PUNCH
consulting engineers

Mixed Use Development, Greenhills Road, Tallaght, Dublin 24

Response to SDCC Request for Further Information

202253-PUNCH-XX-XX-RP-C-0008

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1.0 Introduction

This report was prepared for South Dublin County Council. The report is provided in response to the request for further information in relation to the planning application for proposed development on a site located on Greenhills Road, Tallaght, Dublin 24. Planning reference SD21A/0139, FI decision dated 22nd of July 2021.

2.0 Response to South Dublin County Council Further Information Items of Application No. SD21A/0139, Decision Order No. 1002 dated 22nd July 2021

2.1 Response with Further Information Item 8(a)

Further Information Item:

All items and areas for taking in charge including areas currently in SDCC's charge shall be undertaken to a taking in charge standard. Prior to development the applicant is requested to submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.

PUNCH Response:

No new areas are proposed to be taken in charge by SDCC as part of this application. Please refer to Appendix C for current taken in Charge Areas as provided by SDCC. These areas are to be retained as taken in charge.

Works within areas currently taken in charge will be constructed to SDCC Taken in charge standard and construction details will be submitted to SDCC (should permission be granted).

Refer also to architectural site plan .

2.2 Response to Further Information Item 8(b)

Further Information Item:

The applicant is requested to submit details on location and number of parking spaces to be provided at the development. Please refer to Table 11.23: Maximum Parking Rates (Non-Residential) - from the SDCC County Development Plan 2016-2022. The Planning Department does not consider that these maximum standards need to be met in every instance; however

the loss of 4 underground parking spaces which are used by residents of the existing scheme, and lack of additional spaces in the context of a net increase of 23 apartments, is not acceptable to the Planning Authority.

PUNCH Response:

The proposed development will consist of 37 residential units (down from 40 units), 13 no. parking spaces are proposed in the basement in addition to 2 no. GoCar spaces at grade, and 94 secure cycle parking spaces.

The car parking provision for the complete development is below the maximum permitted provision and is offset by the provision of cycle parking in excess of minimum requirements as well as the proposed shared Go Car car club car parking.

The provision of car parking deemed appropriate in this case as it is in line with local and national policy to promote active travel and reduce private car reliance. The development is well served by existing public transport facilities, it is adjacent the proposed BusConnects Tallaght to City Centre Route, and is in close proximity to a number of key destinations suitable for active travel modes.

The proposed basement provides an improved design compare to the existing basement

The above points are further detailed below:

1. The SDCC Development Plan (2016-2022) standards are maximum standards. The provision is below the maximum and is therefore in line the SDCC development plan.
2. GoCar (Car Club) have provided a letter of intent for the proposed development in which they have stated they intend to provide 2 no. shared car club vehicles in the dedicated spaces at the proposed development. GoCar state that each GoCar vehicle which is placed in a community has the potential to replace the journeys of up to 15 private cars. Applying this rationale results in an "equivalent provision" of 30 no. private car spaces at these two at grade spaces.
3. Restriction on the number of available parking spaces limits the potential traffic impact of the development on the local road network and encourages alternative modes of transport such as walking, cycling and public transport. This is in line with:
    a. SDCC Development plan 2016-2022 objectives to "*rebalance transport and mobility within the County by promoting ease of movement by sustainable modes (including*

walking, cycling and public transport) and freeing up road space for economic growth and new development."

b. SDCC Draft Development Plan 2022-2028 vision for sustainable movement to *"Increase the number of people walking, cycling and using public transport and reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, and a positive climate impact."*

c. National Planning Framework which has *Compact Growth* and *Sustainable Mobility* as key National Strategic Outcomes and regional planning policy

d. The Regional Spatial and Economic Strategy which promotes more compact, higher density neighbourhoods focussed on public transport nodes.

e. The Climate Action Plan (2019) which aims for a 45-50% reduction in transport emissions by 2030.

f. Department of Transport National Policy, Smarter Travel: A Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020, which aims for 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%.

4. The proposed development is in close proximity to existing public transport facilities. Tallaght Luas Station is 1.3km from the development site (approx.17-minute walk). Greenhills Road and Main Street adjacent the development are currently serviced by 27, 54A and 65 Dublin Bus routes, with further Dublin Bus and Go-Ahead routes a short distance away at Tallaght Village and the Square.
5. The proposed development is adjacent the route for the future proposed BusConnects Tallaght to City Centre Core Bus Corridor (CBC) which runs along Greenhills Road. BusConnects aims to greatly improve the standard of bus services and cycling facilities in Irish cities, while also attempting to address climate change. It proposes include a simpler fare structure with a higher capacity bus network in order to incentivise the use of public transport. The enhanced public transport and cycling facilities associated with the CBC will provide further alternatives to private car travel to residents.
6. The proposed development is in close proximity to a number of key destinations including 1.3km from Technological University Dublin, 10 km from the city centre (approx. 30 minute cycle), and close proximity to Tallaght Town Centre and associated retail and commercial services. These destinations are suitable for active travel modes such as walking and cycling and as such would require a reduced dependence of residence on private car travel.
7. It is proposed to provide 74 no. secure cycle parking spaces parking spaces on the development site, which will be located in the basement. 20 no. short-stay cycle parking spaces will be provided on the ground floor level. This is above the SDCC minimum

requirements and the requirements of the Design Standards for New Apartments. This over provision of cycle parking and will promote cycling and encourage a modal shift away from private car use.

8. The existing basement is primarily used for standard car parking, and does not encourage other modes of transport in a significant way. The existing basement car park also has a much narrower basement ramp that provides a reduced space for vehicle access compared to the proposed design. The proposed basement is provided to service the proposed development and includes a mix of standard car parking spaces, cycle parking, motorcycle spaces, plant areas, disabled parking and pedestrian access routes to the ground floor area. This mix of uses is supported by the SDCC development Plan targets to increase alternate means of transport other than car use. A wider ramp with associated traffic light system is also proposed to improve the safety of access and egress at the proposed basement. Please refer to autotrack diagrams for proposed basement and existing basement included with this application.

2.3 Response to Further Information Item 9(a)

Further Information Item:

The proposed surface water attenuation of 70m3 is undersized by 45% for a 1 in 10 year flood event. The applicant is requested to submit revised plans and calculations showing surface water attenuation increased by 45% for 1:100 year flood event. Where possible provide surface water attenuation by means of SuDS (Sustainable Drainage Systems).

PUNCH Response:

SDCC have acknowledged they misinterpreted the design figures provided in the Engineering Planning Report relating to the surface water attenuation, and have accepted the Southern Catchment attenuation proposals are accepted in principle.

Please refer to correspondence relating to the above FI item 9 between PUNCH Consulting Engineers and SDCC Engineer Ronan Toft from the Environment, Water and Climate Change team in Appendix A of this document.

In response to the further query in the above mentioned correspondence with SDCC relating to the attenuation volume required for the northern catchment. No attenuation tank is to be provided in the northern catchment. Instead an oversized 600 mm diameter pipe which is flow controlled using a hydrobrake set to 1 l/s is to be provided. The pipe is to be approx. 15.6m in length and will provide 4.41 m3 of attenuation, in addition to the storage in both of the 1500mm diameter manholes upstream and downstream of pipe, which will provide a further 4.6m3 of attenuation when surcharged. This brings a total of 9.01 m3 of attenuation.

The proposed surface water drainage system has been designed using Causeway Flow software. The results found 8.32m3 attenuation is required for the critical 100 year event (1.95m3 in upstream manhole, 1.97m3 in downstream manhole, and 4.41 m3 in the pipe). The oversized pipe and manholes provide sufficient attenuation for this. Causeway Flow analysis results are found in Appendix B.

2.4 Response to Further Information Item 9(b)

Further Information Item:

The applicant should consider the use of hydrobrakes at roof level to attenuate surface water on green roofs.

PUNCH Response:

PUNCH have liaised with SDCC Drainage department with regard to this query and have provided a response under item 9(a) above in relation to attenuation volumes. Refer correspondence in Appendix A for further information

The use of hydrobrakes for the green roofs is not deemed to be practical in this case and are generally not used for this purpose. Also, the developments green roofs make up only approximately 22% of the development catchment area, and as noted in the above response to Item 9(a) the attenuation storage for the development is found to be appropriate. A significant proportion of the development runoff is from ground level and it is considered more efficient to provide a single attenuation tank for each catchment. Refer engineering planning report as submitted with the original planning application for further details.

Appendix A - SDCC Correspondence Relating to FI Item 9

Seosamh O'Coileir | PUNCH

From: Ronan Toft <rtoft@SDUBLINCOCO.ie>
Sent: Tuesday 31 August 2021 16:06
To: Mark Richardson | PUNCH
Cc: Brian Harkin
Subject: RE: 202253 Greenhills Rd - SDCC planning Ref: SD21A-0139 item 9

Hi Mark,

Thanks for your email and taking my phone call just now.

As discussed I have reinterpreted your design figures. The proposed discharge rates for both catchments are acceptable in principle.

Southern Catchment attenuation proposals are acceptable in principle.

Regarding the northern catchment-Can you include calculations showing what attenuation volume is required and what is proposed in m3? I done a check and we are calculating circa. 10m3 total 100 year storage required for this catchment based on the discharge rate and areas provided.

Kind regards,

Ronan Toft

Assistant Engineer

Environment, Water and Climate Change

South Dublin County Council

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| email rtoft@sdublincoco.ie |

From: Mark Richardson | PUNCH <mrichardson@punchconsulting.com>
Sent: Monday 30 August 2021 12:07
To: Ronan Toft <rtoft@SDUBLINCOCO.ie>
Cc: Brian Harkin <bharkin@SDUBLINCOCO.ie>
Subject: 202253 Greenhills Rd - SDCC planning Ref: SD21A-0139 item 9

Hi Ronan

I refer to the attached planning FI, item 9.

You will note that the surface water attenuation storage volume relates to the surface water discharge rate from the site (higher discharge rate means smaller attenuation storage).

We had provided a design with associated explanation pre-planning. I had thought that SDCC had no concern regarding the proposed surface water discharge rate prior to planning, and as explained in the engineering planning report. You will note that the reason for the higher discharge rate is the relatively small site area. Because of the small site area, the calculated Qbar will be impractically small, making a discharge flow control impractical. For this reason we had proposed a discharge rate of 1l/s for the south catchment (basement) and 1l/s for the north catchment (very small area with oversized pipes0 An explanation for this was provided in the engineering planning report. A breakdown of areas was also provided in the engineering planning report for SDCC reference. Please refer attached email correspondence from pre-planning.

Please can you review and comment.

Thanks

Mark Richardson
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Senior Engineer

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Appendix B - Causeway Flow Results

Design Settings

Rainfall Methodology	FSR	Maximum Time of Concentration (mins)	30.00
Return Period (years)	100	Maximum Rainfall (mm/hr)	50.0
Additional Flow (%)	10	Minimum Velocity (m/s)	1.00
FSR Region	Scotland and Ireland	Connection Type	Level Soffits
M5-60 (mm)	18.500	Minimum Backdrop Height (m)	0.200
Ratio-R	0.263	Preferred Cover Depth (m)	1.200
CV	0.750	Include Intermediate Ground	✓
Time of Entry (mins)	4.00	Enforce best practice design rules	x

Nodes

Name	Area (ha)	T of E (mins)	Cover Level (m)	Diameter (mm)	Easting (m)	Northing (m)	Depth (m)
SMH 1.0	0.030	4.00	88.035	1200	709490.729	727724.901	1.350
SMH 1.1			88.035	1200	709489.050	727733.317	1.495
SMH 1.2			88.035	1200	709481.695	727735.483	1.624
SMH 1.3	0.054	4.00	88.035	1200	709482.144	727746.290	1.663
SMH 1.4			88.035	1200	709461.829	727750.071	2.011
SMH 1.5	0.038	4.00	88.035	1200	709460.563	727743.687	2.121
SMH 1.6			88.035	1200	709458.123	727744.151	2.238
Attenuation Tank & Pump			88.035	1200	709460.329	727754.126	2.298
SMH 2.0	0.017	4.00	90.140	1500	709476.622	727783.311	1.365
SMH 2.1	0.015	4.00	90.140	1500	709460.984	727782.945	1.392
SMH 2.2 Outfall			90.400	1200	709453.012	727784.568	1.700
SMH 1.7		4.00	91.290	1200	709446.543	727744.269	1.777
SMH 1.8 Outfall			91.290	1200	709444.675	727744.659	1.810

Links

Name	US Node	DS Node	Length (m)	ks (mm) / n	US IL (m)	DS IL (m)	Fall (m)	Slope (1:X)	Dia (mm)	T of C (mins)	Rain (mm/hr)
S1.006	SMH 1.6	Attenuation Tank & Pump	10.216	0.600	85.797	85.737	0.060	170.0	225	5.06	50.0
S1.005	SMH 1.5	SMH 1.6	2.484	0.600	85.914	85.872	0.042	59.1	150	4.89	50.0
S1.004	SMH 1.4	SMH 1.5	6.508	0.600	86.024	85.914	0.110	59.2	150	4.85	50.0
S1.003	SMH 1.3	SMH 1.4	20.664	0.600	86.372	86.024	0.348	59.4	150	4.77	50.0
S1.002	SMH 1.2	SMH 1.3	10.816	0.600	86.411	86.372	0.039	277.3	150	4.51	50.0
S1.001	SMH 1.1	SMH 1.2	7.667	0.600	86.540	86.411	0.129	59.4	150	4.21	50.0
S1.000	SMH 1.0	SMH 1.1	8.582	0.600	86.685	86.540	0.145	59.2	150	4.11	50.0
S2.001	SMH 2.1	SMH 2.2 Outfall	8.136	0.600	88.748	88.700	0.048	170.0	225	4.40	50.0
S2.000	SMH 2.0	SMH 2.1	15.642	0.600	88.775	88.748	0.027	580.0	600	4.26	50.0

Name	Vel (m/s)	Cap (l/s)	Flow (l/s)	US Depth (m)	DS Depth (m)	Σ Area (ha)	Σ Add Inflow (l/s)	Pro Depth (mm)	Pro Velocity (m/s)
S1.006	1.000	39.7	18.2	2.013	2.073	0.122	0.0	107	0.978
S1.005	1.310	23.2	18.2	1.971	2.013	0.122	0.0	100	1.448
S1.004	1.310	23.1	12.5	1.861	1.971	0.084	0.0	79	1.336
S1.003	1.307	23.1	12.5	1.513	1.861	0.084	0.0	79	1.334
S1.002	0.598	10.6	4.5	1.474	1.513	0.030	0.0	68	0.574
S1.001	1.307	23.1	4.5	1.345	1.474	0.030	0.0	45	1.015
S1.000	1.310	23.1	4.5	1.200	1.345	0.030	0.0	45	1.018
S2.001	1.000	39.7	4.8	1.167	1.475	0.032	0.0	52	0.677
S2.000	1.004	283.8	2.5	0.765	0.792	0.017	0.0	40	0.317

Links

Name	US Node	DS Node	Length (m)	ks (mm) / n	US IL (m)	DS IL (m)	Fall (m)	Slope (1:X)	Dia (mm)	T of C (mins)	Rain (mm/hr)
S1.007	SMH 1.7	SMH 1.8 Outfall	1.908	0.600	89.513	89.480	0.033	57.8	225	4.02	50.0

Name	Vel (m/s)	Cap (l/s)	Flow (l/s)	US Depth (m)	DS Depth (m)	Σ Area (ha)	Σ Add Inflow (l/s)	Pro Depth (mm)	Pro Velocity (m/s)
S1.007	1.723	68.5	0.0	1.552	1.585	0.000	0.0	0	0.000

Pipeline Schedule

Link	Length (m)	Slope (1:X)	Dia (mm)	Link Type	US CL (m)	US IL (m)	US Depth (m)	DS CL (m)	DS IL (m)	DS Depth (m)
S1.006	10.216	170.0	225	Circular	88.035	85.797	2.013	88.035	85.737	2.073
S1.005	2.484	59.1	150	Circular	88.035	85.914	1.971	88.035	85.872	2.013
S1.004	6.508	59.2	150	Circular	88.035	86.024	1.861	88.035	85.914	1.971
S1.003	20.664	59.4	150	Circular	88.035	86.372	1.513	88.035	86.024	1.861
S1.002	10.816	277.3	150	Circular	88.035	86.411	1.474	88.035	86.372	1.513
S1.001	7.667	59.4	150	Circular	88.035	86.540	1.345	88.035	86.411	1.474
S1.000	8.582	59.2	150	Circular	88.035	86.685	1.200	88.035	86.540	1.345
S2.001	8.136	170.0	225	Circular	90.140	88.748	1.167	90.400	88.700	1.475
S2.000	15.642	580.0	600	Circular	90.140	88.775	0.765	90.140	88.748	0.792
S1.007	1.908	57.8	225	Circular	91.290	89.513	1.552	91.290	89.480	1.585

Link	US Node	Dia (mm)	Node Type	MH Type	DS Node	Dia (mm)	Node Type	MH Type
S1.006	SMH 1.6	1200	Manhole	Adoptable	Attenuation Tank & Pump	1200	Manhole	Adoptable
S1.005	SMH 1.5	1200	Manhole	Adoptable	SMH 1.6	1200	Manhole	Adoptable
S1.004	SMH 1.4	1200	Manhole	Adoptable	SMH 1.5	1200	Manhole	Adoptable
S1.003	SMH 1.3	1200	Manhole	Adoptable	SMH 1.4	1200	Manhole	Adoptable
S1.002	SMH 1.2	1200	Manhole	Adoptable	SMH 1.3	1200	Manhole	Adoptable
S1.001	SMH 1.1	1200	Manhole	Adoptable	SMH 1.2	1200	Manhole	Adoptable
S1.000	SMH 1.0	1200	Manhole	Adoptable	SMH 1.1	1200	Manhole	Adoptable
S2.001	SMH 2.1	1500	Manhole	Adoptable	SMH 2.2 Outfall	1200	Manhole	Adoptable
S2.000	SMH 2.0	1500	Manhole	Adoptable	SMH 2.1	1500	Manhole	Adoptable
S1.007	SMH 1.7	1200	Manhole	Adoptable	SMH 1.8 Outfall	1200	Manhole	Adoptable

Manhole Schedule

Node	Easting (m)	Northing (m)	CL (m)	Depth (m)	Dia (mm)	Connections	Link	IL (m)	Dia (mm)
SMH 1.0	709490.729	727724.901	88.035	1.350	1200				
						0	S1.000	86.685	150
SMH 1.1	709489.050	727733.317	88.035	1.495	1200	1	S1.000	86.540	150
									
						0	S1.001	86.540	150
SMH 1.2	709481.695	727735.483	88.035	1.624	1200	1	S1.001	86.411	150
									
						0	S1.002	86.411	150

Manhole Schedule

Node	Easting (m)	Northing (m)	CL (m)	Depth (m)	Dia (mm)	Connections	Link	IL (m)	Dia (mm)
SMH 1.3	709482.144	727746.290	88.035	1.663	1200	1	S1.002	86.372	150
						0	S1.003	86.372	150
SMH 1.4	709461.829	727750.071	88.035	2.011	1200	1	S1.003	86.024	150
						0	S1.004	86.024	150
SMH 1.5	709460.563	727743.687	88.035	2.121	1200	1	S1.004	85.914	150
						0	S1.005	85.914	150
SMH 1.6	709458.123	727744.151	88.035	2.238	1200	1	S1.005	85.872	150
						0	S1.006	85.797	225
Attenuation Tank & Pump	709460.329	727754.126	88.035	2.298	1200	1	S1.006	85.737	225
SMH 2.0	709476.622	727783.311	90.140	1.365	1500	0	S2.000	88.775	600
SMH 2.1	709460.984	727782.945	90.140	1.392	1500	1	S2.000	88.748	600
						0	S2.001	88.748	225
SMH 2.2 Outfall	709453.012	727784.568	90.400	1.700	1200	1	S2.001	88.700	225
SMH 1.7	709446.543	727744.269	91.290	1.777	1200	0	S1.007	89.513	225
SMH 1.8 Outfall	709444.675	727744.659	91.290	1.810	1200	1	S1.007	89.480	225

Simulation Settings

Rainfall Methodology	FSR	Analysis Speed	Normal
FSR Region	Scotland and Ireland	Skip Steady State	x
M5-60 (mm)	18.500	Drain Down Time (mins)	240
Ratio-R	0.263	Additional Storage (m^3/ha)	20.0
Summer CV	0.750	Check Discharge Rate(s)	x
Winter CV	0.840	Check Discharge Volume	x

Storm Durations

15	60	180	360	600	960	2160	4320	7200	10080
30	120	240	480	720	1440	2880	5760	8640	

Return Period (years)	Climate Change (CC %)	Additional Area (A %)	Additional Flow (Q %)
100	10	0	0

Node Attenuation Tank & Pump Offline Pump Control

Flap Valve	x	Design Depth (m)	1.000	Switch off depth (m)	0.200
Loop to Node	SMH 1.7	Design Flow (l/s)	1.0		
Invert Level (m)	84.400	Switch on depth (m)	0.400		

Depth (m)	Flow (l/s)
0.150	1.000

Node SMH 2.1 Online Hydro-Brake® Control

Flap Valve	x	Objective	(HE) Minimise upstream storage
Replaces Downstream Link	✓	Sump Available	✓
Invert Level (m)	88.748	Product Number	CTL-SHE-0047-1000-1000-1000
Design Depth (m)	1.000	Min Outlet Diameter (m)	0.075
Design Flow (l/s)	1.0	Min Node Diameter (mm)	1200

Node Attenuation Tank & Pump Depth/Area Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Safety Factor	2.0	Invert Level (m)	84.400
Side Inf Coefficient (m/hr)	0.00000	Porosity	1.00	Time to half empty (mins)	

Depth (m)	Area (m²)	Inf Area (m²)	Depth (m)	Area (m²)	Inf Area (m²)	Depth (m)	Area (m²)	Inf Area (m²)
0.000	35.0	0.0	2.000	35.0	0.0	2.001	0.0	0.0

Results for 100 year +10% CC Critical Storm Duration. Lowest mass balance: 100.00%

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
15 minute winter	SMH 1.0	12	87.030	0.345	12.7	0.5437	0.0000	SURCHARGED
15 minute winter	SMH 1.1	12	87.003	0.463	10.7	0.5242	0.0000	SURCHARGED
15 minute winter	SMH 1.2	12	86.975	0.564	10.6	0.6383	0.0000	SURCHARGED
15 minute winter	SMH 1.3	11	86.934	0.562	27.3	1.0005	0.0000	SURCHARGED
15 minute winter	SMH 1.4	11	86.448	0.424	25.1	0.4791	0.0000	SURCHARGED
15 minute winter	SMH 1.5	11	86.264	0.350	38.6	0.5209	0.0000	SURCHARGED
720 minute winter	SMH 1.6	585	86.132	0.335	5.2	0.3790	0.0000	SURCHARGED
720 minute winter	Attenuation Tank & Pump	585	86.132	0.395	5.2	61.0695	0.0000	OK
120 minute winter	SMH 2.0	96	89.741	0.966	2.5	1.9472	0.0000	SURCHARGED
120 minute winter	SMH 2.1	96	89.741	0.993	2.7	1.9689	0.0000	SURCHARGED
15 minute summer	SMH 2.2 Outfall	1	88.700	0.000	0.8	0.0000	0.0000	OK
15 minute summer	SMH 1.7	17	89.533	0.020	1.0	0.0231	0.0000	OK
15 minute summer	SMH 1.8 Outfall	17	89.499	0.019	1.0	0.0000	0.0000	OK

k Event am Depth)	US Node	Link	DS Node	Outflow (l/s)	Velocity (m/s)	Flow/Cap	Link Vol (m³)	Disch Vol
te winter	SMH 1.0	S1.000	SMH 1.1	10.7	1.190	0.464	0.1511	
te winter	SMH 1.1	S1.001	SMH 1.2	10.6	0.839	0.457	0.1350	
te winter	SMH 1.2	S1.002	SMH 1.3	12.5	0.711	1.184	0.1904	
te winter	SMH 1.3	S1.003	SMH 1.4	25.1	1.424	1.085	0.3638	
te winter	SMH 1.4	S1.004	SMH 1.5	25.7	1.457	1.108	0.1146	
te winter	SMH 1.5	S1.005	SMH 1.6	38.4	2.184	1.660	0.0433	
ute winter	SMH 1.6	S1.006	Attenuation Tank & Pump	5.2	0.677	0.131	0.4063	
ute winter	Attenuation Tank & Pump	Pump	SMH 1.7	1.0				
ute winter	SMH 2.0	S2.000	SMH 2.1	0.6	0.112	0.002	4.4060	
ute winter	SMH 2.1	Hydro-Brake®	SMH 2.2 Outfall	1.0				
te summer	SMH 1.7	S1.007	SMH 1.8 Outfall	1.0	0.595	0.015	0.0032	

Appendix C - Existing Taken in Charge Areas

Comhairle Contae
Átha Cliath Theas
South Dublin County Council

Connecting you to Roads Maintenance, Land Use, Planning & Transportation

Daniel O'Mahony
Penthouse 30a,
Mountbrook,
Blackrock, A94 TH90

Certificate Ref: TIC/8337/2021
Your Ref.:
Date: 01/11/2021

Re:Greenhills Road, Old Greenhills Road, Main Street, Tallaght, Dublin 24

Dear Sir/Madam,

In reply to your recent enquiry in connection with the above location, I wish to certify that:

The roads, footpaths, surface water infrastructure and public lighting at the above location are in charge of South Dublin County Council.

The Watermains Network and Foul Sewer System at this location were taken in charge by South Dublin County Council and are maintained by South Dublin County Council under a Service Level Agreement with Irish Water. Ownership of these services now resides with Irish Water under the Water Services Statutory Instruments S.I. No. 13 of 2015.

The Roads and Services as shown coloured yellow on the attached Taken in Charge map (ref: TIC/8337/2021) are in charge of South Dublin County Council. Areas shaded grey/blank are not in charge of South Dublin County Council.

Please see attached receipt for €88.00.

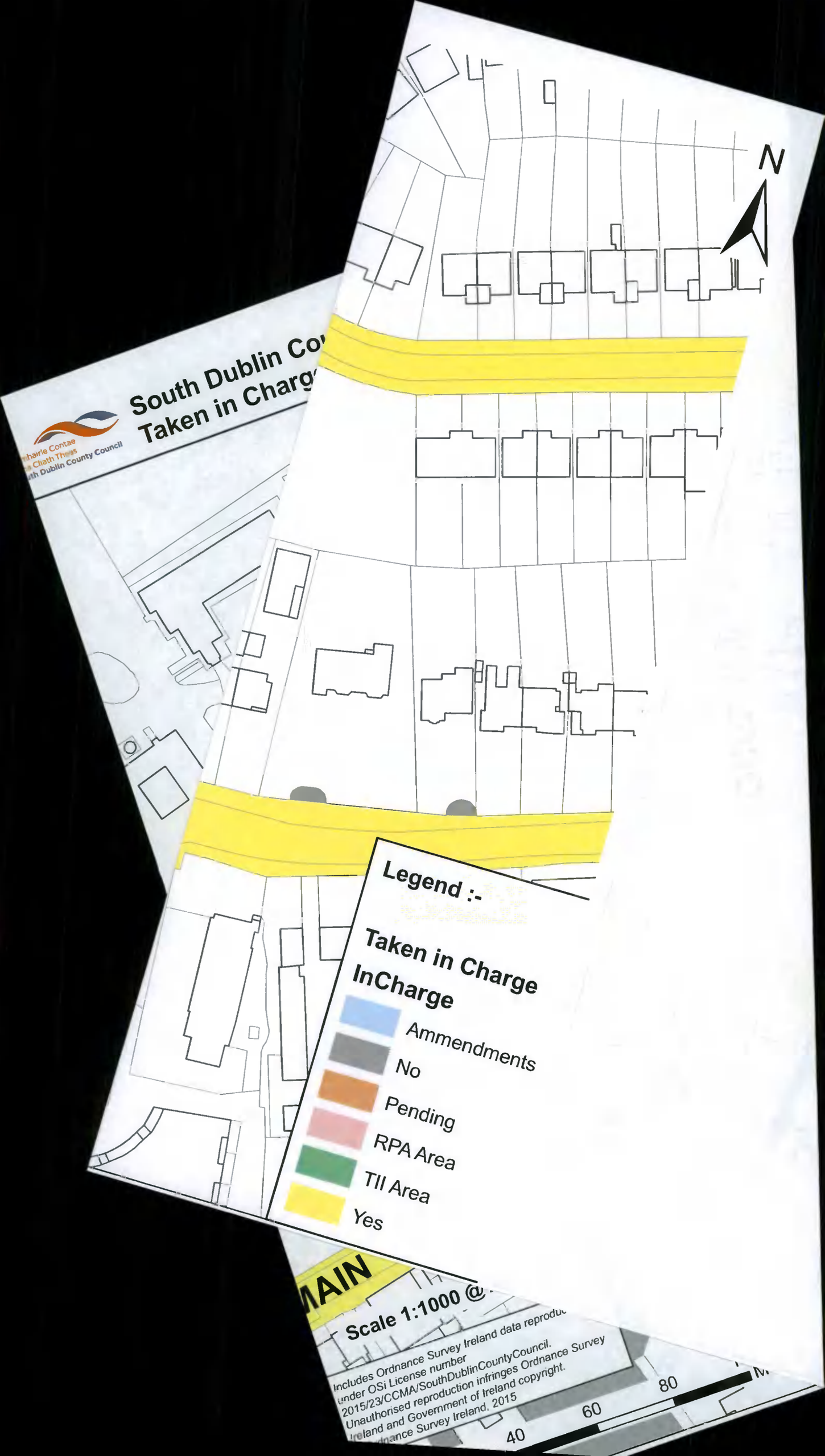
Yours faithfully,

P.P.

SENIOR EXECUTIVE OFFICER

South Dublin County Council
County Hall, Tallaght
Dublin 24, D24 YNN5

Tel +353 1 4149395
Email. info@sdublincoco.ie


South Dublin Co
Taken in Charg
Comhairle Contae
Chlath Theas
uth Dublin County Council
N
Legend :-
Taken in Charge
InCharge
Ammendments
No
Pending
RPA Area
TII Area
Yes
MAIN
Scale 1:1000 @
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