

PLANNING REPORT:

DEVELOPMENT WORKS ASSOCIATED WITH AN EXISTING TRANSPORT DEPOT AT 12 BALLYMOUNT ROAD LOWER, BALLYMOUNT LITTLE, DUBLIN 12 (GO-AHEAD BUS DEPOT)



Prepared on Behalf of:

GO-AHEAD IRELAND
12 Ballymount Road Lower,
Walkinstown
Dublin 12,
D12 X201

By

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August 2021

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1.0 INTRODUCTION

1.1 The Applicant and Design Team

Go-Ahead Ireland has retained Tom Phillips + Associates (Town Planning Consultants) to submit a planning application to South Dublin County Council ('SDCC') on its behalf for the development located at 12 Ballymount Road Lower, Dublin 12, D12 X201.

The application team also includes Waterman Moylan Consulting Engineers, and Ronan Mac Diarmada & Associates Ltd (Landscape Architects & Consultants).

1.2 Site Location and Context

The site is located on the northern side of Ballymount Road Lower (see enclosed plans), Dublin 12, approximately 8km south west of Dublin City Centre. Ballymount Road Lower is a busy thoroughfare connecting Walkinstown to the Ballymount Industrial Estate and ultimately onto Junction 9 of the M50 some 1km from the site.

The application site has an area of 2.3 hectares approximately and is currently occupied by Go-Ahead Ireland. The site is developed with an L-shape building (c. 3,812 sq m) in two separate sections within an extensive concrete yard. The site is primarily used for storage, maintenance and parking for 125 No. buses 30 no. car parking for staff alongside ancillary offices and staff facilities, a bus workshop, a fuel storage tank and refuel area and a bus wash. The subject site is setback c. 35m from Ballymount Lower Road and is screened from this road by a row of mature trees. The surrounding lands contain a mix of uses but are primarily occupied by industrial units and warehousing. Lands to the east and northeast are currently undeveloped. A Dublin Bus Route No. 56A (Ringsend Road – Tallaght – The Square) is located on Ballymount Road Lower adjacent to the southern site boundary.



Figure 1.1 Aerial image of the subject site outlined in red (source: Google Maps, cropped and annotated by Tom Phillips + Associates.)



Figure 1.2 Go-Ahead Ireland Depot (source: Go-Ahead Ireland website, cropped and annotated by Tom Phillips + Associates.)



Figure 1.3 Street view of the existing entrance to the site accessed from Ballymount Road Lower (source: Google Maps, cropped and annotated by Tom Phillips + Associates.)



Figure 1.4 Street view of the subject site from the corner of Ballymount Road Lower and Ballymount Avenue (source: Google Maps, cropped and annotated by Tom Phillips + Associates.)



2.0 DESCRIPTION OF DEVELOPMENT

2.1 Summary Description

The Go-Ahead Ireland bus depot in Ballymount opened in July 2018. The company, who are under contract with the National Transport Authority (NTA), currently operate 24 No. routes (Outer Dublin Metropolitan Area (ODMA) Public Service Obligation routes) on a fleet of 125 No. single and double deck buses. Some 125 No. buses and approximately 208 No. drivers daily operate across the outer Dublin Metropolitan Area from the depot, serving areas between Balbriggan in North County Dublin and Newcastle in Co. Wicklow. The proposed development will seek to rearrange and extend the existing bus depot parking area to allow for additional parking and accommodate future electrification of the Go-Ahead Ireland bus fleet in an effort to reduce emissions and also improve and extend the existing transport depot facilities on site.

The development description is outlined as follows:

'Go-Ahead Ireland intends to apply for permission for development to amend a previously permitted transport depot (South Dublin County Council Reg. Ref. SD17A/0428) at this c. 2.3 ha site at 12 Ballymount Road Lower, Dublin 12, D12 X201.

The development will consist of: the extension of the existing depot to provide additional bus parking facilities comprising a total of 221 no. bus spaces (including 45 no. electric bus parking spaces), 33 no. car parking spaces (including 15 no. electric car parking spaces), 5 no. motorcycle parking spaces and 30 no. bicycle parking spaces.

The development will also consist of revisions to the layout and configuration of the existing bus and car parking areas; the installation of electric vehicle charging units and associated infrastructure; new vehicular entrance/egress arrangement (including barrier and ramp) to Ballymount Avenue on the north-eastern site boundary; the provision of 4 no. pedestrian entrances located on the south-eastern, south-western and north-eastern site boundaries; internal roads and pedestrian pathways; minor elevational amendments to the existing transport depot building (relocation and addition of roller shutter doors and relocation of signage); hard and soft landscaping; boundary treatments; changes in level; lighting; surface water drainage; piped infrastructure and ducting, and all associated site excavation and development works above and below ground. (The development will also include the underground diversion of the existing ESB power line traversing the south-eastern corner of the site.)'

The proposed landscaped areas outside the site boundary have been discussed with SDCC's Parks Section prior to lodgement of this planning application. We refer the Planning Authority to the enclosed Landscape Rationale, prepared by Ronan Mac Diarmada & Associates Ltd Landscape Architects & Consultants, for further details.

Additionally, pedestrian footpaths are shown indicatively to the southeast and southwest, outside the subject site boundary. The location and characteristics of the proposed footpath would be agreed with the Local Authority should permission be granted and the applicant is happy to accept a condition in this regard.



In summary, the planning application seeks to reorganise and expand the existing bus depot parking area to allow for additional parking and the introduction of electrical infrastructure to allow for the subsequent electrification of the bus fleet. The adoption of electric vehicles by the NTA has been identified as a key strategy in achieving energy efficiency, renewable energy and climate mitigation targets. The electrification of the Go-Ahead Ireland fleet is to provide for more sustainable forms of public transport, and will therefore help the European Union targets on CO2 emissions.

Permitted Development v the Existing Site Conditions

The proposed application comprises an amendment to the previously permitted change of use to transport depot dating from March 2018 (See 'Reg. Reg. SD17A/0428' in Section 3.0 below). It should be noted, however, that certain minor changes have occurred on-site during the 3 year period since the 2018 permission was implemented in full arising from the ongoing review of the management and operation of the depot. These changes are considered immaterial in planning terms and largely relate to the bus parking and storage arrangements on the site and minor elevational changes that have occurred to the existing depot building. These changes do not breach any previous conditions of planning or result in any new planning impacts in relation to potential intensification of use.

It is submitted that these works fall under Section 4(1)(h) of the Planning and Development Act 2000 (as amended). In the interest of clarity, the 'Site Layout - Existing' plan (Drawing No. 17-130 P102m, prepared by Waterman Moylan) reflects the current situation on the site.

Site Area

The subject site is c. 2.3 hectares in size, which also reflects the extent of the land owned by Gavin Property Limited. It has transpired that the site area for the parent permission (Reg. Reg. SD17A/0428) was slightly inaccurate and not a true reflection of the actual red line boundary. We can confirm that the site area of c. 2.3 for the subject application is fully accurate.



3.0 PLANNING HISTORY

We have carried out a planning search using the South Dublin County Council website in order to establish the planning history of the subject site.

There are four applications pertaining to the subject site, which, we submit are comparatively minor in nature. We understand the original building was constructed in the 1970s.

Reg. Ref. P986/74 (Warehouse, Service Centre and Office)

The original planning permission in relation to the existing premises dates from 1974 (see P986/74) as granted by the former Dublin County Council (no longer in existence). This was for a '*proposed warehouse, service centre and offices at Ballymount...*'. Condition No. 4 of that permission noted:

'That the proposed structures be used for the storage and supply of contractor's plant, parts and equipment together with servicing and ancillary offices as set out in the application dated 8/2/74, and any proposed change of use shall be subject to the approval of the Planning Authority or the Minister for Local Government on appeal.'

In the years following, the premises came into use as a logistics and warehousing/storage depot for DHL. Two subsequent amending permissions were granted in 1997 and 1998 for minor works.

Reg. Ref. S97A/0556

Permission was granted in December 1997 for a change of facade of 4 no. elevations to increase the internal floor area to accommodate an administration office. This decision was subject to 9 no. standard conditions.

Reg. Ref. S98A/0070

Permission was granted in May 1998 for additional doors and hatches to 2 no. facades, provision of new concrete hard standings and provision of new car parking facilities to the south side of the building. This decision was subject to 9 no. standard conditions.

Parent Permission Reg. Ref. SD17A/0428 (Transport Depot)

Permission was granted in May 2018 for the change of use from warehousing, distribution and storage use to transport depot, including the existing warehouse building (incorporating internal ancillary offices over part three levels. The development included on-site provision for the storage, maintenance and parking of 125 no. buses; ancillary surface staff car parking (including electrical charging bays); ancillary offices and staff facilities (including toilets and canteen); bus workshop; external fuel storage tank, refuel area and bus wash; landscaping and boundary treatments. The development also included the provision of plant, signage and bicycle parking; external lighting; connections to services and utilities; pipework and all ancillary site excavation and development works. Figures 2.1 and 2.2 overleaf show the site and elevation plans submitted as part of Reg. Ref. SD17A/0428.

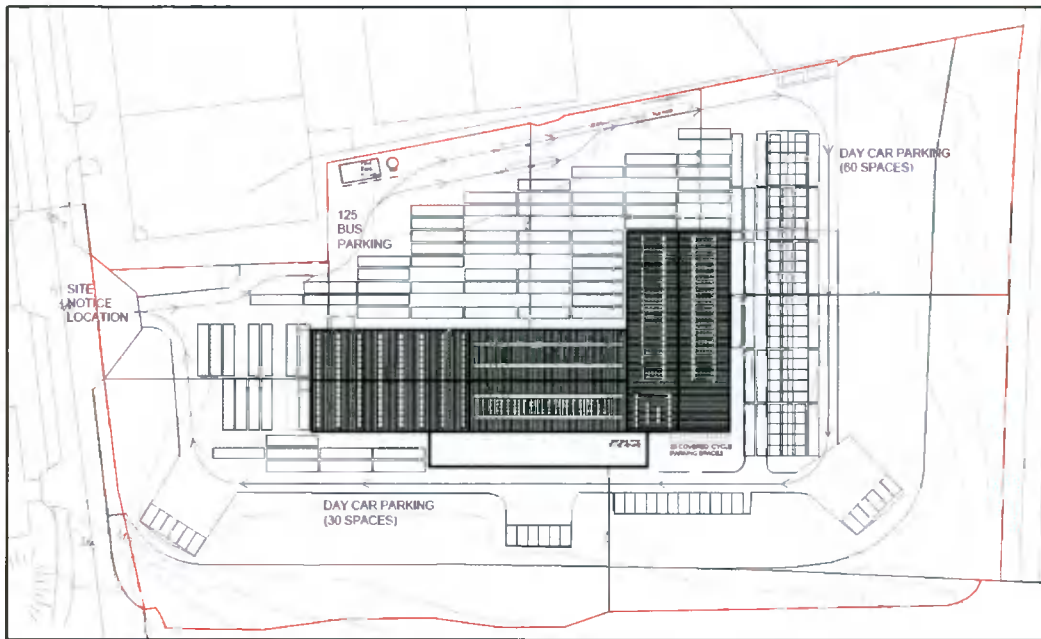


Figure 2.1 The permitted site layout plan approved under Reg. Ref. SD17A/0428 (source: SDCC Planning Portal, cropped and annotated by Tom Phillips + Associates.)

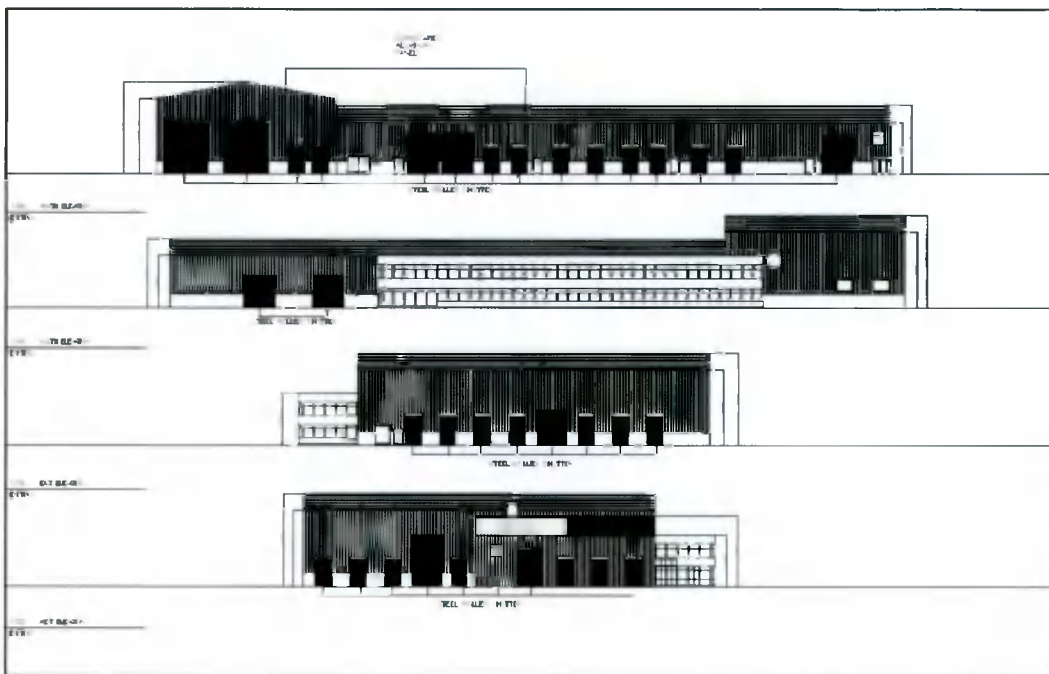


Figure 2.1 The permitted elevations approved under Reg. Ref. SD17A/0428 (source: SDCC Planning Portal, cropped and annotated by Tom Phillips + Associates.)

Full regard was afforded to the above history in the formulation of this planning application.



4.0 PLANNING POLICY CONTEXT

4.1 National and Regional Policy Context

There have been a number of important recent planning policy updates at the National level, which serve to reinforce the importance of ensuring the most efficient use of zoned, urban land in accommodating future population growth, employment provisions and climate action. The key provisions of these policy statements with respect to the development of the subject site are identified below.

National Planning Framework (Ireland 2040 Our Plan, 2018)

The National Planning Framework (NPF) sets out a strategic development framework for the Country to 2040. The NPF acknowledges the need to progressively electrify our mobility systems to new technologies, such as electric vehicles and the introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine-driven transport systems.

A recurring theme in the Plan is the need to transition to a low carbon energy future to achieve environmental and sustainability goals. The NPF outlines that it is a national objective for Ireland to transition to be a competitive low carbon, economy by the year 2050. The fundamental national objective of achieving is guided by a long-term vision based on *'an aggregate reduction in carbon dioxide (CO₂) emissions of at least 80% (compared to 1990 levels) by 2050 across the electricity generation, built environment and transport sectors.'*¹

The following national planning policies apply to the subject planning application:

National Planning Objective 54: 'Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.'

National Policy Objective 64: 'Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.'

The subject development inherently complies with the overarching themes of the NPF by facilitating the introduction of electric traction systems for public transport in line with the EU's 2030 Climate Target Plan. The application will also facilitate with the Bus Connects Project in improving public transport within the Greater Dublin Area. Additionally, the proposed development is on lands currently used as a transport depot and will utilise existing social infrastructure within the area.

¹ NPF, Climate Action and Planning pg. 119



Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy, June 2019 (RSES)

The Regional Spatial & Economic Strategy ('RSES') has been published by the Eastern and Midland Regional Assembly and covers nine counties including twelve Local Authorities. The purpose of the Strategy is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic framework for the development of the Regions. A Metropolitan Area Strategic Plan (MASP) is provided in order to deliver compact regeneration and growth in the Dublin metropolitan area. The MASP provides 5 no. strategic corridors, which includes some areas of land outside the M50 ring:

The MASP also supports employment generation at strategic locations within the metropolitan area to strengthen the local employment base and reduce pressure on the metropolitan transport network, including future employment in Naas Road/Ballymount, outlined in Table 5.2 of the RSES.

TABLE 5.2 Potential of Strategic Employment Development Areas in the Dublin Metropolitan Area

Strategic corridor	Strategic Employment locations	Employment potential
South west corridor (DART/Luas redline line)	Naas Road/Ballymount lands	Potential for intensification of industrial lands and development of new mixed-use district

Table 1. Extract information from Table 5.2 of the RSES 2019-2031 (prepared by Tom Phillips + Associates.)

The proposed development seeks to intensify an existing and established transport depot on an underutilised urban industrial site in Ballymount, which is primarily zoned for regeneration purposes. As such the proposal, is in accordance with the RSES which aims to re-intensify employment lands outside the M50 ring.

4.2 Local Policy Context

4.2.1 South Dublin County Development Plan 2016-2022

This Section examines the planning and development context of the lands and outlines the key development management issues that concern the site, with specific reference to the *South Dublin County Development Plan 2016-2022* ('Development Plan').

4.2.2 Landuse Zoning Objective REGEN – 'Enterprise and/or Residential-Led Regeneration'

South Dublin County Council adopted Variation No. 3 to the *Development Plan* in May 2019. This Variation changed the zoning objective of 178 hectares of land from zoning objective EE (Enterprise and Employment) to zoning objective REGEN (Regeneration) in the Ballymount/Naas Road area.

Prior to Variation No. 3 of the *Development Plan*, 'Transport Depot' was a permitted land use under the land use zoning objective. Under the provisions of the current *Development Plan*, the site is zoned Objective REGEN "To provide for enterprise and/or residential-led regeneration." Transport Depot comprises a 'Not Permitted' land use under this land use category. We refer the Planning Authority to Section 5.2 below for further discussion in this regard.

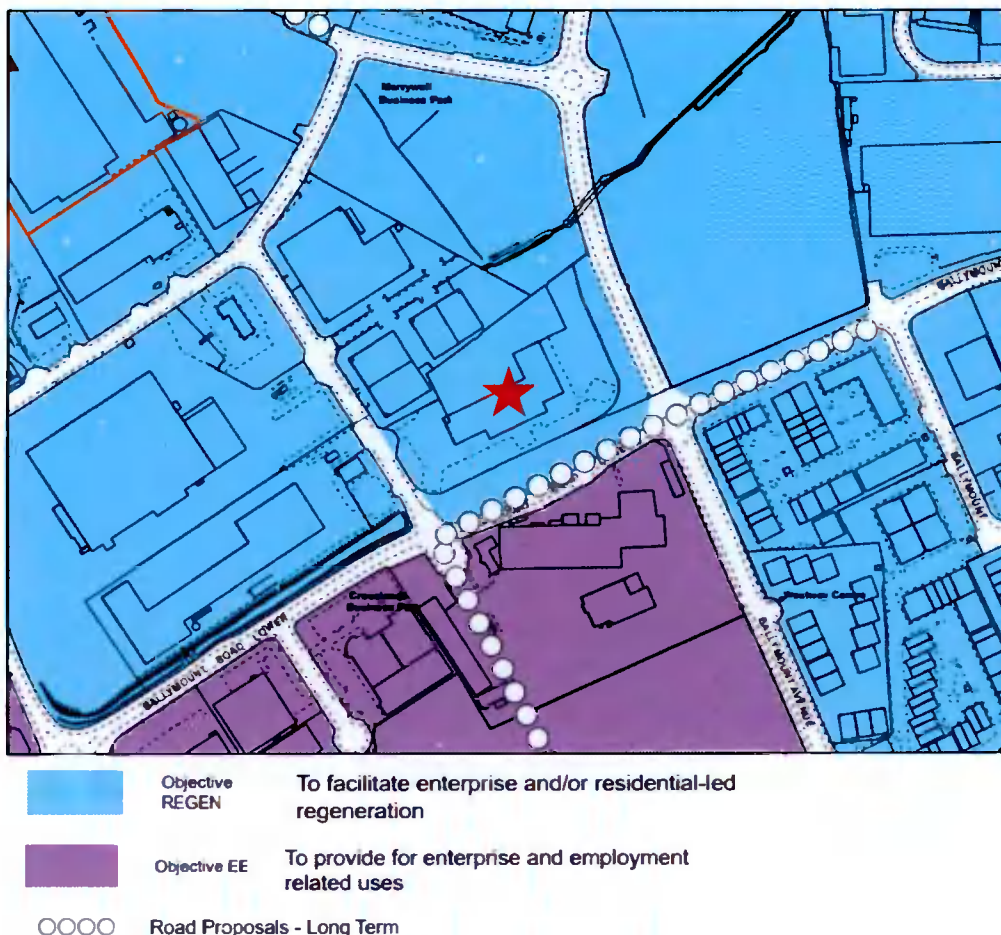


Figure 4.1: Land Use Zoning Map with the subject site identified generally by red star *. (Source: Extract from Map 5, *South Dublin County Development Plan, 2016 – 2022 (Variation No. 3)*, annotated by Tom Phillips + Associates.)



Core Strategy (CS) Policy 6 Local Area Plans is also relevant to the application site: -

CS6 SLO 1: "To initiate a plan led approach to the sustainable regeneration of the brownfield lands in the Naas Road / Ballymount REGEN zoned lands. The plan led approach will include the preparation of a masterplan in 2019 with a view to preparing a Local Area Plan or other appropriate mechanism for the Regeneration (REGEN) and Local Centre (LC) at Walkinstown zoned lands. The masterplan will provide a framework for the sequential and phased development of the lands, integrating sustainable transport, land use and blue and green infrastructure. The spatial planning of the area will be informed by the Naas Road Framework Plan (2010)." (CDP, page 24)

The current proposal comprises the upgrade, extension and improvement of an existing transport depot incorporating the existing building and surrounding land within the site. In this context, and given that the masterplanning for the Naas Road / Ballymount REGEN zoned lands has not yet commenced, the subject proposal cannot be considered unacceptable pending the publication of a masterplan for the area. We submit that the masterplanning process is in its early stages.

It is also noted that there are two Seveso sites identified in the *Development Plan* in proximity to the site. It is not considered that the proposal will alter the existing circumstances in respect to this application. We refer the Planning Authority Section 5.9 below for further discussion in this regard.

4.2.3 Regeneration Zone

The *Development Plan* makes specific reference to relate to new development proposals on land zoned for regeneration:

"Development in Regeneration zones will be assessed against the relevant criteria within the Urban Design Manual, the Design Manual for Urban Roads and Streets and/or the Retail Design Manual as appropriate. A Design Statement (see Section 11.2.1 Design Statements) accompanying development proposals in Regeneration (REGEN) zones should also address the following criteria:

Demonstrate a clear transition towards a more urban form of development and a traditional street network.

Address connectivity and linkages in the area and demonstrate that the development of the site would not give rise to isolated piecemeal pockets of residential development that are disconnected from shops, amenities and/or other residences.

Residential development should not be introduced at ground floor level adjacent to busy roads, and/or roads that are subject to significant movements by Heavy Goods Vehicles (HGVs).

Given the transitional nature of Regeneration zones, precautions will be taken to ensure that the potential for noise pollution, air pollution or other nuisance from established industrial uses will not exceed acceptable environmental standards. The Planning Authority may seek a report from a suitably qualified



person to identify and quantify sources of noise pollution, air pollution, or nuisance, assess the potential impacts on the proposed development and provide a series of recommendations to mitigate the impacts of any pollutants insofar as possible (e.g. orientation and layout of dwellings, positioning of openings and insulation).

It may be necessary to consider improvements to the surrounding road and street network in conjunction with the Planning Authority, to calm traffic and improve pedestrian and cyclist access.”

The masterplanning for the Naas Road / Ballymount REGEN zoned lands has not yet commenced. The subject application seeks to provide additional bus and car parking facilities within an existing transport depot. The proposal will assist in facilitating the transition to a fully electric bus fleet by proposed by the NTA by 2030.

Additionally, vehicles powered by electric energy offers cleaner transport solutions, therefore air pollution will be further minimised. Additionally, electric vehicles are less noisy than combustion engines, making them more environmentally friendly by reducing noise pollution. As such, any potential for noise pollution, air pollution or other nuisance as a result of the proposed development will be minimal and have no impacts on future adjoining sensitive land uses.

4.2.4 Development Plan Employment Policies and Objectives

There are a number of Strategic Policies for Employment contained in the *Development Plan* that are also relevant to this planning application: -

“It is the policy of the Council to facilitate and support the growth of the economy of South Dublin County and the Greater Dublin Area in a sustainable manner whilst maintaining and improving environmental quality with the following key aims:

To strengthen existing employment centres;

To strengthen the integration between employment, housing and transportation with a view to promoting compact urban areas and reducing car dependency;

To support high-value jobs as companies seek to move up the value chain and undertake higher value-added activities in Ireland.

To facilitate economic growth by consolidating existing industrial and commercial areas and by ensuring that there is an adequate supply of serviced employment lands at suitable locations.

To promote the regeneration of underutilised industrial areas in a manner which enhances the local economy and encourages a sequential approach to development

To provide for a range of business accommodation types, including units suitable for small business”



The following overarching policies and objectives are of relevance:-

'Economic and Tourism (ET) Policy 1 Overarching

It is the policy of the Council to support sustainable enterprise and employment growth in South Dublin County and in the Greater Dublin Area, whilst maintaining environmental quality.'

ET1 Objective 1: *'To ensure that there is a sufficient supply of zoned and serviced lands at suitable locations to accommodate a range of enterprise and employment development types.'*

ET1 Objective 2: *'To promote enterprise and employment development at locations that are proximate to or integrated with transportation and other urban land uses, to promote compact urban development and sustainable transport.'*

ET1 Objective 3: *'To support the continued development of economic clusters to the west of the County by prioritising compatible and complementary enterprise and employment uses that would not undermine the established character of these areas.'*

ET1 Objective 4: *'To support the renewal of underutilised industrial areas to the east of the M50 and in proximity to Tallaght and Clondalkin Town Centres'*

ET1 Objective 10: *'To support export and non-export enterprise and small business.'*

The following employment and residential in regeneration zones policies and objectives of relevance:-

'Economic and Tourism (Et) Policy 2 Enterprise and/or Residential Led Development in Regeneration Zones

It is the policy of the Council to facilitate and support the regeneration of underutilised industrial areas that are proximate to urban centres and transport nodes and to promote and support more intensive compatible employment and/or residential led development in regeneration zones.

ET2 Objective 1: *'To promote and support the consolidation or relocation of existing employment uses in Regeneration 'REGEN' zones and the upgrade of these areas to create opportunities for regeneration.'*

ET2 Objective 2: *'To support proposals for more intensive compatible enterprise and/or residential led development on lands designated with Zoning Objective 'REGEN', subject to appropriate design safeguards and based on a traditional urban form that adhere to urban design criteria.'*

The proposed expansion of an existing transport depot to facilitate the electrification of a number of bus routes accords with the above policies and objectives. The proposal seeks to consolidate an existing permitted land use which will generate c. 10 no. new jobs relating to



management and engineering, together with 112 no. driving jobs, whilst the provision of the proposed transportation services will contribute to the wider city economy. Additionally, the proposed development will not interfere with the future delivery and implementation of the regeneration in the area.

4.2.5 Transport and Mobility Policies and Objectives

The following transport and mobility policies and objectives of relevance:-

'Transport and Mobility (TM) Policy 7 Car Parking

It is the policy of Council to take a balanced approach to the provision of car parking with the aim of meeting the needs of businesses and communities whilst promoting a transition towards more sustainable forms of transportation.'

TM7 Objective 1: *'To carefully consider the number of parking spaces provided to service the needs of new development.'*

TM7 Objective 4: *'To make provisions for the use of electric vehicles through a significant increase in the provision of clearly and exclusively designated electric car charging points on public and private land in partnership with ESB and other relevant stakeholders and land owners.'*

The proposed development will include the provision of 60 no. electric charging and parking spaces (45 no. buses space and 15 no car spaces). This will reduce the carbon footprint of the Go-Ahead Ireland public transport fleet, and help to reach long-term climate targets. This will provide more accessible and sustainable methods of public transport and reduce the need for personal vehicles. The electric buses will have zero/low emission vehicles in line with the European Clean Vehicles Directive.



5.0 PLANNING ASSESSMENT

5.1 Introduction

The proposed development gives rise to three main planning considerations:

1. Land Use Zoning
2. Traffic, Access and Parking
3. Potential Visual Impacts
4. Landscaping and Boundary Treatments
5. Engineering Services
6. External Lighting
7. Nearby SEVESO sites
8. Appropriate Assessment Screening

5.2 Land Use Zoning

As discussed in Section 4.2, the site is subject to zoning objective REGEN (Regeneration) 'to facilitate enterprise and/or residential led regeneration'. It is noted that Transport Depot is a 'Not Permitted' land use under this land use category. In relation to Non-Conforming Uses, Section 11.1.1(vi) of the *Development Plan* provides the following:

"There are instances throughout the County where land uses do not conform with the zoning objective of a site. These include instances where such uses:

1. *were in existence on 1st October 1964 (i.e. prior to planning legislation), or*
2. *have valid permission, or*
3. *have no permission and may or may not be the subject of enforcement proceedings.*

Development proposals that relate to uses referred to under categories 1 and 2 above, particularly those that would intensify non-conforming uses, will be permitted only where the proposed development would not be detrimental to the amenities of the surrounding area and would accord with the principles of proper planning and sustainable development. This includes the integration of land use and transport planning." (our emphasis.)

The use of the land for a 'Transport Depot' has been established under the most recent valid planning application (Reg. Ref. SD17A/0428) and the site has been used for this purpose since July 2018. The proposed development is ancillary to the existing land use and seeks to expand and improve the existing transport depot business on site. The application, therefore, does not seek to establish a new use or change of use. The proposed development, which primarily comprises additional bus and staff car parking associated with Go-Ahead Ireland, will not infringe upon the preparation of a masterplan for the Regen zoned lands, nor will it infringe upon future delivery and implementation of the regeneration in the area in the medium to longer term.



The surrounding land uses comprise primarily industrial and warehouse land uses with minimal sensitive uses within the vicinity. The existing building on site will not be extended or externally altered as a result of the proposed development, therefore there will be no increase in potential overshadowing or loss of sunlight/daylight to the surrounding properties. The increase in traffic generated by the proposed development will be minimal, and will not have any adverse effects on the amenities of the area (Refer to the enclosed Traffic Statement for Additional Bus Parking and Electric Charging, prepared by Waterman Moylan Consulting Engineers) . Additionally, electric vehicles are less noisy than combustion engines therefore noise levels will not increase beyond a reasonable level. It is submitted, therefore, that the proposed development is appropriate.

5.3 Traffic, Access and Parking

The site is reasonably located to provide non-car access for staff and visitors to the proposed development with good walk-in and cycle access from the local catchment. Public transport services are also available adjacent to the site, or within reasonable walking distance for commuter related trips. The site benefits from good vehicular access from all main routes that service the proposed site.

To improve circulation within the site, a secondary vehicular access is proposed to Ballymount Avenue. The proposed development includes 30 no. bicycle parking spaces for employees and visitors to the site. Walking is also encouraged and the application includes 4 no. pedestrian access points, thereby improving permeability and connectivity.

We refer the Planning Authority to the enclosed Traffic Statement for Additional Bus Parking and Electric Charging and the accompanying Workplace Travel Plan, prepared by Waterman Moylan Consulting Engineers, for further details.

5.4 Visual Impacts

The subject site is generously set back from Ballymount Road Lower and the majority of the bus parking spaces will be located to the rear (north) and east of the subject site, which mitigates against the dominance of the bus parking when viewed the surrounding area. It is also proposed to provide additional landscaping along the interface with Ballymount Road Lower and Ballymount Avenue. We refer the Planning Authority to the enclosed landscape pack, prepared by Ronan Mac Diarmada & Associates Ltd, for further details.

5.5 Landscaping and Boundary Treatments

Landscape Plans and Landscape Rationale have been prepared by Ronan Mac Diarmada & Associates Ltd Landscape Architects & Consultants and are submitted with this application. Discussions have taken place with Oisín Egan (Parks Department) prior to the lodgement of this planning application to ensure that the landscaping proposal are acceptable. The Applicant has sought to soften the overall appearance of the proposed development and to ensure an appropriate transition with adjoining land uses through the provision of appropriate screen planting where possible.

5.6 Engineering Services

We refer the Planning Authority to the enclosed Engineering Services Report as prepared by Waterman Moylan, Consulting Engineers for further details in respect of surface water



drainage, foul drainage and water supply provision. It should be noted that it is proposed to retain existing foul drainage and water supply services currently serving the building.

It is proposed to relocate an existing overhead power line located adjacent to the south-eastern site boundary underground. Discussions have taken place between the ESB and the applicant and an agreement has been reached in principle.

5.7 External Lighting

We refer the Planning Authority to Drawing No. 21-04-11-01A (External Lighting Plan) and the accompanying site lighting specifications, prepared by Waterman Moylan Consulting Engineers, in this regard.

5.8 Nearby SEVESO sites

It is also noted that there are two Seveso sites identified in the *Development Plan* in proximity to the site.

The following policies and objectives of relevance:-

'Infrastructure & Environmental Quality (IE) Policy 6 Major Accidents

It is the policy of the Council to have regard to the provisions of the Major Accidents Directive (European Council Directive 2012/18/EU) and the technical advice of the Health and Safety Authority (HSA) in relation to identified SEVESO sites in the County.

IE6 Objective 1: To have regard to and implement Policy & Approach of the Health & Safety Authority to the Control of Major Accident Hazards (COMAH) Risk-based Land-use Planning, HSA (2010) with particular emphasis on societal risk and the Individual Risk Matrix for Land Use Planning.'

The Health and Safety Authority (HSA), acts as the Central Competent Authority (referral authority) under the Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015 (S.I. 209 of 2015) and gives technical advice to the Planning Authority (when requested) under regulation 24(2).

We are of the opinion that the proposed development is outside the scope of regulation 24(2).

5.9 Appropriate Assessment Screening

The site is located in an existing industrial estate over 9km from any potentially connected Natura 2000 site. Due to the location of the site and the nature and scale of the development, it is considered that no adverse environmental impacts will arise for the nearest Natura 2000 sites. Additionally, the proposed development will not involve any additional impacts to what has already been considered under the parent permission for the site, Reg. Ref. SD17A/0428. In our opinion, the proposal would not result in any significant intensification of development (over which has already been permitted) which could negatively impact any Natura 2000 sites. Therefore, no Appropriate Assessment is required for this proposal.



6.0 DOCUMENTS SUBMITTED AS PART OF THIS APPLICATION

The following documentation is provided in support of this planning application:

6.1 Mandatory and Discretionary Documents which Constitute this Planning Application

The *Planning and Development Regulations 2020* (as amended) ('the Regulations') specify the form and quantum of documents that must accompany a planning application and set out the number of copies required. These documents are listed below.

6.2 Planning Fee

A cheque amounting to the sum of **€1,380** is enclosed in accordance with Schedule 9 of the *Planning and Development Regulations, 2020*.

CLASS OF DEVELOPMENT	CALCULATION	AMOUNT
Class 8 <i>The provision on, in over or under land of plant or machinery, or of tanks or other structures (other than buildings) for storage purposes</i>	2.3/0.1 ha x €50 (electric charging unit + other infrastructure)	€1,150.00
Class 13 <i>Development not coming within any of the foregoing classes</i>	2.3/0.1 ha x €10 (additional parking, landscaping, ancillary works etc.)	€230.00
TOTAL		€1,380.00

6.3 Planning Report

6 no. copies of this Planning Report prepared by Tom Phillips + Associates.

6.4 Planning Application Form

A completed current South Dublin County Council Planning Application Form signed and dated 3rd August 2021.

6.5 Statutory Notices

Newspaper

An original page of the Irish Daily Star dated 3rd August 2021 in which notice of the application has been published pursuant to article 17(1)(a) of the *Planning and Development Regulations, as amended*.



Site Notice

One copy of the Site Notice dated 3rd August 2021 and erected or fixed on the land or structure pursuant to article 17(1)(b) of the Planning and Development Regulations, as amended.

6.6 Architectural Drawings

6 no. copies of all Architectural Drawings, prepared by Waterman Moylon Consulting Engineers are included as part of this planning application.

6.7 Landscape Drawings

6 no. copies of Landscaping Plans, prepared by Ronan Mac Diarmada & Associates Ltd.

6.8 Engineering Drawings

6 no. copies of all Engineering Drawings, prepared by Waterman Moylon Consulting Engineers are included as part of this planning application.

6.9 Lighting Plan

6 no. copies of Lighting Plan (incl. specifications), prepared by Waterman Moylon Consulting Engineers.

6.10 Supporting Reports

Six copies of the following reports:

Discipline / Assessment	Consultant
1. Traffic Statement for Additional Bus Parking and Electric Charging	Waterman Moylan Consulting Engineers
2. Workplace Travel Plan	Waterman Moylan Consulting Engineers
4. Engineering Assessment Report	Waterman Moylan Consulting Engineers
5. Landscape Rationale	Ronan Mac Diarmada & Associates Ltd.
5. Town Planning Report (cover letter, application form and statutory notices)	Tom Phillips + Associates



7.0 CONCLUSION

We trust that you will find this application in order and look forward to receipt of acknowledgement at your earliest convenience.

Please revert to us should you require further clarification in relation to any aspect of this application.

John Gannon
Director
Tom Phillips + Associates

Encl.

