

# Comhairle Chontae Atha Cliath Theas

**PR/0100/22**

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

**Reg. Reference:** SD21A/0213      **Application Date:** 03-Aug-2021  
**Submission Type:** Additional      **Registration Date:** 17-Dec-2021  
Information

**Correspondence Name and Address:** John Gannon, Tom Phillips & Associates 80,  
Harcourt Street, Dublin 2

**Proposed Development:** Extension of the existing depot to provide additional bus parking facilities comprising a total of 221 bus spaces (including 45 electric bus parking spaces), 33 car parking spaces (including 15 electric car parking spaces), 5 motorcycle parking spaces and 30 bicycle parking spaces; revisions to the layout and configuration of the existing bus and car parking areas; the installation of electric vehicle charging units and associated infrastructure; new vehicular entrance/egress arrangement (including barrier and ramp) to Ballymount Avenue on the north-eastern site boundary; the provision of 4 pedestrian entrances located on the south-eastern, south-western and north-eastern site boundaries; internal roads and pedestrian pathways; minor elevational amendments to the existing transport depot building (relocation and addition of roller shutter doors and relocation of signage); hard and soft landscaping; boundary treatments; changes in level; lighting; surface water drainage; piped infrastructure and ducting, and all associated site excavation and development works above and below ground. (The development will also include the underground diversion of the existing ESB power line traversing the south-eastern corner of the site.)

**Location:** 12, Ballymount Road Lower, Dublin 12

**Applicant Name:** Go Ahead Ireland

**Application Type:** Permission

(SW)

**Description of site and surroundings**

**Site Area:** stated as 2.3 Hectares.

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### **Site Description:**

The site is an existing depot, within an industrial estate.

### **Proposal:**

Planning permission is sought to amend the previously permitted transport depot (SD17A/0428).

- **Extension of the existing depot to provide additional bus parking** facilities comprising a total of 221 bus spaces (including 45 electric bus parking spaces), 33 car parking spaces (including 15 electric car parking spaces), 5 motorcycle parking spaces and 30 bicycle parking spaces;
- **revisions to the layout** and configuration of the existing bus and car parking areas;
- the installation of **electric vehicle charging** units and associated infrastructure;
- **new vehicular entrance/egress** arrangement (including barrier and ramp) to Ballymount Avenue on the north-eastern site boundary;
- the provision of **4 pedestrian entrances** located on the south-eastern, south-western and north-eastern site boundaries;
- internal roads and pedestrian pathways;
- minor **elevational amendments** to the existing transport depot building (relocation and addition of roller shutter doors and relocation of signage);
- hard and soft landscaping;
- boundary treatments; changes in level;
- lighting;
- surface water drainage;
- piped infrastructure and ducting,
- and all associated site excavation and development works above and below ground.
- (The development will also include the underground diversion of the existing ESB power line traversing the south-eastern corner of the site.)

### **Zoning**

The site is subject to zoning objective 'REGEN' – 'To facilitate enterprise and/or residential-led regeneration'.

Located within Baldonnell conical surface.

### **Consultations**

*Roads:* No objection, subject to conditions.

*Water Services:* No objection, subject to conditions.

*Irish Water:* No objections, subject to conditions.

*Pollution Control:* No report received at time of writing.

*Parks:* No report received at time of writing.

*Heritage:* No report received at time of writing.

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*Forward Planning:* Comments made.

*EHO:* No report received at time of writing.

*TII:* No observations.

*NTA:* No report received at time of writing.

*IAA:* No report received at time of writing.

*Inland Fisheries:* No report received at time of writing.

*HSA:* Does not advise against grant of permission.

*DCC:* No report received at time of writing.

*Dept. Communications Climate Action Env.:* No report received at time of writing.

*GSI:* No observations.

SEA – no overlap indicated.

### Submissions/Observations /Representations

None.

### Relevant Planning History

*Subject site:*

SD19A/0281 Installation of new paving; removal of existing timber post and rail fence; installation of textured block walls incorporating new signage; erection of two textured block columns topped with new signage; all associated site development works. **Permission Granted.**

SD18A/0307 Upgrade and alterations to two separate existing entrances on Turnpike Road and Ballymount Road. The development will consist of: (a) Turnpike Road entrance - the installation of new paving, dished curbs and tactile paving to facilitate pedestrian crossing, the removal of part of existing metal railings and metal palisade fence, the installation of textured block wall to match existing textured block wall, installing a new sign and the erection of two textured block columns topped with new signage; (b) Ballymount Road entrance - the installation of new paving supporting the existing tactile paving to existing pedestrian crossing, the removal of existing timber fence and metal palisade fence, the installation of textured block wall, installing a new sign and the erection of two textured block columns topped with new signage and all associated site development works. **Refuse Permission.**

Reason 1: Having regard to the location of the proposed column signs over and too close to the existing 8 inch watermains and the location of the proposed wall over and too close to an existing 24 inch asbestos cement watermain at the Turnpike Entrance; and the location of the proposed sign foundations from the existing 8 inch watermains (which are not indicated on the plans submitted) at the Ballymount Road Entrance; it is considered that the loading from the proposed structures will damage the existing watermains and compromise the asbestos cement

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watermain, which would be prejudicial to public health and contrary to the proper planning and sustainable development of the area.

Reason 2: Having regard to the location of the proposed column signs and wall over or too close to the existing 375mm foul sewer at the Turnpike Road entrance; the proximity of the proposed wall from the 225mm foul sewer (which is not indicated); it is considered that the proposed development would not provide adequate separation to allow for maintenance, could damage foul sewers as a result of load transfer and would therefore be prejudicial to public health and would be contrary to the proper planning and sustainable development of the area.

Reason 3: Having regard to the location of the foundations of the proposed wall over an existing 1,350mm surface water sewer and the location of the proposed wall and sign in close proximity to the surface water sewer at the Turnpike Road entrance; and the proximity of the proposed sign to an existing 300mm surface water sewer at the Ballymount Road entrance; the proposed development could lead to damage, could hinder access for maintenance, would not comply with the Greater Dublin Regional Code of Practice for Drainage Works and therefore is considered to be prejudicial to public health and would be contrary to the proper planning and sustainable development of the area.

SD17A/0428 The change of use of 2.33 ha site from the existing warehousing, distribution and storage use to transport depot, including the existing warehouse building (incorporating internal ancillary offices and related areas over part three levels) (3,812sq.m). The development will include on-site provision for the storage, maintenance and parking of 125 buses; ancillary surface staff car parking (including electrical charging bays); ancillary offices and staff facilities (including toilets and canteen); bus workshop; external fuel storage tank, refuel area and bus wash; landscaping and boundary treatments. The development will also include the removal of existing oil storage tanks; the provision of plant, signage and bicycle parking; external lighting; connections to services and utilities; pipe work and all ancillary site excavation and development works above and below ground. Access to the site is as existing. No elevational changes are proposed as part of this application. **Permission Granted.**

### **Relevant Enforcement History**

None recorded.

### **Pre-Planning Consultation**

None recorded.

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

CS6 SLO 1:

To initiate a plan led approach to the sustainable regeneration of the brownfield lands in the Naas Road/Ballymount REGEN zoned lands. The plan led approach will include the preparation of a

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masterplan in 2019 with a view to preparing a Local Area Plan or other appropriate mechanism for the Regeneration (REGEN) and Local Centre (LC) at Walkinstown zoned lands. The masterplan will provide a framework for the sequential and phased development of the lands, integrating sustainable transport, land use and blue and green infrastructure. The spatial planning of the area will be informed by the Naas Road Framework Plan (2010).

### Chapter 4 Economic Development & Tourism

#### 4.1.1 *Employment:*

- *A series of older industrial areas along the Luas Corridor, at Naas Road, Ballymount and Cookstown accommodate a diverse range of small and medium sized enterprises and industries. These areas, although large employment centres, are facing issues of evolutionary renewal. The Council will seek to support the regeneration of older industrial areas on a phased basis by promoting more intensive enterprise and/or residential led development at locations proximate to town centres and transport nodes.*

#### 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.

#### Section 6.4.4 Car Parking

##### Policy TM7 Car Parking

#### 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 9.3.1 Natura 2000 Sites

##### Policy HCL12 Natura 2000 Sites

#### Section 10.0 Energy

##### Policy E3 Energy Performance in Existing Buildings

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Policy E4 Energy Performance in New Buildings

Chapter 11 Implementation

Section 11.2.1 Design Statements

Section 11.2.4 Regeneration Zone

Section 11.3.6 Retail Development

(i) Retail Criteria

Table 11.4 Regen zoning objective

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

Section 11.4.6 Travel Plans

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 11.7.2 Energy Performance In New Buildings

Section 11.8.1 Environmental Impact Assessment

Section 11.8.2 Appropriate Assessment

#### **Relevant Government Policy**

*Towards Nearly Zero Energy Building in Ireland – Planning for 2020 and Beyond*, Department of the Environment, Community and Local Government (2012)

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*Design Manual for Urban Roads and Streets 2019*- Department of Housing, Planning and local Government (2019)

*Transport Strategy for the Greater Dublin Area, 2016-2035*, National Transport Authority  
*Spatial Planning and National Roads, Guidelines for Planning Authorities 2012* – National Roads Authority

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

*National Cycle Manual* – National Transport Authority (2011)

*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 and Council Policy
- Residential and Visual Amenity
- Relocation of Powerline
- Parks and Landscaping
- Services and Drainage
- Access and Parking
- Seveso
- Screening for Appropriate Assessment
- Environmental Impact Assessment

### ***Zoning and Council Policy***

The site is subject to zoning objective 'REGEN' – 'To facilitate enterprise and/or residential-led regeneration'. It should be noted that the subject lands associated with the application (SD17A/0428) which this proposal seeks to amend was zoned 'EE - To provide for enterprise and employment related uses' when permission was granted. The proposal is assessed under the amendment made to the current plan.

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Paragraph 4.1.1 of the County Development Plan states:

*“The Council will seek to support the regeneration of older industrial areas on a phased basis by promoting more intensive enterprise and/or residential led development at locations proximate to town centres and transport nodes”.*

In accordance with Table 11.4 of the County Development Plan, Transport Depot is not permitted within Regen zoning. It is noted that paragraph 11.1.1 (vi) allows for non-conforming uses, point 2 cites one instance where this may occur as being when there is a valid permission. *“Development proposals that relate to uses referred to under categories 1 and 2 above, particularly those that would intensify non-conforming uses, will be permitted only where the proposed development would not be detrimental to the amenities of the surrounding area and would accord with the principles of proper planning and sustainable development. This includes the integration of land use and transport planning”.*

The principle of the proposal is therefore linked with the impacts, which are set out below.

A report from the SDCC Forward Planning Team has stated:

*“The subject site falls within the boundary of the Naas Road / Ballymount / Park West area (referred to City Edge Project Area hereafter) lands, which spans over 700 hectares and includes Dublin City Council's Naas Road LAP lands...*

*It is considered that the principle of the proposed development at this specific location will not compromise the emerging vision or objectives of the City Edge Area”.*

### ***Residential and Visual Amenity***

The application site is not close to any residential properties. No comments have been received from the EHO.

It is noted that the description includes “minor elevational amendments to the existing transport depot building (relocation and addition of roller shutter doors and relocation of signage)”. It is noted that existing elevations have been included, however, no proposed elevations have been provided. The document schedule submitted with the application does not indicate that proposed elevations were submitted. The applicant indicated in their planning statement that the changes have been implemented since previous grant and that the ‘as existing’ includes these changes, which are considered to be minor and permissible under Section 4(1)h of the Planning and Development Act. Nevertheless, the applicant has included these matters within the description of development.

As such, the applicant is requested to provide ‘as permitted’ elevations to enable assessment of the visual impact. This should be provided as **additional information**.

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There are a number of other features that would impact on visual amenity:

- The increase in hardstanding to create the parking areas: The site is set back from Ballymount Road Lower and there is a grass strip between the road and the site. The proposal would significantly increase the parking to the south east elevation of the building. At present, there appears to be car parking in this location. The proposal would provide for bus parking, as well as electric vehicle points close to the site boundary. In addition to this, double decker parking would be provided along the south west (where there is currently car parking). Double decker parking would also be provided to the north east – close to the boundary than the existing bus parking. It is noted that there are no objections from Parks in relating to the proposed landscaping. However, the Planning Authority has some concerns regarding the visual impact, given the significant level of additional bus parking. It is noted that the area is currently industrial, however, the proposal would introduce a significant level of bus parking on currently green areas. In addition to this, it is apparent that the grass strip outside of the applicant's control is labelled 'reservation for future road widening'. The applicant is, therefore, requested to provide photomontages of the site in the wider context indicating the development as existing and as proposed. This should be provided as **additional information**.
- New access, including barrier and ramp: This would be located to the north of the site. There is existing fencing along the road. The addition of the new access would not have a significant impact on visual amenity and the gates would match the existing fencing in terms of materials and height.
- Provision of 4 pedestrian entrances: These would be to the south, east and north. Gates would be provided at the access points, through the existing fence and construction would match the existing fencing in terms of materials and height. It is noted that the footpaths extend outside the redline and the applicant is seeking a condition to agree the final location of these routes should permission be granted.
- hard and soft landscaping: these are discussed below.
- boundary treatments: These would match existing
- changes in level: It is apparent that a change in levels would occur as a result of the introduction of concrete slab. The applicant has provided some details of this, however, in order to assess the proposal, a full section east west and north south for both the existing and proposed to enable a full assessment of the impacts. This should be provided via **additional information**. The applicant is also requested to clarify whether there are any other changes in levels via **additional information**.

### ***Relocation of Powerline***

The applicant states in the description of development that “*The development will also include the underground diversion of the existing ESB power line traversing the south-eastern corner of the site*”.

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It is noted that Pole C (within the site) would be removed. The underground diversion would take place from Pole D (outside the redline) and Pole B (within the redline). Between Pole B and Pole A (outside the redline) an overground diversion would take place.

The applicant has provided a planning statement. Paragraph 5.6 indicates discussions have taken place between the ESB and the applicant and an agreement has been reached in principle.

It is not apparent that the relocation of powerlines forms part of the application, but rather the applicant is indicating that the impact of the proposal is acceptable as the overhead powerlines would be diverted. This is considered acceptable.

### ***Parks and Landscaping***

Parks has stated:

#### *1. "Existing Trees and Hedgerows*

*There are concerns with the lack of information submitted in relation to existing trees and hedgerows within the subject site area. The applicant is requested to submit a detailed tree and hedgerow survey report for the trees within the subject site area. 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 trees and it should also clearly detail what impacts the development will have on the trees but also potentially the tree roots.*

#### *2. New Tree Planting*

*Additional tree planting should be considered as part of the landscape proposals. The planting of more trees especially in the urban environment is considered one of the key strategies in mitigating the impacts of climate change. Trees sequester carbon and store it during its photosynthesis process. In addition, trees can also:*

- Prevent flooding*
- Reduce city temperature*
- Reduce pollution*
- Keep soils nutrient-rich*

#### *3. SUDS*

*There is a lack of SuDS (Sustainable Drainage System) shown for the proposed development. Natural SUDS features should be incorporated into the proposed drainage system. The SUDS should be an integrated multi-disciplinary approach which locally addresses water quality, water quantity, and provides for amenity and biodiversity enhancement which meets the objectives of South Dublin County Council Development Plan 2016-2022. The current drainage scheme does not fully comply with the objectives of the development plan in terms of Green Infrastructure or as regards the proper implementation of SUDS".*

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There are no objections subject to conditions. Given additional information is requested regarding other matters, it is considered the matters raised by Parks should also be addressed via **additional information**.

### *Services and Drainage*

It is noted that the proposed development would remove green areas and increase hardstanding within the site. Underground attenuation would be provided. Water Services has raised no objections subject to conditions. The conditions include:

- provision of surface water drainage layout
- drawing indicating what suds are proposed for the development
- drawing indicating petrol interceptor

In accordance with Paragraph 11.6.1(iii) *“In general, all new developments will be required to incorporate Sustainable Urban Drainage Systems (SUDS). SUDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs. In some exceptional cases and at the discretion of the Planning Authority, where it is demonstrated that SUDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort”*.

It is noted that an engineer's report has been provided, which indicates more detail surrounding surface water, swales, petrol interceptors and the attenuation tank. In light of Paragraph 11.6.1(iii), the applicant is requested to detail their approach to surface water drainage in terms of feasibility. It should be noted that underground attenuation is generally only permitted where SuDS is not feasible. The applicant should demonstrate why SUDS and natural solutions are not feasible. Where they are feasible these should be incorporated within the overall design.

Water Services has raised no objections in terms of flood risk. No objections have been raised from Irish Water, subject to conditions.

### *Access and Parking*

Roads has no objections, subject to conditions. Given additional information is requested regarding other matters, it is considered the matters raised by roads should also be addressed via **additional information**.

### *SEVESO*

The HSA does not advise against granting permission.

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### ***Screening for Environmental Impact Assessment***

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.

### ***Screening for Appropriate Assessment***

The applicant has not 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.

### **Other Considerations**

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

- No additional floor area.

### ***Monitoring for Strategic Environmental Assessment***

**Building Use Type Proposed** Industrial

**Floor Area (sq. m)** 0

**Land Type** Brownfield/Urban Consolidation

**Site Area (ha)** 2.3

### **Conclusion**

Having regard to the 'REGEN' zoning objective of the site, and the nature and scale of the proposed development, it is considered that **additional information** is required to determine the principle of the proposal is acceptable and the impacts in terms of visual, drainage, roads and landscaping are also acceptable and would accord with the South Dublin County Council Development Plan 2016-2022.

### **Recommendation**

Request Further Information.

### **Further Information**

- Further Information was requested on 27/09/2021.
- Further Information was received on 17/12/2021.

The following Further Information was requested.

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### **Item 1: Visual Amenity.**

The Planning Authority has concerns regarding the visual impact of the proposed development. The applicant is requested to provide the following information, to enable full assessment of the visual impact:

1. 'As permitted' elevations (under SD17A/0428).
2. Photomontages indicating existing, as permitted (under SD17A/0428) and as proposed development. These should show the site and the wider area.
3. Full sections through the site, north/south and east/west, indicating existing and proposed levels.

### **Item 2: Trees.**

There are concerns with the lack of information submitted in relation to existing trees and hedgerows within the subject site area. The applicant is requested to submit a detailed tree and hedgerow survey report for the trees within the subject site area. 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 trees and it should also clearly detail what impacts the development will have on the trees but also potentially the tree roots.

### **Item 3: New Planting.**

The planting of more trees especially in the urban environment is considered one of the key strategies in mitigating the impacts of climate change. Trees sequester carbon and store it during its photosynthesis process. In addition, trees can also:

- Prevent flooding
- Reduce city temperature
- Reduce pollution
- Keep soils nutrient-rich

The applicant is requested to provide information on additional tree planting as part of the landscape proposals.

### **Item 4: SuDS and Attenuation.**

(a) The current drainage scheme does not fully comply with the objectives of the development plan in terms of Green Infrastructure or as regards the proper implementation of SuDS. There is a lack of SuDS (Sustainable Drainage System) or natural solutions shown for the proposed development.

Natural SuDS features should be incorporated into the proposed drainage system. SuDS should be an integrated multi-disciplinary approach which locally addresses water quality, water quantity, and provides for amenity and biodiversity enhancement which meets the objectives of South Dublin County Council Development Plan 2016-2022.

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The applicant is requested to submit a revised drawing and report to clearly show what SuDS are proposed for the development.

(b) In accordance with Paragraph 11.6.1(iii) of the County Development Plan, 'In general, all new developments will be required to incorporate Sustainable Urban Drainage Systems (SUDS). SUDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakaways and green roofs. In some exceptional cases and at the discretion of the Planning Authority, where it is demonstrated that SUDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort'.

The applicant is requested to omit the proposed attenuation tank and provide sufficient SUDS, unless it can be demonstrated that SUDS are not feasible.

### **Item 5: Surface Water.**

(a) The applicant is requested to submit a revised drawing showing the surface water layout for the development up to and including the point of connection to the public sewer. The drawing should include the location of all AJs, manholes, pipe size, material type and direction of flow.

(b) The applicant is requested to submit a revised drawing showing a petrol interceptor on surface water network prior to surface water entering surface water attenuation system. This is required to reduce the risk of attenuation system being contaminated from hydro-carbons.

### **Item 6: Roads.**

The applicant is requested to provide a revised layout plan indicating

(a) a visibility splay of 2.0m x 45m in both directions from the entrance. Sightlines should be to the near side edge of the road to the right-hand side of entrance and to the centreline of the road to the left-hand side of the entrance (when exiting).

(b) 5% of vehicular parking spaces for mobility impaired users, and 10% vehicular parking spaces to be equipped with electrical charging.

### **Further Consultations**

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

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

Roads Department – **Conditions** suggested should permission be granted.

Parks Department – Grant with **conditions**.

Forward Planning – No response to date.

### **Further Submissions/Observations**

None.

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### **Assessment**

#### **Item 1: Visual Amenity.**

The applicant has submitted a cover letter including drawings to address the request for additional information. An extract taken from the cover letter submitted states the following:

#### ***Response***

In response to Item 1(1) of the *Additional Information Request*, we refer the Planning Authority to the enclosed *Engineering Response to RFI Report* and the accompanying '*Atelier Architects Drg No P300 Rev 03 Proposed Elevations*', prepared by Waterman Moylan, Consulting Engineers.

In response to Item 1(2) of the *Additional Information Request*, we refer the Planning Authority to the enclosed *Go-Ahead - Ballymount Depot Photo Montages Booklet*, prepared by Redline Studios.

In response to Item 1(3) of the *Additional Information Request*, we refer the Planning Authority to the following enclosed drawings, prepared by RMDA Landscape Architects:

- *Drawing No. 1584 - Go Ahead Bus Depot - Ballymount - Dwg 1. Landscape Plan*
- *Drawing No. 1584 - Go Ahead Bus Depot - Ballymount - Dwg 2. Proposed Landscape Section A-AA*
- *Drawing No. 1584 - Go Ahead Bus Depot - Ballymount - Dwg 3. Proposed Landscape Section B-BB*
- *Drawing No. 1584 - Go Ahead Bus Depot - Ballymount - Dwg 4. Existing Sections A-AA*
- *Drawing No. 1584 - Go Ahead Bus Depot - Ballymount - Dwg 5. Existing Sections B-BB*

The information submitted shows that the proposal will not have a significant adverse visual impact and would be considered broadly acceptable in this instance. It is considered that the applicant has satisfactorily addressed the request for additional information for this item.

#### **Item 2: Trees.**

The applicant has submitted a cover letter including drawings to address the request for additional information. An extract taken from the cover letter submitted states the following:

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### *Response*

In response to Item 2 of the *Additional Information Request*, we refer the Planning Authority to the enclosed *Arboricultural Assessment* and accompanying Drawings Nos. BMR002 (Arb Impact Assessment Plan) and BMR001 (Tree Constraints Plan), prepared by Arborist Associates Ltd. In summary, there are 10 no. Category A trees, 4 no. Category B trees, 6 no. Category C trees and 1 no. Category U tree within the subject site, all of which are proposed to be removed.

The proposed removal of 21 No. Trees and 1 no. tree group in total is prudent to facilitate additional parking and the introduction of electrical infrastructure for the electrification of the bus fleet. Under the Outer Dublin Metropolitan Area (ODMA) contract with the NTA it is proposed that Go-Ahead, and other Dublin contractors, will transition to a zero-tail pipe emission public bus fleet by 2032 to align to the clean vehicle directive (S.I. No. 381/2021) and support GAI's corporate net-zero targets for 2040. The planned NTA fleet of 100% electric buses will be charged overnight using static chargers with a smart charging capacity, spreading the electricity load to ensure vehicles are charged fully in order of departure and will enable GAI to generate approx. 8% reduction in CO2 emissions year on year from 2025. The first buses are expected to be delivered in 2024, and go operational in 2025 on Dublin bus routes, primarily routes close to the Depot.

In parallel with the planning process for phase 1 of the planned 100% electric fleet for Ballymount, Go-Ahead have been in initial discussions with the ESB. This follows an analysis of the GAI route network to understand the required power loads to be requested from the ESB. An application for this additional power is in hand should permission be granted under the subject application. Go-Ahead have experience in developing electric bus sites across the UK and have used best practice to support the design and development of this site.

We submit that the proposed development is wholly in accordance with the *Climate Action Plan 2021* which seeks to expand the public transport fleets and remove the reliance on private vehicles. This Plan also aims to replace all buses with electric vehicles nationally by 2035.

In other to offset the loss of the trees as shown in Drawing No. BMR001, prepared by Arborists Associates Ltd., it is proposed to plant 325. no native replacement tree types. In this regard, we refer the Planning Authority to *Drawing No. 1584 - Go Ahead Bus Depot - Ballymount - Dwg 1. Landscape masterplan*, prepared by RMDA Landscape Architects.

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Following review of the additional information submitted the Parks Department have issued a report recommending **conditions** to be attached should permission be granted. It is considered that the applicant has satisfactorily addressed the request for additional information for this item.

### Item 3: New Planting.

The applicant has submitted a cover letter including drawings to address the request for additional information. An extract taken from the cover letter submitted states the following:

#### ***Response***

In response to Item 3 of the *Additional Information Request*, we refer the Planning Authority to the enclosed *Drawing No. 1584 - Go Ahead Bus Depot - Ballymount - Dwg 1. Landscape masterplan* and the *Landscape Rationale*, prepared by RMDA Landscape Architects, shows additional planning as part of the landscaping proposals.

Following review of the additional information submitted the Parks Department have issued a report recommending **conditions** to be attached should permission be granted. It is considered that the applicant has satisfactorily addressed the request for additional information for this item.

### Item 4: SuDS and Attenuation.

The applicant has submitted a cover letter including drawings to address the request for additional information. An extract taken from the cover letter submitted states the following:

#### ***Response***

In response to Item 4(a) of the *Additional Information Request*, we refer the Planning Authority to Section 3 of the enclosed *Engineering Response to Request for Additional Information* and the accompanying *Drawing No. 17-130-P200 Rev A Proposed Surface Water Drainage Layout*, prepared by Waterman Moylan, Consulting Engineers.

In response to Item 4(b) of the *Additional Information Request*, we refer the Planning Authority to Section 4 of the enclosed *Engineering Response to Request for Additional Information* and the accompanying *Drawing No. 17-130-P200 Rev A Proposed Surface Water Drainage Layout*, prepared by Waterman Moylan, Consulting Engineers.

Following review of the additional information submitted, Surface Water Drainage and the Parks Department have issued a report recommending **conditions** to be attached should permission be

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granted. It is considered that the applicant has satisfactorily addressed the request for additional information for this item.

### Item 5: Surface Water.

The applicant has submitted a cover letter including drawings to address the request for additional information. An extract taken from the cover letter submitted states the following:

#### ***Response***

*In response to Item 5(a) and (b) of the Additional Information Request, we refer the Planning Authority to Section 5 of the enclosed Engineering Response to Request for Additional Information and the accompanying Drawing No. 17-130-P200 Rev A Proposed Surface Water Drainage Layout, prepared by Waterman Moylan, Consulting Engineers.*

Following review of the additional information submitted the Surface Water Drainage have issued a report recommending **conditions** to be attached should permission be granted. It is considered that the applicant has satisfactorily addressed the request for additional information for this item.

### Item 6: Roads.

The applicant has submitted a cover letter including drawings to address the request for additional information. An extract taken from the cover letter submitted states the following:

#### ***Response***

*In response to Item 6(a) of the Additional Information Request, we refer the Planning Authority to Section 6 of the enclosed Engineering Response to Request for Additional Information and the accompanying Drawing No. 17-130/P107 Rev A Site Layout – Proposed, prepared by Waterman Moylan, Consulting Engineers.*

*In response to Item 6(b) of the Additional Information Request, we refer the Planning Authority to Section 7 of the enclosed Engineering Response to Request for Additional Information and the accompanying Drawing No. 17-130/P107 Rev A Site Layout – Proposed, prepared by Waterman Moylan, Consulting Engineers.*

Following review of the additional information submitted the Roads Department have issued a report recommending **conditions** to be attached should permission be granted. It is considered that the applicant has satisfactorily addressed the request for additional information for this item.

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### **Other Considerations**

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

- No additional floor area.
- Assessable area is nil.

#### ***Monitoring for Strategic Environmental Assessment***

**Building Use Type Proposed** Industrial

**Floor Area (sq. m)** 0

**Land Type** Brownfield/Urban Consolidation

**Site Area (ha)** 2.3

### **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 17/12/2021, save as may be required by the other conditions attached hereto.  
REASON: To ensure that the development shall be in accordance with the permission,

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and that effective control be maintained.

2. (a) Drainage - Irish Water.

(i) The Developer shall ensure that there is complete separation of the foul and surface water drainage for the proposed development.

(ii) All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.

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

(iv) Proposed development is at a location where there is an existing 33 inch watermain at site that needs special protection from any site works.

(v) Prior to commencement of development the applicant shall obtain a letter of conformation of feasibility of proposed development from Irish Water.

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

(vii) Where relevant prior to the commencement of development the applicant or developer shall enter into waste water connection agreement(s) with Irish Water.

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

(ix) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use.

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-time in S.I. No. 140/2006 - Environmental Noise Regulations 2006 shall only be operated

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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.

### 3. Landscaping Requirements.

#### (a) Implementation of the Landscape Plans:

The Landscape Plan (Landscape Masterplan Drawings No. 1(A1) prepared by RMD) shall be implemented in full within the first planting season following completion of the development, in addition:

- All hard and soft landscape works shall be completed in full accordance with the approved Landscape Plan.
- 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

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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.

**(b) Retention of Landscape Architect:**

To ensure full implementation of the proposed landscape design, the applicant/developer is required to retain the services of a Landscape Architect throughout the life of the site development works. A completion certificate is to be signed off by the Landscape Consultant when all works are completed and in line with the submitted original landscape drawings.

**(c). Tree works:**

All works shall be carried out in accordance with BS5837:2012 Trees in relation to design, demolition and construction. If, during construction, it becomes apparent that further works or changes are required, work shall not progress any further on site until the applicant has secured a site meeting with a suitably qualified professional to agree the details and phasing of any tree surgery works not detailed in the submitted report. A written schedule shall be submitted to and approved in writing by the Public Realm Section.

**(d) Scheme for replacement trees/Compensatory Planting:**

Prior to the commencement of use of the development, details of replacement tree planting, indicating positions or density, species, and planting size shall be submitted to and approved by the Planning Authority. Planting shall take place in accordance with the approved details within the first planting season following completion of the development or in accordance with the program of planting approved by the Public Realm Section. Any such trees that are removed die or become, in the opinion of the Public Realm Section, seriously damaged or defective within a period of three years of planting shall be replaced with specimens of a similar size and species as originally required.

**(e) SUDs:**

No development shall take place until details of the implementation; maintenance and management of the proposed sustainable drainage scheme have been submitted to and approved by the Public Realm Section. These details shall include:

- i. a timetable for its implementation, and
- ii. a management and maintenance plan for the lifetime of the development which shall include the arrangements for TIC by SDCC and or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime

**REASON:** In the interest of proper planning and sustainable development. To ensure that the development makes provision for hard and soft landscaping which contributes (i) to the creation of a high quality, accessible, safe and attractive public realm and (ii) to the enhancement, creation and management of biodiversity with relevant policies in the CPD 2016-2022. To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies under Section 8.4.0 Sustainable Urban Drainage Systems of the CDP 2016-22 in particular G5 Objective 1 and G5 Objective 2.

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### 4. Roads Requirements.

(a) Prior to commencement of the development, the applicant shall submit a revised layout on a scale of not less than 1:100 showing the relocation of the front boundary wall at the southwest corner of the site, at Ballymount Little Road, in order to allow for the provision of a continuous 2.0m wide footpath and 1.0m grass verge along the frontage of the site.

(b) Prior to commencement of development the applicant/developer shall liaise with the relevant utility/service provider regarding the relocation of the utility/service boxes which are located at the southwest corner of the proposed site for the provision of footpath and grass verge. All costs of utility boxes relocation to be borne by the applicant. The written commitment of the applicant/developer to implement the agreed plan with utility/service provider shall also be lodged to the file.

(c) Prior to commencement of development, the applicant shall provide information with regards to their proposed bin/waste collection arrangement and bin storage and collection locations, including auto track analysis showing how bin truck can access and egress the site safely.

(d) Footpath and kerb shall be dished and widened, and the dropped 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 widened driveway entrance.

(e) 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 must 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 development.

(f) Prior to commencement of development, the applicant shall submit a developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority. Showing number of loads, haulage routes, times of works, etc.

(g) A Mobility Management Plan is to be completed is to be completed within six months of completion of for the proposed development. The Mobility Management Plan shall be submitted for the written agreement of the Planning Authority.

(h) Prior to the commencement of development, the applicant shall agree in writing a public lighting scheme for the development with South Dublin County Council Lighting Department.

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

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

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

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.

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/0213**

**LOCATION: 12, Ballymount Road Lower, Dublin 12**

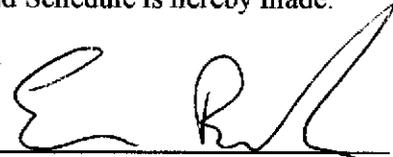


**Sarah Watson,  
Executive Planner**

**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:**

24/1/22



**Eoin Burke, Senior Planner**