

Comhairle Chontae Atha Cliath Theas

PR/0196/22

Record of Executive Business and Chief Executive's Order

Reg. Reference: SD21A/0337 **Application Date:** 13-Dec-2021
Submission Type: New Application **Registration Date:** 13-Dec-2021

Correspondence Name and Address: Derek Whyte, Whyte Planning Consultants Ltd. Great
Connell, Newbridge, Co. Kildare

Proposed Development: Construction of a semi-detached (end of terrace) two
storey industrial unit, connection to public foul sewer
and surface water and all associated site works.

Location: Site to south of Unit 1, Knockmitten Close, Western
Industrial Park, Naas Road, Dublin 12

Applicant Name: Tommy Maher

Application Type: Permission

Description of Site and Surroundings

Site Area

Stated as 0.01Hectares.

Site Description

The subject site is located in Western Industrial Estate, located adjacent to the southern elevation of Unit No. 1. The site is bound to the north by Unit No. 1 a two storey industrial unit, to the west by a car parking area associated with a two storey industrial unit, to the south by a yard to the rear of a two storey industrial unit and to the east by an access road for the surrounding industrial units.

The buildings in the general vicinity are characterised by two storey industrial units.

Proposal

Planning Permission is sought for the following:

- A semi-detached two storey industrial unit attached to the southern elevation of No. 1 Knockmitten Close, Western Industrial Park.
- The proposed industrial unit has a Gross Floor Area of approximately 174sq.m, an overall maximum height of 6m, a width of 6m and a length of 16.7m.
- The ground floor of the unit has an internal floor to ceiling height of 2.7m and is comprised of a storage area, lobby, toilet and kitchenette.
- The first floor of the unit has an internal floor to ceiling height of 2.7m and is comprised of a mezzanine area and toilet.

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- The front elevation of the proposed unit is comprised of an entrance door and roller access door at ground floor level and 3 No. windows at first floor level.
- The side elevation is blank, with no fenestration or access doors.
- The rear elevation is comprised of an access door and high level window at ground floor level and 2 windows at first floor level.
- All ancillary site works above and below ground.

Zoning

The subject site is designated with the 'REGEN' zoning objective in the South Dublin County Development Plan, for which the stated objective is – 'To facilitate enterprise and/or residential-led regeneration'.

The site is located within the administrative area of the City Edge Project.

SEA Sensitivity Screening

Indicates overlap with the SFRA B layer.

Consultations

- | | |
|--|----------------------------------|
| • Roads Department: | Additional Information required. |
| • Drainage and Water Services: | No report received. |
| • Irish Water: | No report received. |
| • Parks and Public Realm Department: | No report received. |
| • Delivery Team (City Edge Project): | Additional Information required. |
| • Sustainable Energy Authority of Ireland: | No report received. |
| • Commission for Regulation of Utilities: | No report received. |
| • Department Housing, Local Government and Heritage: | No report received. |
| • Fire Safety Officer: | No report received. |
| • Health and Safety Authority: | No report received. |
| • Environmental Health Officer: | No report received. |

Submissions/Observations /Representations

Final date for submissions – 25th January 2022.

None received.

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Relevant Planning History

Subject Site

None recorded.

Relevant Enforcement History

None recorded for the subject site.

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 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

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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
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

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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

Retail Design Manual - A Good Practice Guide, Department of Arts, Heritage and the Gaeltacht (2012)

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

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)

Planning Note

There are a number of deficiencies in the information provided by the Applicant:

- **Site Location Map** – Section 22(2)(iii) requires the inclusion of any wayleaves in yellow on the Site Location Map. It is noted that the subject site is not directly connected to the public realm. As such, it is unclear whether the Applicant has a right of way to the public road or whether there is an agreement in place with the landowner. In this regard clarification is required from the Applicant.
- **Site Layout Plan** – The Site Layout Plan should include the distances to surrounding structures and further levels/contours to aid the understanding of the subject site and surrounding context. The Applicant should include an ‘existing’ Site Layout Plan to facilitate an understanding of the topographical profile of the subject site.

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- **Bin Store** – The Site Layout Plan appears to indicate a bin store to the rear of the proposed unit. However, no detail is provided in the Plans, Elevations and Sections Drawings.
- **Signage** – The drawings provided by the Applicant do not include details of any proposed signage either directly affixed to the proposed industrial unit or on the approach to the entrance.
- **Intended Use** – No detail is provided as to the intended use of the proposed unit. Further detail is required regarding the type of business which will be operated from the unit, the numbers of staff present on site and the potential trip generation to and from the site.
- **Car Parking** – No detail is provided as to the proposed car parking for the unit.

Whilst the above deficiencies do not preclude the Planning Authority from assessing the proposed development, the information should be provided by way of ADDITIONAL INFORMATION to facilitate a full and complete assessment of the proposal.

Assessment

The main issues for assessment are:

- Zoning and Council Policy
- Residential and Visual Amenity
- Services and Drainage
- Access and Parking
- 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'.

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'.

It is not apparent that the proposal would support the wider regeneration of the area. However, it is noted that the proposal would be located immediately adjacent to existing industrial units. It is therefore considered that the principle of the proposed development is acceptable in this instance.

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City Edge Project

The subject site falls within the City Edge Project lands, which spans over 700 hectares and includes Dublin City Council's Naas Road LAP lands. The City Edge Project objective is to deliver plan led change in this strategic location, optimising the use of strategically important land proximate the city centre and well served by public transport in line with the objectives of Project Ireland 2040.

The City Edge Project is currently in a public consultation phase which will inform the strategic framework, which is due to be completed by Q4 2021/Q1 2022. It is envisaged that a statutory plan will follow, and it is important that development is not deemed to be premature pending the adoption of such. Having regard to the current stage of the plan-making process, the Planning Delivery Team assesses each application within the boundary of the City Edge Project Area on a case-by-case basis. The Report of the Planning Delivery Team in relation to the proposed development of this Application noted that:

'The nature and scale of the proposal would appear to be insignificant in terms of its potential to prejudice the strategic framework that is currently being drafted under Stage II of Phase I of the City Edge Project and the statutory plan that will follow. The site, however, would appear to be located in a flood zone (0.1% AEP Fluvial Flood Extent – 30% uplift) as per the Strategic Flood Risk Assessment (September 2021) that has been carried out for the City Edge Project'.

Having regard to the observations of the Delivery Team, ADDITIONAL INFORMATION should be requested from the Applicant in the form of Flood Risk Identification and Flood Risk Assessment Report in accordance with the recommendations of *The Planning System and Flood Risk Management Guidelines for Planning Authorities* (OPW, November 2009).

Residential and Visual Amenity

The application site is not close to any residential properties. In this regard the Planning Authority is satisfied that the proposed development will not result in an adverse impact to residential amenity.

In terms of visual amenity, the proposed development would retain the existing building line set by the adjacent units to the north but would be marginally lower at 6m. The impact on visual amenity is considered acceptable.

Services and Drainage

At the time of writing, no report was received from the Drainage and Water Services Department and Irish Water.

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Upon receipt of the Additional Information, the observations of the Drainage and Water Services Department and Irish Water will be sought.

Access and Roads

The Roads Department has reviewed the proposed development and requires the following ADDITIONAL INFORMATION to fully assess the proposed development:

- The applicant shall submit a detailed topographical site survey which shows the existing site conditions.
- The applicant shall submit a revised layout showing a concrete 1.8m wide footpath surrounding the proposed building connecting the fire escape doors to the safe assembly zones.
- The applicant shall submit details on location and number of parking spaces to be provided at the development. Refer to Table 11.23: Maximum Parking Rates (Non-Residential) – from the SDCC County Development Plan 2016-2022.
 - The applicant shall provide a 5% of vehicular parking spaces for mobility impaired users, and 10% vehicular parking spaces to be equipped with electrical charging points of the total proposed car parking spaces, REASON: In the interest of sustainable transport.
- The applicant shall submit a revised layout showing the bicycle parking spaces for the proposed development in line with SDCC CDP. Please refer to Table 11.22: Minimum Bicycle Parking Rates– SDCC County Development Plan 2016-2022.
 - All external bicycle parking spaces shall be covered.
- The applicant shall submit a revised layout showing location of bin collection set down area.
- The applicant shall submit a revised layout of not less than 1:100 scale, showing a swept path analysis drawing (i.e., Auto-track or similar) demonstrating fire tenders and large refuse vehicles can access/egress the site in a forward gear.
- The applicant shall submit a developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority.

In addition to the above, as previously noted the Applicant has not provided details regarding the right of way to the public road or whether there is an agreement in place with the landowner. The

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Applicant is required to demonstrate how the proposed unit will be accessed. This can be clarified by way of ADDITIONAL INFORMATION.

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.

Conclusion

Having regard to the 'REGEN' zoning objective of the site, and the nature and scale of the proposed development, it is considered that the proposal is acceptable in principle. However, ADDITIONAL INFORMATION is required to facilitate a complete assessment of the proposed development.

Recommendation

I recommend that **ADDITIONAL INFORMATION** be requested from the applicant with regard to the following:

1. The applicant is requested to address the following deficiencies in the information provided:
 - (a) Site Location Map – Section 22(2)(iii) requires the inclusion of any wayleaves in yellow on the Site Location Map. It is noted that the subject site is not directly connected to the public realm. As such, it is unclear whether the Applicant has a right of way to the public road or whether there is an agreement in place with the landowner. In this regard clarification is required from the Applicant.
 - (b) Site Layout Plan – The Site Layout Plan should include the distances to surrounding structures and further levels/contours to aid the understanding of the subject site and surrounding context. The Applicant should include an 'existing' Site Layout Plan to facilitate an understanding of the topographical profile of the subject site.
 - (c) Bin Store – The Site Layout Plan appears to indicate a bin store to the rear of the proposed unit. However, no detail is provided in the Plans, Elevations and Sections Drawings.
 - (d) Signage – The drawings provided by the Applicant do not include details of any proposed signage either directly affixed to the proposed industrial unit or on the approach to the entrance.

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- (e) Intended Use – No detail is provided as to the intended use of the proposed unit. Further detail is required regarding the type of business which will be operated from the unit, the numbers of staff present on site and the potential trip generation to and from the site.
2. (a) Having regard to the subject sites overlap with the SFRAB SEA Sensitivity Layer and the location of the site within a flood zone (0.1% AEP Fluvial Flood Extent – 30% uplift) as per the Strategic Flood Risk Assessment (September 2021) for the City Edge Project, the Applicant is requested to provide a Flood Risk Identification and Flood Risk Assessment Report in accordance with the recommendations of The Planning System and Flood Risk Management Guidelines for Planning Authorities (OPW, November 2009).
(b) Flood mitigation measures should form part of revised proposals.
The applicant is advised to liaise directly with the Water and Drainage Section of South Dublin County Council in relation to both points raised above, prior to responding to this AI request.
3. The applicant is requested to provide the following:
- (a) a detailed topographical site survey which shows the existing site conditions.
 - (b) a revised layout showing a concrete 1.8m wide footpath surrounding the proposed building connecting the fire escape doors to the safe assembly zones.
 - (c) details on location and number of parking spaces to be provided at the development. Refer to Table 11.23: Maximum Parking Rates (Non-Residential) – from the SDCC County Development Plan 2016-2022.
 - (d) a 5% of vehicular parking spaces for mobility impaired users, and 10% vehicular parking spaces to be equipped with electrical charging points of the total proposed car parking spaces.
 - (e) a revised layout showing the bicycle parking spaces for the proposed development in line with SDCC CDP. Please refer to Table 11.22: Minimum Bicycle Parking Rates– SDCC County Development Plan 2016-2022. All external bicycle parking spaces shall be covered.
 - (f) a revised layout showing location of bin collection set down area.
 - (g) a revised layout of not less than 1:100 scale, showing a swept path analysis drawing (i.e., Auto-track or similar) demonstrating fire tenders and large refuse vehicles can access/egress the site in a forward gear.

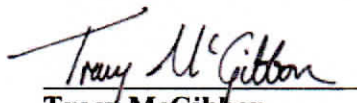
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REG. REF. SD21A/0337

LOCATION: Site to south of Unit 1, Knockmitten Close, Western Industrial Park, Naas Road, Dublin 12


**Tracy McGibbon,
Executive Planner**

ORDER: I direct that **ADDITIONAL INFORMATION** be requested from the applicant as set out in the above report and that notice thereof be served on the applicant.

Date: 15/2/22


Eoin Burke, Senior Planner