

# Comhairle Chontae Atha Cliath Theas

PR/1283/22

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

**Reg. Reference:** SD22A/0099

**Application Date:** 06-Apr-2022

**Submission Type:** Additional  
Information

**Registration Date:** 12-Sep-2022

**Correspondence Name and Address:**

John Spain Associates 39, Fitzwilliam Place, Dublin  
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**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

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works 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 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 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 Calmount Road and includes 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,

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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 - 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

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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 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**

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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*

##### *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*

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*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)  
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*

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*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)

#### **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

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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***

*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*



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*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;*
- *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.*

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***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:*

<b><i>Road</i></b>	<b><i>Description</i></b>	<b><i>Function</i></b>
<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)*



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

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*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:*

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

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



*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.*



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*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".*

*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.*

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*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 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 site<sup>1</sup> 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.

<sup>1</sup> 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.*



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*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 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 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.***

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*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.*

*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).*

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

*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.***
  - 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.***

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

*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*
  - 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. *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*

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

*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
- 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**.

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

***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.

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.

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

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.

#### Unit 4:

This unit is located to the northeast corner of the site. The overall height and scale are 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.

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

#### *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.
- 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.*



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

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:

- *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.

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

- *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).*

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**.

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

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.*

*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.*

# Comhairle Chontae Atha Cliath Theas

## PR/1283/22

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

#### Car Parking:

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

Zone 1		Car			
		Rate	Maximum spaces calculation	Proposed spaces	Meets Roads Criteria
	<b>GFA sqm</b>				
<b>Warehouse</b>	20,158	1 per 100 sqm	201.58	200	Y
<b>Office</b>	4,194	1 per 50 sqm	83.88	77	Y
<b>Café</b>	213	1 per 15 sqm	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 <sup>2</sup> )	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
<b>Car Parking proposed</b>	<b>30</b>	<b>60</b>	<b>35</b>	<b>38</b>	<b>37</b>	<b>77</b>	<b>14</b>	<b>291</b>
<b>Car Parking per land use</b>	<b>200</b>					<b>77</b>	<b>14</b>	<b>291</b>

Figure 1 breakdown of parking spaces.

# Comhairle Chontae Atha Cliath Theas

PR/1283/22

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

### Bicycle Parking:

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

Zone 1		Bicycle parking						
		Minimum spaces calculation					Proposed spaces	Meets Roads Criteria
	GFA sqm	Rate	Long term	Rate	Short stay	Total		
Warehouse	20,158	1 per 200 sqm	100.79	n/a	0	100.79	110	Y
Office	4,194	1 per 200 sqm	20.97	1 per 200 sqm	20.97	41.94	50	Y
Café	213	1 per 5 staff	Staff?	1 per 10 seats	Seats?	?	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
<b>Total</b>						<b>170</b>

Figure 2 breakdown of bike parking.

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

**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.

***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

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

*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 from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

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

#### ***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.



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

#### Recommendation

Request additional information.

Additional information requested: 31 May 2022

Additional information received: 12 September 2022

#### Consultations:

EHO: No report received at time of writing.

Water Services: No objections, subject to conditions.

Parks: No objections, subject to conditions.

Roads: No objections, subject to conditions.

Irish Water: No objections, subject to conditions.

Public Lighting: No objections, subject to conditions.

NTA: Request clarification.

Forward Planning: No objections, subject to conditions.

#### Adoption of the SDCC County Development Plan 2022-2028

Since the submission of the original application, the SDCC CDP 2022-2028 has been adopted. The site is situated within an SDZ, and the following is relevant.

#### Relevant Policy in South Dublin County Council Development Plan 2022-2028

**CDP Maps: Zoned 'EE' To provide for enterprise and employment related use.**

*Other CDP Map designations: Outer Horizontal Surface (Dublin and Casement), Bird Hazards, Conical Surface (Casement). A 6 year road proposal runs through the site. Cycleway proposal along road to south east (Bothar Katharine Tynan)*

#### 2.4.4 Dublin Metropolitan Area Strategic Plan (MASP)

City Centre within the M50

As part of the City Centre within the M50 area, the MASP identifies the significant brownfield lands at the Naas Road (City Edge) within South Dublin County and Dublin City, with potential for residential development and more intensive employment / mixed uses. The framework for the Core Strategy and Settlement Strategy below incorporates each of these strategic growth corridors / areas identified in the MASP.

Table 8: Total Land Capacity within Strategic Development Areas

Policy CS2: City Edge Regeneration Lands: Deliver a development framework for the regeneration of the City Edge lands in conjunction with Dublin City Council which underpins the strategic aims of the National Planning Framework and Regional Spatial and Economic Strategy.

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

#### CS2 Objective 1:

To prepare a Local Area Plan or other appropriate mechanism for the zoned Regeneration (REGEN) lands and other lands at Naas Road / Ballymount as defined by the City Edge Project boundary. The LAP or equivalent will commence in 2022 and provide a framework for the sequential and phased development of the lands, integrating sustainable transport, land use and blue and green infrastructure. The City Edge Strategic Framework will inform this Statutory Plan.

#### CS2 Objective 2:

To facilitate a co-ordinated approach and vision to any future sustainable development of the City Edge area in collaboration with Dublin City Council and all relevant stakeholders, including the local community and existing businesses having regard to their operational needs, and ensure that the needs of the existing and new community will be met, and the provision of necessary community and physical infrastructure is delivered in tandem with any new development.

#### CS5 Objective 2:

To ensure that, insofar as possible, space extensive enterprise is located on lands which are outside the M50, and which do not compromise labour intensive opportunities on zoned lands adjacent to public transport.

Table 9: Capacity of undeveloped lands within South Dublin

Table 10: Indicative Capacity of Additional Zoned Lands in the South Dublin County Development Plan 2022-2028

Table 11: Core Strategy Table 2022-2028

Employment Projections Based on the need to provide additional jobs in the County and maintain existing jobs through the potential re-location of some business from the current brownfield regeneration lands at Tallaght and City Edge, the available capacity of employment lands is considered sufficient to meet the needs for the Development Plan period.

Table 14: RSES Settlement Hierarchy relating to South Dublin County Council

#### Regeneration Areas

As set out in the Core Strategy, there are two large scale regeneration areas within the County which currently accommodate low density industrial lands that are close to existing and planned transport nodes. These areas are City Edge within lands at Naas Road / Ballymount and the Cookstown and Broomhill Industrial estates in Tallaght and are designated with the regeneration Zoning Objective 'REGEN' (to facilitate enterprise and / or residential led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery).

Note the proposed development is zoned EE and not REGEN

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#### Chapter 4 Green Infrastructure Section 4.1 Methodology

GI1 Objective 4: To require development to incorporate GI as an integral part of the design and layout concept for all development in the County including but not restricted to residential, commercial and mixed use through the explicit identification of GI as part of a landscape plan, identifying environmental assets and including proposals which protect, manage and enhance GI resources providing links to local and countywide GI networks.

#### Section 4.2.1 Biodiversity

GI2 Objective 4: To integrate GI, and include areas to be managed for biodiversity, as an essential component of all new developments in accordance with the requirements set out in Chapter 12: Implementation and Monitoring and the policies and objectives of this chapter.

#### Section 4.2.2 Sustainable Water Management

GI4 Objective 1: To limit surface water run-off from new developments through the use of Sustainable Drainage Systems (SuDS) using surface water and nature-based solutions and ensure that SuDS is integrated into all new development in the County and designed in accordance with South Dublin County Council's Sustainable Drainage Explanatory Design and Evaluation Guide, 2022.

#### Chapter 5 Quality Design and Healthy Placemaking

##### Section 5.2.1 The Delivery of Sustainable Neighbourhoods 'The Plan Approach'

###### QDP2 Objective 1:

To ensure that applications for new development are accompanied by a statement from a suitably qualified person detailing how 'The Plan Approach' has been taken into consideration and incorporated into the design of the development including the materials and finishes proposed and demonstrating how the overarching principles for the achievement of successful and sustainable neighbourhoods have been integrated as part of the design proposal.

###### Section 5.2.2 Context

###### Policy QDP3: Neighbourhood Context

Support and facilitate proposals which contribute in a positive manner to the character and setting of an area.

###### QDP3 Objective 1:

To ensure new development contributes in a positive manner to the character and setting of the immediate area in which a proposed development is located taking into consideration the provisions set out in Chapters 3 and 4 of this Plan and having regard to the requirements set out in Chapter 12: Implementation and Monitoring in relation to design statements.

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#### SECTION 5.2.3 Healthy Placemaking

##### QDP4 Objective 2:

To promote a high standard of building and urban design, creating public spaces that are distinctive, safe, universally accessible and facilitate social and cultural diversity and interaction.

#### 5.2.6 High Quality and Inclusive Development

##### QDP7 Objective 6:

To ensure that development provides an integrated and balanced approach to movement, healthy placemaking and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2019).

##### QDP7 Objective 7:

To ensure that all proposals for development contribute positively to providing a coherent enclosure of streets and public spaces, taking into consideration the proportions and activities of buildings on both sides of a street or surrounding a public space, providing for good standards of daylight and sunlight, and micro climatic conditions and having regard to the guidance and principles set out in the South Dublin County's Building Height and Density Guide and the Design Manual for Urban Streets and Roads (DMURS) (2019).

##### QDP7 Objective 8:

To promote and support a Universal Design Approach to residential and non-residential development – having regard in particular to the universal design principles and guidance in relation to Buildings for Everyone, Housing and Shared Space as promoted by the Centre for Excellence in Universal Design at the National Disability Authority – ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES. (See also Chapter 8: Community Infrastructure and Open Space).

##### QDP8 Objective 1:

To assess development proposals in accordance with the Building Height and Density Guide set out in Appendix 10 of this Development Plan and associated planning guidelines. In this regard, all medium to large scale and complex planning applications (30 + residential units, commercial development over 1,000 sq. m or as otherwise required by the Planning Authority) shall be accompanied by a 'Design Statement'. The Design Statement shall include, inter alia, a detailed analysis of the proposal and statement based on the guidance, principles and performance-based design criteria set out in South Dublin County's Height and Density Guide. Any departures within the proposed development from the guidance set out in the Building Height and Density Guide for South Dublin County (Appendix 10) shall be clearly highlighted in the Design Statement. (See Chapter 12: Implementation and Monitoring).

#### 5.2.9 Materials, Colours and Textures

##### Policy QDP11: Materials, Colours and Textures

Promote high-quality building finishes that are appropriate to context, durable and adhere to the principles of sustainability and energy efficiency.

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

#### **QDP11 Objective 1:**

To require the use of high quality and durable materials and finishes that make a positive contribution to placemaking.

#### **QDP11 Objective 2:**

To promote the use of structural materials that have low to zero embodied energy and CO2 emissions and ensure a wood-first policy on public buildings funded or part-funded by the Council.

#### **QDP11 Objective 3:**

To promote the reuse and recycling of materials to promote the circular economy and reduce construction and demolition waste.

#### **QDP16 Objective 2:**

To support the City Edge Strategic Framework and any future framework for the area in delivering urban growth and regeneration for the County and the wider Region, recognising its significant potential as the largest regeneration area in the country.

#### **SM3 Objective 8:**

To support and collaborate with the NTA and Dublin City Council in carrying out an Area Based Study on future transportation for the City Edge strategic regeneration lands.

#### **SM3 Objective 12:**

To work with the NTA to secure the expansion of the bus network, including distinct new bus networks as necessary, to serve new development and regeneration areas within the South Dublin County area including Tallaght, City Edge, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.

#### **SM3 Objective 14:**

To support a review of bus services in the Naas Road environs including investment in orbital services with a view to meeting future demand and enhancing development potential of the City Edge regeneration area.

#### **7.6.2 Rail DART Expansion Programme**

#### **SM3 Objective 20:**

To support additional capacity on the Luas Red Line, to service the intensification of development in Tallaght and Fortunestown and the future development of the City Edge lands.

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#### SM3 Objective 23:

To support the delivery, in the short to medium term, of measures to enhance the development potential of the City Edge lands including:

- A new train station on the Kildare Line adjacent to Kylemore Road;
- A new Luas stop on the Red Line between the Kylemore and Red Cow stops (as per the RSES and MASP); and
- Increased frequency of Luas Red Line trams.

Table 7.5 Six Year Road Programme: City Edge Strategic Framework Area Street Network - Various streets and roads within the City Edge Strategic Framework Area. Formation of a strategic street network within the City Edge Strategic Framework area.

#### COS9 Objective 8:

To investigate with the relevant educational providers, the need for a new university campus within the City Edge area and to support, promote and facilitate a South Dublin County University Campus within the City Edge Strategic Framework Plan or any superseding plan should such a need be identified.

#### Chapter 9 Economic Development and Employment

##### Policy EDE1: Overarching

Support sustainable enterprise and employment growth in South Dublin County recognising the County's role in the Dublin region as a driver of economic growth.

#### EDE1 Objective 5:

To support the implementation of the Metropolitan Area Strategic Plan to support the objectives for the South - West Corridor and the area within the M50 by the:

Promotion of high tech, manufacturing and research and development in Grange Castle Business Park and Citywest;

Intensification of industrial lands and mixed-use development at the City Edge / City Edge Strategic Framework area and in Tallaght Town Centre / Cookstown while ensuring, to the greatest extent possible, the sustainability of existing businesses and employment.

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#### EDE1 Objective 6:

To ensure that economic and enterprise related development is provided in a manner which facilitates a reduction in greenhouse gas emissions by supporting and promoting the following measures:

- An increase in employment densities within walkable distances of communities and on public transport routes;
- Promotion of walking and cycling and use of public transport through increased permeability and mobility management measures within and outside employment areas;
- The sourcing of power from district heating and renewables including wind, hydro and solar;
- Additional native tree planting and landscaping on existing and proposed enterprise zones and development sites to aid with carbon sequestration, contribute to the green infrastructure network of the County and promote quality placemaking.

#### 9.1 Employment in South Dublin County

The City Edge / City Edge Strategic Framework area is an older industrial area which is identified in the MASP as one of the strategic areas of mixed-use growth in the County. The existing employment profile for this area of the County highlights 'Wholesale / Retail Trade' which accounts for 40.4% of total employees, with 'Information and Communications, Financial' accounting for 21.6% of total employees. A statutory plan for the long-term development of the City Edge REGEN and other lands on the Naas Road and adjoining Dublin City will be prepared.

##### Section 9.2.1 Green and Innovative Economy

#### EDE3 Objective 5:

To promote, through good placemaking, the delivery of places and communities which encourage employers and workers alike to live in the County, closer to their workplaces, promoting more sustainable travel and a good quality of life.

9.2.2 Urban Growth, Regeneration and Placemaking - A framework plan has been prepared for the City Edge lands which will inform a statutory land use plan for the area.

#### Policy EDE4:

Urban Growth, Regeneration and Placemaking Support urban growth and regeneration through the promotion of good placemaking to attract employees and employers and to provide a competitive advantage to the County and diverse investment opportunity.

#### EDE4 Objective 1:

To ensure that economic and employment development is located to optimise existing infrastructure and to support development and investment in the County's urban centres supporting orderly growth and placemaking.

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#### EDE4 Objective 4:

To direct people intensive enterprise and employment uses such as major office developments (>1,000 sq. m gross floor area) into appropriately zoned lands subject to their location within approximately 500 metres of a high frequency urban bus service and / or within 1000 metres walking distance of high capacity transport stops (Train / Luas), and to demonstrate the required walking distance or provision of a permeability project, in accordance with the Permeability Best Practice Guide (2015), to achieve same.

#### EDE4 Objective 10:

To support the City Edge / City Edge Strategic Framework and any future framework for the area in delivering urban growth and regeneration for the County and the wider Region, recognising its significant potential as the largest regeneration area in the country.

#### 9.3 Space Extensive Land Use

##### Policy EDE7: Space Extensive Land Use

Recognise the need for land extensive uses and ensure that they are located within appropriate locations having regard to infrastructural, transport and environmental considerations and the need for orderly growth.

#### EDE7 Objective 1:

To ensure that, insofar as possible, space extensive enterprise is located on lands which are outside the M50, and which do not compromise labour intensive opportunities on zoned lands adjacent to public transport.

#### EDE7 Objective 2:

To require that space extensive enterprise demonstrates the following:

- a. The appropriateness of the site for the proposed use having regard to EDE7 Objective 1;
- b. Strong energy efficiency measures to reduce their carbon footprint in support of national targets towards a net zero carbon economy, including renewable energy generation;
- c. Maximise on site renewable energy generation to ensure as far as possible 100% powered by renewable energy, where on site demand cannot be met in this way, provide evidence of engagement with power purchase agreements in Ireland (PPA);
- d. Sufficient capacity within the relevant water, wastewater and electricity network to accommodate the use proposed;
- e. Measures to support the just transition to a circular economy;
- f. Measures to facilitate district heating or heat networks where excess heat is produced;
- g. A high-quality design approach to buildings which reduces the massing and visual impact;
- h. A comprehensive understanding of employment once operational;
- i. A comprehensive understanding of levels of traffic to and from the site at the construction and operation stage;
- j. Provide evidence of sign up to the Climate Neutral Data Centre Pact.



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EDE7 Objective 3:

To ensure that landscaping and site layout in space extensive developments provides for demonstrated biodiversity measures and that landscape and biodiversity measures integrate into the green infrastructure network, in accordance with the Green Infrastructure Strategy set out in Chapter 4 of this Plan.

10.1 Energy Planning in South Dublin The City Edge Framework Plan will assess how the area can support the County in meeting its climate change and carbon emission requirements.

Policy E3: Energy Performance in Existing and New Buildings

Policy E4: Electric Vehicles

Policy IE2: Water Supply and Wastewater

Policy IE3: Surface Water and Groundwater

Policy IE4: Flood Risk

11.3.1 Riparian Corridors

12.3.1 Appropriate Assessment

12.3.2 Ecological Protection

12.3.3 Environmental Impact Assessment

12.3.5 Landscape Character Assessment

Table 12.17: Landscape Character Types

12.4.2 Green Infrastructure and Development Management - GSF

12.5.1 Universal Design

12.5.2 Design Considerations and Statements. Design Statements

12.5.3 Density and Building Heights

12.5.4 Public Realm: (At the Site Level)

12.5.5 Healthy Placemaking and Public Realm: (At the Neighbourhood Level)

12.7.1 Bicycle Parking / Storage Standards; Bicycle Parking Design / Provision

12.7.2 Traffic and Transport Assessments

12.7.3 Travel Plans

Table 12.24: Thresholds for the Submission of a Workplace Travel Plan

12.7.4 Car Parking Standards

12.7.5 Car Parking / Charging for Electric Vehicles (EVs)

12.7.6 Car Parking Design and Layout

12.8.6 Public Art

12.9.2 Enterprise and Employment Areas:

Table 12.27: Key Principles for Development within Enterprise and Employment Zones.

12.9.4 Space Extensive Enterprises

12.9.8 Seveso Sites

12.10.1 Energy Performance in New Buildings

12.10.2 Low Carbon District Heating Networks

12.10.3 Energy from Waste

12.10.4 Solar Photovoltaic

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12.11.1 Water Management

- (i) Flood Risk Assessment
- (ii) Surface Water
- (iii) Sustainable Urban Drainage System (SuDS)
- (iv) Groundwater
- (v) Rain Water Harvesting

12.11.3 Waste Management

- (ii) Design and Siting of Refuse Storage, Recycling and Bring Facilities in Developments
- (iv) Construction and Demolition Waste

12.11.4 Environmental Hazard Management

- (i) Air Quality
- (ii) Noise
- (iii) Lighting

12.11.5 Aviation, Airports and Aerodromes

12.11.6 Restricted and Prohibited Development

12.11.7 Shielding / Safeguarding

**The key policies and objectives relevant to the proposed development are assessed as follows:**

**Principle of the Proposed Development**

Warehousing

Warehousing is permitted in principle. Offices over 1,000 sq.m are open for consideration.

Offices

Offices are open for consideration within zoning objective EE.

*EDE4 Objective 4:*

*To direct people intensive enterprise and employment uses such as major office developments (>1,000 sq. m gross floor area) into appropriately zoned lands subject to their location within approximately 500 metres of a high frequency urban bus service and / or within 1000 metres walking distance of high capacity transport stops (Train / Luas), and to demonstrate the required walking distance or provision of a permeability project, in accordance with the Permeability Best Practice Guide (2015), to achieve same*

The proposal is for 4,194sq.m office space but is adjacent to a proposed bus connects corridor. It is considered that the proposal meets the policy requirements.

Café

Restaurant / café is open for consideration. Given the scale in relation to the main development, this element is considered acceptable

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#### Space Extensive Uses

Warehousing is defined as a space extensive use. The following CDP objectives must be met.

#### *CS5 Objective 2:*

*To ensure that, insofar as possible, space extensive enterprise is located on lands which are outside the M50, and which do not compromise labour intensive opportunities on zoned lands adjacent to public transport.*

#### *Policy EDE7: Space Extensive Land Use*

*Recognise the need for land extensive uses and ensure that they are located within appropriate locations having regard to infrastructural, transport and environmental considerations and the need for orderly growth.*

#### *EDE7 Objective 1:*

*To ensure that, insofar as possible, space extensive enterprise is located on lands which are outside the M50, and which do not compromise labour intensive opportunities on zoned lands adjacent to public transport.*

#### *EDE7 Objective 2:*

*To require that space extensive enterprise demonstrates the following:*

- a. The appropriateness of the site for the proposed use having regard to EDE7 Objective 1;*
- a. Strong energy efficiency measures to reduce their carbon footprint in support of national targets towards a net zero carbon economy, including renewable energy generation;*
- b. Maximise on site renewable energy generation to ensure as far as possible 100% powered by renewable energy, where on site demand cannot be met in this way, provide evidence of engagement with power purchase agreements in Ireland (PPA);*
- c. Sufficient capacity within the relevant water, wastewater and electricity network to accommodate the use proposed;*
- d. Measures to support the just transition to a circular economy;*
- e. Measures to facilitate district heating or heat networks where excess heat is produced;*
- f. A high-quality design approach to buildings which reduces the massing and visual impact;*
- g. A comprehensive understanding of employment once operational;*
- h. A comprehensive understanding of levels of traffic to and from the site at construction and operation stage;*
  - i. Provide evidence of sign up to the Climate Neutral Data Centre Pact.*

#### *EDE7 Objective 3:*

*To ensure that landscaping and site layout in space extensive developments provides for demonstrated biodiversity measures and that landscape and biodiversity measures integrate into the green infrastructure network, in accordance with the Green Infrastructure Strategy set out in Chapter 4 of this Plan*

In terms of location, the site is inside the M50, which is not the preferred location for space extensive enterprises. However, it is noted that the applicant is providing a mix of uses, including a considerable amount of office space. In this regard, the proposal is considered acceptable in light of CS5 Objective 2 and EDE7 Objective 1.

In terms of EDE7 Objective 2, The proposal is acceptable in light of objective 1 and the element relating to data centres is not relevant, however, the applicant is requested to address the remaining criteria via **clarification of additional information.**

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#### **City Edge**

Site is located within the City Edge Area.

*As part of the City Centre within the M50 area, the MASP identifies the significant brownfield lands at the Naas Road (City Edge) within South Dublin County and Dublin City, with potential for residential development and more intensive employment / mixed uses*

*CS2 Objective 1:*

*To prepare a Local Area Plan or other appropriate mechanism for the zoned Regeneration (REGEN) lands and other lands at Naas Road / Ballymount as defined by the City Edge Project boundary*

*QDP16 Objective 2:*

*To support the City Edge Strategic Framework and any future framework for the area in delivering urban growth and regeneration for the County and the wider Region, recognising its significant potential as the largest regeneration area in the country.*

*EDE4 Objective 10:*

*To support the City Edge / City Edge Strategic Framework and any future framework for the area in delivering urban growth and regeneration for the County and the wider Region, recognising its significant potential as the largest regeneration area in the country*

The proposal does not hinder the delivery of the City Edge Framework.

#### **Green Infrastructure (GI)**

Site is not located within any Primary or Secondary GI Corridors.

#### GI Plan

*GII Objective 4: To require development to incorporate GI as an integral part of the design and layout concept for all development in the County including but not restricted to residential, commercial and mixed use through the explicit identification of GI as part of a landscape plan, identifying environmental assets and including proposals which protect, manage and enhance GI resources providing links to local and countywide GI networks.*

#### *Section 4.2.1 Biodiversity*

*GI2 Objective 4: To integrate GI, and include areas to be managed for biodiversity, as an essential component of all new developments in accordance with the requirements set out in Chapter 12: Implementation and Monitoring and the policies and objectives of this chapter.*

#### *Section 4.2.2 Sustainable Water Management*

*GI4 Objective 1: To limit surface water run-off from new developments through the use of Sustainable Drainage Systems (SuDS) using surface water and nature-based solutions and ensure that SuDS is integrated into all new development in the County and designed in accordance with South Dublin County Council's Sustainable Drainage Explanatory Design and Evaluation Guide, 2022.*

The applicant has submitted a compliance with the CDP 2022-2028 statement. This indicated that Murray and Associates Landscape Architects have prepared a detailed Green Infrastructure Report. With accompanying drawings, which provides details of the various green infrastructure measures incorporated into the design, including the updates made at the FI stage, to address the requirements of the new CDP. Response to relevant policy is provided in Appendix 1 of the GI report. It is

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considered that the applicant has adequately addressed the requirement for a GI plan. The actions and mitigation measures recommended shall be secured via condition.

#### Green Space Factor (GSF)

The applicant sets out in their report that a score of 0.18 is achieved. The minimum score required is 0.5. **Clarification of additional information** is requested to ensure the minimum score is achieved.

### Quality Design and Healthy Placemaking

#### The Plan Approach

##### *QDP2 Objective 1:*

*To ensure that applications for new development are accompanied by a statement from a suitably qualified person detailing how 'The Plan Approach' has been taken into consideration and incorporated into the design of the development including the materials and finishes proposed and demonstrating how the overarching principles for the achievement of successful and sustainable neighbourhoods have been integrated as part of the design proposal.*

The applicant states that a compliance report is provided in the Architectural Design Statement. It is not apparent that this information is set out. **Clarification of additional information** is therefore requested.

#### Neighbourhood Context

##### *Policy QDP3: Neighbourhood Context*

*Support and facilitate proposals which contribute in a positive manner to the character and setting of an area.*

##### *QDP3 Objective 1:*

*To ensure new development contributes in a positive manner to the character and setting of the immediate area in which a proposed development is located taking into consideration the provisions set out in Chapters 3 and 4 of this Plan and having regard to the requirements set out in Chapter 12: Implementation and Monitoring in relation to design statements.*

The applicant states that the proposed development is subject to high quality design and finishes which have been refined following consultation with the Planning Authority and in response to the FI request, as detailed in the Design Statement. It is considered that this element has been adequately addressed.

#### Healthy Placemaking

##### *QDP4 Objective 2:*

*To promote a high standard of building and urban design, creating public spaces that are distinctive, safe, universally accessible and facilitate social and cultural diversity and interaction.*

The applicant states that the proposed development is subject to high quality design and finishes which have been refined following consultation with the Planning Authority and in response to the

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FI request, as detailed in the Design Statement. It is considered that this element has been adequately addressed.

High Quality and Inclusive Development

*QDP7 Objective 6:*

*To ensure that development provides an integrated and balanced approach to movement, healthy placemaking and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2019).*

*QDP7 Objective 7:*

*To ensure that all proposals for development contribute positively to providing a coherent enclosure of streets and public spaces, taking into consideration the proportions and activities of buildings on both sides of a street or surrounding a public space, providing for good standards of daylight and sunlight, and micro climatic conditions and having regard to the guidance and principles set out in the South Dublin County's Building Height and Density Guide and the Design Manual for Urban Streets and Roads (DMURS) (2019).*

*QDP7 Objective 8:*

*To promote and support a Universal Design Approach to residential and non-residential development – having regard in particular to the universal design principles and guidance in relation to Buildings for Everyone, Housing and Shared Space as promoted by the Centre for Excellence in Universal Design at the National Disability Authority – ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES. (See also Chapter 8: Community Infrastructure and Open Space).*

Appropriate height and density are assessed in the Architectural Design Statement.

The Design Statement also provides the required access statement.

Design Statement

*QDP8 Objective 1:*

*To assess development proposals in accordance with the Building Height and Density Guide set out in Appendix 10 of this Development Plan and associated planning guidelines. In this regard, all medium to large scale and complex planning applications (30 + residential units, commercial development **over 1,000 sq. m** or as otherwise required by the Planning Authority) shall be accompanied by a 'Design Statement'. The Design Statement shall include, inter alia, a detailed analysis of the proposal and statement based on the guidance, principles and performance-based design criteria set out in South Dublin County's Height and Density Guide. Any departures within the proposed development from the guidance set out in the Building Height and Density Guide for South Dublin County (Appendix 10) shall be clearly highlighted in the Design Statement. (See Chapter 12: Implementation and Monitoring).*

The applicant has provided an updated Architectural Design Statement.

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#### Materials, Colours and Textures

*Policy QDP11: Materials, Colours and Textures*

*Promote high-quality building finishes that are appropriate to context, durable and adhere to the principles of sustainability and energy efficiency.*

*QDP11 Objective 1:*

*To require the use of high quality and durable materials and finishes that make a positive contribution to placemaking.*

*QDP11 Objective 2:*

*To promote the use of structural materials that have low to zero embodied energy and CO2 emissions and ensure a wood-first policy on public buildings funded or part-funded by the Council.*

The applicant has provided an updated Architectural Design Statement.

#### **Transport**

SM3 Objective 8:

To support and collaborate with the NTA and Dublin City Council in carrying out an Area Based Study on future transportation for the City Edge strategic regeneration lands.

SM3 Objective 12:

To work with the NTA to secure the expansion of the bus network, including distinct new bus networks as necessary, to serve new development and regeneration areas within the South Dublin County area including Tallaght, City Edge, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.

SM3 Objective 14:

To support a review of bus services in the Naas Road environs including investment in orbital services with a view to meeting future demand and enhancing development potential of the City Edge regeneration area.

7.6.2 Rail DART Expansion Programme

SM3 Objective 20:

To support additional capacity on the Luas Red Line, to service the intensification of development in Tallaght and Fortunestown and the future development of the City Edge lands.

SM3 Objective 23:

To support the delivery, in the short to medium term, of measures to enhance the development potential of the City Edge lands including:

A new train station on the Kildare Line adjacent to Kylemore Road;

A new Luas stop on the Red Line between the Kylemore and Red Cow stops (as per the RSES and MASP); and

Increased frequency of Luas Red Line trams.

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Table 7.5 Six Year Road Programme: City Edge Strategic Framework Area Street Network - Various streets and roads within the City Edge Strategic Framework Area. Formation of a strategic street network within the City Edge Strategic Framework area.

The applicant considers relevant transport policies in their Planning Statement. This is considered sufficient. DBFL has also provided further details. The NTA has raised concerns regarding the impact of the proposed development on bus connects. **Clarification of additional information** is requested to address this.

#### **Economic Development and Employment**

EDE1 Objective 5:

To support the implementation of the Metropolitan Area Strategic Plan to support the objectives for the South - West Corridor and the area within the M50 by the:

Promotion of high tech, manufacturing and research and development in Grange Castle Business Park and Citywest;

Intensification of industrial lands and mixed-use development at the City Edge / City Edge Strategic Framework area and in Tallaght Town Centre / Cookstown while ensuring, to the greatest extent possible, the sustainability of existing businesses and employment.

EDE1 Objective 6:

To ensure that economic and enterprise related development is provided in a manner which facilitates a reduction in greenhouse gas emissions by supporting and promoting the following measures:

- An increase in employment densities within walkable distances of communities and on public transport routes;
- Promotion of walking and cycling and use of public transport through increased permeability and mobility management measures within and outside employment areas;
- The sourcing of power from district heating and renewables including wind, hydro and solar;

Additional native tree planting and landscaping on existing and proposed enterprise zones and development sites to aid with carbon sequestration, contribute to the green infrastructure network of the County and promote quality placemaking

EDE3 Objective 5:

To promote, through good placemaking, the delivery of places and communities which encourage employers and workers alike to live in the County, closer to their workplaces, promoting more sustainable travel and a good quality of life:



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Policy EDE4:

Urban Growth, Regeneration and Placemaking Support urban growth and regeneration through the promotion of good placemaking to attract employees and employers and to provide a competitive advantage to the County and diverse investment opportunity.

The proposal provides for mixed use development within the City Edge lands (EDE1 Objective 5). The proposal also demonstrates compliance with EDE6 objective 6 and EDE 4. The applicant also sets out compliance details in their response to FI.

**Energy**

**Policy E3: Energy Performance in Existing and New Buildings**

Support high levels of energy conservation, energy efficiency and the use of renewable energy sources in new and existing buildings including the retro fitting of energy efficiency measures in the existing building stock in accordance with relevant building regulations, national policy and guidance and the targets of the National and South Dublin Climate Change Action Plans.

**Policy E4: Electric Vehicles**

Promote the delivery of EV charging facilities in accordance with relevant regulations and national and regional policy and guidance. (see also Chapter 7: Sustainable Movement and Chapter 12: Implementation and Monitoring)

The applicant has included renewable energy. EV charging is also provided.

**Infrastructure**

**Policy IE2: Water Supply and Wastewater**

Ensure that water supply and wastewater infrastructure is sufficient to meet the growing needs of the population and to support growth in jobs over the lifetime of the Development Plan facilitating environmental protection and sustainable growth.

IE2 Objective 5:

To prohibit the connection of surface water outflows to the foul drainage network where separation systems are available.

IE2 Objective 9:

To ensure that all new developments in areas served by a public foul sewerage network connect to the public sewerage system.

IE2 Objective 10:

To require all development proposals to provide a separate foul and surface water drainage system – where practicable.

Irish Water has raised no objections in terms of water supply and wastewater.

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#### Policy IE3: Surface Water and Groundwater

Manage surface water and protect and enhance ground and surface water quality to meet the requirements of the EU Water Framework Directive.

#### IE3 Objective 2:

To maintain and enhance existing surface water drainage systems in the County and to require Sustainable Drainage Systems (SuDS) in new development in accordance with objectives set out in section 4.2.2 of this Plan including, where feasible, integrated constructed wetlands, at a local, district and County level, to control surface water outfall and protect water quality.

#### IE3 Objective 8:

Integrate Surface Water and Groundwater systems as an essential component of all new developments, in accordance with the requirements set out in Chapter 12: Implementation and Monitoring and the policies and objectives of this chapter.

Details of SuDS have been provided. The application site is greenfield and therefore there is less potential to negatively impact ground water through development.

#### Policy IE4: Flood Risk

Ensure the continued incorporation of Flood Risk Management into the spatial planning of the County, to meet the requirements of the EU Floods Directive and the EU Water Framework Directive and to promote a climate resilient County.

N/A – site is not located within an area of flood risk

#### *11.3.1 Riparian Corridors*

N/A – site is not located within a riparian corridor

### **Implementation**

#### 12.3.1 Appropriate Assessment

The Planning Authority screens the impacts in terms of Appropriate Assessment and the proposal was deemed to not have significant impacts.

#### 12.3.2 Ecological Protection

The applicant has provided an Ecological impact assessment.

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#### 12.3.3 Environmental Impact Assessment

The Planning Authority screens the impacts in terms of EIA and the proposal was deemed to not require EIA.

#### 12.4.2 Green Infrastructure and Development Management

##### Green Infrastructure

All planning applications shall demonstrate how they contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements as part of the application submission, having regard to the following:

- In the case of small-scale developments this may consist of a simple landscape plan which includes objectives to protect or restore existing on site GI assets, provides for connection to local or primary GI corridors or includes elements which allow the site to act as a local stepping stone;
- Where the development site is located within or close to a Core or Corridor the development should, at a minimum, protect any existing GI assets and enhance same (for example, not breaking a GI Corridor but enhancing same with a connecting piece of planting, retaining hedgerows or woodlands);
- The characteristics and assets of the proximate GI Core, Corridor or Stepping- Stone should be reflected within proposed development, for example continuation of hedgerows, tree planting, waterways;
- Development should seek to enhance or restore features that act as ecological corridors, particularly water features, hedgerows, tree lines, areas of un-cultivated land. These, or some element of them, should be incorporated into the proposed development to create pathways for wildlife and / or increase amenity value;
- Development sites which are not located proximate to designated GI Cores or Corridors should identify the nearest designated GI Core, Corridor or Stepping Stone and make provision for GI interventions on the site which could eventually provide a link to local Stepping Stones, Cores or Corridors;
- Developers should be aware that ecological corridors can also act to quickly spread non-native invasive species. Therefore, identification and control of invasive species site should be included in planning applications and the GI Plan.

All development proposals shall be accompanied by a **Green Infrastructure Plan**, which will normally be submitted as part of the suite of Landscape Plans that are required for a development. Plans shall include the following:

- Site location plan showing the development site in the context of the wider GI as shown on the Council's GI Plan for the County;
- Site survey and analysis, identifying existing GI Infrastructure and key assets within the site;
- Indicate how the development proposals link to and enhance the wider GI Network of the County;
- Proposed GI protection, enhancement, and restoration proposals as part of the landscape plan, where appropriate, for the site;

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- Proposals for identification and control of invasive species.

Regardless of development size or type, applicants must submit an overall site summary quantifying and detailing the following:

- tree and hedgerow removal;
- tree and hedgerow retention;
- new tree and hedgerow planting.

As stated above, the relevant plan has been submitted. Condition recommended in the event of grant.

#### Green Space Factor (GSF)

The GSF is a score-based requirement that establishes minimum standards for landscaping and GI provision in new developments. Minimum scoring requirements are based on the land-use zoning of a site (See GI5 Objective 4), this applies to all development comprising 2 or more residential units and any development with a floor area in excess of 500 sq. m. Qualifying developments are required to reach the minimum Green Space Factor (GSF) score established by their land use zoning. Developers can improve their score by both retaining and enhancing existing landscape features and incorporating new features. A developer will be required to specify the GSF measures included within a proposed development as part of the submitted Green Infrastructure Plan and Landscape Plan. To facilitate the evaluation of the GSF score for a proposed development the Council will make available a Green Space Factor Worksheet to applicants which will be required to be submitted with a qualifying planning application. A Green Space Factor Guidance Note will also be made available on the Council's website under the Development Plan section setting out the applicable weightings and scorings. This will allow developers to calculate the overall site area and the surface areas of contributing to the GSF to see whether a proposed development achieves the required minimum score. Where applicable, a completed worksheet shall be submitted with the Green Infrastructure

**Clarification of additional information** is required, as set out above.

#### 12.5.1 Universal Design

Larger scale development proposals should include an Access Statement setting out how universal design approaches will be featured within the development. All development proposals should incorporate best practice design including the elements set out below, where relevant (it should be noted that some of these areas are regulated by other local authority functions such as Building Control):

- *Promotion of lifetime housing design;*
- *Incorporation of adaptable home offices to facilitate working from home;*
- *Provision of designated accessible parking and set down points for people with disabilities and parents with children;*
- *Level pedestrian routes with sufficient width;*
- *Use of surfaces suitable for wheelchairs and buggies;*

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- *Use of tactile and blister paving;*
- *Use of colour contrast, particularly in the public realm;*
- *Provision of wayfinding and signage at appropriate levels, particularly in the public realm;*
- *Ensuring level access to buildings from the street that is suitable for wheelchairs and buggies;*
- *Provision of automatic doors.*

The applicant has addressed this sufficiently.

#### 12.5.2 Design Considerations and Statements

##### 'The Plan Approach' Compliance Report:

Applications for new development shall be accompanied by a statement from a suitably qualified person detailing how 'the plan approach' has been taken into consideration and incorporated into the design of the development, including the materials and finishes proposed, and demonstrating how the eight overarching principles for the achievement of successful and sustainable neighbourhoods have been addressed which are:

- *The Context of an area (Character / Infrastructure – GI / Natural / Physical);*
- *Healthy Placemaking;*
- *Connected Neighbourhoods;*
- *Public Realm;*
- *The Delivery of High-Quality and Inclusive Development;*
- *Appropriate Density and Building Heights;*
- *Mix of dwelling types;*
- *Materials, Colours and Textures.*

The principles set out above shall be demonstrated through the submission of a report clearly detailing how careful consideration has been given to each element within the context and character of a site including analysis and integration in so far as possible of natural, cultural, and built heritage and key green infrastructure elements in line with the policies and objectives set out in Chapters 3 and 4 of this Plan. In addition, all planning applications for development must demonstrate how the proposal constitutes a positive urban design response to the local context and how it contributes to placemaking and the identity of an area.

The applicant has provided a design statement; however, further specific information is requested to address this. **Clarification of additional information** is requested.

##### Design Statements:

In line with the provisions of Policy QDP7 Objective 1, all medium to-large scale and complex planning applications (30 + residential units, commercial development over 1,000 sq. m or as otherwise required by the Planning Authority) shall be accompanied by a Design Statement. The Design Statement should address contextual and urban design issues and clearly explain the design

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process, the design options considered and the rationale behind the adopted design development strategy. A Design Statement should consist of:

- A detailed analysis of the proposal and statement based on the 12 design criteria set out in the 'Urban Design Manual' (2009) and reflected in the South Dublin County Council's Building Height and Design Guide
- Detailed design including materials and external finishes which should have regard to the policy, objectives, and provisions of the South Dublin County Development Plan 2022-2028. In particular the guidance, and performance-based design criteria set out in the South Dublin County's Building Height and Density Guide must be incorporated with due regard being had to relevant Ministerial Guidelines including the 'Urban Design Manual' (2009); 'Sustainable Residential Development in Urban Areas' (2009); 'Urban Development and Building Height – Guidelines for Planning Authorities' (2018); and 'Design Standards for New Apartments – Guidelines for Planning Authorities' (2020) or as may be superseded.
- A statement or Quality Audit addressing street design as outlined within the Design Manual for Urban Roads and Streets.

Any departures within the proposed development from the guidance set out in the Building Height and Density Guide for South Dublin County (Appendix 10) shall be clearly highlighted in the Design Statement.

All planning applications for development must demonstrate how the proposal constitutes a positive urban design response to the local context and how it contributes to placemaking and the identity of an area. This should form part of 'the plan approach' statement demonstrating how the eight principles for sustainable and successful neighbourhood development have been addressed and responded to in the development proposal.

The applicant has provided a design statement; however, further information is required to address the CDP. **Clarification of additional information** is requested.

#### 12.5.3 Density and Building Heights

In line with the provisions of the South Dublin Building Heights and Density Guide, development proposals for increased building heights and densities shall be accompanied by a contextual analysis by which the suitability or otherwise of different density and height levels can be assessed with reference to the receiving environment of the proposed development.

The applicant has provided a design statement, which is considered sufficient in this regard.

#### 12.5.4 Public Realm: (At the Site Level)

Developments that include public realm proposals should provide for the following:

- Accessible public open space that retains natural or artificial landscape features such as trees, hedges, rivers / streams using minimal visual or physical clutter;
- A landscape design that creates welcoming open spaces or a parkland setting, or a landscape to enhance an urban setting complementing the character of the area;

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- A layout which allows the use of sustainable forms of transport such as walking, cycling and public transport, with clearly defined footpaths and cycleways linking all buildings and public areas. Parking areas should not be a dominant feature;
- The location of public space close to public transport connections and interchanges or other major linkages;
- Promote greater connectivity and permeability throughout the development through the provision of a network of well-connected public spaces and streets, with materials, and signage that is easily interpreted by all;
- Crossing points and routes should be clearly identifiable, appropriately located with respect to facilities and follow pedestrian desire lines;
- Quality of materials, especially at significant locations is important to sustainable placemaking.

The applicant has sufficiently addressed landscaping in their submission.

#### 12.5.5 Healthy Placemaking and Public Realm: (At the Neighbourhood Level)

Table 3.18 Key Principles for Healthy Placemaking and Public Realm at Neighbourhood level.

**Clarification of additional information** is required to address this.

#### 12.7.1 Bicycle Parking / Storage Standards; Bicycle Parking Design / Provision

Table 12.23 - Offices: Long Term 1 per 200 sq. m GFA 1 per 200 sq. m GFA Short Stay  
Warehousing Long Term 1 per 200 sq. m

The applicant has submitted details indicating compliance.

#### 12.7.2 Traffic and Transport Assessments

*The Planning Authority may also require such assessments where a particular development may have a significant impact on the County road network. All such statements should also be prepared in accordance with the Guidelines.*

The applicant has submitted details indicating compliance.

#### 12.7.3 Travel Plans

Table 12.24:

<i>Land Use</i>	<i>Workplace Travel Plan Statement</i>	<i>Indicative Number of Jobs</i>	<i>Standardised Workplace Travel Plan</i>	<i>Indicative Number of Jobs</i>
<i>Offices / Financial</i>	<i>&gt;500 sq. m</i>	<i>25-100</i>	<i>&gt;2,000 sq. m</i>	<i>&gt;100</i>
<i>Warehousing</i>	<i>&gt;2,500 sq. m</i>	<i>25-100</i>	<i>&gt;2,500 sq. m</i>	<i>&gt;100</i>

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The applicant has submitted details indicating compliance.

#### 12.7.4 Car Parking Standards

*Zone 2 (Non Residential): More restrictive rates for application within town and village centres, lands zoned REGEN, and brownfield / infill sites within Dublin City and Suburbs settlement boundary within 800 metres of a train or Luas station and within 400-500 metres of a high quality bus service (including proposed services that have proceeded to construction).*

*The provision of parking spaces for car sharing / pooling will be encouraged and will not impact on the maximum rates in Table 12.25*

*Table 12.25*

*Offices 1 per 75 sq. m GFA*

*Manufacturing 1 per 200 sq. m GFA*

The applicant has submitted details indicating compliance.

#### 12.7.5 Car Parking / Charging for Electric Vehicles (EVs)

- EV charging shall be provided in all residential, mixed use and commercial development and shall comprise a minimum of 20% of the total parking spaces provided, with higher provision within this range required in urban areas.
- The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.
- In residential and mixed-use schemes EV charging should be provided in blocks or pods unless it can be satisfactorily demonstrated that it can be provided in a more satisfactory and efficient manner.
- It should be designed and located in such a way as to ensure passive surveillance and avoid anti-social behaviour.
- The applicant should indicate the mechanism for EV charging and payment (for example, fob / credit card or other means) and should ensure that it is available to residents and visitors.
- EV charging facilities should not impinge on shared parking allocation.
- EV charging facilities should not obstruct or impinge on walking or cycling paths.
- Charge points should avoid areas which are already restricted by existing street furniture for example, bollards, road signs, benches, bike racks.
- Charge points should not impede lower carbon forms of passenger transport.
- Charge points should not be located at the back of the footpath (that is, the side furthest from the road) to avoid cables becoming a trip hazard.
- For residential multi-unit buildings, the necessary ducting for all car parking spaces should be installed, allowing provision for additional electrical infrastructure.
- For new dwellings with in-curtilage parking, appropriate infrastructure should be provided to allow for installation of a charging point at a later date.

The applicant has submitted details indicating compliance.



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#### 12.7.6 Car Parking Design and Layout

##### Parking in Town, District and Shopping Centres and Large Commercial / Residential Development

- Parking arrangements for specific user requirements including disabled drivers, motorcycles and scooters will be required in town and district centres, shopping centres, public transport nodes and other destinations;
- Payment systems will be required for car parks associated with major shopping centres and other large commercial developments where new facilities or major extensions to existing facilities are proposed;
- For residential densities of 40-50 dwellings per hectare and within town and village centres, a combination of on-street parking and supplementary off-street parking will be required;
- For large commercial developments or residential developments of over 50 dwellings per hectare, large areas of off-street parking will be required as follows:
  - Parking Courts: To ensure surface parking does not dominate the urban landscape, parking courts that are highly visible from the public domain, should be restricted in size (with no more than 40 spaces per court) and should be well landscaped. Where larger areas of surface parking are proposed they should be located behind buildings, and / or in the centre of blocks, so that they are obscured from view.
  - Basements: To ensure a safe and secure environment, basement car parks should be well lit and well ventilated. Basement car parks that protrude above the ground level as a street interface will generally not be acceptable in town and village centres due to their visually obtrusive and inactive nature. A protrusion of up to 1.2m may be acceptable in residential areas provided the facade is screened with planting and it does not inhibit levels of passive surveillance from residences or the formation of 'own door' access from the street.
  - Multi-Storey Car Parks: To ensure that an attractive interface is created large areas of blank facade should be avoided. In town and village centres car park structures should be wrapped with or placed over retail and commercial units. Upper storeys should be suitably treated to ensure they make a positive contribution to the public domain.

The applicant has submitted details indicating all large parking areas are not highly visible.

#### 12.8.6 Public Art

*Major new commercial developments greater than 5,000 sq. m in size, in the case of non-residential development, and in excess of 500 units in the case of residential development, will be required to incorporate a physical artistic feature into the scheme to improve the built environment / public realm. This may include high quality features within the environment or landscaping, in agreement with the Council.*

The applicant has not submitted details indicating compliance. Should the application be otherwise acceptable, a **condition** can be imposed to secure details of the element.

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#### 12.9.2 Enterprise and Employment Areas:

##### Table 12.27: Key Principles for Development within Enterprise and Employment Zones

The applicant has set out detailed compliance with this in the architectural design statement.

#### 12.9.4 Space Extensive Enterprises

Insofar as possible, space extensive enterprise should be located on lands which are outside the M50 and which do not compromise labour intensive opportunity on zoned lands adjacent to public transport, as per EDE7 Objective 1.

To require that space extensive enterprises demonstrate the following:

- Strong energy efficiency measures to reduce their carbon footprint in support of national targets towards a net zero carbon economy, including renewable energy generation;
- Maximise onsite renewable energy generation to ensure as far as possible 100% powered by renewable energy, where on site demand cannot be met in this way provide evidence of engagement with power purchase agreements (PPA) in Ireland;
- Sufficient capacity within the relevant water and wastewater and electricity network to accommodate the use proposed;
- Measures to support the just transition to a circular economy;
- Measures to facilitate district heating or heat networks where excess heat is produced;
- A high-quality design approach to buildings which reduces the massing and visual impact;
- A comprehensive understanding of employment once operational;
- A comprehensive understanding of levels of traffic to and from the site at construction and operation stage;
- Provide evidence of sign up to the Climate Neutral Data Centre Pact.

The applicant is requested to show compliance with the above via **clarification of additional information.**

#### 12.9.8 Seveso Sites

In assessing development proposals pertaining to or in the vicinity of SEVESO sites, the Planning Authority will consult and have regard to the technical advice of the Health and Safety Authority (HSA) in relation to proposed development and proposed land use(s). The HSA published revised guidance in 2021 titled Guidance on technical land-use planning advice for planning authorities and COMAH establishment operators.

For some types of development, particularly those involving large numbers of people and vulnerable occupants, the Planning Authority will consider the societal risk (that is, the risk of large numbers of people being affected in a single accident).

The site is approximately 730m from a SEVESO site. The applicant is requested to indicate compliance via **clarification of additional information.**

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#### 12.10.1 Energy Performance in New Buildings

Development proposals for medium to large scale residential and commercial developments in excess of 10 residential units and / or 1,000 sq. m of commercial floor space should be accompanied by an Energy Efficiency and Climate Change Adaptation Design Statement. The statement should detail:

- How any on-site demolition, construction and long-term management of the development will be catered for;
- How energy and climate change adaptation considerations have been inherently addressed in the design and planning of the scheme.

This statement has not been provided. The applicant states in their submission that the individual reports provide this information, including GI and street design. The proposal has been designed to target a LEED Gold Certification. Effects of climate change have also been considered through a site specific FRA, modelled with a 20% allowance for climate change. The applicant has addressed the above sufficiently.

#### 12.10.3 Energy from Waste

Development proposals for new industrial and commercial developments and large extensions to existing premises, where the processes associated with the primary operation of the proposal generates significant waste heat, must:

- Carry out an Energy Analysis of the proposed development and identify the details of potential waste heat generated and suitability for waste heat recovery and utilisation with adjoining sites;
- Include heat recovery and re-use technology on site;
- Include heat distribution infrastructure above or below ground, (including future proofing of the building fabric to facilitate future connection, safeguarding any pipe work routes up to the boundary to adjoining sites);  
or
- Provide evidence that heat recovery and distribution has been fully explored and is not feasible.

Ensure that appropriate conditions are attached to planning applications to achieve district heating in identified areas having regard to above.

It is not apparent that the proposed development would result in waste heat.

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#### 12.10.4 Solar Photovoltaic

##### *Buildings*

*Development proposals for solar energy development on buildings must, unless feasibility is otherwise demonstrated:*

- *Prioritise south facing aspects and have an inclination of between approximately 35 and 50 degrees depending on the use of solar PV or solar thermal technologies;*
- *Be designed to take account of over-shadowing from other solar installations on site, from existing elements of the built environment such as chimneys, parapets, roof plant equipment and taller buildings and structures in the immediate vicinity;*
- *Ensure sufficient space for access, installation, and maintenance;*
- *Ensure that the siting and design of proposals have regard to the visual amenities of the surrounding area;*
- *Consider the provisions of the Water Framework Directive, Habitats Directive and other environmental and built heritage issues and glint and glare near airports.*

This statement has not been provided and the applicant is requested to provide it via **clarification of additional information**.

#### 12.11.1 Water Management

##### (i) Flood Risk Assessment

Site is not within a flood risk area. Applicant has provided FRA.

##### (ii) Surface Water

Development proposals should provide suitable drainage measures in compliance with the South Dublin County Council's Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide, 2022.

- The maximum permitted surface water outflow from any new development should not exceed the existing situation, and on greenfield lands, that of a greenfield site before any development took place;
- All new development must take account of the 'precautionary principle' in relation to climate change;
- Development proposals should not give rise to the pollution of ground or surface waters either during construction phases or subsequent operation. This will be achieved through adherence to best practice in the design, installation, and management of systems for the interception, collection and appropriate disposal or treatment of all surface water and effluents.

##### (iii) Sustainable Urban Drainage System (SuDS)

In general, all new developments will be required to incorporate Sustainable Urban Drainage Systems (SuDS).

- Sustainable Drainage Systems include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs;

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- In some exceptional cases and at the discretion of the Planning Authority, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort;
- Development should seek to maximise the use of permeable surfaces, as well as opportunities for stormwater attenuation and storage through SuDS and limit the use of underground attenuation and storage;
- Watercourses should remain open in their natural valley and culverting should be confined to road crossings. In exceptional circumstances and at the discretion of the Planning Authority, approval may be given to install a culvert within a development where it is demonstrated that this is the most appropriate design response based on site specific constraints / circumstances.

#### (iv) Groundwater

The Planning Authority requires adequate and appropriate investigations to be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work at sensitive locations, in particular, where brownfield development is proposed.

#### (v) Rain Water Harvesting

Where a development proposal includes rain water harvesting, liaison should take place with the relevant stakeholders, to ensure the implementation of BS8515-2009 (Rain & Grey Water Harvesting), subject to class of use (SI 600 2001) and the economic viability for the end user.

Various conditions are recommended to ensure compliance with SuDS policies.

#### 12.11.3 Waste Management

##### (ii) Design and Siting of Refuse Storage, Recycling and Bring Facilities in Developments

The following criteria will be considered in the assessment of the design and siting of waste facilities and bring facilities:

- The location and design of any refuse storage or recycling facility should ensure that it is easily accessible both for residents and / or the public and for bin collection, be insect and vermin proofed, will not present an odour problem, and will not significantly detract from the residential amenities of adjacent property or future occupants;
- Provision for the storage and collection of waste materials shall be in accordance with the guidelines for waste storage facilities in the relevant Regional Waste Management Plan and the design considerations contained in Section 4.8 and 4.9 of the guidelines Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, DHLGH (2020). Refuse storage for houses should be externally located, concealed / covered and adequate to cater for the size and number of bins normally allocated to a household. For terraced houses, the most appropriate area for bins to be stored is to the front of the house, which should be located in well-designed enclosures that do not detract from visual amenity;
- Access to private waste storage in residential schemes should be restricted to residents only.

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#### (iv) Construction and Demolition Waste

Construction and Demolition Waste Management Plans should be submitted as part of development proposals for projects in excess of any of the following thresholds:

New residential development of 10 units or more;

New developments other than above, including institutional, educational, health and other public facilities, with an aggregate floor area in excess of 1,000 square metres;

Demolition / renovation / refurbishment projects generating in excess of 100 cubic metres in volume, of Construction and Demolition (C&D) waste;

Civil engineering projects in excess of 500 cubic metres of waste materials used for development works on the site.

The Construction and Demolition Waste Management Plan, as a minimum, should include provision for the management of all construction and demolition waste arising on site, and make provision for the reuse of said material and / or the recovery or disposal of this waste to authorised facilities by authorised collectors. Where appropriate, excavated material from development sites is to be reused on the subject *site*.

The applicant is requested to address the above via **clarification of additional information**.

#### 12.11.4 Environmental Hazard Management

##### (i) Air Quality

In considering development proposals for planning permission, the Planning Authority will have regard to the Air Quality Management Plan for the Dublin Region. Air quality standards are set by the Air Quality Standards Regulations 2011 (S.I. No. 180 of 2011) which transposes the Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008 / 50 / EC) into Irish legislation.

##### (ii) Noise

- The Planning Authority will have regard to the Dublin Agglomeration
- Environmental Noise Action Plan (2018-2023), or superseding plan, when assessing development proposals along major road and rail transport corridors, with a view to reducing noise from new sources and to identify and protect areas of low sound levels.
- à Development proposals with the potential to give rise to significant noise impacts may require a Sound Impact Assessment and Mitigation Plan to minimise noise disturbances and protect the amenities of the area.
- à The Planning Authority will carefully consider the location of noise sensitive developments to ensure they are protected from major noise sources where practical. Furthermore, the provision of appropriate mitigation measures for existing areas adjacent to major noise sources is supported and will be considered having regard to the visual amenity and the proper planning and sustainable development of the area.
- à Where development sites adjoin residential properties, the Planning Authority will generally attach a condition to grants of planning permission restricting the operation of equipment or machinery (to include pneumatic drills, construction vehicles, generators) on or adjacent to the site before 07.00 hours on weekdays and 09.00 hours on Saturdays, after

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19.00 hours on weekdays and 13.00 hours on Saturdays and at any time on Sundays, Bank Holidays or Public Holidays.

#### (iii) Lighting

The co-ordination of proposed Landscape Plans and Public Lighting Plans (and other utilities) to include Environmental Zones, where applicable, will be required from the Pre-Planning stage all the way through the planning application process to compliance. This is to ensure that all landscape proposals and public lighting on site are practical, viable and compatible.

Lighting should be designed to minimise light pollution and should be designed to avoid light spillage, the creation of glare or the emission of light above a horizontal plane.

External lighting schemes and illuminated signage on commercial and industrial premises, sports grounds, and other community facilities, should be designed, installed, and operated so as to prevent nuisance to adjoining occupiers and road users, in the interests of amenity and public safety.

Where sites are environmentally sensitive, a lighting plan for Environmental Zones will be required. Table 12.28: Environmental Zones for Lighting Suburban - Lighting Environment: Medium; District Brightness; Examples - Small towns centres or urban locations

The proposals should ensure appropriate levels of light and dark throughout the site to respond to ecological surveys, the conditions on site, the proposals for the site and the need to protect biodiversity and provide appropriate levels of lighting for public safety.

The proposals should provide for the mitigation of proposed lit areas, where appropriate. This can include variations in light levels and intensity and other mitigation measures such as light direction, cowling, light colour and so on.

Where applicable, the provisions of the "Institute of Lighting Professionals" Guidance Document Note. 8 Bats and Artificial Lighting, 2018, shall be applied.

The EHO has not provided further comments. There are no objections in terms of lighting, subject to conditions.

#### 12.11.5 Aviation, Airports and Aerodromes

*The Planning Authority will consult with the Department of Defence (DoD) and the Irish Aviation Authority (IAA), as relevant, in this assessment. For development close to an aerodrome, or under an Approach or Take-off Surface, or on elevated ground under an Inner Horizontal Surface, the Planning Authority will require the applicant to submit a longitudinal section through the relevant 'Obstacle Limitation Surface' [for instance, Approach Surface, and so on].*

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This longitudinal section drawing shall include the following:

- *For the development:*
  - *The elevation OD of the highest point, and elevation OD of the predominant heights, of the proposed development;*
  - *Elevations OD for a range of reference points at existing ground levels on the subject site.*
- *For the relevant aerodrome / airport:*
  - *The OD elevations of the relevant runway threshold, and its distance from the proposed development;*
  - *The horizontal distance of the subject site from the relevant runway.*
- *For the relevant 'obstacle limitation surfaces':*
  - *The elevation(s) OD and the slope of any 'obstacle limitation surface(s)' extending above the site, as defined within current ICAO "Annex 14" requirements, and in accordance with current IAA Guidance Material 1.*
- *For the surroundings:*
  - *Elevations OD of the tops of existing permanent obstacles in the vicinity of the site if applying the principle of 'shielding' (in accordance with International Civil Aviation Organisation (ICAO) and IAA Guidance Material in relation to this).*

*For significant developments and in instances of marginal cases, the applicant may be requested to submit an individual aeronautical assessment.*

*The Inner Horizontal Surface of Casement Aerodrome is at elevation 131.6m OD.*

*The Outer Horizontal Surface of Casement is at 231.6m OD, and the Outer Horizontal Surface of Dublin Airport is at 212m OD.*

*Figure 12.1 Site is identified as location in which developments of up to 30m in height above ground are unlikely to have significant in relation to aviation.*

#### Referrals / Consultation

The Planning Authority will refer planning applications to the Department of Defence and / or to the Irish Aviation Authority and Dublin Airport Authority (daa), where relevant, in relation to the following development:

- Development within the outline of the aerodromes conical surfaces and approach surfaces;
- Proposed Landfills or Civic Amenity facilities within 13km radius of aerodromes;
- Industrial processes that may generate smoke, dust, or steam, which may restrict visibility within 4km of the runway approaches;
- Overhead electric lines, strategic pipelines and generating stations within 4km of aerodromes;
- Any proposed development exceeding an ordnance datum elevation of 45 metres above the datum level of the aerodromes;
- Any activities or development which may attract birds to areas under Approach Surfaces or Inner Horizontal Surfaces ;



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- Any significant external lighting or reflective surfaces beneath Approach Surfaces, or in the vicinity of aerodromes, that may interfere with aviation or cause dazzle or glare;
- Any proposed wind turbines (or wind farm) near an aerodrome or extending above any 'obstacle limitation surface' or within 15km of the airport / aerodrome.

#### 12.11.6 Restricted and Prohibited Development

##### Bird Strike Hazard

Irish Aviation Authority guidance provides that development which may attract birds, such as rubbish dumps, may not be located within 13km of Casement Aerodrome or Dublin Airport, or within 8km of Weston, and the approaches to runways in particular must be kept free of bird strike hazard. Uses and landscaping such as refuse tips, sewage works, reservoir, wetlands or nature reserves, or major planting schemes, which may attract birds should be avoided, particularly on runway approaches.

##### Smoke, dust, steam, or fume-generating activities

Smoke, dust, steam, or fume-generating activities, such as quarrying, mineral extraction, or other industrial development which may hinder visibility should not be located on the approaches to runways.

##### Solar / PV Panel Arrays

Solar / Photovoltaic Panel Arrays can give rise to glare problems for pilots and for air traffic controllers, so that proposed arrays in the vicinity of aerodromes or helipads, or on their approaches, should be assessed in submitted 'Glint and Glare' studies in relation to runway thresholds, flight paths, and control towers (See section 10.2.6, Solar PV).

#### 12.11.7 Shielding / Safeguarding

The main ICAO (and EASA) 'surfaces' which may affect heights of development in South Dublin are:

- (i) Two inclined imaginary surfaces leading to / from the ends of all Runways, and
- (ii) Two (or three) further imaginary race-track-shaped "obstacle limitation surfaces" surround each airport, to provide protection for the manoeuvring and circling of aircraft:
  - (a) a flat 'Inner Horizontal Surface' ■ set at 45m above the airport's datum elevation;
  - (b) an inclined 'Conical Surface' ■ which rises from the edge of the Inner Horizontal Surface at 5% gradient; and
  - (c) for Casement and Dublin Airport (but not for Weston) – a large circular flat 'Outer Horizontal Surface' ■ commencing at the outer (upper) rim of the Conical Surface and extending at 145m above the airport's datum elevation to 15km from the aerodrome reference point.

Of the Surfaces listed above, the Approach and Take-off Climb Surfaces are the more important.

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#### Cranes During Construction:

Any temporary structures, such as cranes to be used during construction, must also be assessed in relation to the ICAO (or EASA) obstacle limitation surfaces. This applies in particular to tower cranes which may extend to a considerable height above a proposed development (and well above the 45m height of an Inner Horizontal Surface). Under S.I. 215 of 2005, prior notification of any crane which might breach an obstacle limitation surface is required to be given, 30 days in advance, to the IAA and to the airport / aerodrome operator, who may set conditions for its operation.

The proposal would be approx. 13.7m high to parapet and would sit at approx. 81m OD. The conical surface height for Casement in which part of the site is located is 131.6 OD to 231.6 OD.

#### City Edge Framework August 2022

The City Edge Framework was published in August 2022. It is noted that the document is non-statutory. The Forward Planning Team have provided comments regarding the implications for the site in terms of City Edge.

#### Assessment:

##### Item 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.

##### *Applicant's response:*

*Street design is assessed in conjunction with Section 5.2.2 Development Rationale, DMURS.*

##### Assessment:

The report from Forward Planning states:

##### *(a) Analysis & (b) Strategic Level Drawings*

*Further to the requirements of Section 5.2 of DMURS, the applicants have attempted to demonstrate where the proposed through street would fit at a wider level through the submission of a Strategic Level Drawing.*

*The applicant's use of the Strategic Framework's Primary Movement Network Drawing (Figure 298) to extrapolate a street hierarchy, however, is not appropriate in the context that the City Edge Strategic Framework is not a statutory plan or framework for development of the area and that the*

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*full street hierarchy and network of streets for the area is yet to be researched, consulted on and determined in a plan led manner. This is flagged by the caveat that accompanies the said diagram in the Strategic Framework, which omits Local Streets and references the need for further examination at statutory plan stage in terms of street hierarchy etc (Section 11.3.1).*

*Further to the suggested process under Section 5.3.2 of DMURS to analyse and consult on relevant plans, the applicants have not demonstrated a background analysis for the proposed road against the provisions of the South Dublin County Council Development Plan and the Dublin City Development Plan or against movement patterns such as key desire lines or obstructions for example. The applicants, in particular, have not consulted with the planning authority on their Strategic Level Drawing particularly in relation to where the proposed road would fit within a hierarchy against the Six Year Road Programme contained in the South Dublin County Council Development Plan (Table 7.5) and Development Plan Mapping, particularly in relation to the delivery of various streets and roads within the City Edge Strategic Framework Area Plan.*

*The applicant therefore has not demonstrated a plan led approach for the proposed street/road in terms of robust analysis at a strategic level. It is therefore considered the design of the street has not been informed by a sufficient analysis base.*

#### *c) Movement Function*

*The further information response makes a relevant point (with reference to DMURS) in relation to the ability for the design of a street to change along the route according to context, however, further to the assessment of item 1(a) and 1(b) above, the plan led design of the street proposed under the subject application has not been fully demonstrated.*

*The applicants have identified the subject north-south through street as a "Local Street", however, the carriageway width of the proposed street is 9 metres as opposed to between 5 – 5.5 metres as prescribed by DMURS for Local Streets. The Movement Function that has been identified by the applicant is therefore not consistent with its design.*

#### *d) Detailed Design*

*Section 4 of DMURS, recommends that designers should minimise the width of carriageways to help achieve self-relating streets (in terms of speed and road safety), to create streetscapes and to help create pedestrian and cyclist environments.*

*The applicant's reference to difficulties with designing for slower vehicular movement and increased pedestrian mobility in Business Parks/Industrial Estates due to the manoeuvrability requirements of larger vehicles, is noted.*

***DMURS allows for an element of flexibility in terms of the additional requirements around larger vehicles and, further to the diagram below, allows lane widths for higher order streets including Link and Arterial Streets to be increased from 3.25 metres to 3.5 metres (with a carriageway width of 7 metres total), where there is frequent access for larger vehicles required and there is no median.***

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*Recommended Carriageway Widths*



(DMURS, 2019)

*The lane widths that are proposed for the through street as well as an east-west street that would serve Units 3 and 4 under the subject application are, however, 4.5 metres with a carriageway width of 9 metres. This is partly because the proposed streets include for medians that measures approx. 3 metres. The need for medians has not been fully justified by the applicant in the context that DMURS indicates that these are only necessary for multi-lane higher order streets (arterial and link streets) such as boulevards where a refuge for pedestrian movement and multi-stage crossings are required (Section 4.3.2, Section 4.4.1 and Glossary). This is not the case for the subject two lane street way, which is again described as a local street.*

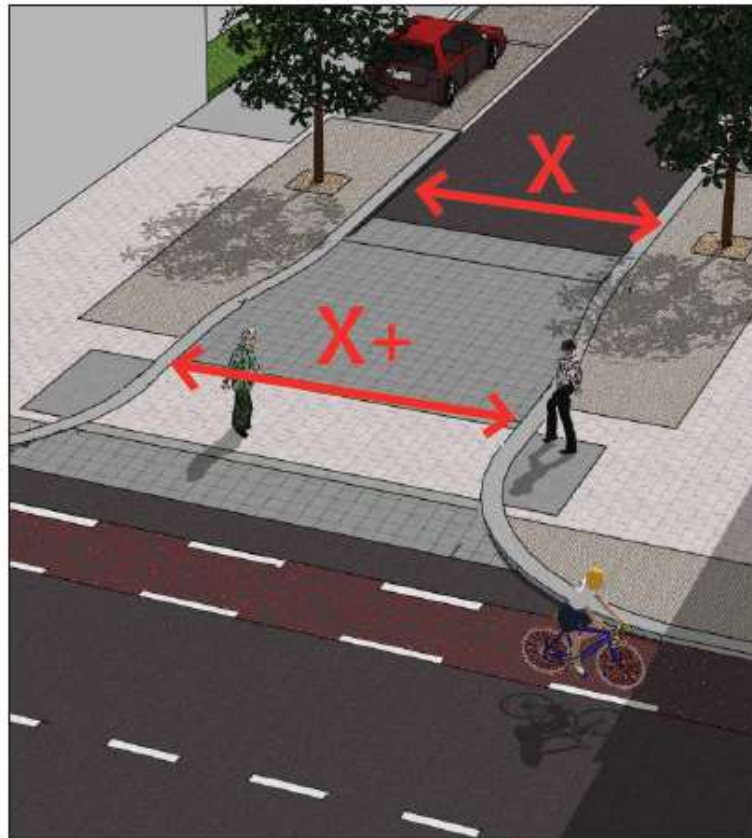
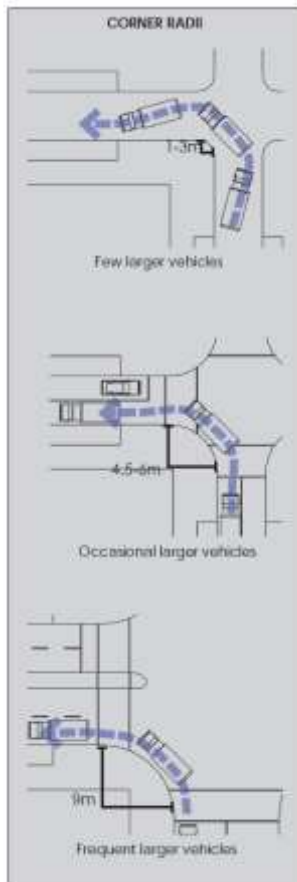
*The applicant makes a relevant point in relation to safety around heavy goods vehicles for pedestrians and cyclists. It has not been demonstrated, however, that the mitigation measures for larger vehicles under DMURS have been fully explored.*

*Further to the applicant's indication of the need to accommodate swept path manoeuvring requirements for larger vehicles, tight corner radii (approx. 3 metres) are proposed at junctions with the loading areas, parking areas and internal streets, which is equivalent to that recommended by DMURS where movement by larger vehicles is infrequent. As a result, the applicant is proposing a north-south road that would have a width that far exceeds that recommended for the highest order street and has incorporated junctions/corner radii that would be applicable to the lowest order street typology (Local Street).*

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*As per the diagrams above, DMURS (2019) indicates that corner radii of between 4.5 and 9 metres may be used to accommodate occasional or frequent larger vehicles to turn corners. It is also illustrated how tighter corner radii can be applied to a junction while retaining pedestrian and cyclist safety, with additional manoeuvrability for larger vehicles provided by widening the street entrance (see diagrams below).*

*Illustration of Corner Radii/Street Entrance Designs for Larger Vehicles and Pedestrians*



(DMURS, 2019)

*Further to the applicants’ submission that corner radii of 9 metres cannot be*

*accommodated on minor arms/internal roads due to impact on pedestrian and cyclist infrastructure, it is noted, that the carriageway widths at entrances to car parks and loading bay areas are generally 5 metres (the lowest acceptable width for a road width) compared to the proposed carriageway width of 9 metres (higher than acceptable for the highest order road) for the north south road. This furthers the mismatch between the design of the north south and internal roads.*

*Notwithstanding concerns in relation to the absence of a plan led approach for the north-south street (and the east-west street), it is considered that a balance needs to be struck between the widths of carriageway types with revised appropriate corner radii and car park/loading bay entrance widths that could help safeguard pedestrian and cyclist safety.*

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*It is therefore recommended that a condition be attached to any grant of permission that ensures compliance with DMURS. The condition should require reduction of the overall carriageway width of the proposed north-south road/"Local Street" (that would be fronted by Units 1, 3 and 6) as well as the east-west service road (to Units 3, 4 and 6) to no more than 7 metres; reduction of lane widths for both roads to no more than 3.5 metres; and omission of the proposed central medians in their entirety (including traffic islands, pedestrian refuge islands and turning lanes). The condition should require the developer to submit revised comprehensive street designs and drawings in relation to both roads with appropriate revised corner radii at junctions and revised carriageway widths at entrances to vehicular and service access points, internal access roads, car parking and loading bay areas, all for the written agreement of the planning authority prior to commencement of development. Such a condition should also include for a requirement to submit drawings that include details in relation to all associated elements including the pedestrian environment and cyclist environment including footways, verges and strips, crossings, surfaces, cycle facilities, and kerbs.*

*Such a condition would accord with Policy SM5 and SM5 Objective 2 of the County Development Plan in term of promoting placemaking, sustainable movement and road safety while ensuring that new roads and streets are designed in accordance with DMURS.*

Conditions are recommended in the event of grant.

#### Item 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.

#### *Applicant's response:*

*The alignment and position of the proposed development internal north – south street has been influenced by several factors including the indicative alignment of the DP 2022-2028. The position ties in directly with this location. The position an alignment of the SDCC roads objective through the subject site offers a number of benefits. The alternative alignment proposed aligns with the City Edge objectives but contravenes the CDP. This results in a more meandering route which presents a number of inefficiencies.*

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Assessment:

(a) the forward Planning report states “*The applicant's response has not considered that the subject section of street, identified as part of the County Development Plan's Six Year Road Programme, is indicative only and that a preliminary design is yet to be prepared including points of connection between Calmount Road and Ballymount Road Lower. This is in the context that the subject road was indicated to be a Long Term Road proposal under the previous County Development Plan (2016 -2022)*

*The applicants have demonstrated how the road could connect with Calmount Road but, as per the further information request, have not demonstrated how the proposed development would accommodate optional alignments/connections with Ballymount Road Lower.*

*The City Edge Strategic Framework, which although not a framework for development consent, indicates a couple of potential alignments, which the applicants have not picked up on. Within this context and as per the Six Year Road Proposal, 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.*

*The applicants have retained the positioning of Unit 2 at the potentially important north-west corner of the application site as per the initial application including its HGV loading area and gateway controls. Such an arrangement would rule out the option of linking with Ballymount Road Lower via the turning circle at the north-west corner of the applicant site'.*

The report also states that the proposal is premature pending the determination of the planning authority of the roads layout and recommends the removal of unit 2.

The applicant is requested to further examine alternatives via **clarification of additional information.**

Item 3:

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
- 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.

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- Kerb lines (including heights)
- Surface Materials and Planting.
- Lighting
- Areas to be taken in charge and in public ownership

*Applicant's response:*

*See Engineering response. The most up to date CBC has been taken into consideration.*

*See 210175-DBFL-TR-SP-DR-C-1019 and 1020*

Assessment:

(a) Concerns are raised by both forward planning and the NTA regarding the alignment and **clarification of additional information** is therefore requested. Specifically, Forward Planning recommend *“a condition should be attached that requires the developer to submit, for the written agreement of the planning authority prior to commencement of development, revised proposals on proposed cycle tracks and proposed shared pedestrian/cycle areas including tactile paving crossing points at the south-east corner of the application site with a view to resolving the interface between the proposed development and the NTA's Greenhills to City Centre Core Bus Corridor particularly the upgrade to the junction between Calmount Road and Ballymount Avenue”*.

The NTA state the BusConnects proposal used by the applicant is the Emerging Preferred Route and not the current/preferred route and, in relation to point 2, there are a couple of key design details that are not reflected

- There is a proposed 2-way cycle track indicated on Calmount Road, western side of junction
  - BusConnects provides a tie-in on western side of junction for single cycle provision either side of road.
- Proposed development north-west cycle track does not match BusConnects proposal where a footpath is proposed at boundary to proposed development



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BusConnects –Current Preferred



The NTA has also requested a clear copy of the Network Flow Diagrams in Appendix A of the TIA, in order to check the capacity of the straight and left-turn lane approaching the junction from the south in order to ensure that BusConnects proposals will not be compromised.

Item 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

*Applicant's response:*

*Revised Urban Design Statement Provided. Unit 6 has been reconfigured so that the building frontage has a direct relationship with the boundary.*

Assessment:

(a) the applicant states that the reviewed urban design statement is in keeping with the requirements of the CDP 2022-2028, however, as set out above, there are a number of issues that have not been addressed and **clarification of additional information** is requested.

The changes to Unit 6 are welcomed.

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Item 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'.

*Applicant's response:*

*Due to the nature of warehouse roofs, it is not possible to add green roofs. However, the runoff will be treated by directing to adjacent soakaway and bioretention areas where the site layout allows (units 1, 2, 4 and 6). These are nature based urban greening solutions to water management.*

*Where green roofs are provided, the proposed filter bed depth is significantly greater than for a sedum roof. The provision of 1,674sq.m is the equivalent to providing 5'580 sq.m of sedum green roof. Soakaways provide 354sq.m, the equivalent of 7,867 sedum green roof.*

Assessment:

(a) the Parks and Public Realm Department report stated "The submitted Green Infrastructure Report prepared by Murray and Associates is in principle acceptable to the Public Realm Section and subject to a grant of permission shall be implemented in full. As per the submitted GI Report the Green Infrastructure proposals include:

1. Civic Space at junction and entrance to office area
1. Site Roads – design includes SuDs Measures swales and integrated tree pits
2. Café with SuDs Garden & outdoor seating
3. Roof Gardens (intensive)
4. Native mini woodlands – 'Miyawaki Style'
5. Other SuDs bioretention Areas.

It is considered that the response is satisfactory.

Item 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 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

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- 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 provide along Calmount Road and Ballymount Avenue. It should be ensured that there are no gaps in provision adjacent to the site.

*Applicant's response:*

- (a) unit 3 revised to provide more extensive vertical panelling and break up the building massing, resulting in a treatment the same as the rest of the scheme  
(b) ESB 1 reorientated, ESB 2 further landscaping provided, ESB 3 relocated, ESB 6 relocated.  
(c) Details of signage will not be known until the occupiers identified. Signage indicated is indicative only.  
(d) see 210175-DBFL-TR-SP-DR-C-1019, 1022 and 1023

Assessment:

- (a) and (b) proposed amendments are considered acceptable.  
(c) a condition is recommended in the event of grant.  
(d) the submitted details are considered acceptable.

Item 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

*Applicant's response:*

*Refer to DBFL drawings.*

Assessment:

- (a) the roads report states “*The applicant has submitted a layout showing the turning into the development at both access locations. Roads are satisfied with the response*”.

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(b) the roads report states “*The developer is to liaise with active travel to approve the detailed design. There are some minor enough issues with the preliminary design as shown e.g., the cycle track should stop for the footpath rather than footpath stopping for cycle track; tactile layout needs alteration etc. The roads department see no need for an interim layout to be provided and the applicant shall provide the future signal controlled junction arrangement as part of this planning application*”.

(c) the roads report states “*The applicant has provided layouts of the turning movements for fire tender, HGV and refuse collection throughout the development. Roads are satisfied with the response*”.

(d) the roads report states “*The applicant has submitted details of the cycle infrastructure*”.

(e) the roads report states “*Details of a 2.0m wide footpath have been submitted*”.

(f) the roads report states “*The applicant has submitted a road safety audit, identifying 13 issues. These have been addressed by the applicant. Roads are satisfied with the response*”.

(g) the roads report states “*The amount of staffing and parking at the café should be identified to ensure there is adequate provision. This can be addressed in the mobility management plan, that should be submitted within six months of opening*”.

**Item 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).

*Applicant's response:*

*See compliance statement.*

**Assessment:**

The applicant has submitted a statement, which is considered acceptable. However, **clarification of additional information** is requested to ensure all relevant aspects are assessed in full.

**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, **clarification of further information** 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.

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

#### Recommendation

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

1. Item 2 Clarification.

The Forward Planning team has expressed concerns regarding the proposed road layout stating that it could be premature and that the applicant should further examine the potential to arrange unit 2 so as not to preclude the future realignment of this road.

2. Clarification of Item 3:

The applicant is requested to provide revised proposals on proposed cycle tracks and proposed shared pedestrian/cycle areas including tactile paving crossing points at the south-east corner of the application site with a view to resolving the interface between the proposed development and the NTA's Greenhills to City Centre Core Bus Corridor particularly the upgrade to the junction between Calmount Road and Ballymount Avenue.

The applicant is requested to take the following into consideration:

- the Emerging Preferred Bus Connects Route
- There is a proposed 2-way cycle track indicated on Calmount Road, western side of junction - BusConnects provides a tie-in on western side of junction for single cycle provision either side of road.
- Proposed development north-west cycle track does not match BusConnects proposal where a footpath is proposed at boundary to proposed development

The applicant is requested to provide a clear copy of the Network Flow Diagrams in Appendix A of the TIA. in order to check the capacity of the straight and left-turn lane approaching the junction from the south in order to ensure that BusConnects proposals will not be compromised.

3. Item 8 Clarification.

In light of the new CDP, the applicant is requested to clarify the following:

a. In terms of EDE7 Objective 2, The proposal is acceptable in light of objective 1 and the element relating to data centres is not relevant, however, the applicant is requested to address the remaining criteria. The applicant is also requested to indicate compliance with 12.9.4 Space Extensive Enterprises.

b. GSF - The applicant sets out in their report that a score of 0.18 is achieved. The minimum score required is 0.5. The applicant is requested to demonstrate that the minimum score is achieved on site.

c. QDP2 Objective 1 and 12.5.2 Design Considerations and Statements, 'The Plan Approach' Compliance Report – the applicant is requested to provide a standalone statement

d. 12.5.2 Design Considerations and Statements, Design Statements – the applicant is requested to provide a standalone statement

e. Table 3.18 Key Principles for Healthy Placemaking and Public Realm at Neighbourhood level – the applicant is requested to provide a standalone statement

f. 12.8.6 Public Art - the applicant is requested to submit details indicating compliance

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with this.

g. 12.9.8 Seveso Sites - the applicant is requested to submit details indicating compliance with this.

h. 12.10.4 Solar Photovoltaic - the applicant is requested to submit details indicating compliance with this.

4. The applicant should note that Further Information was requested on 31 May 2022. Any response to this Further Information must be received by the Planning Authority within 6 months of this date. The applicant is advised that, under Article 33(3) of the Planning and Development Regulations, the Planning Authority may agree to an additional period, not exceeding 3 months, to respond to the request for Further Information. The applicant should note that any such request should be made prior to the submission of details in accordance with this Clarification of Further Information request.

# Comhairle Chontae Atha Cliath Theas

PR/1283/22

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

REG. REF. SD22A/0099

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

*Colm Harte*

Colm Harte,  
Senior Executive Planner

*Gormla O'Corrain*

Gormla O'Corrain  
Senior Planner

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

**Dated:** 10 Oct 22

*Mick Mulhern*

Mick Mulhern,  
Director of Land Use, Planning &  
Transportation