

PLANNING REPORT

AMENDMENTS TO (REG. REF. SD21A/0284) PERMITTED SELF-STORAGE FACILITY AT
LIFFEY VALLEY, DUBLIN 22



PREPARED FOR:

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DATE: 3rd November 2022

TOWN PLANNING CONSULTANTS



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Appendix A – ETF Confirmation of Payment of Application Fee

1.0 INTRODUCTION

1.1 Amendment application to Reg. Ref. SD21A/0284

The Applicant, Oceanglade Ltd.¹ has retained Tom Phillips and Associates to apply for planning permission for development at a site of 0.72 Ha at Liffey Valley, Dublin 22 (Figure 1.1 below). The proposed development will consist of modifications to the self-storage facility and ground floor cafe permitted by South Dublin County Council under Reg. Ref. SD21A/0284.

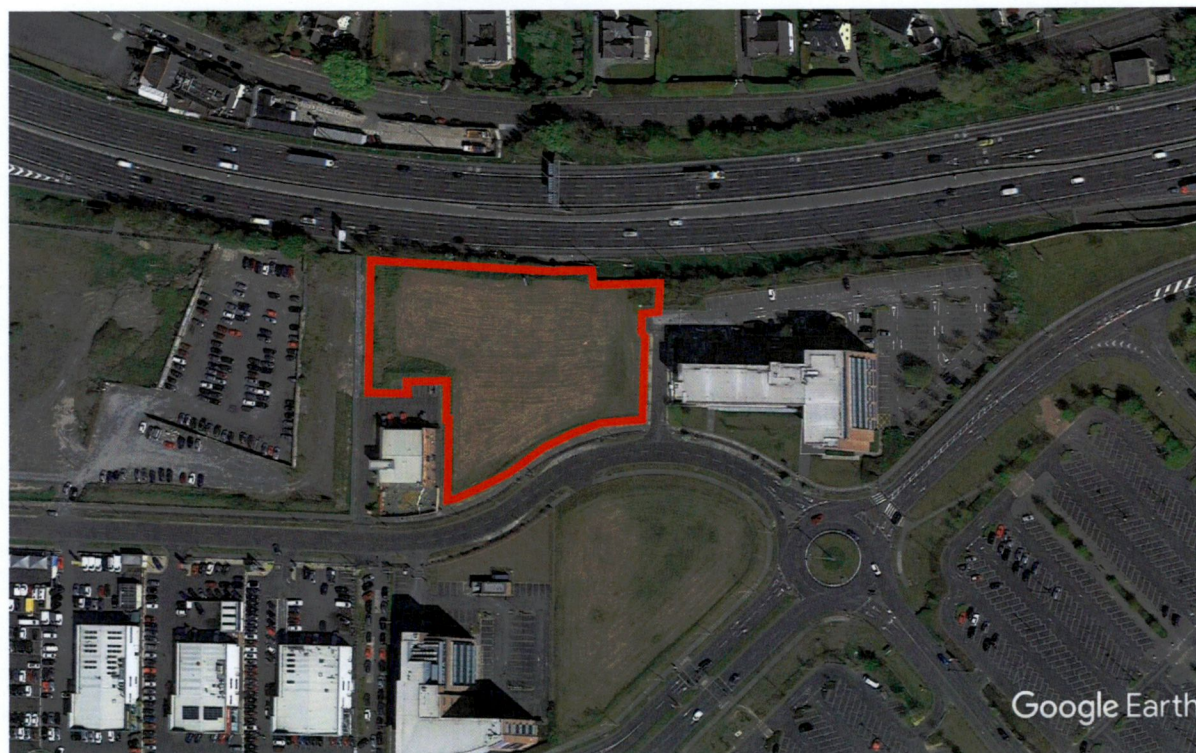


Figure 1.1: Indicative boundary of Planning Application Site (Red outline) at Liffey Valley. (Source: Google Earth Pro, annotated by Tom Phillips + Associates, November 2022.)

1.2 Overview of Proposed Development

The proposed development, as described in detail in the statutory notices enclosed with this planning application will comprise modifications to planning permission Ref. SD21A/0284 (for development of a self-storage facility, café at ground floor level and ancillary elements).

In summary, the proposed modifications comprise an increase in the overall gross floor area of the building to accommodate more self-storage space and increase in the volume of the building is also proposed.

The proposed modifications will comprise:

- An increase in the Gross Floor Area (GFA) from 8,008 sq m. to 19,673 sq m. as a result of an increase in the total number of internal floors from 4 to 7 no. levels, extension of the basement and an increase in building length along the northwest corner of the building;

¹ Unit 1 North Park, North Road, Finglas, Dublin 11

- An increase in the overall building height of 1.5m;
- Minor internal layout alterations;
- Minor alterations to the roof layout;
- Elevational changes including alterations to the external north and west façade and an increase in depth of canopy on the south façade;
- Relocation and reconfiguration of the car parking and provision of reserved bay for larger vehicles. Inclusion of an additional 5 no. EV spaces (10 no. in total). There is no proposed change to the overall number of permitted car parking spaces;
- Provision of 20 no. covered bicycle parking spaces;
- Alterations to internal access road and landscaping;
- Provision of additional landscaping; and
- All associated and ancillary site works.

The remainder of the development to be carried out in accordance with parent permission Reg Ref. SD21A/0284.

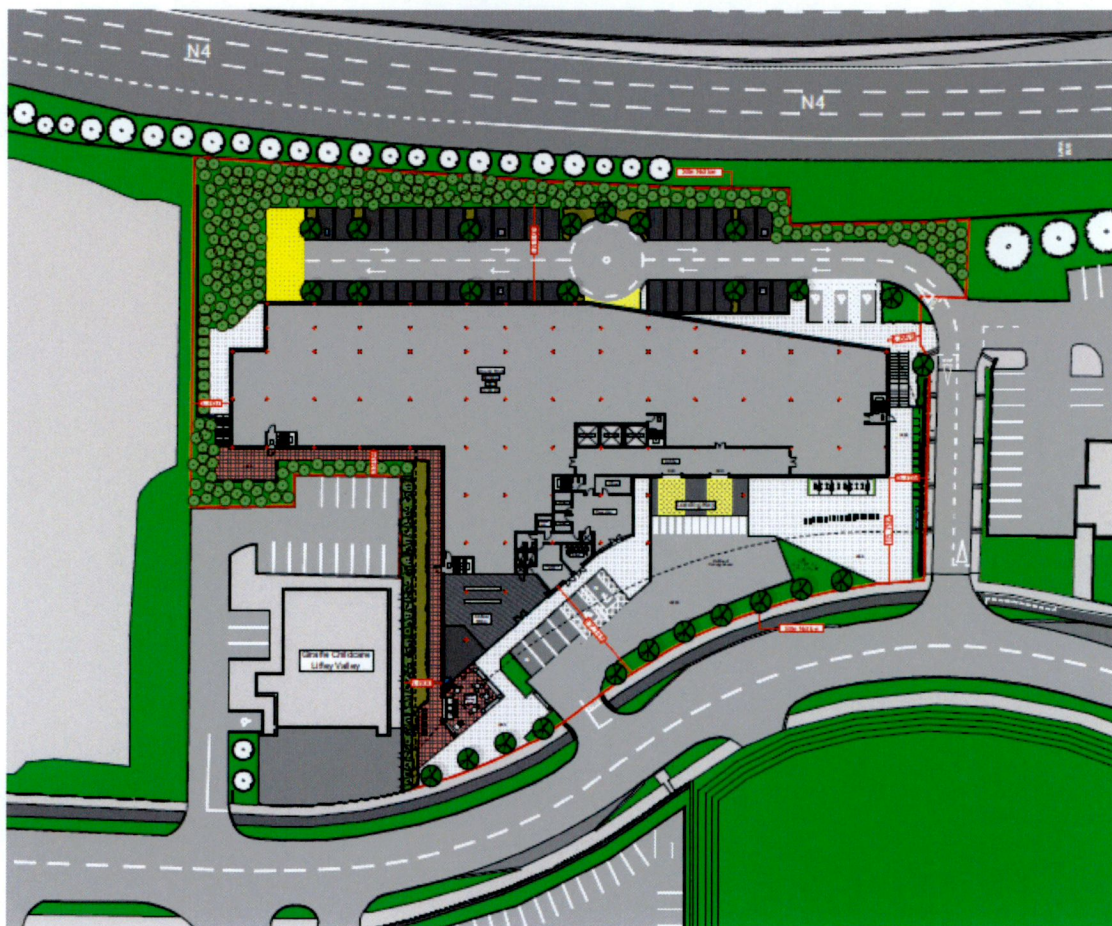


Figure 1.2: Proposed Site Plan. (Source: Carew Kelly Architects, Dwg. No. 20-04/202-)

1.3 Pre-Planning Meeting

A pre planning meeting was held with South Dublin County Council on the 12th of October 2022 (Pre-Planning Ref. No. PP069/22) which discussed the site's planning history, land use zoning and the proposed development details. The Council's feedback resulting from the meeting included key planning considerations along with additional departmental advice on



roads and drainage. The planning authority feedback has been taken into account in the preparation of this amendment application (Refer Section 6.0 below)

1.4 Format of this Report

Section 1 provides the Introduction.

Section 2 describes the site location and surrounding context.

Section 3 outlines the rationale for the proposed modifications planning application.

Section 4 provides the site planning history.

Section 5 sets out the relevant planning policy context.

Section 6 addresses the main planning considerations associated with the proposed development.

Section 7 lists the documentation and drawings submitted with this planning application.

Section 8 concludes this Report.

2.0 SITE LOCATION AND SURROUNDING CONTEXT

The site of approximately 0.72 Ha at Liffey Valley, Dublin 22 is outlined in red in Figures 1.1 and 2.1. It is located on a greenfield site to the north west of Liffey Valley Shopping Centre with the N4 directly to the north, *Giraffe Childcare* facility to the west, Johnson & Johnson office building to the east and the *Liffey Valley secondary estate road* to the south.



Figure 2.1: Indicative boundary of the subject site (Red outline), illustrating the sites' location relative to the N4, Liffey Valley Shopping Centre and the surrounding areas (Source: GeoHive, annotated by Tom Phillips + Associates, October 2022.)

The wider context to which the subject site belongs is predominantly commercial in nature with the Liffey Valley Shopping Centre located to the south east of the site, along with several car dealership units along the internal road to the south of the subject site.



3.0 RATIONALE FOR THE PROPOSED DEVELOPMENT

A self-storage facility at this site has been accepted in principle by South Dublin County Council in permitting the previous planning application at this site which is described in detail in Section 4.0 of this Report.

The proposed modifications have been identified by the incumbent investor Heitman² who as part of their investment in the Irish self-storage market have identified opportunity to augment the permitted development design for the Self-Storage proposal at Liffey Valley. This augmentation will result in increased supply of self-storage at a suitable location, largely within the permitted built form and without undue impact on the surrounding environment.

The proposed modifications relate primarily to the need to increase the gross floor area within the building to accommodate a greater self-storage capacity – ensuring that the self-storage facility is capable of maximising efficiency within the existing subject site footprint. The proposed modifications also include additional planting along the northern boundary of the subject site and the relocation and reconfiguration of car parking to the rear of the site. This is done to improve upon the permitted scheme – cognisant of the Planning Authority’s previous concerns.

Thereafter, the proposed modifications are as a result of the slight functional changes – the massing of the building is to be altered, with the maximum height of the structure increased by 1.5 m. Additionally, the structure will be expanded toward the west slightly.

The total No. of car parking spaces is to remain the same as permitted at 50 no. spaces. (Including the provision of 5 No. accessibility spaces and 10 No. EV spaces). This provision is proposed to be appropriate following a traffic projection analysis conducted on site, which demonstrated only 23 no. visits per hour occurred at peak hour.

² Dublin Self Storage, 32 Molesworth Street, Dublin 2, Ireland

4.0 RECENT RLEVEANT PLANNING HISTORY

South County Dublin Council Planning Reg. Ref. SD21A/0284

Under South Dublin County Council Planning Reg. Ref. SD21A/0284, planning permission was granted for a proposed self-storage facility (which is now the subject of this Amendments Application). The permitted development is described as follows:

“Construction of a self-storage facility with small ground floor café with total area of 8620 sq m composed of; par basement area consisting of self-storage area, open car parking and area for classic car storage; ground floor containing reception/office area, café of 124.5 sq m and self-storage area; first floor containing office area of 112.3 sq m and second and third floor containing self-storage areas; the proposed building is approximately 21.9 metres high from ground floor level; development includes external signage to building plus associated landscaping and drainage works; vehicular access to the ground floor is from the estate road and to the basement level is from the existing shared access road; the proposed site is located to South of N4, to the west of existing Johnson and Johnson office building, to the north/east of Giraffe Childcare and to the north of Liffey Valley secondary estate road.”

The planning permission was permitted on 13th July 2022 following a Request for Further Information and subsequent Clarification of Further Information by the Planning Authority.

The permitted Site Layout Plan for Reg. Ref. SD21A/0284 is shown in Figure 4.1.

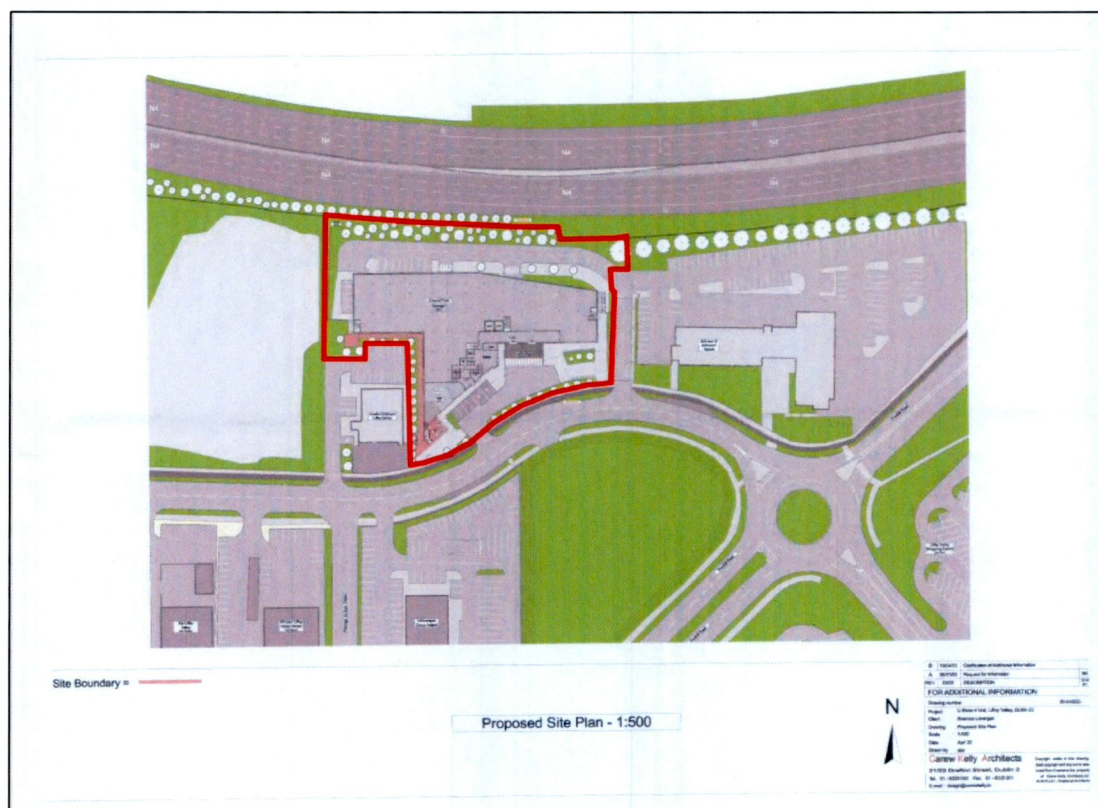


Figure 4.1: Site Layout Plan for Reg. Ref. SD21A/0284. We have re-emphasised the red line boundary for clarity. (Source: Reg. Ref. SD21A/0284, Architect: Carew Kelly Architects, Dwg. No. 20-04/222-, Rev. B., annotated by Tom Phillips + Associates, October 2022.)

South Dublin County Council Reg. Ref. SD20A/0286

South Dublin County Council refused planning permission for development of a self-storage facility of 5901.4 sq m. The development subject of Reg. Ref. SD20A/0286 was described as follows:

“Construction of self-storage and retail facility of 5901.4 sq m consisting of open basement area containing car parking, ground floor containing reception/office area; self-storage area and integrated retail unit of 478.7 sq m; first floor containing office area of 72 sq m and second floor containing self-storage area; the proposed building in approx. 19.85 metres high from ground floor level; external signage of 4 facades plus associated landscaping and drainage works; vehicular access to the ground floor is from the estate road and to the basement level is from the existing shared access road on a site of 0.72 hectares at Liffey Valley, to the south of the N4, to the west of the existing Johnson and Johnson office building, to the north and east of Giraffe Childcare and to the north of Liffey Valley secondary estate road.”

The planning permission was refused on 7th January 2021.

The Site Layout Plan for Reg. Ref. SD20A/0284 is shown in Figure 4.2.

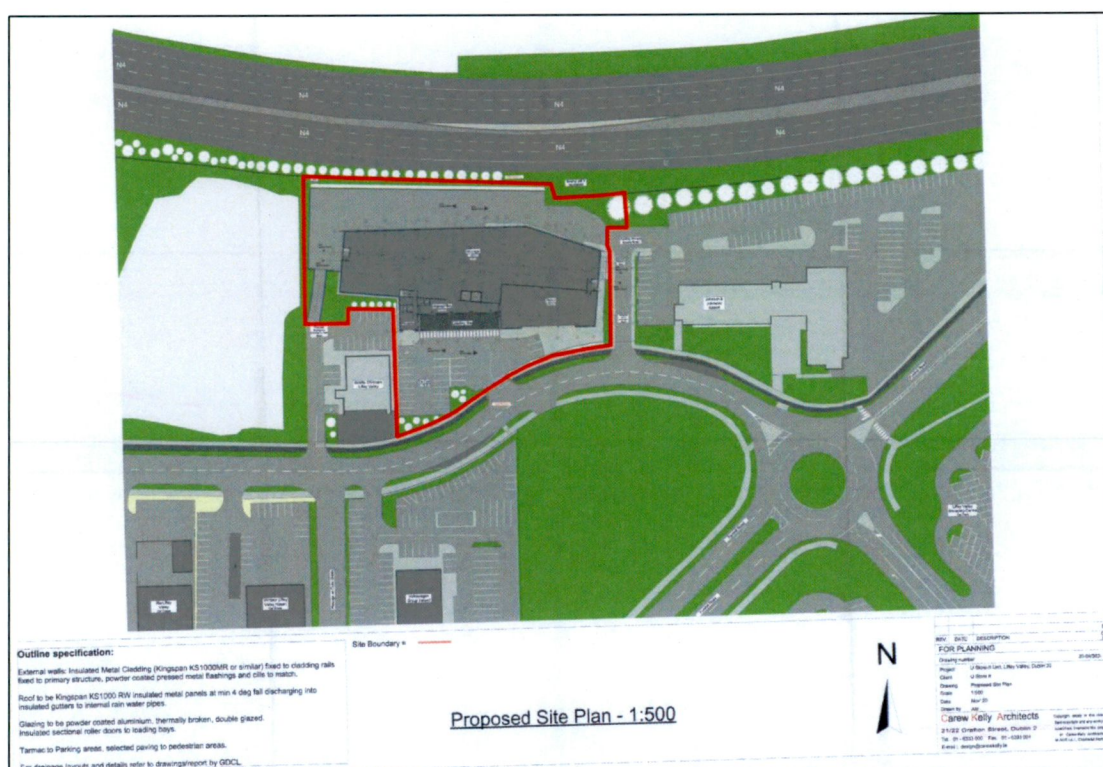


Figure 4.2: Site Layout Plan for Reg. Ref. SD20A/0286. We have re-emphasised the red line boundary for clarity. (Source: Reg. Ref. SD20A/0286, Architect: Carew Kelly Architects, Dwg. No. 20-04/202-, Rev. -, annotated by Tom Phillips + Associates, October 2022.)

5.0 PLANNING POLICY CONTEXT

5.1 Local Planning Policy – South Dublin County Council Development Plan 2022-2028

In the current *Development Plan*, the subject site is zoned Objective 'MRC' (Major Retail Centre) the objective of this zoning is:

"To protect, improve and provide for the future development of a Major Retail Centre."

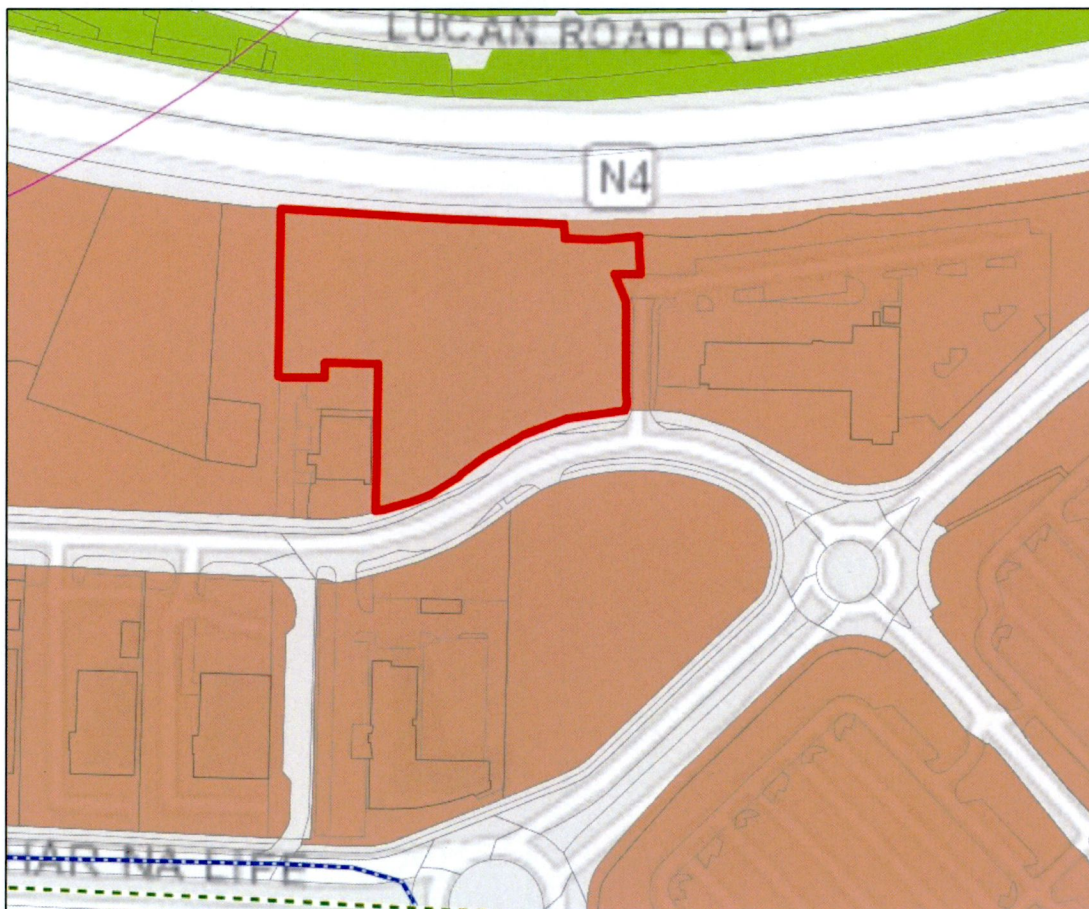


Figure 5.1: Land Use Zoning Map, South Dublin County Council (Source: *South Dublin County Council County Development Plan 2022-2028, Zoning Map*, annotated by Tom Phillips + Associates, October 2022)

Space Extensive Land Use

The current Development Plan considers 'warehousing' along with 'data centres' to be a 'space extensive land use' which typically relates to certain types of development that are 'land hungry' and have 'lower employment opportunity' as stated under Section 9.3 of the Development Plan. The following policy EDE7 relates to Space Extensive Land Use which is to,

"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."

Further to this, there are a number of Objectives relating to the location, and design of the proposed scheme as listed below:



“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:

- *The appropriateness of the site for the proposed use having regard to EDE7 Objective 1;*
- *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 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);*
- *Sufficient capacity within the relevant water, 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.*

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.”

Green Infrastructure

In terms of Green Infrastructure, Section 4.2.3 of the current Development Plan encourages urban greening through the use of Green Roofs among other measures to achieve an appropriate Green Space Factor (GSF) and states that,

“GSF will ensure that new development incorporates new landscaping and GI features, contributing to the enhancement of the overall GI network. Chapter 12, section 12.4.2 provides further detail on the requirements for the GSF as part of planning applications.”



Car and Bicycle Parking Spaces

Chapter 12 of the Development Plan lists the requirements for car parking spaces and bicycle parking spaces for warehouse buildings under Table 12.23 and Table 12.25.

As such the maximum number of car parking spaces is 196 no. spaces³ and the minimum number of bicycle parking spaces is 98 no. short stay spaces.

5.2 Regional Planning Policy – Eastern and Midlands Regional Spatial and Economic Strategy (RSES) 2019-2031

The Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape the future development of our Region to 2031 and beyond.

The retail hierarchy for the region classifies Liffey Valley as a Level 2 ‘Major Town Centre and County (Principal) Town Centre alongside Tallaght in South Dublin.

5.3 National Planning Policy – Project Ireland 2040 – The National Planning Framework (NPF)

Section 6.1 of the NPF recognises that in making choices about ‘where to live, work and invest, the level of service provision is an essential consideration’ which applies to settlements of across Ireland. As a result, the Framework encourages highly accessible service provision at appropriate scale.

In terms of developing sustainable and healthy communities, the NPF encourages alternatives to car use to be integrated into the design of communities under National Planning Objective 27 which made is to,

“Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.”

The above referenced policies and objectives have been taken into account in the preparation of this planning application.

³ 1 no space per 100 GFA (Warehousing – Enterprise and Employment)



6.0 PLANNING ASSESSMENT

6.1 Compliance with Development Plan

This Section of the report aims to establish how the proposed development is compliant with the relevant development plan policies referenced in Section 5.0 of this report.

Zoning – Self Storage permitted in principle

The subject 'self-storage' facility within the 'MRC' zone is already permitted under Reg. Ref. SD21A/0284 as it was deemed acceptable by the Council since it broadly aligned with the definition of 'Warehousing' which is 'Open for Consideration' in this zone.

The restaurant/café use which forms a small part of the subject development is 'Permitted in Principle' within lands zoned 'MRC' and is already approved under Reg. Ref. SD21A/0284.

The following extract from the planner's report associated with Reg. Ref. SD21A.0284 confirms the above:

"It is considered that due to the fact that goods would be 'stored' within the premises the self storage use would broadly align with the definition of 'Warehousing' which is 'Open for Consideration' under the MRC zoning objective. Therefore, the proposed use may be acceptable subject to detailed assessment on their own merits and particularly in relation to their impact on the development of the County at a strategic and a local level.

The reception/office area is associated with the self-storage use. Under the MRC zoning objective, a restaurant/café is Permitted in Principle. This use is therefore considered to be generally acceptable, ..."

Signage associated with this scheme has also been permitted owing to its scale and design within the surrounding context under Reg. Ref. SD21A/0284. As such, there are no proposed changes to the permitted signage which comprises 3 no. signs on the south façade including 1 no. sign relating to the coffee shop unit, 1 no. sign on the north façade and 1 no. sign on the east façade.

Compliance with Space Extensive Land Use

In response to the pre planning feedback, compliance with the Development Plan space extensive land use policies has been considered.

In response, it is noted that the self-storage facility to which the proposed modifications relate is already permitted on site. The subject development is located on lands outside the M50, with the N4 running directing north of the site. There is an increasing need for these types of development to provide storage for people, particularly as more people are opting to live in apartments where storage options may be more limited.

The subject development is not expected to consume large amounts of energy since the development relates to a self-serviced facility for individuals and businesses which acts as a



rented storage space directly accessible by consumers. The service is to be run by 'U Store It' an established self-storage business located across Ireland.

In terms of enabling a more environment friendly scheme, there are several SUDS measures adopted within the scheme, such as Green Roofs, Petrol Interceptor and Cellular Attenuation System (Stormtech) details of which are included in the *Engineering Services Report* prepared by GDCL, submitted with this application. Additionally, site services have been assessed within the report and it has been demonstrated that there is sufficient capacity to accommodate the proposed development

The proposed development is of high quality design. The overall design of the subject development in terms of building height, massing and signage which are associated with the visual impact of the development has already been permitted under reg. ref. SD21A/0284. As such the permitted signage and façade finishes including the east elevation remain unchanged. Proposed revisions to the permitted scheme have been analysed in terms of visual impact in detail under Section 6.2 of this report.

As a self-storage facility, the proposed development will require limited employees, similar to the staffing levels specified for the permitted development under Reg. Ref. SD21A/0284.

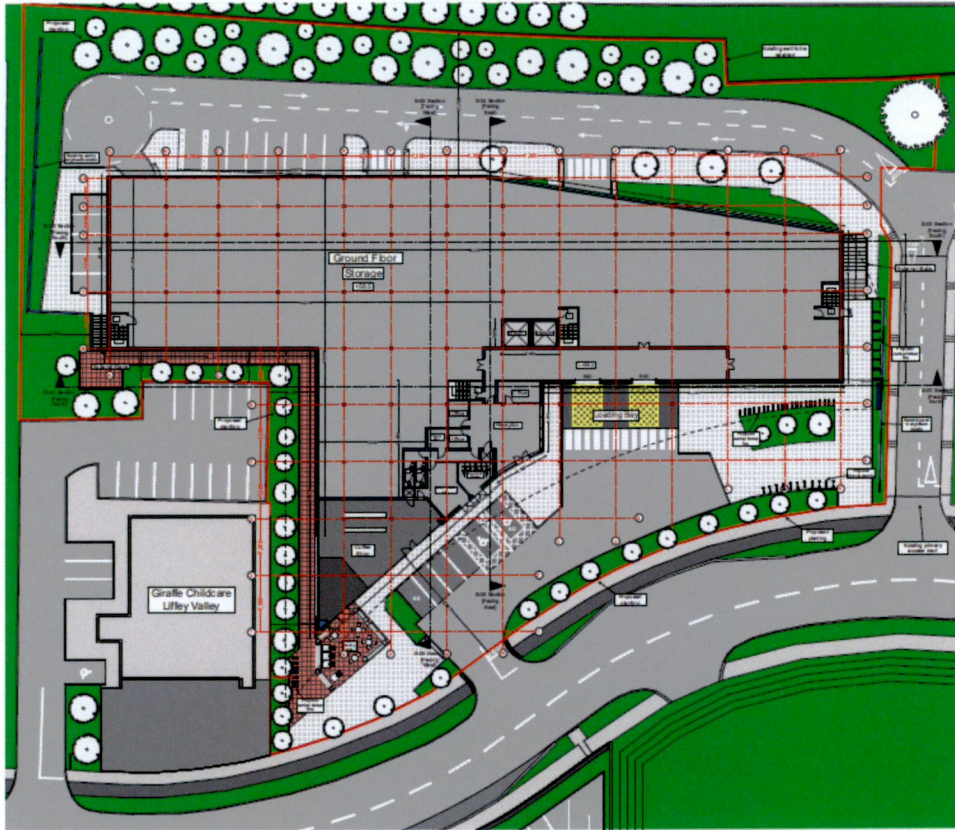
In terms of traffic levels, a traffic projection survey has been conducted at the various U Store It premises located across Ireland which demonstrated that at peak hour, there is a maximum of 23 no. car visits to such developments. As such, the subject development is not expected to generate large volumes of traffic. Further to this, a Transportation Assessment Report has been prepared by NRB analysing the impact of the subject development on traffic levels in the vicinity of the site which concludes that the existing road networks and junction are more than capable of accommodating the 'worst-case traffic associated with the revised development'. The report further states that the 'construction and full occupation of the scheme will have a negligible impact upon the operation of the adjacent road network'.

As such, it is proposed that the subject development is compliant with the relevant provisions and requirements listed under Objective EDE7.

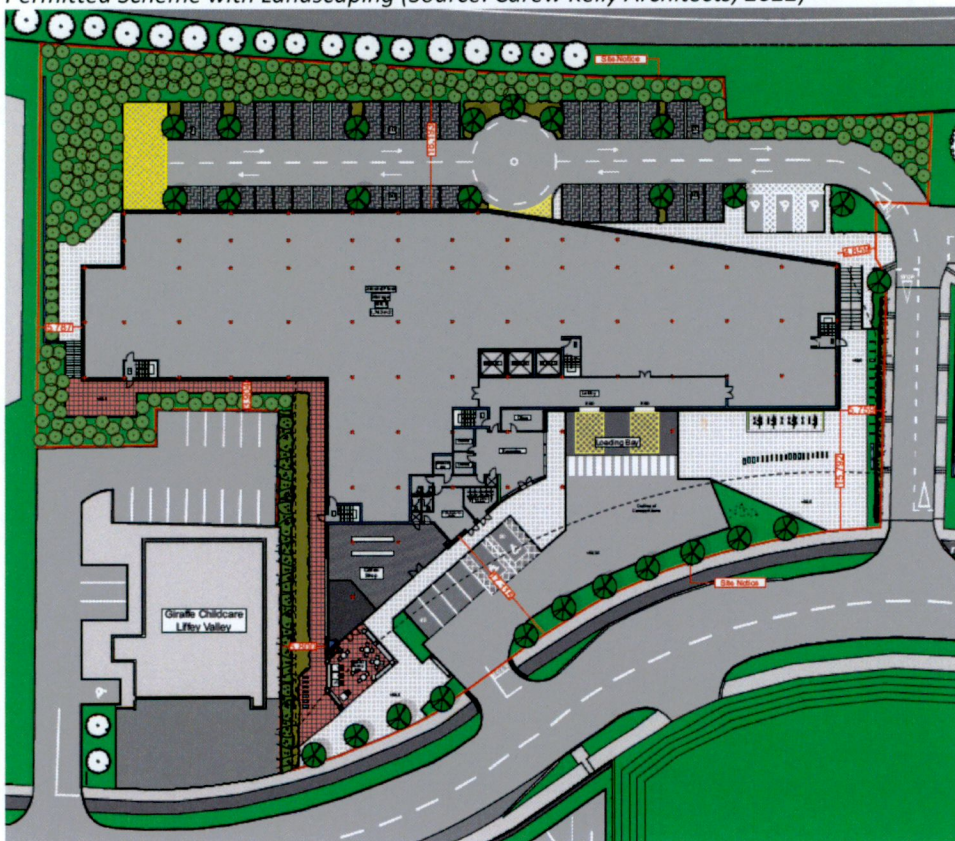
Green Infrastructure

With regard to Green Infrastructure enhancement, the proposed development can be considered small scale as it involves only modifications to the previously permitted scheme.

Nonetheless, the revised development proposes improved landscaping as compared to the permitted scheme by the proposing additional planting along the northern boundary of the site to maximise planting within the site. There are no existing trees within the subject site. The row of trees located outside the northern boundary are retained. The Landscape Plan submitted with this application identifies the location and species of plants proposed within the development. Furthermore, there is a provision of green roofs across various levels of the building and additional SUDs measures including tree pits, swales and permeable paving across the site. Please refer to the *Engineering Services Report* included with this submission for more information on the same.



Permitted Scheme with Landscaping (Source: Carew Kelly Architects, 2022)



Proposed Scheme with improved Landscaping (Source: Carew Kelly Architects, 2022)

Figure 6.1: Extracts from drawing prepared by Carew Kelly Architects showing permitted vs proposed landscaping as seen from the site plan drawings. (Cropped by TPA, 2022)



6.2 Layout and Design

The site layout is largely similar to the previously granted planning application. The changes relate mainly to an increase in floor area at basement and ground floor levels, changes to the car parking layout, building massing, landscaping and other minor external alterations to the permitted building elevations.

The proposed development has been developed keeping in mind the previous issues raised in terms of the building height and massing, which involved breaking up facades to reduce the impact of the building form facing the N4 and the south, and the reduction in building height to appropriate levels.

As a result, the proposal only seeks permission for an increase in building height by 1.5m with a slight extension of the building length towards the west whilst still maintaining a majority of appropriate setbacks as per the previously permitted scheme.

A notable and significant change from the proposal presented in preplanning meeting is the reduction in massing along the western elevation. Pre-planning feedback received noted the proposed increase in building height to be 'marginal'. However, further justification was sought with regards to the proposed increase in building width.

To address the concern raised by the Planning Authority, the building has been set back at the northwest corner and massing reduced. A slight reduction in the car parking proposed at the pre-planning concept (58 spaces to 50 spaces). This has provided additional space for increased landscaping along the northern boundary which will mitigate the concerns raised. (See Figure 6.2 below).

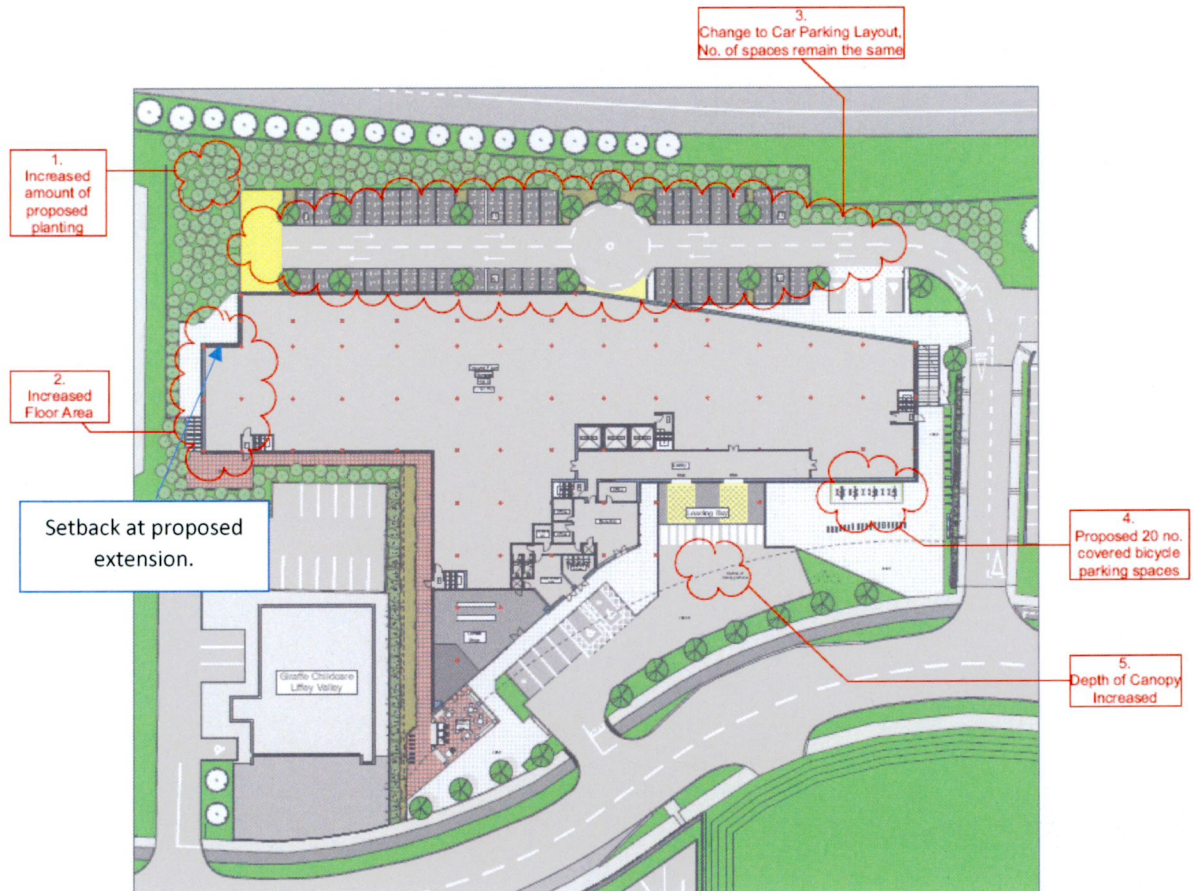


Figure 6.2: Extract from summary of changes to previously approved scheme (Source: Carew Kelly Architects, Dwg no. 20-04/221, 2022. Cropped and annotated by TPA, 2022)

6.3 Roads and Access

The proposed modifications include alterations to the internal access road to improve circulation and incorporate a loading bay for larger vehicles. While there is no proposed increase to the overall no. of car parking spaces, there is an additional 5 no. EV spaces proposed. There are no changes to the permitted access arrangement.

The Transportation Assessment Report prepared by NRB Consulting Engineers Ltd submitted with this application analyses the traffic impact of the proposed development and the ability of the site access to accommodate worst case traffic flows associated with the type of facility provided. The assessment confirms that the established existing road network, and the access junction, are more than adequate to accommodate the worst-case traffic associated with the revised proposed development. The assessment also confirms that the construction and full occupation of the scheme will have a negligible impact upon the operation of the adjacent road network.

The report concludes that:

“There are no adverse traffic/transportation capacity or operational safety issues associated with the construction and operation of the proposed development which would prevent planning permission being granted by South Dublin County Council.”

In response to the feedback received at pre-planning stage, there are a total of 20 no. covered bicycle parking spaces proposed to the south of the building where expected pedestrian activity is to occur. In addition, 20% of the car parking spaces have been allocated to EV and 5% for mobility.

There are 50 no. car parking spaces which is the same as the permitted no. of spaces. As noted a traffic projection survey conducted by Heitman across other U Store It premises found that there are only 23 no visits at peak hour. The quantum of car parking proposed is therefore considered sufficient to cater for the proposed development.

Furthermore, the reduced provision of car spaces is in keeping with the NPF as the proposed development is located in a highly accessible area, an facilitates NPO objective 27 thereby encouraging alternatives to car use.

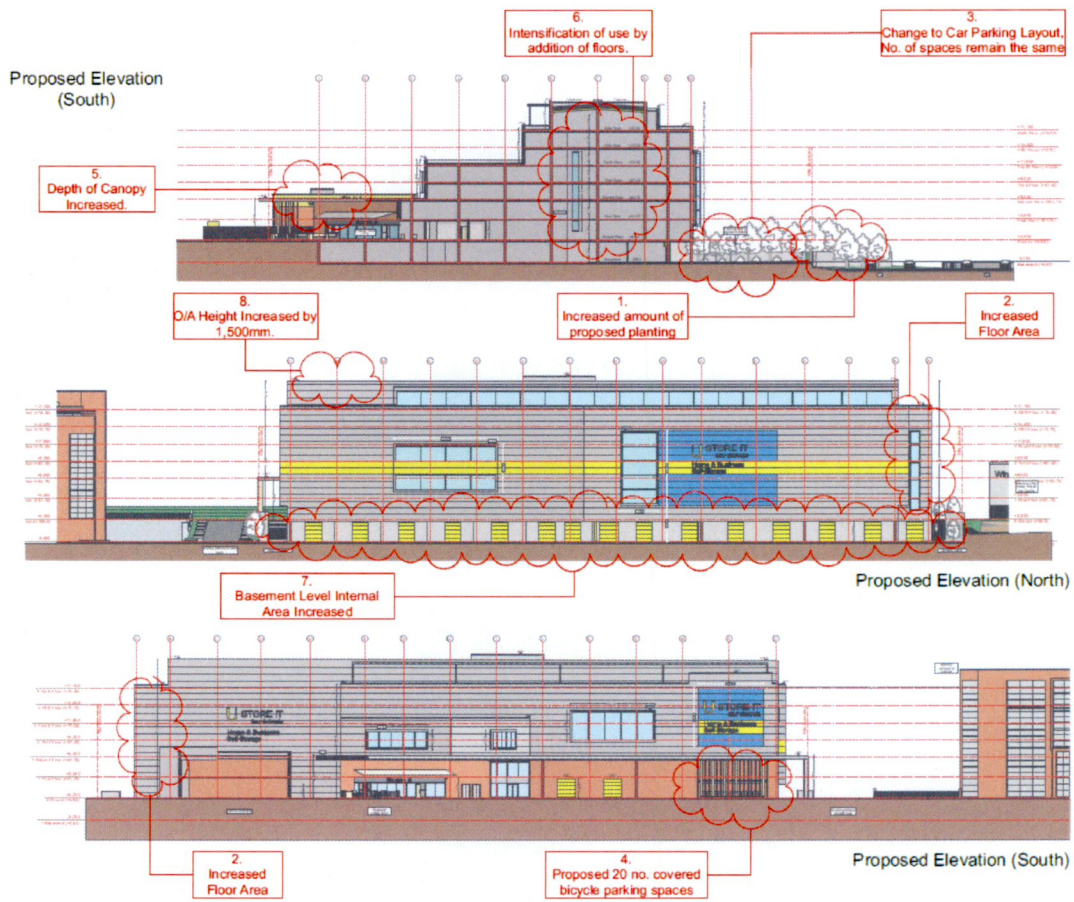


Figure 6.3: Proposed Elevations (Source: Carew Kelly Architects, October 2022)

6.4 Visual Impact and Landscaping

This section aims to analyse the visual impact of the proposed development under key design aspects considered by the Council in granting the previously permitted development, such as building height, massing/bulk, external finish, and signage. It is proposed that all external finishes and signage remain the same as previously permitted.

3D visuals have been prepared by Carew Kelly Architects (CKA) to demonstrate the visual impact from a proposed versus permitted development perspective through the selection of 3 no. viewpoints. These are analysed below.

It is noted that the landscaping shown in the following visuals are indicative only to show general placements for planting. The landscape masterplan will be the point of reference for landscaping. See Figure 6.4 below for reference:

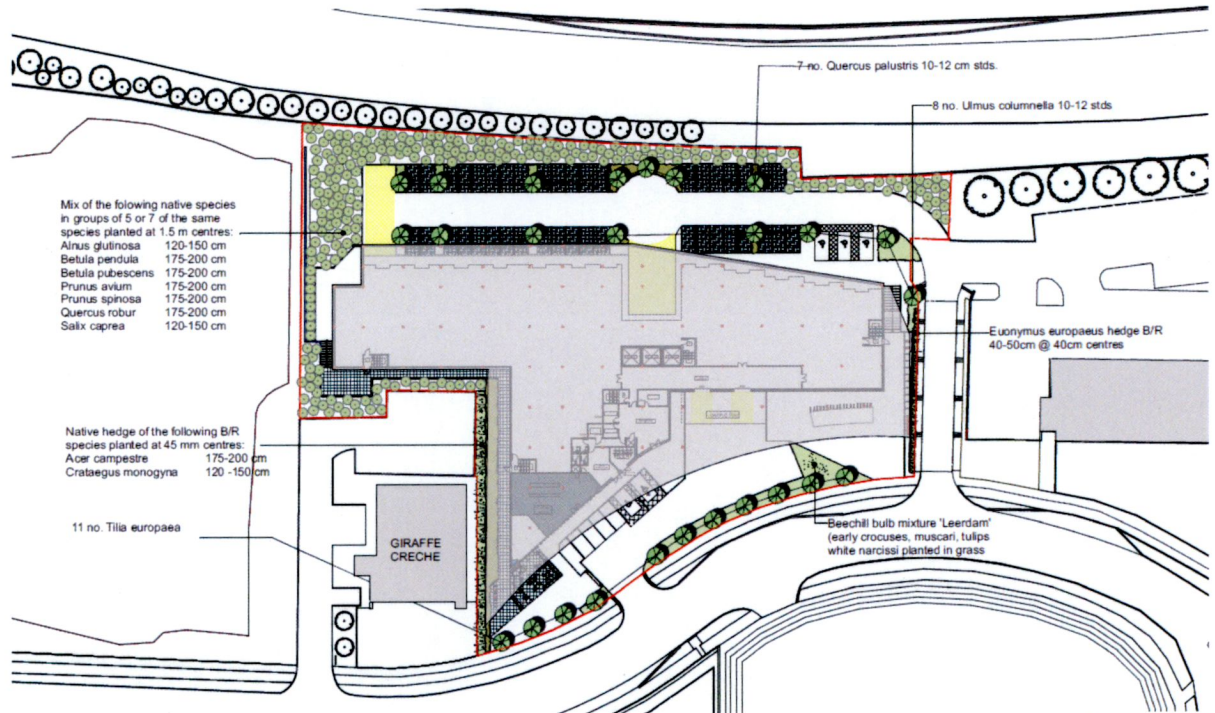


Figure 6.4: Proposed Landscape Plan (Source: Carew Kelly Architects, Dwg no. 2004-PLA-100, 2022)

Visuals A and B of Figure 6.5 have been taken at viewpoint 1 to demonstrate the visual impact of the proposed extension at the north of the site along N4.

It is clearly evident from the visuals that the only change is the proposed extension on the west elevation (see indicative red outline marked on Visual B of Figure 6.5 below indicating the extent of the proposed projection).

The extension comprises an increase in the massing of the western facade along with additional fenestration. The overall height of this extension is provided with a setback on the north facade to further reduce its impact. This effectively breaks down the north and west façade massing. Additional planting has also been proposed along the northern boundary for screening.



Visual A: Permitted Elevation fronting N4, camera facing East



Visual B: Proposed Elevation fronting N4, camera facing East

Figure 6.5: Permitted vs Proposed Massing Viewpoint 1 (Source: Carew Kelly Architects)

A similar change is seen on the west elevation at Viewpoint 2 as per Figure 6.6 (Visuals A and B) which faces the neighbouring lands to the west of the site including the Giraffe Childcare facility.

It is proposed that the extension will not negatively impact the childcare facility as it is provided at a reduced height compared to the overall building height. At ground level, there is additional planting proposed along the north western boundary to further screen the development at eye level. The additional massing abuts an area of carparking for the adjoining childcare facility and an undeveloped site to the west.



Visual A: Permitted Elevation fronting Giraffe Childcare and neighbouring lands to the West of the site.



Visual B: Proposed Elevation fronting Giraffe Childcare and neighbouring lands to the West of the site.

Figure 6.6: Permitted vs Proposed Massing Viewpoint 2 (Source: Carew Kelly Architects)

Visuals from viewpoint 3 along the N4 facing west show that the proposed modifications to the development are not visible at this location. (See Figure 6.7 below)



Visual A: Permitted Elevation fronting N4, camera facing West



Visual B: Proposed Elevation fronting N4, camera facing West

Figure 6.7: Permitted vs Proposed Massing Viewpoint 3 (Source: Carew Kelly Architects)

Further to the above, from a high-level desktop analysis of aerial imagery from Google Maps, it is observed that several plots in the vicinity of the site (south of the N4) are built up comprising buildings ranging in height from a minimum of c.1-2 no. to 5-6 no. storeys. The building to the east of the subject site and directly south are both approximately 5-6 storey buildings. Additionally, a large footprint is occupied by the Liffey Valley shopping Centre to the southeast of the site which ranges in height from 1 to 3 storeys.

In the wider context, the internal road branching from Fonthill road is lined with are c.1 no to 2 no. storey car dealership buildings. Further west of the site, there are a group of buildings ranging in height from 4 no. to 5 no. storeys which comprise the Clayton Hotel and FlyFit building complexes along the R113 road. (See Figure 6.8 below)

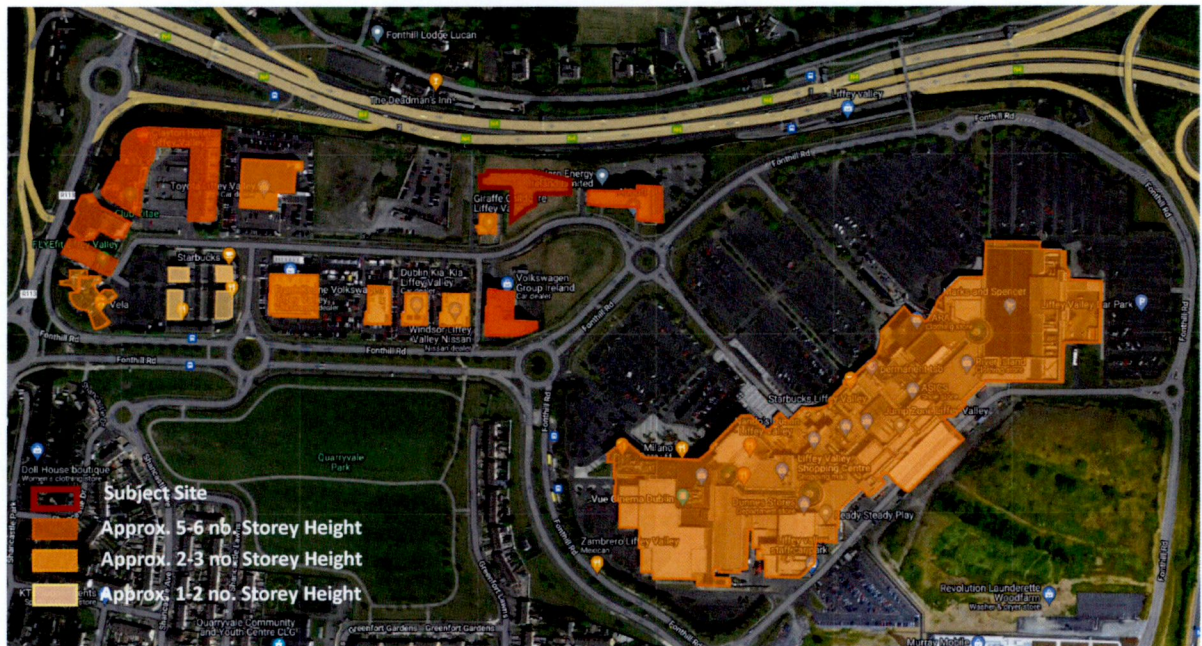


Figure 6.8: Indicative building height desktop survey using Google My Maps with subject site indicated with a red line boundary. (Source: Cropped and annotated by TPA, 2022)

Therefore, it is proposed that the increase in building height of 1.5m would have a minimal impact on the visual amenity in the local area due to the scale and type of buildings developed in the neighbouring lands to the site south of the N4. Furthermore, the increased massing and building width has been mitigated by articulating the building form and providing a setback from the northern elevation, the massing is also broken up by provision of glazing along. Furthermore, a reconfiguration of the car park area has resulted in increased landscape area and increased tree planting to assist with filtering views of the development from the M4.

6.5 Environmental Impact Assessment Screening

In reviewing the previously permitted development (Reg. Ref. SD21A/0284), the Planning Authority considered that *“having regard to the modest nature of the proposed development there is no likelihood of significant effects on the environment arising from the proposed development”* and that *“the need for environmental impact assessment, can therefore, be excluded at preliminary examination and a screening determination is not required”*.

The proposed amendments application is not considered to trigger an Environmental Impact Assessment.

6.6 Appropriate Assessment Screening

The permitted development has already undergone screening for Appropriate Assessment in the previously submitted planning report for which the Planning Authority concluded that:

“The applicant has provided a section on screening for Appropriate Assessment in the Planning Assessment. Having regard to the nature and scale of the development, and the distance from the Natura 2000 sites the proposed development would not require a Stage 2 Appropriate Assessment.”

It is considered that the proposed development can also be screened out for AA purposes.



6.7 Engineering Services Report

Compliance with the *South Dublin County Development Plan 2022-2028* and associated Strategic Flood Risk Assessment in terms of drainage services has been demonstrated within the Engineering Services Report prepared by GDCL along with supporting engineering drawings showing Combined Underground Services (Civil), Proposed Watermain Layout, Proposed Foul Sewer Layout, Proposed Surface Water Layout, Proposed SuDS Strategy Layout, Proposed Road/ Paving Levels, Typical Construction Details Sheet 1, Typical Construction Details Sheet 2 and Longitudinal Sections Through Foul and Surface Water are submitted with this application.



7.0 DOCUMENTS SUBMITTED WITH THIS PLANNING APPLICATION

The following documentation is provided in support of this planning application:

Planning Fee

- An Electronic Funds Transfer (EFT) has been made to South Dublin County Council in the amount of **€38,000.00** representing the planning application fee payable, in accordance with the provisions of Schedule 9 of the *Planning and Development Regulations 2001* (as amended).

The fee payable has been based on classes 4 and 13 for the proposed development. However, as the maximum fee payable is triggered by class 4 development, the total fee payable is only **€38,000.00**.

The fee payable is calculated as follows:

Class of Development	Amount of Fee	Proposed Development	Calculation
Class 4: The provision of buildings other than buildings coming within class 1, 2 or 3	€80 for each building, or €3.60 for each square metre of gross floor space to be provided, whichever is the greater	11,665 sq m increase in gross floor area seeking approval.	€38,000.00
Proposed increase in GFA of Self - storage facility		€3.60 x 11,665 sqm = €41,994*	
		*Note Maximum fee payable for this class of development is €38,000.00.	
Class 13: Development not coming within any of the foregoing classes.	€80, or €10 for each 0.1 hectare of site area, whichever is the greater.	Fee not applicable as maximum fee is triggered by class 4 development.	N/A
Proposed improved landscaping and parking reconfiguration and the provision of 20 no. covered bicycle parking spaces.			
Total Fee Payable			€38,000.00

Notices

- One copy of the Newspaper Notice extracted from *Irish Daily Star*, dated 1st November 2022.
- One copy of the Site Notice signed and dated, 1st November 2022.



Planning Application Form

- Completed current South Dublin County Council *Planning Application Form*, signed and dated 3rd November 2022

Planning Report/Cover Letter

- Six copies of this *Planning Report* prepared by Tom Phillips + Associates, dated 3rd November 2022.

Engineering Services Report

- Six copies of this *Engineering Services Report* prepared by GDCL, dated 28th October 2022.

Transportation Assessment Report

- Six copies of this *Transport Assessment Report* prepared by NRB, dated 29th October 2022.

6 No. Copies of the Following Drawings Enclosed

Carew Kelly Architects Drawings				
Drawing No.	Title	Scale	Size	Rev.
	OSI	1:1000	A3	-
20-04/200	Existing Site Survey	1:200	A1	-
20-04/201	Existing Site Plan	1:500	A1	-
20-04/202	Proposed Site Plan	1:500	A1	-
20-04/203	Proposed Ground Floor Plan (1 of 2)	1:200	A1	-
20-04/204	Proposed Ground Floor Plan (2 of 2)	1:200	A1	-
20-04/205	Proposed Basement Floor Plan	1:200	A1	-
20-04/206	Proposed First Floor Plan	1:200	A1	-
20-04/207	Proposed Second Floor Plan	1:200	A1	-
20-04/208	Proposed Third Floor Plan	1:200	A1	-
20-04/209	Proposed Fourth Floor Plan	1:200	A1	-
20-04/210	Proposed Fifth Floor Plan	1:200	A1	-
20-04/211	Proposed Sixth Floor Plan	1:200	A1	-
20-04/212	Proposed Roof Plan	1:200	A1	-
20-04/213	Proposed Elevations (North & South)	1:200	A1	-
20-04/214	Proposed Elevations (East & West)	1:200	A1	-
20-04/215	Proposed Sections (Facing North & South)	1:200	A1	-
20-04/216	Proposed Sections (Facing East & West)	1:200	A1	-
20-04/217	Proposed 3D Renders (1 of 3)	N/A	A3	-
20-04/218	Proposed 3D Renders (2 of 3)	N/A	A3	-
20-04/219	Proposed 3D Renders (3 of 3)	N/A	A3	-
20-04/220	Proposed Signage Dimensions	1:50	A3	-
20-04/221	Changes to Previously Approved Planning (1 of 2)	1:500	A3	-
20-04/222	Changes to Previously Approved Planning (2 of 2)	1:500	A3	-
20-04/223	Site Locator Plan	1:1000	A3	-
2004-PLA-100	Proposed Landscape Plan	1:500	A1	-
20-04/223	Permitted Ground Floor Plan	1:250	A1	B



20-04/224	Permitted Basement Floor Plan	1:250	A1	B
20-04/227	Permitted Section (Facing East, West & South)	1:250	A1	A
20-04/228	Permitted Elevations (North, South & West)	1:250	A1	B
GDCL				
Drawing No.	Title	Scale	Size	Rev.
P-2005-C-300	Site Location Map	1:1000	A1	P
P-2005-C-301	Combined Underground Services (Civil)	1:250	A1	P
P-2005-C-302	Proposed Watermain Layout	1:250	A1	P
P-2005-C-303	Proposed Foul Sewer Layout	1:250	A1	P
P-2005-C-304	Proposed Surface Water Layout	1:250	A1	P
P-2005-C-305	Proposed SuDS Strategy Layout	1:250	A1	P
P-2005-C-306	Proposed Road/ Paving Levels	1:250	A1	P
P-2005-C-310	Typical Construction Details Sheet 1	As Shown	A1	P
P-2005-C-311	Typical Construction Details Sheet 2	As Shown	A1	P
P-2005-C-320	Longitudinal Sections Through Foul and Surface Water	1:250	A1	P



8.0 CONCLUSION

In summary, the proposed development will facilitate the provision of amendments to a previously permitted storage facility development at Liffey Valley, Dublin 22.

Having regard to the pattern of development in the area and to the provisions of the *South Dublin County Development Plan 2022-2028*, it is submitted that the proposed amendments application to Reg Ref. SD21A/0284 will not negatively impact on the area's visual amenity or proper functioning of local roads and is in accordance with the proper planning and sustainable development of the area.

We trust that sufficient information is provided to assess the proposed development and we look forward to a favourable decision in due course. Please do not hesitate to contact us with any queries.

Yours Sincerely,

Brian Minogue
Associate
Tom Phillips + Associates



Appendix A – Confirmation of Payment of Planning Application Fee



Payment confirmation

Payment details

Amount	EUR 38,000.00
My statement message	South Dublin CC
Payee message	Ocenaglade Ltd
Payment option	Standard
AIB reference no	0JUKF9PJ2FHEHALG
Payment status	Completed
Date	02/11/2022
Fee CCY	EUR
AIB fee	0.00
AIB fees paid by	You
Other fees paid by	Payee

Payer details

Name	OCEANGLADE LTD
Currency	EUR
Account	IE15AIBK93323665127001

Payee details

Name	South Dublin County Council General
Account	IE14AIBK93331731000029
Payee address	County Hall Tallaght, Dublin , Ireland
Payee bank details	IE14AIBK93331731000029 AIBKIE2DXXX Ireland

