

Comhairle Chontae Atha Cliath Theas

PR/1556/21

Record of Executive Business and Chief Executive's Order

Reg. Reference: SD21A/0140 **Application Date:** 28-May-2021
Submission Type: Additional **Registration Date:** 03-Nov-2021
Information

Correspondence Name and Address: Thornton O'Connor Town Planning 1, Kilmacud Road Upper, Dundrum, Dublin 14

Proposed Development: Construction of 1 warehouse with ancillary office and staff facilities and associated development. The warehouse will have a maximum height of 16 meters with a gross floor area of 22,966sq.m including a warehouse area (21,113sq.m), ancillary office areas (1,163sq.m) and staff facilities (690sq.m); the provision of a new vehicular access to the site from Jordanstown Road including 2 additional access gates from this new road to the existing Site E to the north; pedestrian access; 210 ancillary car parking spaces; bicycle parking; HGV yards; level access goods doors; dock levellers; access gates; hard and soft landscaping; lighting; boundary treatments; ESB substation; plant; extinguishment of the existing vehicular access (farm gate) in lieu of a proposed pedestrian access gate at the southern portion of the site from the R120; and all associated development works above and below ground; all on a site of 5.67 on lands that are bounded to the west by Blocks A - D Jordanstown Road, to the south and east by greenfield lands and to the north by greenfield lands and Block E. The site abuts the R120 Newcastle Village to Rathcoole Road to the south.

Location: Block R, Jordanstown Road, Aerodrome Business Park, Rathcoole, Co. Dublin

Applicant Name: Exeter Ireland Property IV C Ltd.

Application Type: Permission

(EW)

Description of Site and Surroundings:

Site Visit: 18/06/2019

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Site Area: Stated as 5.69 Hectares.

Site Description

The subject site (known as site R) is located on the south-eastern side of the Aerodrome Business Park and located east of the Greenogue Business Park, Rathcoole. The site is immediately bound by neighbouring industrial/warehouse premises to the west, a new road connection from Jordanstown Road local access road will form the eastern spine road within the Aerodrome Business Park. The lands to the immediate east and the north of the site are rural lands that are undeveloped. The site comprises primarily of bare ground, with some areas of spoil, grass, bushes and hedging along the north, south and eastern site boundaries.

The site is located north off the R120 between Newcastle and the N7, within an established industrial estate/business park comprised primarily of light industrial, warehousing and logistics uses. The new access location is 400m from the Aerodrome roundabout and forms the eastern access to the business park from the R120 College Land (the Newcastle Road). Casement Aerodrome is located north-east of the subject site.

The site is located on the periphery of the existing industrial lands at a transition area between industrial and rural (and Baldonnell Aerodrome).

A SEVESO site is located within Greenogue Industrial Estate.

Proposal

The proposed development is for a warehouse, ancillary offices, staff facilities and associated site works and will comprise primarily of the following:

- One warehouse with ancillary office and staff facilities and associated development. The warehouse will have:
 - a maximum height of 16 meters
 - gross floor area of 22,966sq.m including:
 - a warehouse area (21,113sq.m),
 - ancillary office areas (1,163sq.m) and
 - staff facilities (690sq.m);
- the provision of a new vehicular access to the site from Jordanstown Road including 2 additional access gates from this new road to the existing Site E to the north;
- 210 ancillary car parking spaces;
- bicycle parking;
- HGV yards; level access goods doors; dock levellers; access gates;
- hard and soft landscaping; lighting; boundary treatments;
- ESB substation; plant; extinguishment of the existing vehicular access (farm gate) in lieu of a proposed pedestrian access gate at the southern portion of the site from the R120;

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- and all associated development works above and below ground.

Zoning

Two Zonings:

1. The majority of the subject site is subject to zoning objective 'EE' - 'To provide for enterprise and employment related uses'.
2. The south-eastern portion of the application is zoned 'RU' to protect and provide for the development of agriculture.

Consultations

Water Services Section – No objections, subject to conditions.

Irish Water – No objections, subject to conditions.

Roads Section – Additional Information requested.

Parks and Landscaping Service / Public Realm – No response received at time of writing.

Heritage Office – No response received at time of writing.

Environmental Health Officer – No objections, subject to conditions.

Pollution Control – No response received at time of writing.

Public Lighting – No response received at time of writing.

Commission for Regulation of Utilities – No response received at time of writing.

Department of Defence – Object to proposed development having regard to obstacle free zone around specific runways 4 and 22 (south-eastern portion of development).

Geological Survey – No comment or objection.

SEA Sensitivity Screening

Indicates overlap with the following environmental layers:

- *SFRA A 2016*
- *SFRA B 2016*

Submissions/Observations /Representations

None received.

Recent Relevant Planning History

Adjoining Sites

SD20A/0061: Unit K2, Jordanstown Way, Aerodrome Business Park, Rathcoole, Co. Dublin.

Extensions to front of existing warehouse to include single storey infill enclosure over existing loading bay ramp (floor area to be 44.12sq.m with height to top of parapet of 6.2m above ground level); new single storey goods-in inspection store (floor area to be 55.98sq.m with a height to top of parapet of 4.8m above ground level); both structures complete with roller shutter access door & personnel door within the front/south elevation, together with site works.

SDCC Granted Permission, subject to conditions.

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SD19A/0264: *Aerodrome Business Park, Site Q2, Jordanstown Road, Collegeland, Rathcoole, Co. Dublin*

Concurrent proposal on a for the following: Warehouse with ancillary three storey office and staff facilities and associated development. The warehouse will have a parapet height of 17 metres with a gross floor area of 14,649sq.m including a warehouse area (13,494sq.m), ancillary office areas (1099sq.m) and staff facilities (56sq.m); provision of a new vehicular access/egress onto the Jordanstown Road; internal roadways; pedestrian access; 152 ancillary car parking spaces; bicycle parking; HGV yard including 26 HGV parking stands and 18 loading docks; hard and soft landscaping including green walls; lighting; photo-voltaic panels; ESB substation and switch room; plant; boundary treatments and associated development works above and below ground.

SDCC Granted Permission, subject to conditions.

SD19A/0263: *Aerodrome Business Park, Lands at Site G, Jordanstown Road & Jordanstown Way, Collee Land, Rathcoole, Co. Dublin*

Concurrent proposal on a site to the south of the subject site adjacent to the roundabout junction of Jordanstown road and the R120 for the following: Warehouse with ancillary three storey office and staff facilities and associated development. The warehouse will have a parapet height of 17 metres with a gross floor area of 11,012sq.m including a warehouse area (10,079sq.m), ancillary office areas (877sq.m) and staff facilities (56sq.m); provision of a new vehicular access/egress onto the Jordanstown Road, and the relocation of the entrance/exit on Jordanstown Way slightly to the west for HGV access; internal roadways; pedestrian access; 108 ancillary car parking spaces; bicycle parking; HGV yard including 13 HGV parking stands and 14 loading docks; hard and soft landscaping including green walls; lighting; photo-voltaic panels; ESB substation and switch room; plant; boundary treatments and associated development works above and below ground.

SDCC Granted Permission, subject to conditions.

SD08A/0733 *Aerodrome Business Park, Collegeland, Rathcoole, Co. Dublin.*

Proposal: Retention of 2 temporary advertising signs (non-illuminated) located at the entrance of Aerodrome Business Park - Sign 1: 16.2metre squared & 6.6metre high; sign 2: 7.5metre squared & 5metre high.

SDCC Granted Retention Permission.

SD19A/0171: *Site 601 & 605, Jordanstown Road, Jordanstown Ave, Greenogue Business Park*

Proposal: 2 warehouses with ancillary three storey office and staff facilities and associated development. Unit 601 will have a maximum height of 16.1 metres with a gross floor area of 4,922sq.m including a warehouse area (4,224sq.m); ancillary office areas (322sq.m) and staff facilities (376sq.m). Unit 605 will have a maximum height of 15.7 metres with a gross floor area of 8,036sq.m including a warehouse area (7,032sq.m); ancillary office areas (568sq.m) and staff facilities (437sq.m); provision of new vehicular accesses/egresses to the sites with HGV access

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and egress to both units proposed via Jordanstown Avenue and car access and egress to both units proposed via Jordanstown Road; internal roadways; pedestrian access; 105 ancillary car parking spaces; bicycle parking; HGV yards; level access goods doors; dock levellers; hard and soft landscaping; boundary treatments; associated site development works above and below ground.'

SDCC Granted Permission, subject to conditions.

SD18A/0265: Lands to the south of the R120,

Proposal: The provision of 2 warehouses with ancillary three storey office and staff facilities and associated development. Building A will have a maximum height of 18.3m with a gross floor area of 15,286sq.m including a warehouse area (14,267sq.m), ancillary office area (413sq.m) and staff facilities (606sq.m). Building B will have a maximum height of 17.4m with a gross floor area of 26,384sq.m including a warehouse area (23,421sq.m), ancillary office areas (1,870sq.m) and staff facilities (1,093sq.m). The development will also include the provision of a new vehicular access to the site via the Greenogue Roundabout; internal roadways; pedestrian access; 422 ancillary car parking spaces; bicycle parking; HGV yards; level access goods doors; dock levellers; hard and soft landscaping; 2 ESB substations (18sq.m); lighting; boundary treatments; and associated site development works above and below ground.

SDCC Granted Permission, subject to conditions.

SD18A/0036: Unit 527, Grants Hill, Greenogue Business Park

Proposal: Warehouse unit 6,461sq.m, 17.40m high with 568sq.m integrated ancillary offices/staff facilities on 3 floors plus 763sq.m mezzanine storage area to warehouse totalling 7,792sq.m. The development will also include: (a) Site access from Grants Hill, (b) On-site security hut 14.50sq.m, 3m high, (c) Ancillary car parking, (d) HGV marshalling yard & HGV parking facility for 12 vehicles 816sq.m, (e) Site landscaping, (f) Flood management measures, (g) Drainage works including underground surface water attenuation facility, (h) all services & utilities including ESB sub-station 9sq.m, 3m high, (i) Plus all associated site development works.

SDCC Granted Permission, subject to conditions.

SD16A/0074: Site 517A, Grants Rise, Greenogue Business Park

Proposal: Development (on 3.26 hectare site adjacent to the existing Unit 517 as granted and constructed under planning reference SD05A/0140) consisting of: 10,994sq.m warehousing unit, 19.5m high plus 524sq.m integrated ancillary office accommodation/staff facilities on two floors with 535sq.m mezzanine storage. The development will also include ancillary car parking, ancillary HGV parking on 2305sq.m of yard plus marshalling yard, canopy attached to part of the front elevation, ancillary HGV vehicle wash and refuel facility with underground fuel tank, alterations to the site entrance/exit arrangements to Grants Rise including widening an existing gate and rearrangement of the car parking associated with the existing building as previously

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referenced, provision of landscaping, paving, services utilities, drainage and all associated site development works.

SDCC Granted Permission, subject to conditions.

SD15A/0274: Site 665, Greenogue Business Park

Proposal: Construction of a warehouse unit and ancillary offices (2.2ha. site area) fronting Newcastle-Rathcoole Road (R120) consisting of 9,080sq.m warehouse unit (max 17m high), 54sq.m of ancillary staff facilities within warehouse area, 816sq.m ancillary offices/staff facilities on three floors (max 11.75m high) to front of the unit plus ancillary carparking, HGV marshalling/loading/unloading yard with ancillary HGV parking, services, utilities, landscaping, paving and all site development works, 2 new site entrances/exits from proposed estate access road as granted under planning permission reg. ref. SD15A/0019 & SD08A/0276 incorporating altered cul-de-sac turnabout arrangement to this access road as part of this application.

SDCC Granted Permission, subject to conditions.

Pre-Planning Consultation

None recorded for subject site.

Relevant Policy in South Dublin County Development Plan 2016 – 2022 ('CDP')

Section 4.2.0 Strategic Policy for Employment

Policy ET1 Economic and Tourism Overarching Policies and Objectives

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.

Policy ET3 Enterprise and Employment (EE)

It is the policy of the Council to support and facilitate enterprise and employment uses (high-tech manufacturing, light industry, research and development, food science and associated uses) in business parks and industrial areas.

ET3 Objective 4:

To direct light industry and logistics uses to enterprise and employment zones that are proximate to the strategic and national road network.

ET3 Objective 5:

To ensure that all business parks and industrial areas are designed to the highest architectural and landscaping standards and that natural site features, such as watercourses, trees and hedgerows are retained and enhanced as an integral part of the scheme.

ET3 Objective 6:

To ensure that business parks and industrial areas are designed to promote walking, cycling and public transport.

Section 7.1.0 Water Supply & Wastewater

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Policy IE1 Water & Wastewater

Section 7.2.0 Surface Water & Groundwater

Policy IE2 Surface Water & Groundwater

Section 7.3.0 Flood Risk Management

Policy IE3 Flood Risk

Section 7.5.1 Waste and Resource Policy and Legislation

Policy IE5 Waste Management

Section 7.6.0 Major Accidents Directive

Policy IE6 Major Accidents

Section 7.7.0 Environmental Quality

Policy IE7 Environmental Quality

Section 7.8.1 Casement Aerodrome

Policy IE8 Casement Aerodrome

Section 8.0 Green Infrastructure

Policy G5 Sustainable Urban Drainage Systems

Policy G6 New Development in Urban Areas

Section 9.3.1 Natura 2000 Sites

Policy HCL12 Natura 2000 Sites

Section 10.0 Energy

Policy E4 Energy Performance in New Buildings

Policy E5 Waste Heat Recovery & Utilisation

Section 11.2.1 Design Statement

Table 11.18: Key Principles for Development within Enterprise and Employment Zones

Section 11.2.7 Building Height

Section 11.2.8 Signage – Advertising, Corporate and Public Information

Section 11.4.1 Bicycle Parking Standards

Table 11.22: Minimum Bicycle Parking Rates

Section 11.4.2 Car Parking Standards

Table 11.23: Maximum Parking Rates (Non-Residential)

Section 11.4.4 Car Parking Design and Layout

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Section 11.4.6 Travel Plans

Section 11.6.1 Water Management

Section 11.6.3 Environmental Hazard Management

Section 11.6.4 Major Accidents – SEVESO Sites

Section 11.6.5 Waste Management

Section 11.6.6 Aerodromes

Section 11.7.2 Energy Performance in New Buildings

Section 11.8.1 Environmental Impact Assessment

Section 11.8.2 Appropriate Assessment

Relevant Government Policy

Eastern & Midland Regional Assembly, Regional Spatial & Economic Strategy 2019-2031

Waste Management Plan for the Dublin Region 2005-2010, Dublin City Council, Dun Laoghaire-Rathdown County Council, Fingal County Council and South Dublin County Council, (2005)

The Planning System and Flood Risk Management Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government and OPW (November 2009)

Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, (2009).

Smarter Travel – A Sustainable Transport Future. A New Transport Policy for Ireland 2009 – 2020, Department of Transport, (2009).

National Cycle Manual – National Transport Authority (June 2011)

Assessment

The main issues for assessment are set out below:

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Zoning & Council Policy

The proposed development is a use which is 'permitted in principle' under the 'EE' zoning objective of the subject site and is generally considered to be acceptable, subject to design, amenity, environmental safeguards, protection of air traffic and compliance with the relevant policies, standards and requirements of the South Dublin County Council Development Plan (CDP). The principal of the proposed development will be located on lands zoned EE. This is generally acceptable and compliant with the CDP.

The south-eastern portion of the application is zoned 'RU' to protect and provide for the development of agriculture. The inclusion of the RU objective lands is for pedestrian access purposes only. Although the pathway/cycleway will provide access to the industrial zoned lands it is considered that the use is generally in-keeping with the zoning.

Council Policy

The proposed development which provides for a large warehouse and ancillary facilities is in response to the industry requirement for warehousing demand and distribution facilities to meet the emerging needs of modern logistics and storage operators in an area zoned for this purpose.

The site is located in an area zoned EE 'to provide for enterprise and employment-related uses', where offices between 100-1,000sqm are open for consideration. The proposed office space within this warehouse building is in excess of an office land use space opened for consideration:

1. ancillary office areas (1,163sq.m), and
2. Staff facilities (690sq.m)

This represents 1,853sq.m for office and staff facilities space and 8.8% of the total floor area of warehousing development.

Policy ET1 Objective 3 of the CDP, which seeks "to direct people intensive enterprise and employment used such as major office developments (>1,000sqm gross floor area) in to lands zoned Town Centre and Regeneration Zones..." is relevant in the assessment of this application. The current proposal will take the total of office space (and ancillary amenities for office staff) to significantly over 1,000sqm. This represents 853sqm over and above the general maximum limit of office space open for consideration within the EE zoning and Policy ET-6. Notwithstanding the applicant's labelling of this ancillary space, it is considered that the extent of the proposed office space/ancillary space requires justification.

Design and Visual Impact

A design statement has been submitted with the application in accordance with requirements set out in Section 11.2.1 of the South Dublin CDP.

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The scale and design of the warehouse building would be considered larger to the prevalent type and size of development in the immediate area. The proposed warehouse at 22,966sq.m, standing approximately 16 metres tall would be highly visible from the R120 on approach to Newcastle Village from the N7 (southern elevation). It would be generally screened by similar type developments to the west and north. The subject site is located on the edge of the existing industrial area and interfaces with the rural area, which is unlikely to come forth for development due to the proximity of the existing aerodrome. In this instance the Planning Authority considers that design proposals to transition the industrial area into rural should be introduced along the southern boundary. This should be formed by an earthen berm with significant planting to mitigate the impact at this important interface and the structure should be moved away from this boundary in a northerly direction. **ADDITIONAL INFORMATION.**

The building occupies a footprint of 222.5m x 99m with a parapet height of 16m. The bulk, scale and massing of the building is considered to be extensive and it fills a significant area of the entire 5 hectare site, with minimal 'greening' and substantial hard-surfacing of the site, creating a cramped development which may be considered to be an overdevelopment of the site. The planning authority would require justification and a rationale for the size, bulk and scale of the proposed building on site, having regard to the above and would seek proposals for a scaled down structure on the site. **ADDITIONAL INFORMATION.**

In general, the overall design, finishes, of the proposed development would be similar to the prevalent type and style of development in the area. However, having regard to the proposed height (discussed further in this report) and high visibility of the southern elevation as seen from the R120, the applicant should be requested to submit revised proposals for a higher-quality southern façade that addresses this prominent location. The design, colour and form of the offices in the south-east corner of the proposed structure would require a greater visually impact and design statement on this corner of the building in accordance with requirements set out in Section 11.18 of the South Dublin CDP. **ADDITIONAL INFORMATION**

Ancillary offices are proposed in a three-storey element in the south-eastern corner of the building. 10 Dock levellers are proposed to the west and 20 north of the warehouse building.

The new road connection from Jordanstown Road local access road within the Aerodrome Business Park is welcomed by the planning authority.

The proposed pathway/cycleway from the R120 to the subject site, notwithstanding its construction on rural zone land, is generally acceptable and welcomed by the Planning Authority. However, having regards to the site's rural zoning, the Planning Authority require that this area be significantly planted and the existing hedgerows are augmented, to provide for

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Green Infrastructure (in compliance with Chapter 8 of the CDP) and to provide a significant planted buffer at this transition area (from industrial to rural). Drawings of how this pedestrian/cyclist entrance will appear from the roadside should be submitted for a full assessment to take place; these should include (but not exhaustive) elevational plans and landscape plans. ADDITIONAL INFORMATION.

Ancillary 210 car parking spaces are proposed along the western side of the site and to the south of the building. with bicycle parking, and a HGV yards is proposed to the north of the site. These are discussed within the Roads Department section of this report. However, from a design perspective the parking does not comply with the car parking standards of the CDP, which requires the planting of trees for every 5 car parking spaces. Considering the considerable lack of proposed planting on the site this should be sought by way of ADDITIONAL INFORMATION.

The proposal also includes the provision of a new vehicular access off the Jordanstown Road, creating a new east-west aligned link road from which two additional vehicular accesses will open up increased vehicular and pedestrian access to the existing Site E to the north of the new road.

Generally, having regard to the surrounding land uses, the overall proposal is considered to be in keeping with the surrounding area subject to the reduction in bulk scale and mass of the proposed warehouse, improvements to the southern façade, increased planting and 'greening' of the site (to include berms, tree planting between car parking to CDP standards), ADDITIONAL INFORMATION.

Ecological Impact Assessment

As per the Ecological Impact Assessment submitted by JBA Consulting dated May 2021 the construction of this proposed development has been shown to potentially impact a number of different habitats with local importance (treeline; hedgerow; scrub and drainage ditches) and faunal groups (breeding birds; badger; hedgehog; Pygmy Shrew; bats and amphibians) with local ecological importance.

The applicant has outlined a number of mitigation measures, it is noted 'there will be no significant impact in combination with the other projects and plans, as result of the development and associated works and associated works on the ecology of the area and on any designed conservation sites.

The report also notes the supplementary tree and hedge planting is proposed along the boundary of the site and a strip of wildflower meadow is proposed along the western side of the warehouse. The Planning Authority notes the Ecological Impact Assessment and the mitigation measures but remains concerned that having regard to the site's location on the edge of the

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industrial area, abutting rural zoned land and having regard to the habitats and species that will be affected by the proposed development that increased mitigation measures should be proposed, this may include the relocation of the structure away from the southern boundary in a northerly direction and the inclusion of a green wall/green façade on the southern elevation (which should be redesigned). **ADDITIONAL INFORMATION.**

The Ecological Report states that:

The site has negligible suitability for roosting bats and the development will therefore not result in a reduction of roosting habitat.

However, the southern and south-eastern hedgerow is possibly a foraging route for bats. A Bat Survey to include feeding route survey should be carried out, having regard to the location of the site in an area known for its bat population.

Location – Accessibility

County Development Plan policy ET1-2 and ET1-6 supports the location of development closer to urban centres and at locations where there is supporting public transport facilities. The site is not location in proximity to heavy or light rail or a significant bus route. The development would therefore be heavily reliant on the motorised vehicle. The Planning Authority recognises that measures have been included in the proposed development to encourage increased walking and cycling to the site (this is welcomed). However, if the proposed development is to be granted office space and ancillary staff areas should be capped to adhere to the CDP policies and that all ancillary floor area and office space shall remain subsidiary to the warehouse use on the site. **CONDITION.**

Due to the location of the site and the substantive ancillary space encouraging greater numbers of workers the Planning Authority requests that a Modal-Shift Report to try to reduce car movements to and from the site. **Additional Information.**

Access & Parking

The Roads Department has addressed the following items in their report:

Vehicular access and internal layout, pedestrian access, a traffic and transport assessment, operational management plan, car parking, bicycle provision, construction management plan, public lighting and roads construction details and has recommend that additional information be requested from the applicant as follows:

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1. The applicant shall submit an operational management plan which should include no. of HGVs making deliveries to and from the proposed development during the operational phase of the proposed development.
2. The applicant shall submit a detail design of proposed vehicular access from Jordanstown Road, visibility splays shall be demonstrated at the proposed vehicular access.
3. The applicant shall submit a robust justification for the quantum of car parking proposed on site having regard to the close proximity of the site to public transport links. The applicant should note that the Development Plan parking standards are maximum standards. The proposal shall commit to developing a Mobility Management Plan for the proposed development, which should continue to promote the current trends to sustainable travel modes.
4. The applicant shall submit a revised layout showing 1.8m wide pedestrian footpath along the northern and eastern perimeter of the warehouse connecting the fire escape doors to the safe assembly zones and a 2m width concrete footpath on the southern side of the new access road from Jordanstown Road.
5. The applicant shall submit a swept path analysis for fire tenders and HGVs showing access to all required locations of the site needs to be submitted and agreed by the roads department.
6. All bicycle parking spaces shall be covered.

It is considered that the issues raised by the Roads Department, should be addressed by way of **Additional Information.**

Landscaping and Boundary Treatment

A landscaping plan has been submitted with the proposed development which provides for planting along site boundaries and within the car park in the western part of the site, a landscape screening around the entire site and a small triangular area in the south-east corner. A hedgerow along the south-eastern boundary of the site is proposed on entering the site. The Planning Authority considers that the proposed development, given its location abutting the rural area, is deficient in its landscaping proposals. These should be substantially increased across the entire site and specifically along the entire southern and south-eastern boundaries. **ADDITIONAL INFORMATION.**

No report was received at time of writing from the Heritage Officer or from the Parks and Public Realm Departments. Notwithstanding this and having regard to the Ecological Report received and the site's location abutting the rural lands, the Planning Authority request as a minimum that

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a Bat Survey be taken and increased landscaping should form part of the overall development, especially along the southern and south-eastern boundaries.

As per the Ecological Impact Assessment submitted by *JBA Consulting* dated *May 2021* the construction of this proposed development has been shown to potentially impact a number of different habitats with local importance (treeline; hedgerow; scrub and drainage ditches) and faunal groups (breeding birds; badger; hedgehog; Pygmy Shrew; bats and amphibians) with local ecological importance. Notwithstanding that a number of mitigations are contained in the report which, it is stated, have been incorporated into the design of the proposed development the Planning Authority requests that increased mitigation measures should be sought.

The need for augmentation of the existing trees and hedgerows along this site boundary is considered paramount especially to the southern elevation. The potential for green roofing and further greening of this site should be sought.

Services & Drainage

The Water Services Section has reviewed the proposed development and have raised no objection subject to conditions relating to surface water, to include water butts and ensure that a petrol interceptor is on surface water drain before the entry point of surface water attenuation system. This is to prevent hydro-carbons entering surface water attenuation system. The Planning Authority notes the Water Services Report and would add that due the location of the site on low-lying lands that increased SUDS elements such as a green roof or part green roof (particularly at the southern end of the proposed structure) should form part of this development. ADDITIONAL INFORMATION.

Irish Water has reviewed the proposed development and has raised no objection subject to **conditions**.

Energy - Glint and Glare

Photovoltaic (PV) solar panels have not been noted on the proposed development. The applicant should be requested to investigate sustainable energy for the proposed development. If solar panels are proposed a glint and glare assessment will be **required** for any proposed PV panels that could give rise to any nuisance effect from glint and glare at surrounding dwellings and that it is highly unlikely that there will be any hazardous glint and glare effects on road or aviation receptors.

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Environmental and Public Health Issues

A report received from the Environmental Health Officer noted no objection, subject to conditions relating to noise, air quality, emissions and refuse. It is considered that these matters can be addressed by **conditions** in the event of a grant of permission.

Waste Management

Section 11.6.5(iv) of the CDP states that all new developments in excess of 1,000sq.m should submit a Construction and Demolition Waste Management Plan. The applicant has not submitted this. The file was referred to the Waste Management section of SDCC for comment, but no report was received at time of writing. **ADDITIONAL INFORMATION.**

Aviation Safety

The Department of Defence have objected to the proposal on the grounds that the International Civil Aviation Organisation (ICAO) that set standards and practices on aviation have noted that Annex 14 will be impacted. Annex 14 deals with airport surfaces and its protection to ensure safe instrument flight procedures and specifically Obstacle Limitation Surfaces (OLS) that identifies the airspace around the aerodrome that is to remain free of obstacles.

Runways 22 and 4 at Casement Aerodrome are impacted by the proposed development at Jordanstown Road. The Department of Defence note that the south-east portion of the proposed development will penetrate the following (OLS):

- Annex 14 - Runway 22: Take off Climb Surface – Penetrated by 5.8m.
- Annex 14 - Runway 4 : Approach Surface – Penetrated by 5.8m.

The Planning Authority note the serious concerns of the Department of Defence and the south-east portion of the proposed development. The applicant should be requested to liaise with the Department of Defence to seek a means to progress development on this site. The applicant may have to significantly reduce the size and height of the proposed development of the south-eastern location. **Additional Information.**

Appropriate Assessment

Having regard to the submitted AA report from *JBA Consulting* dated *May 2021*.

The Planning Authority considers that the Stage 1 Screening Assessment Report submitted with the application is sufficiently detailed and has appropriately assessed potential impacts on all relevant Natura 2000 Sites nearby to enable the Planning Authority to determine that the the proposed development would not be likely to have a significant effect on Natura 200 Sites individually or in combination with other plans or projects and therefore a Stage 2 Appropriate Assessment is not required.

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Environmental Impact Assessment

Having regard to the documentation submitted with the application and to the nature, scale and location of the proposed development, it is considered that there is no real likelihood of significant effects on the environment arising from the proposed development.

Other Issues

Development Contributions

Warehouse structure summarised: 22,966sq.m:

- Warehouse area (21,113sq.m), ancillary office areas (1,163sq.m) and staff facilities (690sq.m)
- Development contributions apply accordingly.

Conclusion

Having regard to the:

- 'EE' zoning objective of the subject site,
- The policies and objectives of the South Dublin County Development Plan, the Applicant is required to submit revised drawings with the followings:
- Having regard to the serious concerns by the Department of Defence to the size, bulk and scale of the proposed building on site and due to the cramped nature of this site proposal. The applicant is requested to submit revised drawings with a recess of 10m to the eastern side of the proposed warehouse.
- Having regards to the south-east corner of the proposed structure, the Planning Authority would require a greater visually impact and design statement on this corner of the building in accordance with requirements set out in Section 11.18 of the South Dublin CDP. The applicant is required to submit revised drawings by additional information.
- Having regard to the concerns of the Roads Department, in conjunction with a policy modal-shift report will be sought due to the location of the proposed development in an established business park/industrial estate.
- Having regard to the minimal 'greening' of a site at a transitional area on the edge of the industrial area and abutting rural zoned lands and the impact that the proposed development will have on existing habitats and species.

It is considered that the additional information should be sought in order for the proposed development to be in accordance with the proper planning and sustainable development of the area.

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Recommendation

Request Further Information.

Further Information

Further Information was requested on 22/07/21

Further Information was received on 03/11/21

Consultations

Water Services – No objection subject to conditions.

Irish Water - No objection subject to conditions.

Parks - No comments received at time of writing report.

Roads – No objections, subject to conditions.

Heritage Officer - No comments received at time of writing report.

Waste Management - No comments received at time of writing report.

Sustainable Energy Ireland - No comments received at time of writing report.

H.S.E Environmental Health Officer - No comments received at time of writing report.

Department of Defence (re Baldonnell Aerodrome) - No comments received at time of writing report.

Submissions/Observations

No further submissions/observations received.

The Further Information requested was as follows:

1. The Department of Defence has objected to the proposal on the grounds that the International Civil Aviation Organisation (ICAO) that set standards and practices on aviation have noted that Annex 14 will be impacted. Annex 14 deals with airport surfaces and its protection to ensure safe instrument flight procedures and specifically Obstacle Limitation Surfaces (OLS) that identifies the airspace around the aerodrome that is to remain free of obstacles.

The Planning Authority notes the serious concerns of the Department of Defence and the south east portion of the proposed development. The applicant is requested to liaise with the Department of Defence to seek a means to progress development on this site and demonstrate compliance with the South Dublin County Development Plan 2016-2022.

2. The proposed warehouse at 22,966 sq.m, standing approximately 16 metres tall would be visible from the R120 on approach to Newcastle Village from the N7 (southern elevation). The subject site is located on the edge of the existing industrial area and interfaces with the rural area to the south and east. In this instance the Planning Authority considers that design

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proposals to transition the industrial area into rural lands should be introduced along the southern and eastern boundaries. The applicant is requested to submit revised drawings demonstrating the following:

1. The relocation of the overall structure away from the southern boundary of the site (in a northerly direction)
2. An increased natural buffer zone along the entire southern and south-eastern boundaries of the site, which shall include earthen berms and significant, increased planting. This is to mitigate the impact of the proposed development at this important interface.
3. A redesigned southern façade of the structure should be investigated and submitted, which should include a complete change in proposed materials from that proposed for the warehousing element and should include a green wall/façade to enhance and complement the berm and increased planting required under item 2 above.
4. Include CGIs of revised proposal

3. The bulk, scale and massing of the building is considered to be extensive for the subject site, and it fills a significant area of the entire 5 hectare site, with minimal 'greening' and substantial hard-surfacing of the site, creating a cramped development which may be considered to be an overdevelopment of the site. The planning authority requests that a justification and a rationale for the size, bulk and scale of the proposed building on site be submitted. Notwithstanding this, revised proposals for a scaled down structure on the site should be submitted. A revised Design Statement is required (in accordance with Section 11.21 of the County Development Plan.

4. The applicant is requested to submit:

- (1) an operational management plan which should include no. of HGVs making deliveries to and from the proposed development during the operational phase of the proposed development.
- (2) a detail design of proposed vehicular access from Jordanstown Road, visibility splays shall be demonstrated at the proposed vehicular access.
- (3) a robust justification for the quantum of car parking proposed on site having regard to the close proximity of the site to public transport links. The applicant should note that the Development Plan parking standards are maximum standards. The proposal shall commit to developing a Mobility Management Plan for the proposed development, which should continue to promote the current trends to sustainable travel modes.
- (4) a revised layout showing 1.8m wide pedestrian footpath along the northern and eastern perimeter of the warehouse connecting the fire escape doors to the safe assembly zones and a 2m width concrete footpath on the southern side of the new access road from Jordanstown Road.
- (5) a swept path analysis for fire tenders and HGVs showing access to all required locations of the site needs to be submitted and agreed by the roads department.
- (6) a drawing illustrating that all bicycle parking spaces shall be covered.

From a design perspective the parking should be demonstrated to comply with the car parking

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standards of the CDP, which requires increased planting of trees between car parking spaces.

5. Having regard to the significant number of car parking spaces proposed, the local road network and the lack of significant public transport the applicant is requested to submit a modal-shift report that seeks to encourage more sustainable transport modes for future staff.

6. With reference to the lands Zoned Rural the applicant is requested to submit:

(i) revised proposals to increase the proposed planting along the southern elevation (within the rural zoned lands) alongside the new pathway/cycleway and existing hedgerows should be augmented (to provide for Green Infrastructure in compliance with Chapter 8 of the CDP and to provide a significant planted buffer at this transition area (from industrial to rural).

(ii) Drawings of how this pedestrian/cyclist entrance will appear from the roadside should be submitted for a full assessment to take place; these should include (but not exhaustive) elevational plans and landscape plans at the R120 interface.

7. The Planning Authority notes the Ecological Impact Assessment and the mitigation measures but remains concerned that having regard to the site's location on the edge of the industrial area, abutting rural zoned land and having regard to the habitats and species (as mentioned in the Ecological assessment) that will be affected by the proposed development, in this regards the applicant is requested to submit the following:

(i) increased mitigation measures should be proposed, this should include the relocation of the structure away from the southern boundary in a northerly direction and the inclusion of a green wall/green façade on the southern elevation (which should be redesigned).

(ii) A Bat Survey to include feeding/foraging route survey should be carried out, having regard to the location of the site in an area known for its bat population and at a location abutting a rural zoning.

8. The applicant is requested to investigate sustainable energy for the proposed development. If solar panels are proposed a glint and glare assessment will be required for any proposed PV panels that could give rise to any nuisance effect from glint and glare at surrounding dwellings and that it is highly unlikely that there will be any hazardous glint and glare effects on road or aviation receptors.

9. Section 11.6.5(iv) of the County Development Plan requires that all new developments in excess of 1,000sq.m should submit a Construction and Demolition Waste Management Plan. The applicant is requested to submit this plan for assessment.

10. It is considered that the proposed office space/ancillary space to the warehouse exceeds the quantum that is open for consideration (within the zoning matrix and Policy ET-6 of the County Development Plan) for an individual office land use at this location and within this zoning. In this context, the applicant is requested to demonstrate how it is proposed to comply with current development plan policy and fully justify the quantum and ancillary nature of the space. The

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applicant should note that an overall reduction in the size and scale of the proposed development is likely to be required and is requested to submit revised drawings in response to this item.

Item 1

The Department of Defence has objected to the proposal on the grounds that the International Civil Aviation Organisation (ICAO) that set standards and practices on aviation have noted that Annex 14 will be impacted. Annex 14 deals with airport surfaces and its protection to ensure safe instrument flight procedures and specifically Obstacle Limitation Surfaces (OLS) that identifies the airspace around the aerodrome that is to remain free of obstacles. The Planning Authority notes the serious concerns of the Department of Defence and the south east portion of the proposed development. The applicant is requested to liaise with the Department of Defence to seek a means to progress development on this site and demonstrate compliance with the South Dublin County Development Plan 2016-2022.

Assessment

The applicant has submitted a report from *Thornton O Connor Town Planning* dated November 2021 outlining the engagement of *O'Dwyer and Jones Design Partnership* (Aviation Planning & Airports Planning Consultants) to prepare a response to the concerns of the Department of Defence Property Management Branch having regard to projection above the Obstacle Limitation Surface.

The report titled '*Site 'R' at Aerodrome Business Park Rathcoole County Dublin*' dated *October 2021* states the following:

We can confirm that no part of the proposed warehouse will lie under the take-off climb surface from Runway 22, or under a full-width 'instrument' approach surface (at 2% slope) to casements runway 04. The two obstacle limitation surfaces which will lie above the proposed warehouse are:

- (i) The transitional surface to north-west of casement runways 04/22; and*
- (ii) Casement Aerodrome's Inner Horizontal Surface.*

Taking into account the building's FFL at exactly 2m lower than threshold 04, and its revised height, and its exact (revised) distance from Runway 04/22, we confirm

- (i) That the transitional surface to 04/22 will lie at exactly 0.68m above the highest point of the buildings east corner, and this surface will rise from that level to 21.55m above the building; and we confirm*
- (ii) That the aerodrome's Inner Horizontal Surface will lie above the west side of the building at 21.55m above its roof and parapets. The building will not project above either of these surfaces (or above any 'Surface'). [Declan O'Dwyer's Emphasis].*

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The report states that Aviation Safety is in full compliance with all aviation and aeronautical requirements affecting the site. The Department of Defence Property Management Branch and the IAA has been submitted a copy of the Aviation Safety report.

The items of concern with regards to Aviation Safety has been substantially addressed.

Item 2

The proposed warehouse at 22,966sq.m, standing approximately 16 metres tall would be visible from the R120 on approach to Newcastle Village from the N7 (southern elevation). The subject site is located on the edge of the existing industrial area and interfaces with the rural area to the south and east. In this instance the Planning Authority considers that design proposals to transition the industrial area into rural lands should be introduced along the southern and eastern boundaries. The applicant is requested to submit revised drawings demonstrating the following:

1. The relocation of the overall structure away from the southern boundary of the site (in a northerly direction)
2. An increased natural buffer zone along the entire southern and south-eastern boundaries of the site, which shall include earthen berms and significant, increased planting. This is to mitigate the impact of the proposed development at this important interface.
3. A redesigned southern façade of the structure should be investigated and submitted, which should include a complete change in proposed materials from that proposed for the warehousing element and should include a green wall/façade to enhance and complement the berm and increased planting required under item 2 above.
4. Include CGIs of revised proposal

Assessment

- (a) As per drawing ref *D3/PL4* titled *Site plan with swept path analysis*, the applicant has relocated the proposed development from 10.5m away from the south-eastern boundary of the site in a northerly direction to 23.3m.
- (b) Having regard to drawing ref *FDJ-JBAI-XX-XX-DR-L-0004* titled *Planting Plan and* drawing ref *FDJ-JBAI-XX-XX-DR-L-0002* titled *Landscape Masterplan* the applicant has demonstrated an increase in the natural buffer zone along the entire southern and south-eastern boundaries of the site. The Landscape plan includes earthen berms, increased planting that include native shrub planting and screened trees to mitigate the impact of the proposed development at this interface.
- (c) A redesigned southern façade of the structure has been addressed. The design statement prepared by Kavanagh Burke Consulting Engineers states the following: '*The southern elevation finishes have been updated at this additional information stage with the introduction of ceramic granite surrounds to curtain walling panels while adjacent composite insulated flat panel sections will be interrupted by the introduction of green wall panel placed immediately adjacent to the cladding*'.

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The green wall has been addressed as requested to complement (item 2).

- (d) The applicant has submitted updated CGI's montages by Digital Dimensions, that also include 2 new CGI's for the Southern elevation and the three green walls.

The proposed structure has not been scaled back significantly. However, its relocation and the mitigation measures proposed, which include planting, buffer strips and green walls are considered acceptable. Item 2 has been substantially addressed and is relatively acceptable.

Item 3

The bulk, scale and massing of the building is considered to be extensive for the subject site, and it fills a significant area of the entire 5 hectare site, with minimal 'greening' and substantial hard-surfacing of the site, creating a cramped development which may be considered to be an overdevelopment of the site. The planning authority requests that a justification and a rationale for the size, bulk and scale of the proposed building on site be submitted. Notwithstanding this, revised proposals for a scaled down structure on the site should be submitted. A revised Design Statement is required (in accordance with Section 11.21 of the County Development Plan.

Assessment

Having regard to the bulk, scale and massing of the building that is considered to be extensive for the subject site, in the submitted report from *Thornton O Connor Town Planning* dated November 2021, the applicant has stated that the size of the building has been scaled down from 22,966sq.m to 22,020sq.m and they have also reduced the warehouse height by 1m.

The applicant has referenced a number of similar proposals in the surrounding area that were permitted, notably under SD18A/0265 (College Lane in Greenogue) where warehouse (building B) was permitted at 26, 384sq.m and coincided with warehouse (building A) at 15,286sq.m that had a site coverage of 43.3% combined on a 9.6 ha site.

The comparison to the subject proposal at an initial 22,966sq.m to a reduced 22,020sq.m on a 5.6 ha site is a site coverage from 41% to 38.8 %.

Having regard to the minimal 'greening' and substantial hard-surfacing of the site, it is noted per drawing ref FDJ-JBAI-XX-XX-DR-L-0002 titled *Landscape Masterplan* and drawing ref FDJ-JBAI-XX-XX-DR-L-0004 titled *Planting Plan* that the applicant has demonstrated a significant greening increase within the immediate site and the boundaries of the site.

The proposed structure has not been scaled back significantly. However, having regard to the relocated proposed development from the south-eastern boundary of the site in a northerly direction, in conjunction with the extensive greening that has been outlined via the Landscape Masterplan drawing ref FDJ-JBAI-XX-XX-DR-L-0002, it is deemed that it is generally

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acceptable. It is also noted that the warehouse structure is consistent with surrounding pattern of development in the majority of the subject site with the zoning objective 'EE' - 'To provide for enterprise and employment related uses'. Item 3 has been substantially addressed and is relatively acceptable.

Item 4

The applicant is requested to submit:

- (1) an operational management plan which should include no. of HGVs making deliveries to and from the proposed development during the operational phase of the proposed development.
- (2) a detail design of proposed vehicular access from Jordanstown Road, visibility splays shall be demonstrated at the proposed vehicular access.
- (3) a robust justification for the quantum of car parking proposed on site having regard to the close proximity of the site to public transport links. The applicant should note that the Development Plan parking standards are maximum standards. The proposal shall commit to developing a Mobility Management Plan for the proposed development, which should continue to promote the current trends to sustainable travel modes.
- (4) a revised layout showing 1.8m wide pedestrian footpath along the northern and eastern perimeter of the warehouse connecting the fire escape doors to the safe assembly zones and a 2m width concrete footpath on the southern side of the new access road from Jordanstown Road.
- (5) a swept path analysis for fire tenders and HGVs showing access to all required locations of the site needs to be submitted and agreed by the roads department.
- (6) a drawing illustrating that all bicycle parking spaces shall be covered.

From a design perspective the parking should be demonstrated to comply with the car parking standards of the CDP, which requires increased planting of trees between car parking spaces.

Assessment

The applicant has submitted a report by *Stephen Reid Consulting, Traffic and Transportation* dated 28th October 2021.

With regard to the above items (1)(2)(3)(4) and (5), the report states the following:

- (1) There would be in the order of 128 LGV movements per day (vans) and 242 HGV movements per day:
 - 64 van arrivals,
 - 121 HGV arrivals, to and from the proposed development during the operational phase of the proposed development.
- (2) Dwg No. D1693 titled D3-A '*Proposed Sightline at Jordanstown Road*' has been submitted by *Kavanagh Burke Consulting Engineers* with a detailed design of proposed

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vehicular access from Jordanstown Road, visibility splays shall be demonstrated at the proposed vehicular access.

- (3) Having regard to the report by *Stephen Reid Consulting, Traffic and Transportation*, the following is noted: the original planning application proposed 210 parking spaces for a total GFA of 22, 966 sq.m, and the revised proposal is for 146 parking spaces for a total GFA of 22, 020 sq.m, that is a 30.5% decrease in the proposed parking provision. Having regard to a mobility plan, the applicant has stated it will commit to a mobility plan when future occupants are placed and specific shift times are confirmed and confirm this can be addressed by condition from the Planning Authority.
- (4) The submitted site plan, Dwg No. D1693 titled D3 PL4 outlines the requested revised layout showing 1.8m wide pedestrian footpath along the northern and eastern perimeter of the warehouse connecting the fire escape doors to the safe assembly zones and a 2m width concrete footpath on the southern side of the new access road from Jordanstown Road.
- (5) The submitted site plan, Dwg No. D1693 / D3 PL4 outlines a swept path analysis as requested.
- (6) The submitted Dwg No. D1693/ GA-A10 PL1 titled '*covered bike park*' illustrates all bicycle parking spaces that will be covered appropriately.

A report received from the Roads Department, states no objections, subject to conditions. The response to Item 4 is considered to be acceptable.

Item 5

Having regard to the significant number of car parking spaces proposed, the local road network and the lack of significant public transport the applicant is requested to submit a modal-shift report that seeks to encourage more sustainable transport modes for future staff.

Assessment

The applicant has submitted a report by *Stephen Reid Consulting, Traffic and Transportation* dated 28th October 2021. On page 6 of the report the workplace Travel Plan/Modal Shift is addressed and refers to trip rates and modes of travel set out in the overall report. The report states '*that opportunities to improve bus mode share in the Greenogue area in the short term through delivery of the bus service licenced by the NTA, which will provide access to the area from the Red Cow Luas, in advance of the longer term plan for the NTA bus Connects radial services which will operate along the R120 and connect Tallaght, Citywest, Rathcoole Village, Newcastle, Celbridge and Maynooth*'.

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The Roads Department states no objections, subject to conditions. The response to Item 5 is generally considered to be acceptable, subject to conditions being attached to permission.

Item 6

With reference to the lands Zoned Rural the applicant is requested to submit:

- (i) revised proposals to increase the proposed planting along the southern elevation (within the rural zoned lands) alongside the new pathway/cycleway and existing hedgerows should be augmented (to provide for Green Infrastructure in compliance with Chapter 8 of the CDP and to provide a significant planted buffer at this transition area (from industrial to rural).
- (ii) Drawings of how this pedestrian/cyclist entrance will appear from the roadside should be submitted for a full assessment to take place; these should include (but not exhaustive) elevational plans and landscape plans at the R120 interface.

Assessment

(i) Having regard to the Green Infrastructure in compliance with Chapter 8 of the CDP and to provide a significant planted buffer at this transition area (from industrial to rural) of the site, it is noted per drawing ref FDJ-JBAI-XX-XX-DR-L-0002 titled *Landscape Masterplan* and drawing ref FDJ-JBAI-XX-XX-DR-L-0004 titled *Planting Plan* that the applicant has demonstrated a significant greening increase within the southern elevation of the site. It is deemed that the landscape planting has now made the transition area (from industrial to rural) to the south-eastern portion of the application that is zoned 'RU' less visually prominent.

(ii) The applicant has submitted Drawing ref: D1693 GA-A09 PL2 titled *Contiguous Elevation A-A & B-B* drawing of how this pedestrian/cyclist entrance will appear from the roadside on an elevational plans at the R120 interface.

JBA consultants have set out drawing ref: FDJ-JBAI-XX-DR-L-0003 titled *Section C-C* in which the proposed landscaping for the pedestrian/cyclist entrance is laid out.

Notwithstanding the the absense of a report from the Parks and Pubic Realm Department, the Planning Authority consider that the modifications to the proposed development are acceptable, subject to conditions. It is deemed that the applicant has satisfactorily addressed the concerns of the Planning Department and subject to conditions this is now considered acceptable.

Item 7

The Planning Authority notes the Ecological Impact Assessment and the mitigation measures but remains concerned that having regard to the site's location on the edge of the industrial area, abutting rural zoned land and having regard to the habitats and species (as mentioned in the Ecological assessment) that will be affected by the proposed development, in this regards the applicant is requested to submit the following:

- (i) increased mitigation measures should be proposed, this should include the relocation of the

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structure away from the southern boundary in a northerly direction and the inclusion of a green wall/green façade on the southern elevation (which should be redesigned).

(ii) A Bat Survey to include feeding/foraging route survey should be carried out, having regard to the location of the site in an area known for its bat population and at a location abutting a rural zoning.

Assessment

(i) As per submitted drawing ref *D3/PL4* titled *Site plan with swept path analysis*, the applicant has relocated the proposed development from 10.5m away from the south-eastern boundary of the site in a northerly direction to 23.3m and has included 3 no separate green wall/green façade on the southern elevation as per submitted Drawing ref: D1693 GA-A09 PL2 titled *Contiguous Elevation A-A & B-B*.

(ii) JBA carried a feeding/foraging route survey. Having regard to the location of the site in an area known for its bat population and at a location abutting a rural zoning, the site has a moderate value as commuting habitat for Common Pipistrelle and Soprano Pipistrelle, the outcome is stated and an importance at country level.

Mitigation measures are noted within the submitted documentation, including site lighting being switched off or set at a lower light out during inactive site hours, reduced light spillage, reduced heat lamps and dark corridors along the southern boundary for bat-friendly maintaining. It is noted that the applicant will adhere to conditions that will be attached to this permission.

In the absense of a report from the Heritage Officer, it is deemed that the applicant has addressed the Ecological Impact concerns of the Planning Department and subject to conditions this is now considered acceptable.

Item 8

The applicant is requested to investigate sustainable energy for the proposed development. If solar panels are proposed a glint and glare assessment will be required for any proposed PV panels that could give rise to any nuisance effect from glint and glare at surrounding dwellings and that it is highly unlikely that there will be any hazardous glint and glare effects on road or aviation receptors.

Assessment

The applicant states that there is no PV Panels proposed for the warehouse. However, a detailed Part L Compliance report was prepared by *Axiseng Consulting Engineers* dated 07th October 2021 and the applicant outlines a number of energy conservation measures for the site including the following:

- High performance construction envelope including low u-value and solar g-value

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- Airtightness construction
- Energy-efficient variable refrigerant flow for heating and cooling
- Air source heat pump for hot water system
- Low specific fan power
- Low installed lighting power & intelligent lighting control including photoelectric sensors.

In summary, the proposed development would be expected to meet the NZEB challenges, and the building is seeking a BREEAM accreditation as part of the sustainability targets for the building. This would align with the sustainable energy requirements of the Planning Authority and is considered acceptable.

Item 9

Section 11.6.5(iv) of the County Development Plan requires that all new developments in excess of 1,000sq.m should submit a Construction and Demolition Waste Management Plan. The applicant is requested to submit this plan for assessment.

Assessment

The applicant has submitted a demolition report from *Castlebrowne Building & Civil Engineering Ltd* titled *Outline Construction & Demolition Waste Management Plan* dated 02nd September 2021. The submitted report outlines the construction plan and management throughout the phases of the proposed development. The submitted report is acceptable to the Planning Authority.

Item 10

It is considered that the proposed office space/ancillary space to the warehouse exceeds the quantum that is open for consideration (within the zoning matrix and Policy ET-6 of the County Development Plan) for an individual office land use at this location and within this zoning. In this context, the applicant is requested to demonstrate how it is proposed to comply with current development plan policy and fully justify the quantum and ancillary nature of the space. The applicant should note that an overall reduction in the size and scale of the proposed development is likely to be required and is requested to submit revised drawings in response to this item.

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Assessment

The applicant states that due to the changes to the proposed scheme the office area is now proposed at 999sq.m, the office no longer exceeds 1,000sq.m threshold by the Planning Authority.

The applicant notes that ancillary office use is being sought for the subject warehouse and not primary office use and therefore the applicant does not deem the zoning matrix and Policy ET-6 of the County Development Plan) for an individual office land use at this location and within this zoning having regard to the 100sq.m- 1,000sq.m requirement to be applicable to the subject warehouse.

The applicant quotes Case Law e.g *Rehabilitation Institute v Dublin Corporation* with regards to ancillary use and the following was observed:

A use is ancillary to a principle use if this ancillary use will not amount to development for the purposes of the Planning and Development Acts. Where however the ancillary use becomes the principle use, then it will displace the established use and it will at that point amount to development at the planning unit will have materially changed its use.

The applicant also notes nearby warehouse planning permissions within the vicinity of the site that have exceeded the 1,000sq.m, most notably a similar warehouse structures under planning application SD18A/0265 College Lane, Greenogue, Rathcoole providing 1,870sq.m and SD19A/0407 College Lane, Greenogue, Rathcoole providing 1,042sq.m. SD19A/0264 Site Q2 Aerodrome Business Park providing 1,099sq.m.

The above rationale is noted in the submitted report from *Thornton O Connor Town Planning* dated November 2021. The current proposal of ancillary office space at this warehouse site is below 1,000sq.m. The proposed 999sq.m allowable ancillary office space is considered in context to surrounding development and, in this instance, should be granted. In addition, it is considered that the proportion of office space to warehousing space is generally acceptable.

Services & Drainage

Irish Water has no objections subject to standard connections agreements.

The Surface Water Drainage Department has no objections subject the following:

- 1** Ensure that a petrol interceptor is on surface water drain before the entry point of surface water attenuation system. This is to prevent hydro-carbons entering surface water attenuation system.
- 2** Include water butts in proposed development as part of SuDS (Sustainable Drainage System).

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Flood Risk – No objection subject to standard conditions and provide suitable measures so that proposed development does not increase any flood risk to properties upstream or downstream of proposed site development.

The above requirements by Irish Water and Surface Water Drainage can be applied by condition in the event of a grant of permission.

Conclusion

The development, as now proposed is considered to be consistent with the zoning objective EE - *'To provide for enterprise and employment related uses.* The development to the south-eastern portion of the application is zoned 'RU' to *protect and provide for the development of agriculture* and has been screened appropriately with increased greening. Warehouse units are permitted in the EE zoning objective. Ancillary offices of 999sq.m are permitted in the zoning matrix of the County Development Plan, the proposal, subject to conditions, is in keeping with the permitted warehousing and therefore acceptable and would be consistent with County Development Plan policies and objectives.

Other Considerations

Development Contributions

The proposed development relates to:

- Construction of an industrial warehouse building 22,020sq.m
- The revised application proposes 146 parking spaces, this is below the Development Plan Standard.
- Proposed 13 HGV parking spaces at 637sq.m.

SEA Monitoring

Construction of a double height industrial warehouse building 22,020sq.m

Land Type – Brownfield

Site Area – 5.69 Hectares.

Conclusion

Having regard to the provisions of the South Dublin County Council Development Plan 2016-2022 and the overall design and scale of the development proposed it is considered that, subject to conditions set out below, the proposed development would not seriously injure the amenities within the established Aerodrome Business Park, Rathcoole or of property in the vicinity and would, therefore, be in accordance with the proper planning and sustainable development of the area and be consistent with the zoning EE - *'To provide for enterprise and employment related*

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uses'. The development to the south-eastern portion of the application is zoned 'RU' to protect and provide for the development of agriculture that has been screened appropriately.

Recommendation

I recommend that a decision be made pursuant to the Planning & Development Act 2000, as amended, for the reasons set out in the First Schedule hereto, to Grant Permission for the said development in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule hereto, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule.

FIRST SCHEDULE

It is considered that the proposed development accords with the policies and objectives of South Dublin County Council, as set out in the South Dublin County Council Development Plan 2016 - 2022 and subject to the conditions set out hereunder in the Second Schedule is hereby in accordance with the proper planning and sustainable development of the area.

SECOND SCHEDULE

Conditions and Reasons

1. Development to be in accordance with submitted plans and details.
The development shall be carried out and completed in its entirety in accordance with the plans, particulars and specifications lodged with the application, and as amended by Further Information received on 03/11/21, save as may be required by the other conditions attached hereto.
REASON: To ensure that the development shall be in accordance with the permission, and that effective control be maintained.
2. Casement Aerodrome.
 - (i) Given the proximity to Casement Aerodrome, operation of cranes shall be coordinated with Air Corps Air Traffic Services, no later than 28 days before use, contactable at airspaceandobstacles@defenceforces.ie or 01-4037681
 - (ii) The developer shall liaise with Military Air Traffic Services to agree an appropriate obstacle lighting pattern. Obstruction lights used shall be incandescent or of a type visible to Night Vision Equipment. Obstruction lighting fitted to obstacles must emit light at the near Infra-Red (IR) range of the electromagnetic spectrum specifically at or near 850nanometres (nm) of wavelength. Light intensity to be of similar value to that emitted in the visible spectrum of light.
 - (iii) Due to the proximity to Casement Aerodrome, the developer shall implement adequate bird control measures during the construction phase to mitigate the effects of birds on Air Corps flight operations.
REASON: In the interests of aviation safety.

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3. Environmental Health Officer.

(1) No heavy/noisy construction equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 07:00 hours on weekdays and 09:00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.

(2) Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the neighbourhood.

(3) During the construction/demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances.

(4) A suitable location for the storage of refuse shall be provided during the construction and operational phase of the development so as to prevent a public health nuisance.

(5) The applicant shall put in place a pest control contract for the site for the duration of the construction works.

(6) Noise due to the normal operation of the proposed development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A).

(7) Any connections to the main sewer must be connected so as not to give rise to a public health nuisance.

(8) Signage or lighting to be used on site during both construction and the on-going operation of the development must not be intrusive to any light sensitive location including residential properties in close proximity to the development.

(9) Clearly audible or impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.

Deliveries to the premises and collections shall be operated in such a manner as not to give rise to any noise nuisance to neighboring residents and properties.

REASON: In the interest of public health and safety.

4. Roads .

(i) The applicant shall reinstate the footpath and the grass verge at the pedestrian/cycle access off the R120 College Lane to its original state (for clarity at the existing field gate).

(ii) The proposed development shall make provision for the charging of electric vehicles 100% of spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points, and 10% of surface car parking spaces shall be provided with electric vehicle charging points initially. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points (where they are not in areas to be taken in charge) shall be submitted to, and agreed in writing with, the planning authority prior to commencement of

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development.

(iii) All HGV parking directly and indirectly associated with the operations of warehouse use on the site shall be within the site outlined in red on the Site Layout Plan. For clarity, no HGV parking shall take place outside of the boundaries of the site.

(iv) All Roads footpaths, cycle paths and hard standing areas shall be constructed in accordance with South Dublin County Council 'Taking in charge standards'.

(v) Within six months of the opening of the development hereby granted, a Mobility Management Plan shall be completed to the satisfaction of the Planning Authority and submitted for the written agreement of the Planning Authority.

REASON: In the interest of sustainable transport, to prevent HGV parking in the immediate area and in the interests of proper planning and sustainable development.

5. Surface Water Drainage.

(i) Ensure that a petrol interceptor is on surface water drain before the entry point of surface water attenuation system. This is to prevent hydro-carbons entering surface water attenuation system.

(ii) Include water butts in proposed development as part of SuDS (Sustainable Drainage System).

Flood Risk.

Provide suitable measures so that proposed development does not increase any flood risk to properties upstream or downstream of proposed site development.

- The Developer shall ensure that there is complete separation of the foul and surface water drainage for the proposed development.
- All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.
- All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

REASON: In the interest of public health and to ensure adequate wastewater facilities.

6. Irish Water Connection Agreement.

Prior to the commencement of development the applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water.

REASON: In the interest of public health and to ensure adequate water/wastewater facilities.

7. Office Use.

No unit or section of the proposed floorspace shall be exclusively used or sub let as offices and all office use shall be ancillary to the logistics/warehousing use.

REASON: In the interest of clarity and to comply with the land zoning provisions set out for the area in the South Dublin County Development Plan 2016-2022.

8. Mitigation Measures.

All mitigation measures set out in the documentation submitted in support of the application, including in particular those set out in the Aerodrome Safety Assessment and

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Ecological Mitigation Measure, shall be implemented in full, except as may otherwise be required in order to comply with the following conditions.

REASON: In the interest of the protection of the environment and aviation safety.

9. Limitations on Use.

The use of the units shall be limited to logistics/warehousing and shall not be used for industrial purposes or for any other purpose without a prior grant of planning permission.

REASON: In the interest of clarity and of orderly development, and having regard to the proximity of Casement Aerodrome, the existing uses in Aerodrome Business Park, and the proximity of the national road and motorway infrastructure, as well as the level of car parking provided.

10. Floorspace.

No additional floorspace shall be formed by means of internal horizontal division within the building hereby permitted unless authorised by a prior grant of planning permission.

REASON: To control the intensity of development and to ensure that adequate car parking and service facilities will be provided within the development.

11. Public Lighting

Prior to the commencement of development, the applicant shall agree in writing a public lighting scheme with the Planning Authority. Once agreed, the scheme shall be constructed/installed to taking in charge standards at the expense of the developer and to the satisfaction of South Dublin County Council Lighting Department.

REASON: In the interests of public safety.

12. Management Scheme.

The development shall be managed in accordance with a management scheme that shall be submitted to, and agreed in writing with, the planning authority prior to the occupation of the commercial unit. This scheme shall provide adequate measures for the future maintenance of the development, including landscaping, roads, paths, parking areas, lighting, waste storage facilities and sanitary services.

REASON: To provide for the satisfactory future maintenance of this development in the interest of visual amenity and orderly development.

13. Services to be Underground.

All public services to the proposed development, including electrical, information and communications technology (ICT) telephone and street lighting cables and equipment shall be located underground throughout the entire site. There shall also be provision for broadband throughout the site in accordance with the Planning Authority's policy and requirements.

REASON: In the interests of the visual amenities of the area, the proper planning and sustainable development of the area and compliance with the Council's Development Plan.

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14. Further Development.

No additional development shall take place above roof parapet level, including lift motor enclosures, air handling equipment, storage tanks, ducts or other external plant, telecommunication aerials, antennae or equipment, unless authorised by a further grant of planning permission.

REASON: To protect the visual amenities of the area.

15. Signage.

No additional advertising sign(s) or structure(s) (including any signs installed to be visible through windows), banners, canopies, flags, or other projecting elements shall be erected except those, which are exempted development, without the prior approval of the Planning Authority or An Bord Pleanála on appeal.

REASON: In the interest of visual amenity, compliance with development plan policies and the proper planning and sustainable development of the area.

16. Landscaping.

The Landscape Plan, shall be implemented in full within the first planting season following completion of the development (completion of construction works on site) and prior to occupation of the new buildings.

- All hard and soft landscape works shall be completed in full accordance with the approved Landscape Plans.
- All trees, shrubs and hedge plants supplied shall comply with the requirements of BS: 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of BS : 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).
- All new tree plantings shall be positioned in accordance with the requirements of Table 3 of BS 5837: 2012 'Trees in Relation to Design, Demolition and Construction – Recommendations'.
- Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within three years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted

REASON: In the interests of amenity, compliance with Development Plan policy, the provision, establishment and maintenance of a reasonable standard of landscape and the proper planning and sustainable development of the area.

17. Financial Contribution.

The developer shall pay to the Planning Authority a financial contribution of €2,012,045.27 (two million twelve thousand and forty five euros and twenty seven cents), in respect of public infrastructure and facilities benefiting development within the area of the Planning Authority, that is provided, or intended to be provided by or on behalf of the

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authority, in accordance with the terms of the Development Contribution Scheme 2021 - 2025, made under Section 48 of the Planning and Development Acts 2000-2011 (as amended).

The contribution shall be paid prior to commencement of development, or in such phased payments as the Planning Authority may facilitate. Contributions shall be payable at the rate pertaining to the year in which implementation of the planning permission is commenced as outlined in the South Dublin County Council Development Contribution Scheme 2021 - 2025.

REASON: The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.

NOTE RE: CONDITION - Please note that with effect from 1st January 2014, Irish Water is now the statutory body responsible for water services. Further details/clarification can be obtained from Irish Water at Tel. 01 6021000 or by emailing customerservice@water.ie.

NOTE: The applicant is advised that under the provisions of Section 34 (13) of the Planning and Development Act 2000 (as amended) a person shall not be entitled solely by reason of a permission to carry out any development.

NOTE: The requirements of the HSE Environmental Health Officer shall be ascertained prior to the commencement of development in the interest of public health.

NOTE: The applicant or developer should ensure that all necessary measures shall be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works and to ensure that any such instances arising are remedied immediately.

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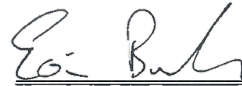
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REG. REF. SD21A/0140

LOCATION: Block R, Jordanstown Road, Aerodrome Business Park, Rathcoole, Co. Dublin



**Tracy McGibbon,
A/Senior Executive Planner**



**Eoin Burke,
Senior Planner**

ORDER: A decision pursuant to Section 34(1) of the Planning & Development Act 2000, as amended, to Grant Permission for the reasons set out in the First Schedule above, in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule above, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule is hereby made.

Date: 30-11-2021



**Mick Mulhern, Director of Land Use,
Planning & Transportation**