

# Comhairle Chontae Atha Cliath Theas

**PR/0057/22**

## Record of Executive Business and Chief Executive's Order

**Reg. Reference:** SD21A/0123      **Application Date:** 19-May-2021  
**Submission Type:** Additional      **Registration Date:** 10-Dec-2021  
Information

**Correspondence Name and Address:** Shauna Sweeney, PM Group Killakee House,  
Belgard Square, Tallaght, Dublin 24

**Proposed Development:** Sliding steel entrance gate to the main entrance;  
partial demolition of a section of existing boundary  
wall; construction of new site entrance piers and the  
extension of the existing perimeter railings to meet  
the new piers; 2 new bicycle shelters and all  
associated site development works.

**Location:** Killakee House, Belgard Square, Tallaght, Dublin 24

**Applicant Name:** PM Group

**Application Type:** Permission

(CS)

### **Description of site and surroundings**

**Site Area:** The total site area is stated as 0.854 Hectares.

#### **Site Description:**

The application site is a corner site located off Belgard Square East in Tallaght. The site is bounded to the east by Belgard Square East, and to the south by Blessington Road. The site contains a large three storey office block with hipped roof and large surface level car park. Vehicular access is provided via an entrance on Belgard Square East. The southern façade of the building features two circular projections.

### **Proposal**

The proposed development comprises of the following:

- Installation of wider sliding steel entrance gate to the main entrance comprising of partial demolition of a section of existing boundary wall and construction of new site entrance piers and the extension of the existing perimeter railings to meet the new piers.
- 2 new bicycle shelters.

### **Consultations**

*Roads Department* – **Additional Information** or **conditions** to be attached in the event of a grant.

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*Parks Department* – Concerns raised regarding existing street tree and grass verge.

*Irish Water* – no objections subject to **conditions**.

*Surface Water Drainage* – no objections subject to **conditions**.

### **Submissions/Observations/Representations**

None recorded.

### **Relevant Planning History**

**ED21/0012:** New sliding steel entrance gate, the partial demolition of a section of existing boundary wall to enhance driver visibility on entering/exiting the site along with all associated site works.

Decision: **DECLARED NOT EXEMPT.**

**SD20A/0083:** Works to the existing roof including installation of 173sq.m of solar pv panels; the erection of a new guardrail on the existing parapet to the perimeter of the roof; alteration to a portion of the existing roof from a pitched roof to a flat roof, installation of roof access hatches and all associated site development works.

Decision: **GRANT PERMISSION.**

**SD15A/0049** – Removal of existing corporate signage on the south and east elevations and the erection of new illuminated corporate signage on the south elevation, east elevation and eastern boundary wall; new visitor information signage also to be erected on the south and east elevations.

Decision: **GRANT PERMISSION.**

It is noted South Dublin County Council granted permission, with a condition to reduce the size of one of the permitted signs.

**ED10/0001** – Proposed erection of a bicycle shelter 1.6m wide x 2.5m long x 2.6m high (to apex) steel structure with plexi-glass to side and roof.

Decision: **DECLARED NOT EXEMPT.**

**SD03A/0179:** Change of use from retail use to estate agent, provision of new mezzanine structure to existing ground floor double height space, internal office fit-out to existing basement and ground floor levels and to proposed mezzanine level, provision of internally illuminated external signage (Overall 'Tuansgate' development previously granted planning permission under Reg. Ref. S01A/0435).

Decision: **GRANT PERMISSION.**

### **Relevant Enforcement History**

None recorded.

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### **Pre-Planning Consultation**

None recorded.

### **Relevant Policy in South Dublin County Council Development Plan (2016-2022)**

URBAN CENTRES (UC) Policy 1 Urban Centres Overarching

It is the policy of the Council to continue to develop the County's network of town centres, village centres, district centres and local centres, based on the following hierarchy:

- Tallaght as the County Town;
- Clondalkin as a vibrant Town Centre;
- Traditional Village Centres as vibrant and sustainable centres;
- A network of District Centres to serve a district catchment; and
- A network of Local Centres and local shops to serve a local catchment.

URBAN CENTRES (UC) Policy 2 Town Centres

It is the policy of the Council to reinforce the role of Tallaght as the County Town and Clondalkin as a major Town Centre at the top of the County's urban hierarchy.

INFRASTRUCTURE & ENVIRONMENTAL QUALITY (IE) Policy 1 Water & Wastewater

It is the policy of the Council to work in conjunction with Irish Water to protect existing water and drainage infrastructure and to promote investment in the water and drainage network to support environmental protection and facilitate the sustainable growth of the County.

INFRASTRUCTURE & ENVIRONMENTAL QUALITY (IE) Policy 2 Surface Water & Groundwater

It is the policy of the Council to manage surface water and to protect and enhance ground and surface water quality to meet the requirements of the EU Water Framework Directive.

Section 7.1.0 Water Supply & Wastewater

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 7.7.0 Environmental Quality

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Policy IE6 Environmental Quality

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 E3 Energy Performance in Existing Buildings

Policy E7 Solar

Section 11.2.1 Design Statements

Section 11.2.4 Regeneration Zone

Section 11.6.1 (i) Flood Risk Assessment

Section 11.6.1 (ii) Surface Water

Section 11.6.1 (iii) Sustainable Urban Drainage System (SUDS)

Section 11.6.1 (iv) Groundwater

Section 11.6.1 (v) Rainwater Harvesting

Section 11.6.1 (vi) Water Services

Section 11.6.3 Environmental Hazard Management

Section 11.6.3 (i) Air Quality

Section 11.6.3 (ii) Noise

Section 11.6.3 (iii) Lighting

Section 11.6.4 Major Accidents – Seveso Sites

Section 11.6.5 Waste Management

Section 11.7.1 Energy Performance In Existing Buildings

Section 11.8.1 Environmental Impact Assessment

Section 11.8.2 Appropriate Assessment

### ***Tallaght Town Centre Local Area Plan 2020 – 2026***

Section 3.2 The Centre Neighbourhood Area

Objective TC3: Improve urban legibility throughout the area by providing new local streets including an extension to Airton Road to Cookstown Road; and Cookstown Road to Belgard North; and a new connection from Belgard North to Tallaght Square

Objective TC4: Improve the condition of existing streets to encourage walking and cycling.

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Objective TC10: Improve and enhance the public realm.

Figure 3.2 Mixed Use Frontage (The Centre)

Figure 3.3 Overall Urban Structure (The Centre)

### **Relevant Government Policy**

*Project Ireland 2040 National Planning Framework, Government of Ireland, 2018.*

*Regional, Spatial & Economic Strategy 2019 - 2031, Eastern & Midlands Regional Assembly, 2019.*

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

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

### **Assessment**

The main issues for assessment are:

- Zoning & Council Policy
- Visual Impact
- Access & Parking
- Parks & Landscaping
- Services and Drainage
- Screening for Appropriate Assessment (AA)
- Screening for Environmental Impact Assessment (EIAR)

### ***Zoning/Council policy***

The application site is located within land zoned Town Centre TC' – *'To protect, improve and provide for the future development of town centres.'* The site is also located within the lands of the Tallaght LAP (Local Area Plan) and within an area designated as 'The Centre'. The proposed development is considered to be acceptable, subject to compliance with other policies and objectives of the South Dublin County Development Plan 2016 - 2022, relevant to this type of development.

### **Application of Tallaght Town Centre Local Area Plan 2020 – 2026**

The Local Area Plan contains a number of local objectives for the 'Centre' neighbourhood. These objectives aim to guide the "continued transformation towards a high quality mixed use urban centre of city scale and character, with a vibrant mixed use residential community continuing to emerge in an attractive network of streets."

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The Local Area Plan provides guidance for this site in a number of ways: use of mixed-use frontage, use of secondary frontage to the south and tertiary frontage to the east, appropriate height and plot ratio. A tertiary east-west route is proposed which would link Belgard Square East to the improved pedestrian route between Tallaght Square and Belgard Square North.

It is considered that given the modest scale and nature of the proposed development, the appropriate reference to the LAP is with regards to enhancements to streetscapes, rather than changes to urban form on the site itself. This is taken into consideration in the below assessment.

### ***Visual Impact***

The proposal would involve the widening of an existing vehicular entrance and the installation of a sliding steel gate and the construction of two bicycle shelters. It is noted the existing vehicular access width is c7.96m and proposed widening to existing access is c.1.65m providing a total new vehicular access with a width of c.9.61m. Bicycle parking is proposed in front of the eastern elevation of the existing office building. This element of the proposal is covered in more detail in the Access and Parking section below. The proposal would have a negligible visual impact from the street and is considered acceptable.

### ***Access & Parking***

The Roads Department has recommended **Additional Information** be requested or in the event of a grant **conditions** be attached. An extract taken from the Roads Department report states the following:

#### *Access:*

*The existing vehicular access width is 7960 mm and proposed widening in existing access is 1650 mm total width of the vehicular access will be 9610 mm, there will be a sliding gate provided at the vehicular access. The applicant has not provided any justification for increasing the width of vehicular access. Roads Department has concerns with 9610 mm wide vehicular access which can lead to a traffic hazard for pedestrians and cyclists.*

#### *Bicycle Parking:*

*There is a proposal to provide 32 bicycle spaces in 2 new bicycle shelters. There is an existing bicycle shelter at the proposed development the applicant has not provided any information in regards with staff no. as how many staff work from the development and how many bicycle spaces are already available. Minimum Long-Term provision is 1 per 5 staff. Assume 120 staff.  $120/5 = 24$  spaces. Roads department is satisfied with the bicycle shelters proposal.*

*Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department*

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*Roads recommends that the following **Additional Information** should be submitted by the applicant:*

*1. The applicant shall submit a revised layout on a scale of 1:100 showing the vehicular access limited to a width of 7960 mm.*

*Should planning be granted the following **conditions** should apply:*

*1. Prior to commencement, the applicant shall submit a revised layout on a scale of 1:100 showing the vehicular access limited to a width of 7960 mm.*

*2. Footpath and kerb shall be dished and widened, and the crossing shall be constructed to the satisfaction of South Dublin County Council and at the applicant's expense. The footpath and kerb shall be dished and widened to the full width of the proposed driveway entrance.*

*3. The boundary walls at vehicle access points shall be limited to a maximum height of 0.9m, and any boundary pillars shall be limited to a maximum height of 1.2m, in order to improve forward visibility for vehicles.*

*4. Any gates shall open inwards and not out over the public domain.*

Considering the concerns stated in the Roads report regarding the proposed excessive width of the new proposed vehicular entrance which could lead to a traffic hazard for pedestrians and cyclists, it is reasonable to prevent the widening of the entrance by **condition** and limiting the width to the current width of 7.96m.

The applicant has not explicitly stated the rationale for the extension of the access width, nor is it clear from drawings what necessity there is for this change. The applicant should be asked to provide the following **additional information**:

- A revised site layout plan in which the vehicular access is not extended beyond its current width or position;
- Any changes which may be necessary to achieve adequate visibility, or to facilitate the installation of the gate, at this location, without widening the vehicular access.

Proposed conditions 2 and 4 of the Roads Report are not relevant to this application given the content of condition 1 and the nature of the proposed gate. The need for adequate visibility is addressed in the recommendation for additional information.

### ***Parks & Landscaping***

A report was received from the Parks Department expressing concerns regarding the adjacent street tree and the reduction in the adjacent grass margin. An extract taken from the Parks report can be seen below:

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### *Street Trees*

*The applicant has not provided any information as to the potential impacts of the development on the adjacent street tree in the grass margin. The applicant should submit a tree survey report for the tree in the adjoining grass margin. This tree survey should be undertaken by a suitably qualified arborist. The report should provide detailed information on the condition and health of the existing street tree and it should also clearly detail what impacts the development will have on the tree but especially the tree roots. It is the opinion of the Public Realm Section that reduction/removal of the grass margin in order to facilitate the widening of the entrance driveway will negatively impact/impinge on the existing street tree. The tree survey should be in line with BS 5837:2012 Trees in relation to design, demolition and construction.*

*It is of the opinion of the Public Realm Section that granting this application would set an unwanted precedent and will have a negative impact on the adjacent street tree and will also result in a reduction in the adjacent grass margin. Street Trees play an extremely important role in mitigating the impacts of climate change and every effort should be made to protect and retain our existing street trees in urban areas.*

The concerns expressed in the Parks report have been noted and have been taken into consideration in the assessment of this planning report. Considering the width of the vehicular entrance will be conditioned to remain at the existing width of c.7.9m in the event of a grant, this will not have an impact on the existing street tree or grass verge.

### ***Services & Drainage***

Both Irish Water and Surface Water Drainage have stated no objections subject to **conditions**. An extract taken from the Irish Water report states the following:

#### *1 Water*

*1.All development shall be carried out in compliance with Irish Water Standards codes and practices*

*Reason: In the interest of public health and to ensure adequate water facilities.*

#### *2 Foul*

*All development shall be carried out in compliance with Irish Water Standards codes and practices.*

It is considered appropriate to attach the above **conditions** in the event of a grant.

An extract taken from the Surface Water Drainage report states the following:

*Surface Water Report: No objection subject to:*

*All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.*



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It is considered appropriate to attach the above **condition** in the event of a grant.

### ***Screening for Appropriate Assessment (AA)***

The applicant has provided information to assist the screening for Appropriate Assessment. Having regard to the nature of the development, connection to public services and the distance from the Natura 2000 sites the proposed development would not require a Stage 2 Appropriate Assessment.

### ***Screening for Environmental Impact Assessment (EIAR)***

Having regard to the modest nature of the proposed development, and the distance of the site from nearby sensitive receptors, there is no likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

### **Other Considerations**

#### ***Development Contributions***

- Vehicular entrance widening and the construction of bicycle parking are exempt from development contributions.
- Assessable area is nil.

<b>SEA Monitoring Information</b>	
<b>Building Use Type Proposed</b>	<b>Floor Area (sq.m.)</b>
Commercial	Nil (no net increase)
<b>Land Type</b>	<b>Site Area (Ha.)</b>
Brownfield/Urban Consolidation	0.854

### **Conclusion**

Considering the limited scale and nature of the proposed development, and that it is ancillary to the existing, permitted, use on the site, it is acceptable in principle. A major component of the application is the proposed widening of the vehicular access, which is not acceptable to the Planning Authority. The applicant should revise the proposal by way of additional information, in order to ensure the development can be facilitated without widening the vehicular access.

### **Recommendation**

Request Further Information

### **Further Information**

- Further Information was requested on 13/07/2021.

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- Further Information was received on 10/12/2021.

The following Further Information was requested.

### Item 1: Revised Plans.

The proposed widening of the vehicular access is not acceptable to the Planning Authority, and it is recommended that the existing position and width of the access (7.96m) is retained. The applicant has not explicitly stated the rationale for the proposed extension of the access width, nor is it clear from drawings what might necessitate such a change. The applicant is requested to provide the following additional information:

- (a) A revised site layout plan, of no smaller than 1:200 scale, in which the vehicular access is not extended beyond its current width or position;
- (b) Drawings or written proposals as appropriate, to detail any changes which may be necessary to achieve adequate visibility or to facilitate the installation of the gate, without widening the vehicular access.

### Further Consultations

Roads Department: No objections subject to **conditions**.

### Further Submissions/Observations

None.

### Assessment

#### Item 1: Revised Plans

The applicant has submitted a cover letter and revised drawings to address this request for further information. An extract taken from the cover letter states the following:

In our proposal from our informal discussions, we intend on taking on board the response from the Roads Department in terms of maintaining the existing entrance width of 7960mm. We propose an alternative solution to ensure this is complied with whilst also improving the visibility for all users, as requested under the additional information submission.

Our proposal is similar to the situation currently in place at the adjacent 'An Post' site which we have included photos of in the appendix for reference. We propose to maintain the existing width of 7960mm while installing a new steel sliding gate for securing the site out of hours. In addition we plan to remove a portion of boundary wall to both sides of the entrance and replace with full height railings that allows

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visibility through to the adjacent pedestrian footpath by cars exiting the PM Group site.

Prior to submitting a formal response to South Dublin County Council's Additional Information request, we engaged with the council to fully understand what might be acceptable to the council and ensure that these were incorporated in our response:

- A revised site layout drawing of the proposal in plan and elevation view.
- Vehicular access point shall be kept at 7960 mm wide.
- Public footpath shall be kept in its original position.
- A revised site layout showing the pedestrian route layout from the proposed pedestrian gate up to the main reception entrance door.

We trust the enclosed information meets your satisfaction. Should you have any queries in assessing this application, please do not hesitate to contact me.

The revised drawings submitted show the access will not be extended beyond its current position. The Roads Department have reviewed the additional information submitted and have issued a report recommending no objections subject to **conditions**. An extract taken from the Roads report states the following:

### *Roads Department Assessment:*

*A revised drawings have been submitted showing the vehicular access point will be kept at 7960 mm wide, public footpath, grass verge and kerbs will be kept in its original position, pedestrians route layout showing proposed pedestrian gate up to the main reception entrance door. Roads Department is satisfied with the applicant submission.*

### *No Roads objections subject to the following **conditions**:*

- 1. Vehicular access point width shall be kept at 7960mm, public footpath, grass verge and kerbs at vehicular access point shall be maintained in its original shape and form.*
- 2. All external bicycle parking spaces shall be covered.*
- 3. The boundary walls at vehicle access points shall be limited to a maximum height of 0.9m, and any boundary pillars shall be limited to a maximum height of 1.2m, in order to improve forward visibility for vehicles.*
- 4. Any gates shall open inwards and not out over the public domain.*

Based on the above the Planning Authority considers the applicant has satisfactorily responded to the request for further information.

### **Other Considerations**

#### **Development Contributions**

- Vehicular entrance widening and the construction of bicycle parking are exempt from development contributions.

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Assessable area is nil.

<b>SEA Monitoring Information</b>	
<b>Building Use Type Proposed</b>	<b>Floor Area (sq.m.)</b>
Commercial	Nil (no net increase)
<b>Land Type</b>	<b>Site Area (Ha.)</b>
Brownfield/Urban Consolidation	0.854

### **Conclusion**

Having regard to the provisions of the South Dublin County Council Development Plan 2016-2022, the Planning Authority is satisfied that subject to conditions the development is consistent with the Development Plan provisions and the proper planning and sustainable development of the area and accordingly a grant of permission is recommended.

### **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 10/12/2021, 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.

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### 2. Roads Requirements.

(a) Vehicular access point width shall be kept at 7960 mm, public footpath, grass verge and kerbs at vehicular access point shall be maintained in its original shape and form.

(b) All external bicycle parking spaces shall be covered.

(c) The boundary walls at vehicle access points shall be limited to a maximum height of 0.9m, and any boundary pillars shall be limited to a maximum height of 1.2m, in order to improve forward visibility for vehicles.

(d) Any gates shall open inwards and not out over the public domain.

REASON: In the interest of proper planning and sustainable development.

### 3. (a) Drainage - Irish Water.

(i) All development shall be carried out in compliance with Irish Water Standards codes and practices

(ii) All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

(iii) The water supply and drainage infrastructure, shall comply with the requirements of Irish Water.

(iv) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use. All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.

(v) All drainage works for this development shall comply fully with the Greater Dublin Regional Code of Practice for Drainage Works.

REASON: In the interests of public health, the proper planning and sustainable development of the area and in order to ensure adequate water supply and drainage provision.

### (b) Minimise Air Blown Dust.

During the construction and or 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. The applicant/developer shall comply with British Standard B.S. 5228 Noise Control on Construction and Open sites and British Standard B.S. 6187 Code of Practice for demolition.

REASON: In the interest of public health and to uphold the Council's policies set out in the South Dublin County Council Development Plan.

### (c) Construction Noise and Hours.

To control, limit and prevent the generation of unacceptable levels of Environmental Noise Pollution from occurring during construction activity, Equipment or Machinery (to include pneumatic drills, on-site construction vehicles, generators, etc.) that could give rise to unacceptable levels of noise pollution as set out generally for evening and night-

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time in S.I. No. 140/2006 - Environmental Noise Regulations 2006 shall only be operated on the site between 7.00 hours and 19.00 hours weekdays and between 9.00 hours and 13.00 hours on Saturdays. No works shall take place at any time on Sundays, Bank Holidays or Public Holidays.

Any construction work outside these hours that could give rise to unacceptable levels of noise pollution shall only be permitted following a written request to the Planning Authority and the subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unacceptable noise outside the hours stated above. In this respect, the applicant or developer shall also comply with BS 5228:2009 Noise and Vibration Control on Construction and Open Sites, and have regard to the World Health Organisation (WHO) – Guidelines for Community Noise (1999).

The applicant or developer shall also endeavour to engage in local consultation in respect of any noise sensitive location within 30 metres of the development as approved prior to construction activity commencing on site. Such noise sensitive locations should be provided with the following:

- Schedule of works to include approximate timeframes
- Name and contact details of contractor responsible for managing noise complaints
- Hours of operation- including any scheduled times for the use of equipment likely to be the source of significant noise.

**REASON:** In the interest of public health by the prevention of unacceptable levels of noise pollution which could interfere with normal sleep and rest patterns and/or when people could reasonably expect a level of quietness, the proper planning and sustainable development of the area and to uphold the Council's amenity policies set out in the South Dublin County Council Development Plan.

**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 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.

**NOTE:** Waste, arising from the site, must be kept to a minimum, segregated where appropriate, and disposed in accordance with the Waste Management Regulations 2007, as amended. Transport of such waste, must be by an authorised waste permit holder. Waste disposal records must be maintained and made available, for inspection by Authorised Persons appointed under the Waste Management Act 1996, as amended. A Waste Transfer Form shall accompany the transportation of all hazardous waste arising

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from the construction works.

NOTE: A Roads Opening Licence must be obtained from South Dublin County Council prior to the commencement of any works in the public domain in order to comply with the Roads Act 1993, Section 13, paragraph 10. Under this Act, non-compliance constitutes an offence.

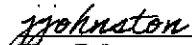
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**REG. REF. SD21A/0123**


**LOCATION: Killakee House, Belgard Square, Tallaght, Dublin 24**

  
\_\_\_\_\_  
**Jim Johnston,**  
**Senior Executive 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:** \_\_\_\_\_

17/1/22

  
\_\_\_\_\_  
**Eoin Burke, Senior Planner**