

Comhairle Chontae Atha Cliath Theas

PR/0676/22

Record of Executive Business and Chief Executive's Order

Reg. Reference: SD22A/0099 **Application Date:** 06-Apr-2022
Submission Type: New Application **Registration Date:** 06-Apr-2022

Correspondence Name and Address: John Spain Associates 39, Fitzwilliam Place, Dublin 2

Proposed Development: Construction of 5 warehouse / logistics units (Units 1, 2 3, 4 and 6), Including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09 metres and a combined total gross floor area (GFA) of 20,158sq.m; Each warehouse / logistics unit includes car parking to the front, and service yards, including HGV loading bays, to the rear of each unit; Signage zones are proposed for each unit; A total of 200 car parking spaces and 110 cycle spaces are provided for the 5 warehouses / logistics units; Construction of 3 three storey own-door office buildings (Block SA, SB and SC) with maximum heights of c. 13.45 metres and a combined GFA of 4,194sq.m; Signage zones are proposed at the entrances to the buildings; A total of 77 car parking spaces, 50 cycle parking spaces and a bin storage area are provided for the proposed office buildings; Construction of a cafe/restaurant unit with a maximum height of c. 6.09 metres and a GFA of 213sq.m to be located in the south western section of the site; The proposal includes signage for the unit, associated outdoor seating and a bin store; 14 car parking spaces and 10 cycle spaces are provided for the cafe/restaurant unit; The proposal includes 5 ESB substation buildings; The development is to be accessed off Ballymount Avenue and Calmount Road and includes for alterations and upgrades to the public footpaths and road; The development provides for vehicular and service access points, associated internal access roads, circulation areas and footpaths; The proposal includes landscaping and planting, entrance signage, boundary treatments, lighting, PV panels, green roofs, underground foul and storm water drainage network, including connections to the foul and surface water drainage network on the public roads, attenuation areas and all associated site works

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and development.

Location: Site at Calmount Road and Ballymount Avenue,
Ballymount Industrial Estate, Dublin 12

Applicant Name: Blackwin Limited

Application Type: Permission

(SW)

Description of Site and Surroundings:

Site Visit: 5 May 2022

Site Area : Stated as 7.45 Hectares

Site Description :

The subject site is greenfield. It is located within an existing industrial area and is surrounded by industrial development.

Proposal:

Proposal relates to the Permission for:

- Construction of 5 warehouse / logistics units (Units 1, 2, 3, 4 and 5), including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09 metres and a combined total gross floor area (GFA) of 20,158sq.m;
 - Each warehouse / logistics unit includes car parking to the front, and service yards, including HGV loading bays, to the rear of each unit; Signage zones are proposed for each unit;
 - A total of 200 car parking spaces and 110 cycle spaces are provided for the 5 warehouse / logistics units;
- Construction of 3 three storey own-door office buildings (Block SA, SB and SC) with maximum heights of c. 13.45 metres and a combined GFA of 4,194sq.m;
 - Signage zones are proposed at the entrances to the buildings;
 - A total of 77 car parking spaces,
 - 50 cycle parking spaces and a bin storage area are provided for the proposed office buildings;
- Construction of a cafe/restaurant unit with a maximum height of c. 6.09 metres and a GFA of 213sq.m to be located in the south western section of the site; The proposal includes signage for the unit, associated outdoor seating and a bin store; 14 car parking spaces and 10 cycle spaces are provided for the cafe/restaurant unit; The proposal includes 5 ESB substation buildings; The development is to be accessed off Ballymount Avenue and

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Calmount Road and includes for alterations and upgrades to the public footpaths and road; The development provides for vehicular and service access points, associated internal access roads, circulation areas and footpaths; The proposal includes landscaping and planting, entrance signage, boundary treatments, lighting, PV panels, green roofs, underground foul and storm water drainage network, including connections to the foul and surface water drainage network on the public roads, attenuation areas and all associated site works and development.

Zoning

The site is subject to zoning objective 'EE' – To provide for enterprise and employment related uses'.

The site is located within the City Edge area.
Long Term Road Proposal runs through the site.

Consultations:

Surface Water – No objections, subject to conditions.
Irish Water - No objections, subject to conditions.
Roads Department – Additional information requested.
Delivery Team (City Edge) – Additional information requested.
H.S.E. Environmental Health Officer – No comments at time of report.
Parks – No objections, subject to conditions,
Waste Management – No comments at time of report.
Heritage – No comments at time of report.
TII – No observations.
NTA – No comments at time of report.
EPA - No comments at time of report.
DOD – No comments at time of report.
IAA – No observations.

Screening for Strategic Environmental Assessment

Indicates no overlap with the relevant environmental layers.

Submissions/Observations /Representations

None received.

Relevant Planning History

S02A/0147 Construction of a new commercial/industrial park consisting of the following: Block 1 consisting of: Unit A - 2,113 sq.m. 4 storey commercial office building. Unit B - 155 sq.m. 2 storey retail unit. Unit C - 293 sq.m. 2 storey retail unit. Unit D - 293 sq.m. 2 storey retail unit. Unit E -

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155 sq.m. 2 storey retail unit. Unit F - 2,113 sq.m. 4 storey 1 commercial office building. 2 no. waste storage areas totalling 28 sq.m. and circulation/services corridor totalling 124 sq.m. Block 2 consisting of: Unit G - 1,457 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 300 sq.m. Unit H - 657 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 266 sq.m. Unit I - 686 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 273 sq.m. Unit J - 657 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 266 sq.m. Unit K - 1,339 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 300 sq.m. Block 3 consisting of: Unit L - 1,070 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 270 sq.m. Unit M - 893 sq.m. single storey ancillary offices totalling 238 sq.m. Unit N - 918 sq.m single storey warehouse building with 2 storey ancillary offices totalling 245 sq.m. Unit O - 893 sq.m single storey warehouse building with 2 storey ancillary offices totalling 238 sq.m. Unit P - 1,435 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 270 sq.m. General site development works including a new vehicular and pedestrian entrance onto Ballymount Avenue, the provision of 574 surface carparking spaces, bicycle parking, service yards, loading and unloading bays for warehouse units, surface and foul water drainage, new boundary treatment, general landscaping and planting and all associated siteworks at vacant 4.2073-hectare site. An Environmental Impact Statement has been prepared to accommodate this application. **Permission Granted.**

Adjacent sites:

SD21A/0347 Construction of a single storey extension (980sq.m) to paint workshop with canopy; two access doors with roller shutters and all associated site development works. **Permission Granted**

SD21A/0262 Demolition of industrial shed attached to existing industrial building. **Permission Granted**

SD20A/0076 Installation of roof mounted solar panels over an existing Waste Transfer/Recycling building and all associated site works and services; the proposed development relates to an activity covered by an existing Waste Licence issued by the Environmental Protection Agency. **Permission Granted**

SD19A/0384 (i) Alterations to existing roofs to include increasing roof height of one bay to match adjoining bay; (ii) new wall & roof cladding including louvred ventilation panels and translucent panels over existing cladding and to altered areas of buildings and extensions; (iii) provision of new roller-shutter doors to three existing opes and three new opes; (iv) demolition of three ancillary structures attached to the north side of the building and provision of four new single storey pitched roof structures attached to the north side of the building; (v) demolition of some existing wall and roof structures to the eastern end of the building, and the provision of new walls & roofs to form

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new areas of the high-bay plant/fabricating area with raised roof on parapet levels; (vi) demolition of a detached single storey plant building on the north-west of the site and storage buildings on the east of the site and construction of 3 new single storey detached plant and storage buildings; (vii) provision of new signage to the west facing elevation of the building at high level; (viii) all other associated siteworks & services to facilitate the development. **Permission Granted**

SD05A/0175 Demolition of existing lean-to; and extension of existing three storey office and fabrication shop, extension of car parking and all associated site works. **Permission Granted**

S00A/0840 Additional first and second floor office accommodation, minor alterations and additional car parking to previously approved galvanising plant (reg. ref.S00A/0057, which application included an E.I.S). **Permission Granted**

Relevant Enforcement History

None recorded for subject site.

Pre-Planning Consultation

PP127/21 Provision of six warehousing / logistics units, associated access roads, car parking, service yards, landscaping and all associated development. The six no. warehousing / logistics units consist of the following: • Unit 1 with a total GFA of 2,523 sq.m (including 2,240 sq.m warehouse + 125 sq.m office floorspace + 24 no. car parking spaces) • Unit 2 with a total GFA of 5,631 sq.m (including 5,193 sq.m warehouse + 280 sq.m office + 57 no. car parking spaces) • Unit 3 with a total GFA of 5,110 sq.m (including 4,697 sq.m warehouse + 255 sq.m office + 52 no. car parking spaces) • Unit 4 with a total GFA of 3,324 sq.m (including 3,001 sq.m warehouse + 165 sq.m office + 33 no. car parking spaces) • Unit 5 with a total GFA of 2,820 sq.m (including 2,522 sq.m warehouse + 140 sq.m office + 28 no. car parking spaces) • Unit 6 with a total GFA of 3,764 sq.m (including 3,421 sq.m + 185 sq.m office + 37 no. car parking spaces) Total GFA= 23,172 sq.m GFA

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

Section 1.12.0 Employment Lands

Policy ET3 Enterprise and Employment (EE)

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

Section 6.4.4 Car Parking

Policy TM7 Car Parking

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*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 7.6.0 Major Accidents Directive
Policy IE6 Major Accidents*

*7.7.0 Environmental Quality
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 E4 Energy Performance in New Buildings
Policy E5 Waste Heat Recovery & Utilisation
Table 11.18: Key Principles for Development within Enterprise and Employment Zones
Section 11.2.1 Design Statements
Section 11.2.5 Enterprise and Employment Areas
Section 11.2.7 Building Height
Section 11.2.8 Signage – Advertising, Corporate and Public Information
Table 11.19: Signage – Types of Signs, Restrictions on Use and Design Criteria*

*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)*

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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

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

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

Section 5 – Dublin Metropolitan Area Strategic Plan, in *Regional, Spatial and Economic Strategy 2019 – 2031*.

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

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

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

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Assessment

The main issues for assessment are:

- Zoning and Council policy,
- Design and Visual Impact,
- Signage,
- Residential Amenity,
- Parking and Access,
- Water Services,
- Environmental Impact Assessment,
- Appropriate Assessment.

Zoning and Council Policy

The site is located in an area zoned Objective EE which is 'to provide for enterprise and employment-related uses'. The proposed development is for warehouses – 20,148sq.m, offices – 4,194sq.m, café – 213sq.m, ESB substations and associated works. Warehousing is permitted in principle. Restaurant / café is open for consideration. Offices over 1,000sq.m are open for consideration, but only where in accordance with Chapter 4 Economic Development & Tourism Policy for Offices over 1,000 sq.m.

Given the above, the warehousing is considered acceptable, as is the café, which is ancillary to the main employment uses proposed.

The offices are subject to ET1 Objective 6, which states:

“To direct people intensive enterprise and employment uses such as major office developments (>1,000sq.m gross floor area) into lands zoned Town Centre and Regeneration Zones in Tallaght, lands zoned Town Centre in Clondalkin and also to lands zoned District Centre and Enterprise and Employment, and Regeneration Zones subject to their location within 400 metres of a high capacity public transport node (Luas/Rail), quality bus service and/or within 800 metres walking distance of a Train or Luas station, the latter requiring demonstration of required walking distance or provision of a permeability project, in accordance with the Permeability Best Practice Guide (2013), to achieve same”.

Given the 'EE' zoning, the location within City Edge, the proximity to the proposed bus connects route, the proposed offices are considered acceptable.

Council Policy

City Edge

The proposal has been referred to the Delivery Team, who have provided the following comments on the proposed development.

“Overview of the City Edge Project

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The subject site falls within the boundary of the City Edge Project lands. The City Edge Project is a joint initiative between South Dublin County Council and Dublin City Council to create a new liveable, sustainable and climate resilient urban quarter at the western edge of the City. The project area covers 700 hectares of lands within the Naas Road, Ballymount and Park West areas and has the potential for 40,000 new homes and 75,000 jobs. This area is identified in the National Planning Framework (NPF) as a part of Dublin that is currently underutilised and has the potential to achieve Government policy in terms of compact growth, at scale.

Further to the identification of the City Edge Lands within the South-Western Development Corridor under the MASP contained in the Eastern and Midland Regional Assembly's RSES (2019), the impetus to prepare a Strategic Framework for the area originated from objective CS6 SLO 1 contained within the Core Strategy of the current South Dublin County Development Plan, 2016-2022 (Variation 3) and was endorsed by the Department of Housing, Local Government and Heritage (DoHLGH) through the award of €920,000 in URDF funding to carry out a baseline study as well as a Strategic Framework.

A non-statutory Strategic Framework has since been prepared jointly between South Dublin County Council and Dublin City Council (DCC) with a Steering Group that includes the DoHLGH, the Land Development Agency, Transport Infrastructure Ireland, the National Transport Agency, the Chief Executive of South Dublin County Council and the Deputy Chief Executive of Dublin City Council.

The Strategic Framework, which sets out a high-level strategy for the regeneration of the City Edge area over the coming decades to 2070, was noted at a meeting of South Dublin County Council on 9th May 2022 and will be put before the June 2022 meeting of Dublin City Council, also for noting.

The Framework was informed by a detailed baseline study of the area; the outcome of public consultation carried out during September/October 2021; ongoing stakeholder engagement including with landowners, businesses, State agencies and service providers; and a series of background studies including housing, transport, economy and environmental reports.

The purpose of the Strategic Framework is:

- To set out a high-level strategy for the regeneration of the City Edge area including an overarching vision, strategic objectives and spatial framework;*
- To plan for the delivery of strategic infrastructure including streets, parks, public transport and utilities;*
- To outline a series of priority actions in the areas of legislation, policy, funding and infrastructure to facilitate the future development of the City Edge area;*
- To seek the support of government departments and state agencies including alignment of relevant policies and programmes and allocation of funding in order to deliver the City Edge vision;*

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- *To provide a context for the preparation of a statutory plan which will set out more detailed guidance for the future development of the area.*

While the Framework is a non-statutory document, the contents reflect the policies and objectives of the current Development Plan and the new Draft Development Plan 2022-2028, which will become operational later this year. The advice set out below is made in that context. The Framework will be followed by a statutory plan, which is likely to comprise a transboundary plan prepared jointly with Dublin City Council.

Further to the purpose of the Strategic Framework to inform a statutory plan at the next stage of the City Edge Project, it is advised that the non-statutory Strategic Framework does not comprise a framework for development consent and should not be treated as such. It is vitally important, however, that development is not deemed to be premature pending the preparation and adoption of such a statutory plan particularly with reference to the objectives and provisions contained in the South Dublin County Council Development Plan that are relevant to the City Edge Project as well as relevant regional transport policy and projects.

Report on Planning Proposal

Development Plan Roads Objective

The entire of application site is traversed between its northern and southern boundaries by a Road Proposal (Long Term) as identified on Map 5 (see figure 1 below) and Table 6.6 (Medium to Long Term Road Objectives) of the South Dublin County Council Development Plan (2016 – 2022), as follows:

Road	Description	Function
<i>Ballymount Industrial Estates Street Network</i>	<i>Various streets within the Ballymount employment area.</i>	<i>Formation of a strategic street network within the Ballymount and Robinhood employment areas.</i>

Table 1: Extract from Table 6.6 of the South Dublin County Council Development Plan (2016 – 2022)

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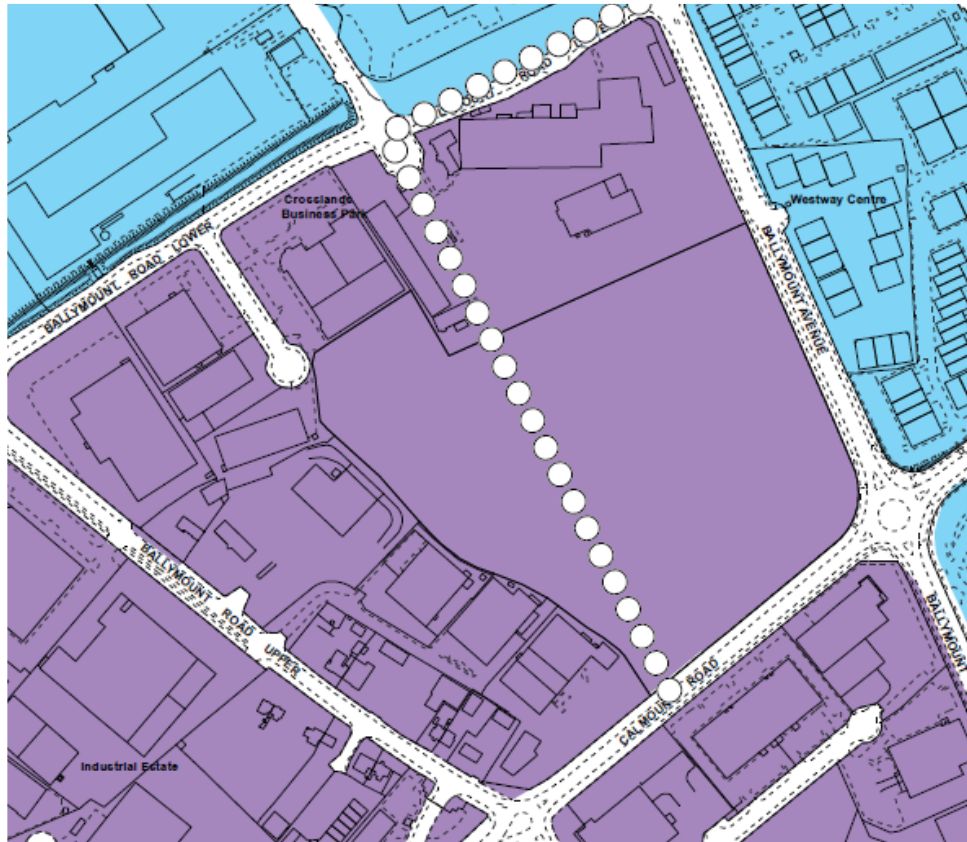


Figure 1: Medium to Long Term Road Proposal through application site – South Dublin County Council Development Plan 2016 - 2022

A road objective through the application site is further identified on Map 5 and Table 7.5 of the Draft South Dublin County Council Development Plan 2022 – 2028 (July 2019) but this time as a 6-year road proposal as follows:

Road	Description	Function
Naas Road Framework Area Street Network	Various streets and roads within the Naas Road Framework Area.	Formation of a strategic street network within the regeneration lands.

Table 2: Extract from Table 7.5 of the Draft South Dublin County Council Development Plan 2022 – 2028 (July 2019)

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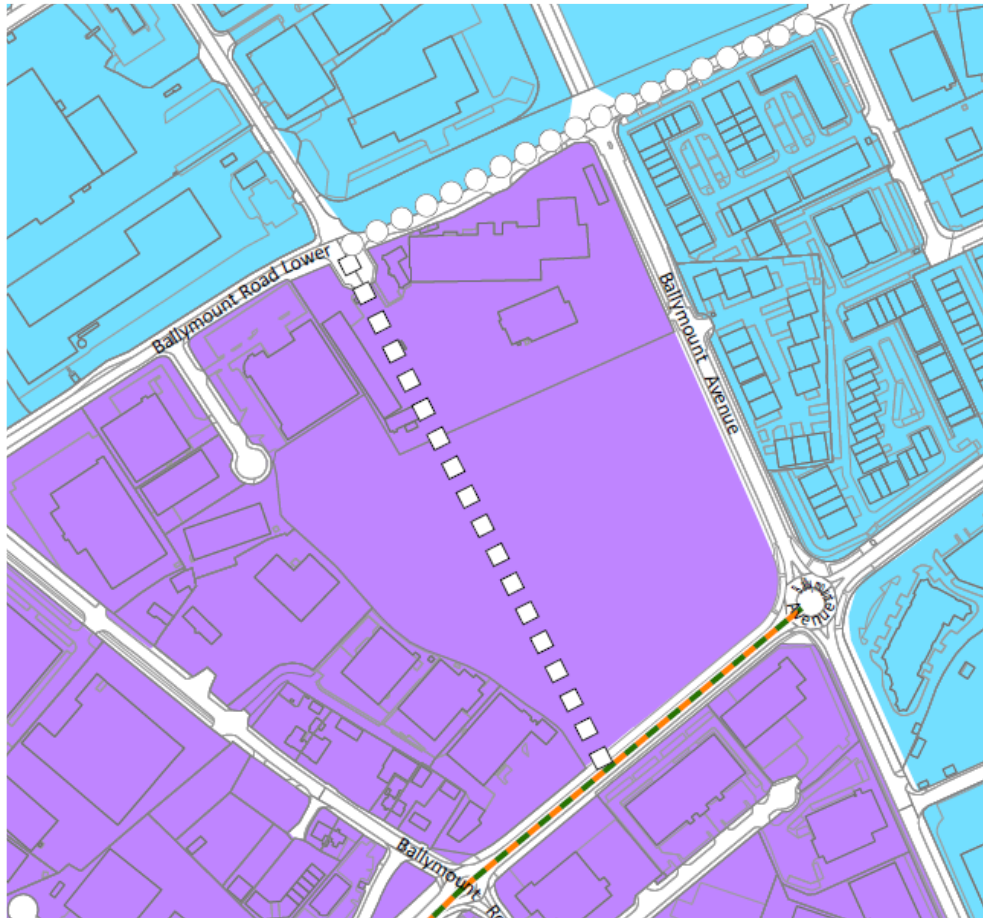


Figure 2: 6 Year Road Proposal along Northern Boundary of Site – Draft South Dublin County Council Development Plan 2022 – 2028 (July 2019)

The Planning Delivery Team advise that the subject Roads Objective is of potential importance from the perspective of helping to create a permeable network of streets and urban blocks that links Calmount Road with Ballymount Road Lower while aligning with the Merrywell Industrial Estate Road to the north of the application site.

The development proposal responds to this road's objective through the incorporation of a road proposal through the application site, which the applicant suggests will be taken in charge by the local authority. The proposed road would be accessed via a splayed entrance off Calmount Road at the southern boundary of the application site and would terminate at its northern boundary in the form of a "mini round about".

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The proposed road would have a carriageway width of approx. 9 metres and would be flanked by planted verges (2 metres wide), footpaths (1.75 - 1.8 metres wide) and off-road cycle lanes (1.5 – 1.75 metres wide).

Using the Design Manual for Urban Roads and Streets (DMURS, 2019) as a guide, the suggested carriageway width would exceed that recommended for the highest-level street (Arterial – max 7 metres). No design rationale has been submitted, however, for the proposed through road.

Furthermore, the appropriate hierarchical positioning, width(s), alignment, and connection point with Ballymount Road Lower for the County Development Plan Roads Objective to which the subject through road proposal relates, is yet to be fully investigated and determined by the planning authority.



Figure 3: Extract from Proposed Layout Plan indicating road to be taken in charge.

Within this context, the applicant should be requested to submit a Street Design Statement on the proposed through road by way of further information request. Such a design statement should

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accord with the requirements of Section 5.2.2 DMURS (2019) and should include details that demonstrate the process that was undertaken to inform the design of the proposed through road and its outcome including:

- a) analysis of relevant plans and policies (national, regional and local), spatial characteristics, movement patterns and consultation with the roads authority.*
- b) Strategic level drawings that (i) demonstrate the key routes and links that the road would connect with and (ii) the typology or conceptual street design.*
- c) The movement function of the road having regards to Section 3.2.1 and 3.2.2 of DMURS*
- d) Detailed street layouts that clearly illustrate all relevant geometric standards and other treatments aimed at promoting a sense of place, sustainable forms of transportation and traffic calming.*

In order to minimise the potential for the proposed development to prejudice the completion of the County Development road's objective through the application site in terms of realising a connection with Ballymount Road Lower, the applicant should also be requested to demonstrate how the proposed development would accommodate optional alignments/connections by way of further information. Such a further information request should make reference to the potential to link with Ballymount Road Lower via the existing turning circle and industrial estate road directly on the north -west boundary of the application site. This option could be kept open by way of relocating the HGV loading for Unit 2 out of the path of a potential route towards the existing turning circle and by removing any proposed gateway controls.

The above information should be consistent with the Traffic and Transport Assessment that has been submitted with the subject application or any revised Traffic and Transport Assessment.

Bus Connects Greenhills to City Centre Core Bus Corridor Route

Further to the location of the application along the Calmount Road (southern boundary) and Ballymount Avenue (eastern boundary), the NTA have published a Greenhills to City Centre Core Bus Corridor Preferred Route (November 2020), which includes proposals at the south-east corner of the application site.

This route is being put forward by the NTA in response to policy contained under the Transport Strategy for the Greater Dublin Area 2016 – 2035, which seeks to implement a Core Radial Bus Network that includes a Tallaght-Walkinstown-Crumlin route. The proposed public transport route has undergone three rounds of public consultation and the next stage will involve an application from the NTA to An Bord Pleanála for planning approval.

The Preferred Route seeks to convert the existing roundabout junction between Calmount Road and Ballymount Avenue to a fully signalised junction with pedestrian and cycle facilities. This would include a cycle crossing and pedestrian crossing at the western arm of the converted junction, which would continue along the northern arm of the junction along its western side adjacent to the

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application site. A slight widening of the western arm junction appears to be proposed within the inclusion of filter lanes.



Figure 4: Greenhills to City Centre Core Bus Corridor Preferred Route 9 (November 2020)

The TTA and an “Off Site Road Layout” that is submitted with the subject application acknowledges the NTA’s Preferred Route but does not detail how the proposed development would tie in with it. The Road Layout Plan submitted with the subject application is based on the existing roundabout junction and proposes the inclusion of a new footpath and off-road two-way cycle track along the Southern/Calmount Road boundary of the application site¹ to tie in with a new shared surface/tactile paved area proposed by the applicants at the existing unsignalised crossing on the north-western side of the roundabout junction. This would in turn tie in with a landscaped entrance plaza proposed at the south-east corner of the application site as well as a further proposed section of two-way cycle track.

¹ A letter of consent and map from SDCC is submitted with the application with regards to the footpath and cycle lane proposals along Calmount Road.

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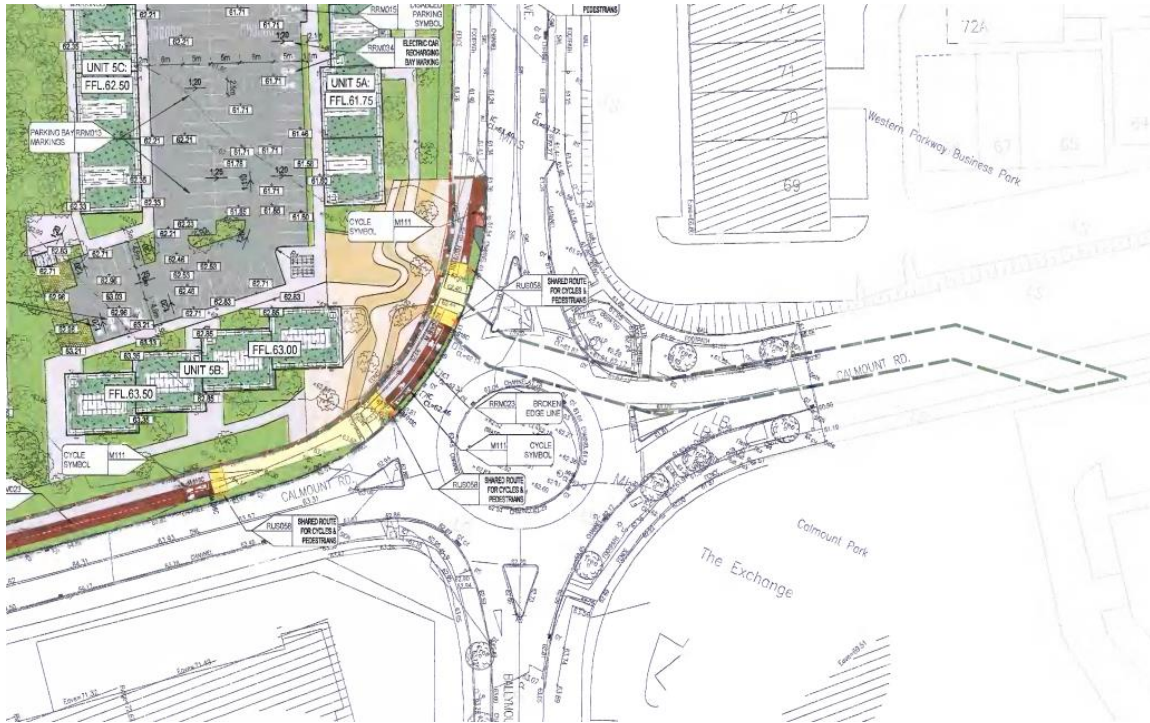


Figure 5: Extract of Applicant's Road Layout Proposal at south-eastern corner of site

There is potential conflict, however, between sections of the applicant's proposed pedestrian, cycling, crossing and plaza entrance facilities at the south-east corner of the application site and the western arm of a converted roundabout junction that the NTA have identified as a part of their Emerging Preferred Route for the Core Bus Corridor.

It is therefore recommended that the applicant be requested to submit further landscaping and road layout details that demonstrate how the proposed development would tie in and accommodate the NTA's Greenhills to City Centre Core Bus Corridor Preferred Route (November 2020) and demonstrate how the following would interact:

- *the shared surface/tactile paved area, landscaped entrance plaza and section of two-way cycle track that is proposed by the applicant at the south-east corner of the application site; and*
- *the conversion of the existing roundabout junction between Calmount Road and Ballymount Avenue to a fully signalised junction with pedestrian and cycle facilities including the upgrade of the western arm junction with filter lanes as indicated by the NTA.*

To accommodate the NTA's Emerging Preferred Route and the applicant's proposed pedestrian and cycle facilities, this may necessitate inclusion of a section(s) of footpath and cycle lanes

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within the application site. To ensure that the further information is communicated clearly, it is recommended that the following information be presented, as appropriate:

- *The width of streets, footways, verges etc.*
- *The location, type and configuration of crossings and junctions.*
- *Kerb lines (including heights)*
- *Surface Materials and Planting.*
- *Lighting*
- *Areas to be taken in charge and in public ownership.*

GDA Cycle Network Plan

Secondary Cycle routes are planned along the southern/Calmount Road and eastern/Ballymount Avenue boundaries of the application site under the NTA's Greater Dublin Area Cycle Network Plan (2013). The route along Calmount Road (8A) would comprise a strategic secondary route between City West, Ballymount, Walkinstown, Crumlin and Dublin City Centre. The NTA's Draft Greater Dublin Area Cycle Network Plan (2021) proposes to replace this with a section of Primary Radial cycle route.

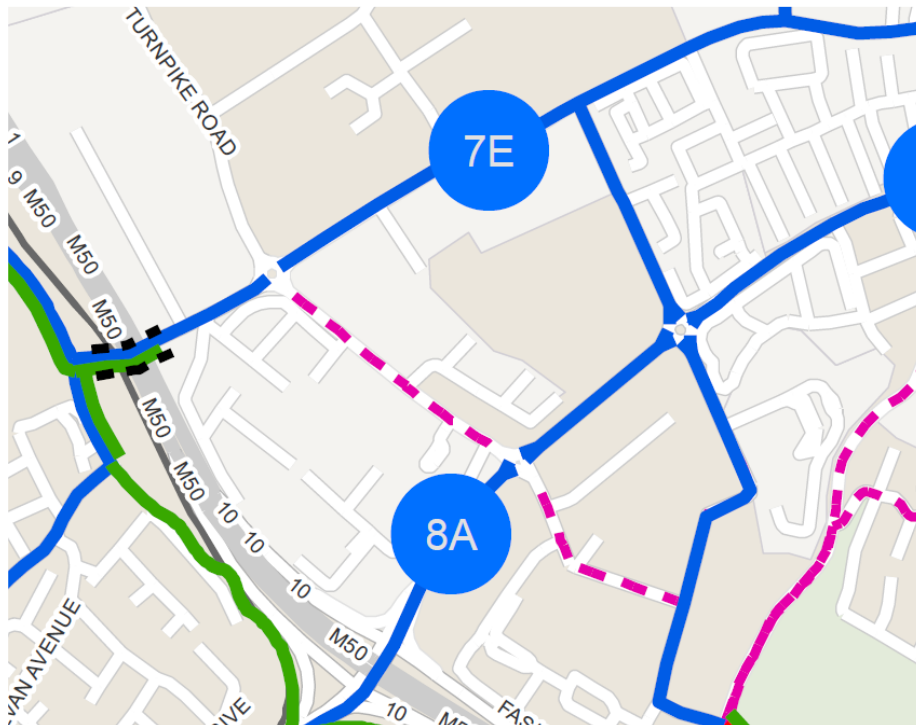


Figure 6: Extract NTA's Greater Dublin Area Cycle Network Plan (2013)

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It is noted that an off-road cycle track and footpath already exists along the eastern/Ballymount of the site, however, no such facilities exist along southern/Calmount Road Boundary, which comprises a grass verge. The proposed development responds to this with the inclusion of a two-way off-road cycle track along the southern/Compound Road Boundary of the application site together with a footpath and planted verge to replace the grass verge. The proposed two-way cycle lane would continue around the southeast corner of the site and tie in with the existing single way cycle lane on Ballymount Avenue. The proposed cycle track coincides with a letter of consent and map from SDCC relating to a proposed watermain connection on Council Owned lands along the southern boundary of the site. A landscaping section indicated that the proposed two-way cycle track would measure 2.5 metres in width, which appears to comply with the NTA'S National Cycle Manual in terms of appropriate cycle lane/track widths.

As mentioned above, there is potential conflict between a section of the applicant's proposed two-way cycle track and shared surface at the south -east corner of the application site and the roundabout conversion under the NTA's Greenhills to City Centre Core Bus Corridor Preferred Route (November 2020). This issue has already been dealt with in this report above.

Street Frontage

The subject application site is significant in size at 7.45 hectares and is prominently located along Calmount Road and Ballymount Avenue on lands zoned "REGEN: To facilitate enterprise and/or residential led regeneration".

This Regen zoning objective has been applied under the South Dublin County Council Development Plan 2016 – 2022 to lands that are proximate to town centres and transport nodes but also have high levels of vacancy, poor environmental quality and fragmented land ownerships.

The proposed development exceeds 1,000 sq.m. in size and it is therefore a requirement under Sections 11.2.1 of the County Development Plan to submit a Design Statement, which the applicants have submitted together with Computer Generated Images.

It is considered, however, that the proposal does not fully demonstrate compliance with Section 11.2.4 of the County Development Plan, which refers specifically to design criteria and design statement relating to Regen zones. This is particularly in the context of the absence of proposed building frontage along a significant section of Calmount Road and the proposed location of parking along this boundary.

It is therefore recommended that the applicant be requested to submit a revised Urban Design Statement by way of Further Information along with the relevant plans and particulars that demonstrates compliance with Section 11.2.4 of the South Dublin County Council Development Plan 2016 – 2022, particularly the need to demonstrate a clear transition towards a more urban form of development and a traditional street network. To ensure that the proposed development

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accords with these requirements, the applicant should be advised to reposition Unit 6 in a manner that would directly front Calmount Road and to also relocate car parking away from this interface.

Sustainable Drainage and Green Roofs/Walls

It is noted that details submitted with the proposed development make reference to the incorporation of a SUDS train that would include swales, tree pits, green roofs and permeable paving.

This aspect of the proposed development should be referred to the Environmental Services Department for further consideration in terms of compliance with Council policy on SUDS and the recently published Sustainable Drainage Explanatory, Design and Evaluation Guide (SDCC, 2022) as well as achieving the appropriate run-off rates and run off quality with reference to the Floods and Water Framework Directives.

*The planning application as submitted proposes green roofs on the smaller own-door office units and on the office elements of the warehouse units. Limited green wall areas are also proposed. Policy G5 (Green Infrastructure, Sustainable Urban Drainage Systems) Objective 2 (contained in the current County Development Plan) seeks 'To promote the provision of Green Roofs and/or Living Walls in developments where expansive roofs are proposed such as industrial, retail and civic developments'. **The potential for the provision of much larger areas of green roof and green wall over and on the warehouse, units should be investigated.***

Summary/Conclusion

On foot of Regional and Local Policy that seeks to promote compact growth within the City Edge Project Area, a non-statutory Strategic Framework has been formulated with the purpose of informing a statutory plan at the next stage of the City Edge Project. The Strategic Framework does not comprise a framework for development consent and should not be treated as such.

With reference to policy and objectives contained in the South Dublin County Council Development Plan as well as regional transport policy and projects that are relevant to the City Edge Project, it is important that development proposals within the boundary of the City Edge Project Area, such as the current proposal, are not premature pending the preparation and adoption of the statutory plan and do not prejudice the formulation of such.

Within this context, the entire of application site is traversed between its northern and southern boundaries by a Road Proposal (Long Term) as identified under the South Dublin County Council Development Plan (2016 – 2022). In the case of the Draft County Development Plan, this Road Proposal is identified as a 6-year Road Objective.

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The subject road proposal is potentially significant in terms of creating a permeable network of streets and urban blocks including a connection between Calmount Road and Ballymount Avenue that can be incorporated into a statutory plan under the City Edge Project. The development proposal seeks to respond to this road's objective through the incorporation of a road proposal through the application site, which would connect with Calmount Road but would terminate at the northern boundary of the application site and would exceed the recommended carriageway width for the highest level street under DMURS(2019).

No design rationale has been submitted for the proposed through road, and the appropriate hierarchical positioning, width(s), alignment and connection point with Ballymount Road Lower for the County Development Plan Roads Objective to which the subject through road proposal relates, is yet to be fully investigated and determined by the planning authority.

There is also potential conflict between sections of the applicant's proposed pedestrian, cycling, plaza entrance and crossing facilities at the south-east corner of the application site and the western arm of a converted roundabout junction that the NTA has identified as a part of their Emerging Preferred Route for the Greenhills to City Centre Core Bus Corridor (November 2020).

Furthermore, it is considered that the proposal does not fully demonstrate compliance with Section 11.2.4 of the County Development, particularly in the context of the absence of proposed building frontage along a significant section of Calmount Road and the proposed location of parking along this boundary.

The planning application as submitted proposes green roofs on the smaller own-door office units and on the office elements of the warehouse units, while limited green wall areas are also proposed. The potential for the provision of much larger areas of green roof and green wall over and on the warehouse, units should be investigated, in accordance with Development Plan policy.

It is therefore recommended that the applicant be requested to submit further information in relation to the following:

- 1. A Street Design Statement that accords with the requirements of Section 5.2.2 DMURS (2019) and should include details that demonstrate the process that was undertaken to inform the design of the proposed road through the application site and its outcome including:***
 - a) analysis of relevant plans and policies (national, regional and local), spatial characteristics, movement patterns and consultation with the roads authority (SDCC).***
 - b) Strategic level drawings that (i) demonstrate the key routes and links that the road would connect with and (ii) the typology or conceptual street design.***
 - c) The movement function of the road having regards to Section 3.2.1 and 3.2.2 of DMURS.***

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- d) *Detailed street layouts that clearly illustrate all relevant geometric standards and other treatments aimed at promoting a sense of place, sustainable forms of transportation and traffic calming.*
2. *To minimise the potential to prejudice the completion of the County Development road's objective through the application site in terms of realising a connection with Ballymount Road Lower, demonstration of how the proposed development would accommodate optional alignments/connections with reference to the potential to link with Ballymount Road Lower via the existing turning circle and industrial estate road directly on the north-west boundary of the application site. This option could be kept open by way of relocating the HGV loading for Unit 2 out of the path of a potential route towards the existing turning circle and by removing any proposed gateway controls.*

The above information should be consistent with the Traffic and Transport Assessment that has been submitted with the subject application or any revised Traffic and Transport Assessment.

3. *Further landscaping and road layout details that demonstrate how the proposed development would tie in with and accommodate the NTA's Greenhills to City Centre Core Bus Corridor Preferred Route (November 2020) and demonstrate how the following would interact:*
- i. *the shared surface/tactile paved area, landscaped entrance plaza and section of two-way cycle track that is proposed by the applicant at the south-east corner of the application site; and*
 - i. *the conversion of the existing roundabout junction between Calmount Road and Ballymount Avenue to a fully signalised junction with pedestrian and cycle facilities including the upgrade of the western arm junction with filter lanes as indicated by the NTA.*

To accommodate the NTA's Emerging Preferred Route and the applicant's proposed pedestrian, plaza entrance and cycle facilities, this may necessitate inclusion of a section(s) of footpath and cycle lanes within the application site. To ensure that the further information is communicated clearly, it is recommended that the following information be presented, as appropriate:

- *The width of streets, footways, verges etc.*
- *The location, type and configuration of crossings and junctions.*
- *Kerb lines (including heights)*
- *Surface Materials and Planting.*
- *Lighting*
- *Areas to be taken in charge and in public ownership.*

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- 4. A revised Urban Design Statement along with the relevant plans and particulars that demonstrates compliance with Section 11.2.4 of the South Dublin County Council Development Plan 2016 – 2022, particularly the need to demonstrate a clear transition towards a more urban form of development and a traditional street network. To ensure that the proposed development accords with these requirements, the applicant should be advised to reposition Unit 6 in a manner that would directly front Calmount Road and to also relocate car parking away from this interface.***

- 5. The planning application as submitted proposes green roofs on the smaller own-door office units and on the office elements of the warehouse units, while limited green wall areas are indicated. Having regard to the large areas of hardstanding and the expanse of roof area within the proposal, the applicant is requested to consider the provision of much larger areas of green roof and green wall over and on the warehouse units, in accordance with Development Plan Policy G5 (Green Infrastructure, Sustainable Urban Drainage Systems) Objective 2 which seeks ‘To promote the provision of Green Roofs and/or Living Walls in developments where expansive roofs are proposed such as industrial, retail and civic developments’.***

Design Statement

Section 11.2.1 Design Statements of the CDP requires developments over 1,000sq.m to be accompanied by a Design Statement consisting of a site analysis, a concept plan and/or masterplan, a statement based on the design criteria listed in Section 11.2.0 and/or tables 11.17 and 11.18 and a statement or Quality Audit addressing street design as outlined within the Design Manual for Urban Roads and Streets.

The applicant has submitted an Architectural Design Statement, prepared by TOT Architects. This sets out details of:

- Site location, context and analysis
- Planning context
- Scheme evolution
- Proposed development
- CGIs of the proposal
- Site plan and typical elevations
- Architects Planning Submission Drawing Issue Sheet
- Architects' compliance to CDP table 11.18

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- Potential future reuse

In accordance with Section 11.2. (Place Making and Urban Design) of the CDP, the design statement should look at the following documents, where relevant:

- Sustainable Residential Development in Urban Areas, DECLG (2009) and the companion Urban Design Manual – A Best Practice Guide, DECLG (2009)
- The Design Manual for Urban Roads and Streets, DTTS and DECLG (2013)
- The Retail Planning Guidelines for Planning Authorities, DECLG (2012) and companion Retail Design Manual, DECLG (2012)
- The Green City Guidelines, UCD Urban Institute, Dun Laoghaire Rathdown County Council and Fingal County Council (2008)

Whilst the majority of the above are not relevant in this instance, it is noted that the applicant has not set out compliance with DMURS, as referenced by the Delivery Team. This should be addressed via **additional information**.

Design and Visual Impact

Construction of 5 warehouse / logistics units:

Unit 1:

Unit 1 is located centrally within the site. And would front the new north / south road that would be created as a result of the proposed development. The northeast elevation is the most prominent elevation of this unit and there is a significant level of glazing. This glazing detail turns the corner onto the car park (southeast elevation). The rear elevation and associated loading bays / services yard would face the rear of the existing industrial units to the west. All elevations, with the exception of the southwest (rear) have vertical detail, which include anthracite panels and opaque light panels (anthracite).

The unit would be 17.09m high. It would be 49.79m deep and 58m long. Ancillary staff welfare facilities would be provided at ground at first floor and ancillary office would be provided at first floor. This unit would be the smallest of the warehouses.

Given the location of the unit within the site, the orientation and the scale, the visual impact is considered acceptable.

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Unit 2:

Unit 2 is located to the rear of the site – northwest corner, behind unit 1. The southeast elevation would be the front and the northwest would be the rear. Again, the applicant is proposing a glazing feature, which turns the corner from the northeast elevation to the southeast elevation. The rear elevation would contain loading bays and there would be a service yard beyond this. This unit would also have vertical detail, which include anthracite panels and opaque light panels (anthracite). Only the southwest elevation, fronting landscaping and existing industrial units, would not have this detail.

The design is the same as Unit 1 and is considered acceptable, as is the overall height. The unit is larger however, this is also considered acceptable.

The Delivery Team has requested “*that the applicant should also be requested to demonstrate how the proposed development would accommodate optional alignments/connections by way of further information. Such a further information request should make reference to the potential to link with Ballymount Road Lower via the existing turning circle and industrial estate road directly on the north -west boundary of the application site*”.

The current orientation of the building turns its back towards Ballymount Road Lower, as well as the existing turning circle and industrial estate road to the northwest.

Re-orientating Unit 2 to front to the northwest, with parking etc to the front, may provide more options for connection to the adjacent sites in the future. A strong frontage should also be provided along the north / south access road, with glazing detail turning the corner to the southwest elevation. Revised details are requested as **additional information**.

Unit 3:

The design of this unit is largely the same as the others, however, it is noted that there is no vertical panelling on the northwest or northeast elevation. Whilst to the rear, with loading etc, the northwest elevation would be quite prominent, particularly if the long-term road proposal was realised. The applicant is therefore requested to provide additional detailing, such as the vertical panels proposed on other elevations, to the northwest elevation. This shall be provided as **additional information**.

The scale of the building is considered acceptable – the height is also 17.09m, the overall scale is smaller than Unit 2 and more on par with unit 1.

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Unit 4:

This unit is located to the northeast corner of the site. The overall height and scale is similar to unit 3, however, this unit also has an element projecting forward of the main building to the northeast and southwest, at a height of 9.15m. This would have glazed panelling, ancillary offices at first floor, and a green roof. This element would be prominent along Ballymount Avenue and is welcomed. The other elevations would not be prominent.

The design and visual impact of this unit is considered acceptable.

Unit 6:

Unit 6 is situated towards the Calmount Road frontage of the site but would be 25.8m away at the closest point. There would be car parking between the building and Calmount Road. It is important that there is a strong frontage along Calmount Road. As such, the building and car parking should be re-orientated to enable this. The proposed unit also has an element that is 9.115m high and projects forward of the main warehouse. It is noted that the warehouses may result in overbearing impacts due to the height, as such the applicant should consider whether the lower office element could be extended in depth and length, in order to reduce any overbearing impacts of the main warehouse. This should be addressed via **additional information**.

3 three storey own-door office buildings

(Block SA, SB and SC) with maximum heights of c. 13.45 metres and a combined GFA of 4,194sq.m:

The office buildings would be located on the corner of Calmount Road and Ballymount Road Lower and would front onto these roads. Unit 5C would be located internally. The height, layout and design of the proposed offices is considered acceptable. The green roofs are welcomed.

cafe/restaurant

The café would be predominantly glazed, with some cladding on the southwest and northwest elevations. The northeast elevation would be the main entrance. It would have a green roof. The design and scale of the proposed café is considered acceptable.

5 ESB substation buildings

The sub-stations would be 3.155m high, 8.66m long and 4.12m deep.

- ESB-1. Located on proposed N/S road. Some landscaping provides screening, however, still located prominently. Further screening should be provided, or the EBB should be relocated further into the adjacent car park
- ESB-2. Located on the northern boundary. No screening. May be impacted by revisions to the proposed road and Unit 2.

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- ESB-3. Located on proposed N/S road. Some landscaping provides screening, however, still located prominently. Further screening should be provided, or the EBB should be relocated further into the adjacent service yard.
- ESB-4/5. Located to the front of Unit 4. Screening provided. Location is considered acceptable.
- ESB-6. Located on proposed N/S road. No screening provided. Further screening should be provided, or the EBB should be relocated further into the adjacent service yard.

The above should be addressed via **additional information**.

Signage

The principle of the proposed signage ancillary to warehouse and associated offices is acceptable at this location.

Schedule 6 of the Development Plan outlines the Council's 'Outdoor Advertising Strategy'. The subject site of this Planning Application is located within Zones 2 of the Advertising Strategy, which is described as follows:

Zone 2

This zone consists of urban centres and locations that comprise retail, amenity and commercial uses. Outdoor advertisements may be permitted here subject to special development management measures as set out in Section 7. Within this zone, there are also large-scale tracts of commercial land-use, which have a separate robust character and may have the potential to accommodate outdoor advertising. In parks, outdoor advertisements are open for consideration at appropriate locations, subject to sensitive siting in the context of their surrounding environment and contributing in a positive way to the enhancement of the park amenity or the establishment of a new communication network.

The Outdoor Advertising Strategy States that:

Please note that this policy position predominantly relates to outdoor advertising. Proposals that relate to signs erected on the exterior of buildings, within windows, as stand-alone structures or attached to public utilities that advertise goods or services associated with that premises are generally addressed and assessed under Section 11 of the Development Plan.

Having regard to the above, the proposed development should be assessed under Section 11 of the Development Plan.

Section 11.2.8 of the Development Plan outlines the Council's policies and objectives in relation to Signage and Advertising:

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- *In general, signs on a building should only advertise goods or services that are associated with the premises and no more than 2 advertising signs should be erected on any elevation.*

The proposed signage is associated with each unit.

Unit 1: 1 x sign southeast elevation, 1 x sign northeast elevation.

Unit 2: 1 x sign southeast elevation, 1 x sign northeast elevation.

Unit 3: 1 x sign southeast elevation, 1 x sign southwest elevation.

Unit 4: 1 x sign southeast elevation, 1 x sign northeast elevation.

Unit 5A: 2 x signs above entrance doors on southwest elevation

Unit 5B: 4 x signs above entrance doors on northwest elevation

Unit 5C: 2 x sign above entrance doors on northeast elevation

Unit 6: 1 x sign southeast elevation, 1 x sign southwest elevation.

Unit 7: 1 x sign above entrance doors on northeast elevation and 1 x sign above entrance doors on northwest elevation

It is noted that there are 4 signs proposed on the northwest elevation of Unit 5B, but each entrance relates to a separate business premises, and it is considered acceptable.

- *Signs should generally be limited to the ground floor of a building unless located directly over the entrance to a major commercial or retail building.*

The signage on Units 5A, 5B and 5C are located directly over the entrances, as is the signage for unit 7. The remainder of the buildings are commercial / warehouses, and the higher-level signage is acceptable.

- *Signs should be simple in design and integrate with the architectural language of the building and not obscure any architectural features.*

The proposed signage is simple in design and integrates well with the units. Only wording is proposed.

- *Signs should be proportionate to the scale of the building to which they are attached and sensitive to the surrounding environment.*

The Planning Authority accepts that the proposed signage is proportionate with each associated unit.

- *Signs attached to Protected Structures and in Architectural Conservation Areas should be in keeping with the character of the building and adhere to best practice conservation principles (see Section 11.5.3 Architectural Conservation Areas).*

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Not applicable to the subject site.

- *Any sign or associated structure should not create an obstruction to pedestrian or cyclist movement or create a traffic hazard.*

n/a no freestanding signs

- *Careful consideration should be given to the materials used in the construction of a sign and the methods used to light it.*

No details of illumination have been provided. The applicant is requested to provide details via **additional information**.

- *All signage within the traditional historical villages of the County must be respectful and enhance the historical context of the Architectural environment of these villages.*

Not applicable to the subject site.

The Planning Authority is satisfied that the proposal adheres to Section 11.2.8 and Table 11.19 of the Development Plan

Residential Amenity

The proposal is within an industrial area and is not in close proximity to residential dwellings.

Parking and Access

The Planning Authority note that the applicant is proposing alterations and upgrades to the public footpaths and road. However, it appears that some of these alterations are piecemeal and, outside the site, cycle lanes etc. are only provided in part. The applicant is requested to address this matter via **additional information**.

The Roads Department has stated:

“Access & Roads Layout:

Road No.1 – Entrance off Calmount Road will be a three-arm simple priority junction layout: Serving units 1, 2, 3, 4, 6 & 7. The access location at Calmount Road will be the start of the future link road to Ballymount Road Lower and should be designed as a road junction and not as an access junction, to provide for its future use.

Road No.2 – Entrance off Ballymount Road is a three-arm simple priority junction layout: Serving units 5A, 5B, & 5C. The applicant shall provide details of the junction layouts for all access points to the development, including any alterations to the public road.

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Internal network accessibility and turning movements to be demonstrated using AutoTRAK drawings – including articulated lorries, emergency vehicles, bin lorries.

There is a specific SDCC roads Objective to have a link road from Ballymount Road Lower to Calmount Road that crosses through this development. The applicant has proposed a three arm junction at the location where this road would be, the section of road that will continue towards Ballymount Road Lower through the Galco Site must be constructed to the boundary, to ensure no “ransom strip” remains.

The BusConnects proposals with impact on the junction of Ballymount Road and Calmount Road. The applicant shall link into and provide a similar layout to the cycle lanes footpath of the BusConnects upgrades, along the Calmount Road frontage.

Permeability:

A combined cycle track & footpath are proposed through the middle of the development which provides good access within. Further consideration to be given to how this cycle track and footpaths will link into the road network and the individual units. There will be three pedestrian access points to the development. An informal pedestrian crossing is proposed across Calmount Road details of this crossing are required.

The proposed footpath along Calmount Road will connect to the east but will not connect westward, the applicant is requested to provide a 2.0m wide footpath west along Calmount Road to link with the existing footpath at the roundabout, to provide pedestrian permeability and access to the development.

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Car Parking:

Proposed carparking totals are within the limits as set out in CDP 2016-22.

<i>Zone 1</i>		<i>Car</i>			
		<i>Rate</i>	<i>Maximum spaces calculation</i>	<i>Proposed spaces</i>	<i>Meets Roads Criteria</i>
	<i>GFA sqm</i>				
<i>Warehouse</i>	20,158	<i>1 per 100 sqm</i>	201.58	200	Y
<i>Office</i>	4,194	<i>1 per 50 sqm</i>	83.88	77	Y
<i>Café</i>	213	<i>1 per 15 sqm</i>	14.2	14	Y

Unit 1 – 30 spaces – 2 x Mobility Impaired – 3 x EVs – 5%/10% achieved
Unit 2 – 60 spaces – 3 x Mobility Impaired – 6 x EVs – 5%/10% achieved
Unit 3 – 35 spaces – 2 x Mobility Impaired – 4 x EVs – 5%/10% achieved
Unit 4 – 38 spaces – 2 x Mobility Impaired – 4 x EVs – 5%/10% achieved
Unit 5 – 77 spaces – 4 x Mobility Impaired – 4 x EVs – 5%/10% achieved
Unit 6 – 38 spaces – 2 x Mobility Impaired – 4 x EVs – 5%/10% achieved
Unit 7 – 14 spaces – 2 x Mobility Impaired – 2 x EVs – 5%/10% achieved

Allocation	Warehouse / Logistics Units					Office	Coffee Shop	Total
	Unit 1	Unit 2	Unit 3	Unit 4	Unit 6	Unit 5		
Gross Floor Area (m ²)	3,026	6,028	3,520	3,827	3,757	4,194	213	24,565
Max. no. of Car Parking Spaces Permitted	30	60	35	38	38	84	14	300
Min. no of Disabled Parking Spaces Required	1.5	3.0	1.8	1.9	1.9	4.2	0.7	15
Total No. of Car Parking Spaces Provided	30	60	35	38	37	77	14	291
No. of Disabled Car Parking Spaces Provided	2	3	3	3	2	4	2	19
No. of EV Parking spaces	3	3	3	3	2	4	2	20
Car Parking proposed	30	60	35	38	37	77	14	291
Car Parking per land use	200					77	14	291

Figure 1 breakdown of parking spaces.

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Bicycle Parking:

Proposed minimum bicycle parking totals are largely within limits as set out in CDP 2016-22.

<i>Zone 1</i>		<i>Bicycle parking</i>						
		<i>Minimum spaces calculation</i>					<i>Proposed spaces</i>	<i>Meets Roads Criteria</i>
	<i>GFA sqm</i>	<i>Rate</i>	<i>Long term</i>	<i>Rate</i>	<i>Short stay</i>	<i>Total</i>		
Warehouse	20,158	<i>1 per 200 sqm</i>	100.79	<i>n/a</i>	0	100.79	110	Y
Office	4,194	<i>1 per 200 sqm</i>	20.97	<i>1 per 200 sqm</i>	20.97	41.94	50	Y
Café	213	<i>1 per 5 staff</i>	<i>Staff?</i>	<i>1 per 10 seats</i>	<i>Seats?</i>	?	10	?

Bicycle parking locations to be clearly identified on drawing. The details of bicycle shelters have been provided and are acceptable.

Land Use	Area (sqm)	SDCC Requirement		Proposed		Sub Total
		Long Stay	Short Stay	Long Stay	Short Stay	
Unit 1 (Warehouse)	3,026	15	-	20	-	110
Unit 2 (Warehouse)	6,028	30	-	30	-	
Unit 3 (Warehouse)	3,520	18	-	20	-	
Unit 4 (Warehouse)	3,827	19	-	20	-	
Unit 6 (Warehouse)	3,757	19	-	20	-	
Office	4,194	21	21	28	22	50
Coffee shop	213	1	3	4	6	10
Total						170

Figure 2 breakdown of bike parking.

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Traffic & Transport Assessment:

A traffic and transport assessment has been submitted it provides details of public transport in the area, which is adequate and should improve when the BusConnects project has been completed. The cycling and pedestrian routes in the surround area are very industrial in nature the applicant is requested to provide improved footpath and cycling facilities on all boundaries that coincide with public areas, i.e. Calmount Road and Ballymount Road. The cycle infrastructure shall conform to the NTA current national Cycle Manual.

The junction analysis for the surrounding 6 road junctions detailed percentage traffic impacts of below the 10% threshold that classifies a material impact on those junctions therefore no further traffic analysis has been provided. The largest traffic impact from the development will be to Calmount Rd/Ballymount Ave junction at 6.48% increase.

As the link road between Calmount Road and Ballymount Road Lower may become a public road in the future a stage 1 road safety audit would be required.

The applicant has provided a drawing showing the areas to be taken in charge by the local authority, the main area is the link north south through the development. All items and areas for taking in charge shall be undertaken to a taking in charge standard.

A preliminary construction management plan has been provided; a more detailed plan shall be submitted prior to commencement.

Bus Connects:

The applicant has submitted details of the proposed BusConnects proposals along the Calmount Road, the design of the of this should be confirmed with the TFI to ensure any future changes in the proposals are incorporated.

Bins:

The location of refuse collection points should be identified and an autotrack detailing how a refuse vehicle can access the development should be provided".

Additional information has been requested.

Surface Water Drainage

Water Services and Irish Water have raised no objections, subject to standard conditions.

Parks and Landscaping and Ecology

The Parks and Public Realm Department has raised no objections, subject to conditions.

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Archaeology

The applicant has provided an Archaeological Impact Assessment, prepared by Courtney Deery. This concludes that there are no recorded monuments within the proposed development area. *“No features, deposits, finds or material of an archaeological nature was revealed during the observation of trial pits that were excavated for ground investigation purposes. Eleven test pits were monitored by an archaeologist across the site and a further eight test trenches were opened, and the results and photographs provided to the archaeologist for review”*. No features of significance were found.

It is proposed that monitoring will take place. A condition is recommended.

Energy

Policy E3 Energy Performance in Existing Buildings states *“It is the policy of the Council to promote high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings”*. E3 Objective 1 is *“To ensure that medium to large scale residential and commercial developments are designed to take account of the impacts of climate change, including the installation of rainwater harvesting systems and that energy efficiency and renewable energy measures are incorporated in accordance with national building regulations, policy and guidelines”*.

E7 Objective 1 is *“To encourage and support the development of solar energy infrastructure for on-site energy use, including solar PV, solar thermal and seasonal storage technologies”*.

PV Panels

The proposal involves the erection of photovoltaic (PV) Solar Panels at roof level of the warehouse development. No details have been provided regarding the number and sq.m of the panels, however, their location has been indicated on the roof plans for each unit. No details of offset from the roof have been provided.

The applicant is requested to provide these details via a condition. The applicant should be requested to liaise with the Department of Defence to mitigate any potential negative impact from glint and glare via condition.

Screening for Environmental Impact Assessment

As part of their planning statement, the applicant has submitted an ‘EIA – Preliminary Examination’. This states that the site is below 15ha and therefore below the mandatory threshold for industrial estate development. It also states that a screening is not required due to the distance of the site from sensitive receptors.

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

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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 provided an appropriate assessment screening report, prepared by Enviroguide consulting. The report concludes that *“the possibility of any significant effects on any European sites, whether arising from the project itself or in combination with other plans and projects, can be excluded”*.

On the basis of the information on file, which is considered adequate to undertake a screening determination and having regard to:

- the nature and scale of the proposed development,
- the intervening land uses and distance from European sites,
- the lack of direct connections with regard to the Source-Pathway-Receptor model,

it is concluded that the proposed development, individually or in-combination with other plans or projects, would not be likely to have a significant effect on the above listed European sites or any other European site, in view of the said sites' conservation objectives.

An appropriate assessment is not, therefore, required.

Other Considerations

Development Contributions:

- Warehousing – 20,158sq.m
- Offices – 4,194sq.m
- Café – 213sq.m

SEA Monitoring Information

- Warehouse, office, café – 24,690
- *Land Type-* greenfield
- *Site Area (Ha.)* – 7.45ha

Conclusion

Having regard to the 'EE' zoning objective of the site with the existing and proposed development, it is considered that the subject proposal is acceptable in principle. However, further consideration is required for a number of matters, including the interface with bus connects, impact on the long-term road proposal and design, in order to ensure that the proposed development would be in keeping with Council Policy and the sustainable planning and development of the area.

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Recommendation

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

1. The applicant is requested to provide the following additional information:
 1. A Street Design Statement that accords with the requirements of Section 5.2.2 DMURS (2019) and should include details that demonstrate the process that was undertaken to inform the design of the proposed road through the application site and its outcome including:
 - a) analysis of relevant plans and policies (national, regional and local), spatial characteristics, movement patterns and consultation with the roads authority (SDCC).
 - b) Strategic level drawings that (i) demonstrate the key routes and links that the road would connect with and (ii) the typology or conceptual street design.
 - c) The movement function of the road having regards to Section 3.2.1 and 3.2.2 of DMURS.
 - d) Detailed street layouts that clearly illustrate all relevant geometric standards and other treatments aimed at promoting a sense of place, sustainable forms of transportation and traffic calming.
 2. To minimise the potential to prejudice the completion of the County Development roads objective through the application site in terms of realising a connection with Ballymount Road Lower, demonstration of how the proposed development would accommodate optional alignments/connections with reference to the potential to link with Ballymount Road Lower via the existing turning circle and industrial estate road directly on the north-west boundary of the application site. This option could be kept open by way of relocating the HGV loading for Unit 2 out of the path of a potential route towards the existing turning circle and by removing any proposed gateway controls. The applicant shall also provide details setting out how they have re-considered the design / orientation of this unit and whether it would be more appropriate for this unit to face north, with parking etc to the front. A strong frontage should also be provided along the north / south access road, with glazing detail turning the corner to the south west elevation.
The above information should be consistent with the Traffic and Transport Assessment that has been submitted with the subject application or any revised Traffic and Transport Assessment.
 3. Further landscaping and road layout details that demonstrate how the proposed development would tie in with and accommodate the NTA's Greenhills to City Centre Core Bus Corridor Preferred Route (November 2020) and demonstrate how the following would interact:
 - i. the shared surface/tactile paved area, landscaped entrance plaza and section of two-way cycle track that is proposed by the applicant at the south-east corner of the application site; and

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ii. the conversion of the existing roundabout junction between Calmount Road and Ballymount Avenue to a fully signalised junction with pedestrian and cycle facilities including the upgrade of the western arm junction with filter lanes as indicated by the NTA.

To accommodate the NTA's Emerging Preferred Route and the applicant's proposed pedestrian, plaza entrance and cycle facilities, this may necessitate inclusion of a section(s) of footpath and cycle lanes within the application site. To ensure that the further information is communicated clearly, it is recommended that the following information be presented, as appropriate:

- The width of streets, footways, verges etc.
- The location, type and configuration of crossings and junctions.
- Kerb lines (including heights)
- Surface Materials and Planting.
- Lighting
- Areas to be taken in charge and in public ownership.

4. The applicant is requested to provide:

A revised Urban Design Statement along with the relevant plans and particulars that demonstrates compliance with Section 11.2.4 of the South Dublin County Council Development Plan 2016 – 2022, particularly the need to demonstrate a clear transition towards a more urban form of development and a traditional street network. To ensure that the proposed development accords with these requirements, the applicant should be advised to reposition Unit 6 in a manner that would directly front Calmount Road and to also relocate car parking away from this interface.

The applicant is requested to consider whether the lower office element should be extended in depth and length, in order to reduce any overbearing impacts of the main warehouse.

5. The planning application as submitted proposes green roofs on the smaller own-door office units and on the office elements of the warehouse units, while limited green wall areas are indicated. Having regard to the large areas of hardstanding and the expanse of roof area within the proposal, the applicant is requested to consider the provision of much larger areas of green roof and green wall over and on the warehouse units, in accordance with Development Plan Policy G5 (Green Infrastructure, Sustainable Urban Drainage Systems) Objective 2 which seeks 'To promote the provision of Green Roofs and/or Living Walls in developments where expansive roofs are proposed such as industrial, retail and civic developments'.

6. The applicant is requested to provide the following additional information:

(a) Unit 3: The design of this unit is largely the same as the others, however, it is noted that there is no vertical panelling on the north west or north east elevation. Whilst to the rear, with loading etc, the north west elevation would be quite prominent, particularly if the long term road proposal was realised. The applicant is therefore requested to provide

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additional detailing, such as the vertical panels proposed on other elevations, to the north west elevation.

(b) The applicant is requested to re-consider the location of some of the proposed ESB substations:

- ESB-1. Located on proposed N/S road. Some landscaping provides screening, however, still located prominently. Further screening should be provided or the EBB should be relocated further into the adjacent car park
- ESB-2. Located on the northern boundary. No screening. May be impacted by revisions to the proposed road and Unit 2.
- ESB-3. Located on proposed N/S road. Some landscaping provides screening, however, still located prominently. Further screening should be provided or the EBB should be relocated further into the adjacent service yard.
- ESB-6. Located on proposed N/S road. No screening provided. Further screening should be provided or the ESB should be relocated further into the adjacent service yard.

(c) Details of materials and level and type of illumination for each proposed sign.

(d) Details of all cycle tracks and footpaths to be provided along Calmount Road and Ballymount Avenue. It should be ensured that there are no gaps in provision adjacent to the site.

7. (i) The applicant is requested to submit
 - (a) a revised layout of the proposed vehicle access locations showing the layouts for right turning into the development.
 - (b) a revised layout of the Calmount Road access as a junction type to provide for the future link road.
 - (c) a drawing showing AutoTRAK manoeuvres for large vehicles accessing and egressing, including articulated lorries, emergency vehicles, bin lorries.
 - (d) a revised layout showing how cycle track and footpaths will link into the road network and the individual units.
 - (e) details of a 2.0m wide footpath west along Calmount Road to link with the existing footpath at the roundabout with Ballymount Avenue Upper.
 - (f) a stage 1 road safety audit for the development.
 - (g) details re the expected staff and patron numbers of the proposed café.

8. The applicant is requested to note that the South Dublin County Development Plan 2022-2028 plan making process will reach a conclusion in the coming months. The applicant is advised that the Planning Authority is required to assess planning application having regard to the active Development Plan at the time of assessment. The further information response should provide a report demonstrating that the revised proposal is fully in compliance with the adopted new Development Plan (if relevant).

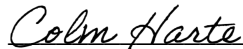
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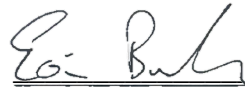
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REG. REF. SD22A/0099

LOCATION: Site at Calmount Road and Ballymount Avenue, Ballymount Industrial Estate,
Dublin 12



Colm Harte,
Senior Executive Planner



Eoin Burke,
Senior 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: 31/05/2022



Mick Mulhern, Director of Land Use,
Planning & Transportation