEW TURN PROP	0.118	109	0.479	209	0.104	242	0.391	96
	VEHICLES PER MINUTE	172	402	32	137	219	181	109	103
	TOTAL TWO-WAY VEHICLES	0.170	379	0.271	120	0.104	242	0.391	96
	VEHICLES INTO JUNCTION	0.712	1584	0.479	209	0.104	242	0.391	96
	VEHICLES PER MINUTE	172	402	32	137	219	181	109	103
	VEHICLES PER MINUTE	172	402	32	137	219	181	109	103

Time	Category	N4 FROM WEST - LUDAN		KENNELSPORT ROAD LOWER		NA FROM EAST - CITY		KENNELSPORT ROAD UPPER	
		Proportion into Junction	Vehicles into Junction	Proportion into Junction	Vehicles into Junction	Proportion into Junction	Vehicles into Junction	Proportion into Junction	Vehicles into Junction
20:00	TOTAL TWO-WAY VEHICLES	0.434	807	0.444	163	0.607	1106	0.418	488
	TURNING PROPORTIONS								
	LEFT	0.092	187	0.26	73	0.106	242	0.437	103
	RIGHT	0.178	392	0.479	168	0.743	1137	0.109	74
	STRAIGHT	0.723	328	0.261	111	0.151	351	0.454	118
	VEHICLE PROPORTIONS								
	CARS	0.986	793	0.938	419	0.922	1117	0.958	518
	HGVs	0.014	114	0.062	25	0.078	85	0.042	67
	NEW VEH	0	0	0	0	0	0	0	0
	NEW TURN PROP	0.123	109	0.479	209	0.104	242	0.393	96
	VEHICLES PER MINUTE	141	328	43	137	219	181	109	103
	TOTAL TWO-WAY VEHICLES	0.169	379	0.271	120	0.104	242	0.393	96
	VEHICLES INTO JUNCTION	0.708	1584	0.479	209	0.104	242	0.393	96
	VEHICLES PER MINUTE	141	328	43	137	219	181	109	103
	VEHICLES PER MINUTE	141	328	43	137	219	181	109	103

includes reduction due to Bymes Site

OPTION 2

DETAILS OF JUNCTION ANALYSIS

MINIMUM DELAY TIMINGS

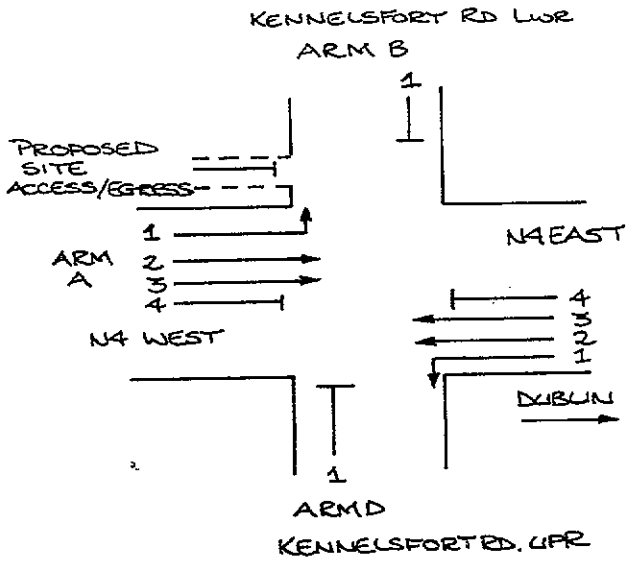
PRACTICAL RESERVE CAPACITY

BOUND UNDER SEPARATE COVER

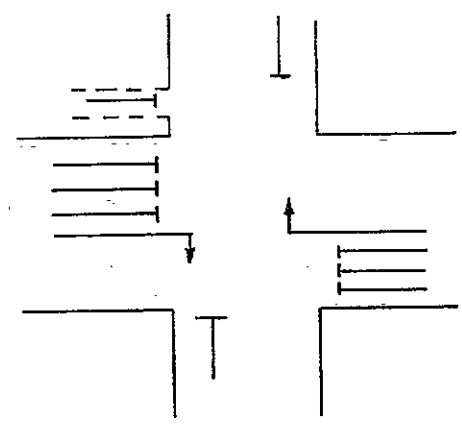
OPTION 2

FUTURE TRAFFIC SIGNAL PHASING

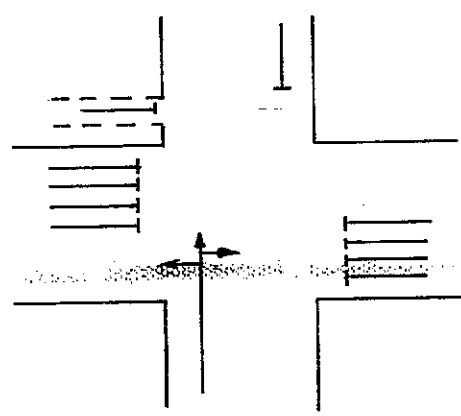




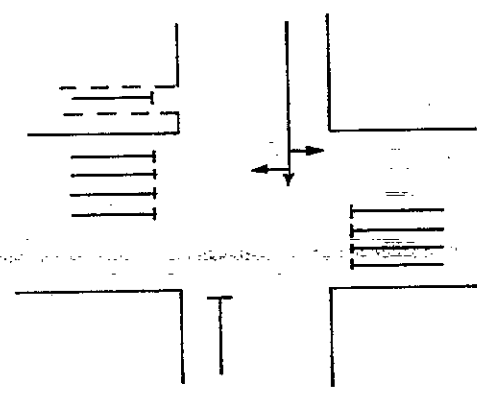
STAGE 1



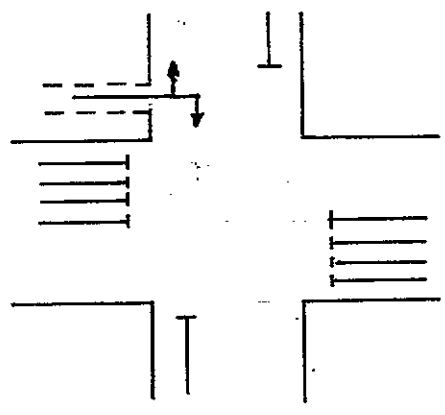
STAGE 2



STAGE 3



STAGE 4



STAGE 5

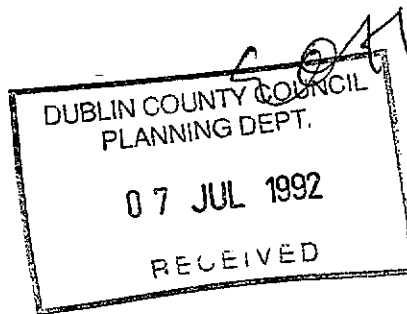
- NOTES**
- (i) NOTATIONS REFER TO OSCADY COMPUTER PROGRAM
  - (ii) PEDESTRIANS CROSS N4 VIA FOOTBRIDGE. PEDESTRIAN PHASES ACROSS KENNELSFORT RD LWR & LWR CALLED UP DURING TRAFFIC PHASING I.E. NO EXTRA TIME ADDED TO CYCLE TIME

AMENDMENT DETAILS		DATE
<b>T. J. O'CONNOR &amp; ASSOCIATES</b> CONSULTING ENGINEERS		
CORRIG HOUSE, CORRIG ROAD, SANDYFORD, DUBLIN 18.		
Tel: 952321	Fax: 954541	Telex: 90563 TJOC EI
PROJECT: PALMERSTOWN RETAIL PARK		
CLIENT: MC DONALDS RESTAURANTS		
DRAWING TITLE: OPTION 2: FUTURE TRAFFIC SIGNAL PHASING		
SCALE:	JOB NO:	DRAWING NO:
DATE: APR '92	DRAWN BY:	9220 SK 3

APPENDIX 6

DRAWINGS

Our Ref: PL 6/5/88316  
P.A. Reg. Ref: 91A/2020



The Secretary,  
Planning Department,  
Dublin County Council,  
Block 2,  
Irish Life Centre.

Date: 6th July 1992

Appeal re: Erection of free standing drive through restaurant with take-away facility ancillary staff office and storage accommodation together with associated signage and car parking at Mc Donalds Restaurant, Palmerstown Retail Park at junction of Kennelsfort Road Lower with New Lucan Road, Palmerstown, Co Dublin.

Dear Sir/Madam,

Enclosed for your information is a copy of a letter received by the Board in relation to the above-mentioned appeal.

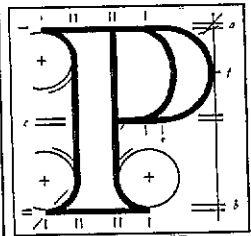
Yours faithfully,

  
Marie Kennedy

Encl.

BP 555

An Bord Pleanála



Floor 3 Blocks 6 & 7  
Irish Life Centre  
Lower Abbey Street  
Dublin 1  
tel (01) 728011



**REID  
ASSOCIATES**

JOHN REID, BA, HCE, DipLS, FRTP, MIPI, Barrister-at-Law

CHARTERED TOWN PLANNERS  
PLANNING & DEVELOPMENT CONSULTANTS

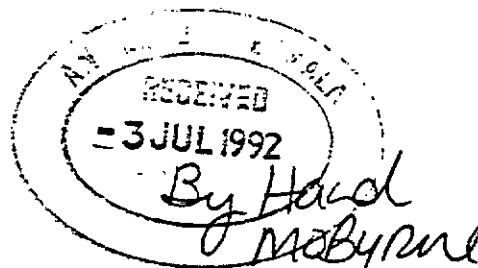
2 ARRAN SQUARE, OFF LINCOLN LANE,  
DUBLIN 7

TELEPHONE (01) 730133  
FAX (01) 726397

BY HAND ON  
3 July 1992

The Secretary  
An Bord Pleanála  
Floor 3, Blocks 6 & 7  
Irish Life Centre  
Lower Abbey Street  
Dublin 1

Your Reference : PL 6/5/88316  
P.A. Reg. Ref. 91A/2020



LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1991  
AND REGULATIONS MADE THEREUNDER

Appeal re: ERECTION OF FREE-STANDING DRIVE-THRU RESTAURANT WITH  
TAKEAWAY FACILITY, ANCILLARY STAFF, OFFICE AND STORAGE  
ACCOMMODATION TOGETHER WITH RESTAURANT, PALMERSTOWN RETAIL  
PARK AT JUNCTION OF KENNELSFORT ROAD LOWER WITH NEW LUCAN  
ROAD, PALMERSTOWN COUNTY DUBLIN

Dear Sir,

I refer to your letter to us dated 11 June 1992.

You will be aware that there is a subsisting appeal on lands adjoining the subject  
appeal, concerning a retail centre (your reference PL 6/5/88179, planning authority  
register 91A/1517).

The two appeals are closely interrelated in that the respective sites share access and  
egress arrangements via Kennelsfort Road and Old Lucan Road. These arrangements  
are under the ownership and control of the applicant/appellant in appeal PL  
6/5/88179. We are co-operating closely with them but we understand that they have  
experienced some delay in resolving sight line matters at the Old Lucan Road access  
point.

Our full grounds of appeal are prepared except for this question of access to Old Lucan  
Road, a matter of vital importance to our appeal. We understand that the matter will  
be resolved in the very near future whereupon the solution will be incorporated into our  
grounds of appeal and into those of the appellant in appeal PL 6/5/88179.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'John Reid'. The signature is fluid and cursive, written over a light background.

John Reid

Tel.: 724755  
Ext. 268/269

Planning Department,  
Irish Life Centre,  
1r. Abbey Street,  
Dublin 1.

Your Ref.: PL5/5/ 88316

Our Ref.: 914 222

An Bord Pleanála,  
Blocks 6 and 7,  
Irish Life Centre,  
1r. Abbey Street,  
Dublin 1.

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1983

Proposal: Erection of a four storey building with associated staff office and lounge on site of existing building with associated garage and car parking at junction Kesh Pass 2112 & New Green Road.  
Applicant: Mc Donnell Restaurants (11) Ltd

Dear Sir,

With reference to your letter dated 21/2/83 I enclose herewith:-

- (1) & (2) A copy of the application which indicated the applicant's interest in the land or structure.
  - (3) A copy of the public notice given, i.e. Kesh Pass 20/1/83.
  - (4) The plan(s) received from the applicant on 21/2/83.
  - (5) & (7) A certified copy of Manager's Order 2/2/83.
- DATED, 12/2/83 together with technical reports in connection with the application.
- (8) History to follow.

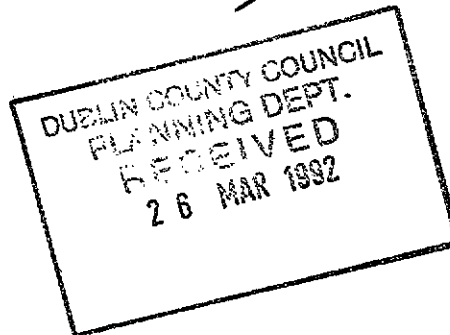
Yours faithfully,

R. Jewell  
for Principal Officer.  
Encls.

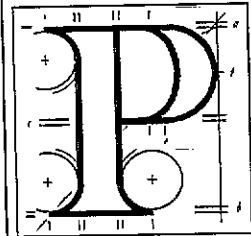
Our Ref: PL 6/5/88316  
Your Ref: 91A/2020

*EOH*

The Secretary,  
Dublin County Council,  
Planning Department,  
Block 2,  
Irish Life Centre.



An Bord Pleanála



Floor 3 Blocks 6 & 7  
Irish Life Centre  
Lower Abbey Street  
Dublin 1  
tel (01) 728011

Date 25th March 1992.

**Planning authority decision re:** Erection of free-standing drive thru restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking at McDonalds Restaurant, Palmerstown Retail Park at junction of Kennelsfort Road Lower, with new Lucan Road, Palmerstown, County Dublin.

Dear Sir/Madam,

Enclosed is a copy of an appeal under the Local Government (Planning and Development) Acts, 1963 to 1990, in relation to the above-mentioned decision. So that consideration of the appeal may proceed, you are requested to forward to the Board within two weeks:

- (1) The application made to the planning authority.
- (2) Particulars of the applicant's interest in the land or structure, as supplied to the planning authority.
- (3) A copy of the public notice, whether published in a newspaper or on the site.
- (4) Any drawings, maps, particulars, information, evidence or written study received or obtained from the applicant, including the ordnance survey number.
- (5) Copies of requests (if any) to the applicant for further information relating to the application under appeal and copies of reply and documents (if any) submitted in response to such requests.
- (6) A certified copy of the relevant Manager's Order.
- (7) Copies of any technical or other reports relevant to the decision on the application.
- (8) Particulars and relevant documents relating to previous decisions affecting the same site or relating to applications for similar development close by.

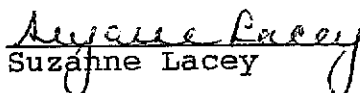
Please note that the other party/parties to the appeal are being notified that copies of the planning authority documents relevant to the decision which gave rise to the above-mentioned appeal will be available for inspection at your offices after the expiration of a period of fourteen days from the date of this letter. It would be appreciated if parties could be facilitated in this regard.

Copies of the representations or observations made to the planning authority in relation to the application should not be sent to the Board. It is assumed that the planning authority has notified observers of the decision made and of the right of appeal.

The planning authority may make to the Board, in writing, such observations on the appeal as it thinks fit. Where practicable, any such observations should be submitted with the documents listed above but the furnishing of the documents should not be held up until observations are available. In any event, to ensure that they will be taken into account in the determination of the appeal, any such observations should be furnished within one month of the date of this letter.

Please quote the above appeal reference number in any further correspondence.

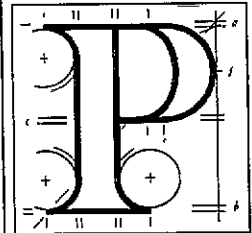
Yours faithfully,

  
Suzanne Lacey

Encl.

BP 005

An Bord Pleanála



Floor 3 Blocks 6 & 7  
Irish Life Centre  
Lower Abbey Street  
Dublin 1  
tel (01) 728011

**REID  
ASSOCIATES**

CHARTERED TOWN PLANNERS  
PLANNING & DEVELOPMENT CONSULTANTS

2 ARRAN SQUARE, OFF LINCOLN LANE,  
DUBLIN 7

TELEPHONE (01) 730133  
FAX (01) 726397

JOHN REID. BA, HCE, DipLS, FRTPi, MIPI, Barrister-at-Law

BY HAND ON  
16 March 1992

The Secretary  
An Bord Pleanála  
Floor 3, Blocks 6 & 7  
Irish Life Centre  
Lower Abbey Street  
Dublin 1

APPL. NO. 91A/2020
Recd. 16/3/92
Fee: £200.00
Receipt No. B27370

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1991  
AND REGULATIONS MADE THEREUNDER

Appeal re: RESTAURANT AND TAKE-AWAY AT JUNCTION OF KENNELSFORT  
ROAD LOWER AND PALMERSTOWN BYPASS, PALMERSTOWN, CO. DUBLIN

Dear Sir,

We act for McDonalds Restaurants (Ireland) Limited, the applicants in the above matter.

We hereby appeal against the decision by Dublin County Council to refuse permission for the above proposal. The decision of the planning authority was made on 18 February 1992 and was received by the agents for the applicant on 19 February 1992. The register reference is 91A/2020.

The preliminary grounds of appeal are as follows:-

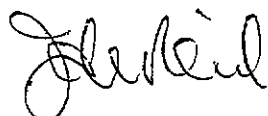
- (1) In order to function properly, the proposed restaurant does not have to be located in a District Centre.
- (2) The access/egress arrangements could be such as would not interfere with the free-flow of traffic on the Palmerstown Bypass or on Kennelsfort Road.
- (3) Access arrangements could be such as would not adversely affect residential amenity in Old Palmerstown Village.
- (4) The proposed development would not adversely affect the intended role of the Palmerstown Bypass.
- (5) The zoning of the site is of no relevance, given its physical separation from Old Palmerstown Village.
- (6) The proposed signage would not be prejudicial to the proper planning and development of the area.



The full grounds of appeal will be submitted as soon as possible.

We enclose a cheque for £200 in payment of the appeal fee.

Yours faithfully,



John Reid



# DUBLIN COUNTY COUNCIL

PLANNING DEPARTMENT,  
BLOCK 2,  
IRISH LIFE CENTRE,  
LR. ABBEY STREET,  
DUBLIN 1.

tel. 724755 (ext. 262/264)

## NOTIFICATION OF A DECISION TO REFUSE:

~~OFFERS PERMISSION~~ PERMISSION: ~~APPROVAL~~

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963-1983

To... Arthur Gibney & Partners, ..... Register Reference No. ... 91A/2020 .....  
..... 20 Harcourt Street, ..... Planning Control No. ....  
..... Dublin 2 ..... Application Received ... 20.12.91 .....  
..... Additional Information Received .....  
Applicant ... McDonalds Restaurant (Irl.) Ltd. ....

In pursuance of its functions under the above-mentioned Acts, the Dublin County Council, being the Planning Authority for the County Health District of Dublin, did by order, P/ .. P/702/92 ..... dated ..... 18.02.92 ..... decided to refuse:

~~OFFERS PERMISSION~~ PERMISSION ~~APPROVAL~~

For... Erection of a free-standing drive through restaurant with take-away facility, ancillary staff office and storage accommodation together with associated signage and car parking at Palmerstown Retail Park at for the junction of Kennelsfort Road Lower and the new Lucan Road for McDonald's Restaurants (Irl.) Ltd.

1. The proposed development provides for a free-standing McDonalds restaurant incorporating a drive through facility on a prominent site adjoining the Dublin-Galway National Primary route at Palmerstown Village. The proposed development would by virtue of its nature and location expect to attract a large volume of passing traffic. The proposed development would, therefore, be inconsistent with the 'C1' zoning objective of the site which is "to protect provide for and/or improve local/neighbourhood centre facilities" and as such would be contrary to the proper planning and development of the area.
2. The applicants have not indicated accurately how they intend to provide access/egress to the site from the surrounding road network. Lodged plans indicate access onto a proposed feeder road to the north, north-east of the site. The applicants have not indicated whether they have any interest in/rights of way over this proposed feeder road. Furthermore, it is unclear whether access/egress is proposed from this road onto the Kennelsfort Road Lower. Such an arrangement would be unacceptable as it would give rise to congestion at an already very heavily used junction on a national primary route thereby endangering public safety by reason of a traffic hazard.

Signed on behalf of the Dublin County Council ..... Rose .....  
for PRINCIPAL OFFICER

Date ..... 18 February, 1992.

### IMPORTANT:

NOTE: (1) An appeal against the decision may be made to An Bord Pleanala. The applicant may appeal within one month from the date of receipt by him of this notification. The appeal shall be in writing and shall state the subject matter of the appeal and grounds of appeal and should be addressed to An Bord Pleanala, Irish Life Centre, Lower Abbey Street, Dublin 1. An appeal lodged by an applicant or his agent with An Bord Pleanala will be invalid unless accompanied by a fee of £36. (Thirty-six pounds). (2) A party to an appeal making a request to An Bord Pleanala for an oral hearing of an appeal must, in addition to (1) above, pay to An Bord Pleanala a fee of £36. (Thirty-six pounds). (3) A person who is not a party to an appeal must pay a fee of £10 (Ten pounds) to An Bord Pleanala in relation to an appeal. When an appeal has been duly made and has not been withdrawn, An Bord Pleanala will determine the application for permission as if it had been made to them in the first instance.

Building Control Department,  
Liffey House,  
Tara Street,  
Dublin 1.  
Telephone: 773066



Bloc 2, Ionad Bheatha na hEireann,  
Block 2, Irish Life Centre,  
Sraid na Mainistreach Iacht,  
Lower Abbey Street,  
Baile Atha Cliath 1.  
Dublin 1.  
Telephone. (01)724755  
Fax. (01)724896

Register Reference : 91A/2020

Date : 20th December 1991

LOCAL GOVERNMENT (PLANNING AND DEVELOPMENT) ACTS, 1963 TO 1990

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Dear sir/Madam,

DEVELOPMENT : Erection of a free standing drive through restaurant with take-away facility, ancillary staff, office and storage accommodation together with associated signage and car parking

LOCATION : Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road

APPLICANT : McDonalds Restaurants (Irl) Ltd.

APP. TYPE : PERMISSION

With reference to the above, I acknowledge receipt of your application received on 20th December 1991.

Yours faithfully,

.....  
for PRINCIPAL OFFICER

Arthur Gibney & Partners,  
20 Harcourt Street,  
Dublin 2



PLEASE READ INSTRUCTIONS AT BACK BEFORE COMPLETING FORM. ALL QUESTIONS MUST BE ANSWERED.

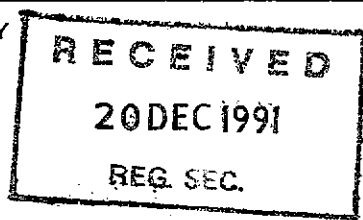
1. Application for Permission  Outline Permission  Approval  Place  in appropriate box.  
Approval should be sought only where an outline permission was previously granted. Outline permission may not be sought for the retention of structures or continuances of uses.
2. Postal address of site or building Proposed Palmerstown Retail Park  
(If none, give description at junction of Kennelsfort Road Lower and New Lucan Road. sufficient to identify).....
3. Name of applicant (Principal not Agent) McDonalds Restaurants (Ir) Ltd  
Address Heritage House, 23 St. Stephen's Green, Dublin 2.....Tel. No. 766333.....
4. Name and address of Arthur Gibney & Partners,  
person or firm responsible 20 Harcourt Street, Dublin 2......Tel. No. 784300  
for preparation of drawings.....
5. Name and address to which Arthur Gibney & Partners,  
notifications should be sent 20 Harcourt Street, Dublin 2......
6. Brief description of .....  
proposed development Free-Standing Drive-Thru Restaurant with take-away facility
7. Method of drainage Dublin..... 8. Source of Water Supply Dublin.....
9. In the case of any building or buildings to be retained on site, please state:-  
(a) Present use of each floor .....  
or use when last used.....  
(b) Proposed use of each floor ..... 1/670.25 20/12
10. Does the proposal involve demolition, partial demolition  
or change of use of any habitable house or part thereof? No.....  
155174
11. (a) Area of Site ..... 3068 ..... Sq. m.  
(b) Floor area of proposed development ..... 383 ..... Sq. m.  
(c) Floor area of buildings proposed to be retained within site ..... Sq. m.
12. State applicant's legal interest or estate in site  
(i.e. freehold, leasehold, etc.) ..... Freehold.....
13. Are you now applying also for an approval under the Building Bye Laws?  
Yes  No  Place  in appropriate box.

*Irish Press*  
*20/12/91*

14. Please state the extent to which the Draft Building Regulations have been taken in account in your proposal:  
Substantially
15. List (appl) .....  
4 copies drawings Fs 91-2/L/1C, 2C, 5B, 6C, 7A, 8A, 41B, 42  
Page from Irish Press dated 20th December '91
16. G ..... development (See back) ..... 383 ..... Sq. m.  
No of dwellings proposed (if any) ..... Class(es) of Development .....  
Fee Payable £ 670.25 ..... Basis of Calculation ..... 383 x £1.75 .....  
If a reduced fee is tendered details of previous relevant payment should be given

Signature of Applicant (or his Agent) John Sheehy ..... Date .....

Application Type P ..... FOR OFFICE USE ONLY  
Register Reference 91A/2020 .....  
Amount Received £ ..... 232.0 .....  
Receipt No 17-8 .....  
Date .....



**LOCAL GOVERNMENT (PLANNING & DEVELOPMENT) REGULATIONS 1977 to 1984.**

Outline of requirements for applications for permission or Approval under the Local Government (Planning & Development) Acts 1963 to 1983. The Planning Acts and Regulations made thereunder may be purchased from the Government Publications Sales Office, Sun Alliance House, Molesworth Street, Dublin 2.

1. Name and Address of applicant.
2. Particulars of the interest held in the land or structure, i.e. whether freehold, leasehold, etc.
3. The page of a newspaper, circulating in the area in which the land or structure is situate, containing the required statutory notice. The newspaper advertisement should state after the heading Co. Dublin.
  - (a) The address of the structure or the location of the land.
  - (b) The nature and extent of the development proposed. If retention of development is involved, the notice should be worded accordingly. Any demolition of habitable accommodation should be indicated.
  - (c) The name of the applicant.

**NB. Applications must be received within 2 weeks from date of publication of the notice.**
4. Four (4) sets of drawings to a stated scale must be submitted. Each set to include a layout or block plan, proposed and existing services to be shown on this drawing, location map, and drawings of relevant floor plans, elevations, sections, details of type and location of septic tank (if applicable) and such other particulars as are necessary to identify the land and to describe the works or structure to which the application relates (new work to be coloured or otherwise distinguished from any retained structures). Buildings, roads, boundaries and other features bounding the structure or other land to which the application relates shall be shown on site plans or layout plans. The location map should be of scale not less than 1: 2500 and should indicate the north point. The site of the proposed development must be outlined in red. Plans and drawings should indicate the name and address of the person by whom they were prepared. Any adjoining lands in which the applicant has an interest must be outlined in blue.
5. In the case of a proposed change of use of any structure or land, requirements in addition to 1, 2, & 3 are:
  - (a) a statement of the existing use and the proposed use, or, where appropriate, the former use and the use proposed.
  - (b) (i) Four (4) sets of the drawings to a stated scale must be submitted. Each set to consist of a plan or location map (marked or coloured in red so as to identify the structure or land to which the application relates) to a scale of not less than 1:2500 and to indicate the North point. Any adjoining lands in which the application has an interest must be outlined in blue.  
(ii) A layout and a survey plan of each floor of any structure to which the application relates.
  - (c) Plans and drawings should indicate the name and address of the person by whom they were prepared.
6. Applications should be addressed to: Dublin County Council, Planning Department, Irish Life Centre, Lr. Abbey Street, Dublin 1, Tel. 724755.

**SEPTIC TANK DRAINAGE:** Where drainage by means of a septic tank is proposed, before a planning application is considered, the applicant may be required to arrange for a trial hole to be inspected and declared suitable for the satisfactory percolation of septic tank effluent. The trial hole to be dug seven feet deep at or about the site of the septic tank. Septic tanks are to be in accordance with I.L.R.S. S.R. 6:75.

**INDUSTRIAL DEVELOPMENT:**

The proposed use of an industrial premises should, where possible, be stated together with the estimated number of employees, (male and female). Details of trade effluents, if any, should be submitted.

Applicants to comply in full with the requirements of the Local Government (Water Pollution) Act, 1977 in particular the licencing provisions of Sections 4 and 16.

<u>PLANNING APPLICATIONS</u>			<u>BUILDING BYE-LAW API</u>		New Charges Effective 15/2/88
CLASS NO.	DESCRIPTION	FEE	CLASS NO.	DESCRIPTION	
1.	Provision of dwelling — House/Flat.	£32.00 each	A	Dwelling (House/Flat)	A £55 each
2.	Domestic extensions/other improvements.	£16.00	B	Domestic Extension (improvement/alteration)	B £30 each
3.	Provision of agricultural buildings (See Regs.)	£40.00 minimum	C	Building — Office/Commercial Purposes	C £3.50 per m <sup>2</sup>
4.	Other buildings (i.e. offices, commercial, etc.)	£1.75 per sq. metre (Min. £40.00)	D	Agricultural Buildings/Structures	(min. £70)
5.	Use of land (Mining, deposit or waste)	£25.00 per 0.1 ha (Min £250.00)	D		£1.00 per m <sup>2</sup> in excess of
6.	Use of land (Camping, parking, storage)	£25.00 per 0.1 ha (Min. £40.00)	E	Petrol Filling Station Development or	300 sq. metres
7.	Provision of plant/machinery/tank or other structure for storage purposes.	£25.00 per 0.1 ha (Min. £100.00)	F	Proposals not coming within any of the foregoing classes.	(min. £70)
8.	Petrol Filling Station.	£100.00			(max. £300)
9.	Advertising Structures.	£10.00 per m <sup>2</sup> (min £40.00)	E		£200
10.	Electricity transmission lines.	£25.00 per 1,000m (Min. £40.00)	F		£9.00 per 0.1 ha.
11.	Any other development.	£5.00 per 0.1 ha (Min. £40.00)			(£70 min.)

Cheques etc. should be made payable to: Dublin County Council.

Gross Floor space is to be taken as the total floor space on each floor measured from the inside of the external wall

For full details of Fees and Exemptions see Local Government (Planning and Development) (Fees) Regulations 1984

Min. Fee £30.00 M  
Max. Fee £20,000 M

HAIRLE CHONTAE ATHA CLIATH

DUBLIN COUNTY COUNCIL

46/49 UPPER O'CONNELL STREET

DUBLIN 1.

status of this receipt is not an  
acknowledgement that the fee  
declared is the prescribed application  
fee.

N-54174

£ 670.25

20th

day of

December

19

Received this

from

Arthur Gibney - Pt.,  
70 Harcourt St,  
D2

the sum of

six hundred and seventy

Pounds

twenty five

Pence, being

700 for

planning application at

Palmerstown

Walter Deane

Cashier

S. CAREY  
Principal Officer

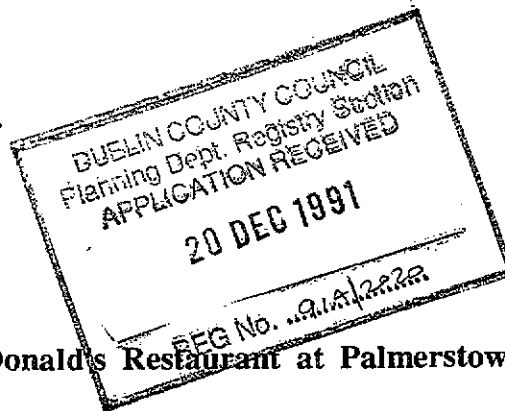
Class 4

ARTHUR GIBNEY and PARTNERS  
20 Harcourt Street, Dublin 2.

Architecture · Planning · Interior Design.  
Telephone 784300, 715323. Fax 6795467.

19 December 1991

The Planning Department,  
Dublin County Council,  
Planning Department,  
Irish Life Centre,  
Lower Abbey Street,  
Dublin 1.



re: Proposed Mc Donald's Restaurant at Palmerstown.

Dear Sirs,

On behalf of Mc Donald's Restaurants (Irl) Ltd. we wish to apply for planning permission for a free-standing "drive-thru" restaurant with car-parking and signage on a site in the proposed Palmerstown Retail Park at the junction of Kennelsfort Road Lower and the new Lucan Road.

The building and development will be similar to the proposed Mc Donald's Restaurant at Belgard Road Extension for which planning permission is granted.

Along with the completed application form I enclose the following:

- a) A cheque made payable to Dublin County Council in the amount of £670.25.
- b) A full page from the Irish Press dated 20 December giving notice of our application
- c) Four copies of drawing Nos:  
FS91-2/L/1C 6C 41B  
2C 7A 42  
5B 8A

Should you require any further information please do not hesitate to contact the undersigned.

Yours faithfully,

David Harris  
ARTHUR GIBNEY AND PARTNERS

Encls/

neering  
forke

West  
Winds

LUCAN ROAD

KENNELSFORT ROAD LOWER

V ROAD

DUBLIN COUNTY COUNCIL  
Planning Dept. Registry Section  
APPLICATION RECEIVED  
20 DEC 1991

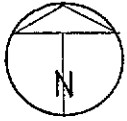
REC No. 91/2020



Architecture  
Urban Planning  
Industrial Design

Arthur Gibney+Partners 20 Harcourt St Dublin 2 Telephone 784300





Project	M <sup>c</sup> Donalds Restaurant - Palmerstown	Drg no	FS 91 /-2L/42
Title	Location Map	Scale	1 / 1000
Client	M <sup>c</sup> Donalds Restaurants Ireland Ltd	Date	DEC '91