

Comhairle Chontae Atha Cliath Theas

PR/0002/23

Record of Executive Business and Chief Executive's Order

Reg. Reference: SD22A/0330 **Application Date:** 11-Aug-2022
Submission Type: Additional **Registration Date:** 30-Nov-2022
Information

Correspondence Name and Address: John Hodgins Amalfi, Rocky Road, Wicklow Town,
Co. Wicklow

Proposed Development: Construction of a single storey valeting building and
canopy and associated site works and services.

Location: Units 5, (Nissan) and Volkswagen Valley Motor
Mall, Dublin 22

Applicant Name: Gabriel Keane Motors Ltd

Application Type: Permission

(COS)

Description of Site and Surroundings

Site Area: stated as 0.0935 Hectares on the application form.
Site Visit: 14th of September 2022.

Site Description

The subject site is located between a car dealership and an office building. The site comprises of an access road connecting Fonhill Road to the south to an access road through the Liffey Valley Office Campus to the north. The site is currently gated off and used to store cars.

Proposal

Permission is sought for the construction of a single storey valeting building and canopy and associated site works and services.

Zoning

The subject site is largely unzoned. Slivers of the site along the western boundary are zoned Zoning Objective 'MRC': *'To protect, improve and provide for the future development of a Major Retail Centre'* under the South Dublin County Development Plan 2022-2028.

Consultations

Water Services	No objection subject to conditions.
Irish Water	Additional information requested.
Roads Department	No objection subject to conditions.
Public Realm	Advised no comments/conditions to add.

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H.S.E. Environmental Health Officer	No objection subject to conditions.
Inland Fisheries Ireland	Observation received.
Waterways Ireland	No observation received.

SEA Sensitivity Screening – the subject site overlaps with the following layers:

- Aviation layers Outer Horizontal Surfaces for Dublin and Casement and Bird Hazards

Submissions/Observations/Representations

No third party submissions received.

Inland Fisheries Ireland have submitted an observation on the application stating the following: *IFI have noted a lack of appropriate maintenance on oil interceptors and silt traps on several developments in the operational phases and would encourage that a robust post construction maintenance agreement/condition are put in place for the maintenance of this same infrastructure.*

- *It is essential that the receiving foul and storm water infrastructure has adequate capacity to accept predicted volumes from this development during construction and post construction phases with no negative repercussions for the quality of any receiving waters.*
- *Pipe laying activities, general ground works and pipe connections poses a high risk of suspended solids and other deleterious matter entering surface waters, especially where there are existing connections on-site to the surface water drainage network, which is hydraulically connected to water courses. If pumping is required from excavations such as thrust and reception pits or land trenches along the route, then water must be treated before discharge to any existing drainage network. There can be no direct pumping of contaminated water from the works to a watercourse at any time.*

Relevant Planning History

Site to east and overlapping with subject site

SD03A/0849

Vary a previous grant of permission dated 10/04/03 (Register Reference SD03A/0011) for the development of a cafe/coffee shop within part of the East Rotunda at Liffey Valley Shopping Centre. The variation consists of omitting the requirement of Condition No. 4 to provide separately metered water supply and 24 hour water storage to service this approved cafe/coffee shop. **Permission granted.**

S01A/0788

Alterations and additions to existing planning permission Reg. Ref. S99A/0948 to include the provision of an additional office floor of 617 sq.m on Block C, at fourth floor level and the relocation of plant and boiler room all at fourth floor level. **Permission granted.**

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S01A/0526

Revisions and alterations to existing planning permission Reg. Ref. No. S99A/0948 and shall include the provision of 3,907 metres squared of office space and 28.8 metres squared of substation provided in four storey office building, associated external landscaping, car parking, bicycle parking, access roads and auxiliary works. **Permission granted.**

S01A/0332

Alterations and additions to existing planning permission Reg. Ref. S99A/0948 and shall include the provision of 604m² of additional office space at ground, first, second and third floor levels and an additional fourth floor level of 1123m². Also, the provision at semi-basement level for no. 32 car parking spaces and an additional 44m² of sub-stations, plant rooms and auxiliary areas, associated external landscaping, car parking, access roads and auxiliary works. **Permission granted.**

S99A/0948

New office business centre development at Lucan/Clondalkin Town Centre, Liffey Valley, Quarryvale on site of 3.48 hectares bounded by N4 Lucan Road, Western Parkway, Coldcut Road, Greenford Housing Estate, Quarryvale Park, to include 4 no. office buildings of gross floor area 17,194.7 sq.m. no. amenity building containing creche, gym, shop, juice bar of gross floor area 1916 sq.m. 2 no. sub-stations gross floor area 68 sq.m. Associated car parks, bus stops, bus shelters, set down areas for taxis, access roads, service areas, roof mounted plant areas, landscaping and associated works. **Permission granted.**

S98A/0853

Alterations and additions to store, Unit 56 of previously approved Quarryvale Shopping Centre. To provide for additional storage/ancillary area and associated access stairs at mezzanine floor level. **Permission granted.**

Adjoining site to west

SD21A/0198

Installation of roof mounted solar photovoltaic panels to include all ancillary works and services. **Permission granted.**

SD03A/0464

Alterations to existing Unit 5 building to provide additional floor area at first floor level and alterations to existing elevations. **Permission granted. Site is labelled as an existing roadway with a petrol pump.**

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Adjoining roadway to south (Fonthill Road)

SD21A/0291

Amendments to the permitted development previously granted under SDCC Ref. SD19A/0320 and An Bord Pleanála Ref. 306251-19; including the erection of 2 bus shelters on Fonthill Road each comprising of a bus stop sign, real time passenger Information (RTPI) unit and a two-sided internally illuminated advertising panel (c. 1.9sq.m each side); road alterations on Fonthill Road comprising of the amendment of staggered to straight Toucan crossings, the addition of a new straight Toucan crossing, the replacement of bus lay-by areas with bus islands, and the removal of a left slip lane; all associated site services and site development works. **Permission granted.**

SD19A/0320

New bus interchange facility with associated set down area; street furniture; passenger waiting shelters; signage and lighting; infrastructure and landscaping works at the existing car park, north of the Liffey Valley Shopping Centre, along the ring road (Ascaill na Life) and the main access road from the Fonthill Road (Bóthar na Life); including road infrastructure changes; access improvements; reconfiguration of the car park; general soft and hard landscaping works; inclusion of enhanced bus facilities including the new bus interchange; new pedestrian infrastructure; new cycling infrastructure; bus lay-by facilities and a bus driver welfare facility; all ancillary site services and site development works. **Permission granted.**

Overall showroom units (not including subject site)

S99A/0041

Alterations to previously approved permission PL065.093483 to provide 5 motor showrooms/service workshops and 5 valeting units, provision for external landscaping, feature fountains underground diesel and petrol storage tank, provision for external landscaping, car parking boundary treatment, signage, associated services and a 6m wide access road from spine road A to road E to provide vehicular offloading facilities. **Permission granted.**

Relevant Enforcement History

None identified in APAS.

Pre-Planning Consultation

None identified in APAS.

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

Policy GI1: Overarching

Policy GI2: Biodiversity

Policy GI3: Sustainable Water Management

Policy GI4: Sustainable Drainage Systems

Policy GI5: Climate Resilience

Policy QDP7: High Quality Design – Development General

Policy QDP11: Materials, Colours and Textures

Policy SM2: Walking and Cycling

Policy SM7: Car Parking and EV Charging

Policy EDE10: Liffey Valley Major Retail Centre

Support the Level 2 Major Town Centre retail function of Liffey Valley Shopping Centre

EDE10 Objective 1:

To support Liffey Valley as a Major Retail Centre (MRC) and allow for the growth of the existing shopping centre and complementary leisure / entertainment, retail warehouse and commercial land uses.

Policy IE2: Water Supply and Wastewater

Policy IE3: Surface Water and Groundwater

Policy IE4: Flood Risk

Policy IE7: Waste Management

Policy IE8: Environmental Quality

12.3.1 Appropriate Assessment

12.3.3 Environmental Impact Assessment

12.4.2 Green Infrastructure and Development Management

12.5.1 Universal Design

12.5.2 Design Considerations and Statements

12.7.1 Bicycle Parking / Storage Standards

12.7.4 Car Parking Standards

12.10.1 Energy Performance in New Buildings

12.11.1 Water Management

12.11.3 Waste Management

12.11.4 Environmental Hazard Management

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Relevant Government Guidelines

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

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

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

*Circular PL 2/2014 Flooding Guidelines
Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, (2009).*

OPR Practice Note PN01 Appropriate Assessment Screening for Development Management (March 2021).

Assessment

The main issues for assessment relate to:

- Zoning and Council Policy;
- Access and Traffic;
- Visual Amenity;
- Residential Amenity;
- Green Infrastructure;
- Infrastructure and Environmental Services;
- Environmental Health;
- Environmental Impact Assessment; and
- Appropriate Assessment.

Zoning and Council Policy

The subject site is largely unzoned. Slivers of the site along the western boundary are zoned Zoning Objective 'MRC': *'To protect, improve and provide for the future development of a Major Retail Centre'* under the South Dublin County Development Plan 2022-2028. The site adjoins MRC zoning to the east and west.

The proposed car wash/valet building would be located on the unzoned part of the site. It is assumed that the site is unzoned as it was historically identified as an access road. The CDP does not specify what can be permitted on unzoned lands. Notwithstanding this, it is noted that the site is directly adjacent to MRC zoning and in this instance will be assessed in relation to this.

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Car wash and valeting facilities are not specified as a land use under the MRC zoning table nor any zoning table of the CDP. It is noted that the facility is in association with an existing car showroom/dealership approx. 40m to the west of the subject site. A 'Motor Sales Outlet' is Permitted in Principle under the MRC zoning. Considering that the building would be directly associated with the showroom/dealership and not for public use, it is considered to be acceptable in principle subject to further assessment against the relevant policies, objectives and standards set out under the CDP.

The Liffey Valley Shopping Centre to the east of the subject site is designated as a Major Retail Centre under the CDP. Policy EDE10 Objective 1 of the CDP states *'To support Liffey Valley as a Major Retail Centre (MRC) and allow for the growth of the existing shopping centre and complementary leisure /entertainment, retail warehouse and commercial land uses.'* The proposal is for a car wash/valet building associated within an existing car showroom/dealership and is therefore considered to comply with the policies and objectives relating to the Liffey Valley Major Retail Centre.

Access and Traffic

Access

It appears that the subject site is an access road, providing one-way vehicular access from Fonthill Road to the access road through the Liffey Valley Office Campus to the north. The road had a layby along the west with at one time a petrol pump (based on a planning history search). It is not clear from the submitted application material, nor the planning history available at the time this report was written, what/when the origin of this road was. It is noted that Reg. Ref. S99A/0041 provided for 5 motor showrooms/service workshops and 5 valeting units. Subsequent planning permissions have shown this road on their plans. This access road was never taken in charge by SDCC.

The access road is, however, currently gated off and used to store cars. It appears that the access road has been gated off over time. It appears that it was more permanently gated off starting between 2017-2018 (based on Google Earth images).

The permitted upgrades to Fonthill Road, under Reg. Ref. SD19A/0320, and amendment application Reg. Ref. SD21A/0291, show that the existing access from Fonthill Road to the site would be removed. The footpath would be extended across the southern boundary of the subject site, a cycle path and bus lane would also extend along Fonthill Road.

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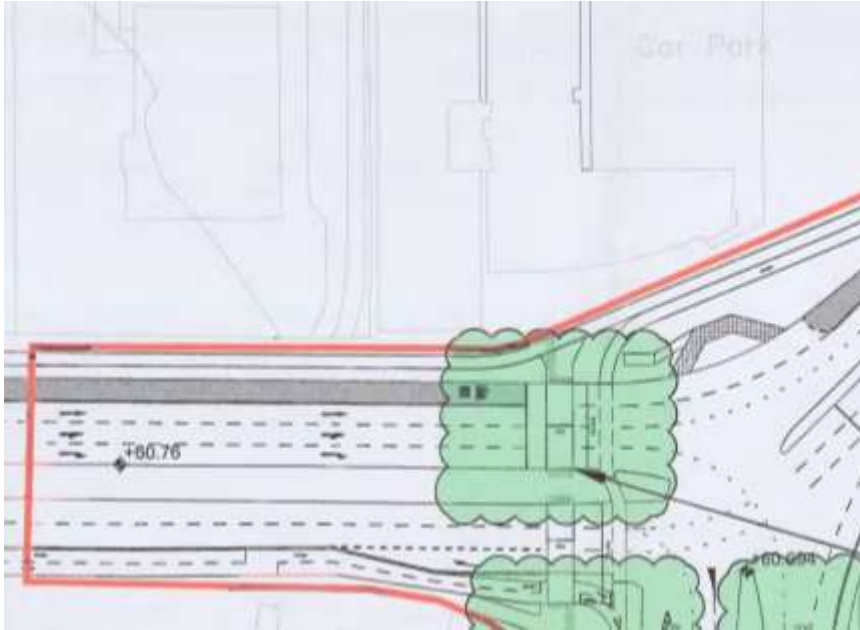


Figure 1 Extract from Proposed Site Layout Sheet 2 of 5 from Reg. Ref. SD21A/0291.

However, based on a site visit on the 14th of September 2022 it appears that a vehicular access from Fonthill Road to the subject site is being reinstated as part of these upgrade works.

The submitted site plan with the subject application also shows this southern access. Although the application documentation states that the northern access would be the site's entrance and exit. It is not clear from the application material if any changes are proposed to the southern boundary/access, which currently has a vehicle barrier gate and green palisade fencing across it.

The Roads Department have no objection subject to conditions:

Description:

Construction of a single storey valeting building and canopy and associated site works and services.

The applicant intends to retain the existing boundary fence which will mean no vehicles can enter the site from Fonthill Road. The existing gate to the North will also be retained.

The proposed construction will not affect the existing access/egress arrangements onto the public road.

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No Roads objections subject to the following conditions:

1. *The southern entrance onto Fonthill Road must remain closed to vehicles.*
2. *Any gates shall open inwards and not out over the public domain.*

From a further phone conversation with the Roads Department, on the 29th of September 2022, they expressed concern with reopening the southern access given that this was not provided for under the adjoining application for Fonthill Road and would cross a cycle path and a bus lane.

If the proposed development were to be granted this would restrict the use of this site as an access road again in the future. While this is not desirable in terms of connectivity of these lands, it is noted that the road is not taken in charge and the permitted Fonthill Road upgrades omit access from the south.

However, the applicant should be requested to provide additional information in relation to the historical use of the site as an access road, if known, and importantly, what is proposed in relation to the southern boundary/access. The applicant should take into account that the Fonthill Road upgrades do not permit an access to the subject site. **This should be addressed via additional information.**

Traffic

The submitted Civil Engineering Infrastructure Report states that this carwash/valet facility has already existed in this area and so there would be no influx in staff or traffic. It is assumed that this is referring to the existing valet building on the applicant's site approx. 40m to the west of the subject site. It has not been specified what is proposed for the existing valeting building. **The applicant should be requested to address what is proposed for this existing facility, in order to adequately assess traffic impact.** If works are proposed to this building, it will need to be included within the site (red) line boundary. The applicant is advised that a change in the site (red) line boundary, as part of the additional information response, may result it being deemed significant additional information.

Visual Amenity

The proposed development would involve the construction of a car wash/valeting building. The building would measure approx. 21.0m by 7.2m. The building would have a mono-pitch roof form and approx. 3.97m in overall height. The northern part of the building would be a canopy. The remainder would be enclosed with vehicular accesses from the north and south ends of the building.

The proposed materials would be horizontal cladding panels to match neighbouring showroom. The roof would have profiled trapezoidal roof panels with translucent panels. The vehicular access to the building would consist of sectional overhead doors to match the wall panel finish.

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The design and form of the building is considered to be in keeping with surrounding buildings and would be visually acceptable.

In terms of boundary treatment, the existing palisade (green coloured) boundary fences on the north, east (entrance) and west would be retained. The western boundary fence would be retained/reinstated over a new retaining wall. It is not clear on the drawings what is proposed along the southern boundary. This currently has a vehicle barrier gate and green palisade fencing. **As discussed above, further information is required in relation to this southern access.**

Residential Amenity

The subject site is located approx. 80m from the nearest residential development at Greenfort Lawns. Given the separation distance it is not considered that the proposal would have any undue impact on existing residential amenity.

Green Infrastructure

The subject site is located proximate to a Primary Green Infrastructure Corridor as identified on Figure 4.4: Green Infrastructure Strategy Map in the CDP. Policy G12 of the CDP requires the strengthening of the Green Infrastructure (GI) network and to ensure all development contribute towards GI. G14 of the CDP requires the provision of Sustainable Drainage Systems (SuDS) in the County and maximise the amenity and biodiversity value of these systems.

Rainwater harvesting/water butts are proposed as part of the development. Other SUDS measures are deemed in the submitted Civil Engineering Infrastructure Report as not feasible for this project. The application material states that impermeable surfacing would not increase. It appears that permeable surfacing, including grassed areas, has been removed from this site, side of the road, over time. Given the site's location in proximity to a Primary Green Infrastructure Corridor, further consideration should be given to the incorporation of green infrastructure, including SUDS measures, ensure compliance with Council's green infrastructure policies. **This should be addressed via additional information.**

Infrastructure and Environmental Services

Water Services have reviewed the proposed development and have no objection subject to standard conditions.

Irish Water have reviewed the proposed development and request additional information in relation to obtaining a letter of confirmation of feasibility, a pre-connection enquiry and entering into a connection agreement with Irish Water and complying with Irish Water standards, codes and practices.

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Inland Fisheries Ireland have submitted an observation on the application stating the following: *IFI have noted a lack of appropriate maintenance on oil interceptors and silt traps on several developments in the operational phases and would encourage that a robust post construction maintenance agreement/condition are put in place for the maintenance of this same infrastructure.*

- *It is essential that the receiving foul and storm water infrastructure has adequate capacity to accept predicted volumes from this development during construction and post construction phases with no negative repercussions for the quality of any receiving waters.*
- *Pipe laying activities, general ground works and pipe connections poses a high risk of suspended solids and other deleterious matter entering surface waters, especially where there are existing connections on-site to the surface water drainage network, which is hydraulically connected to water courses. If pumping is required from excavations such as thrust and reception pits or land trenches along the route, then water must be treated before discharge to any existing drainage network. There can be no direct pumping of contaminated water from the works to a watercourse at any time.*

It is considered the above reports can be addressed via condition.

Environmental Health

The H.S.E. Environmental Health Officer has reviewed the proposed development and finds it acceptable subject to conditions restricting noise, use of equipment and machinery, emissions and air blown dust. This report is noted and should be conditioned as such in the event of a grant of permission.

Environmental Impact Assessment

Having regard to the modest nature of the proposed development, and the distance of the site from nearby sensitive receptors, there is no likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

Screening for Appropriate Assessment

The applicant has not provided information to assist the screening for Appropriate Assessment. The subject site is not located within nor within close proximity to a European site. The development involves the construction of a car wash/valeting building.

Having regard to:

- the scale and nature of the development,
- the location of the development in a serviced area, and
- the consequent absence of a pathway to the European site,

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it is considered that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

Conclusion

Additional information is required in relation to closure of the site as an access road, the existing valeting facility on the applicant's land and in relation to surface water drainage and green infrastructure.

Recommendation

Request Additional Information.

Additional Information

Additional Information was requested on the 5th of October 2022.

Additional Information was received on the 30th of November 2022 (not deemed significant).

Additional Information Consultations

Roads Department

No objection subject to conditions

Public Realm

No comment/conditions to add

Assessment of Additional Information

Item 1 Requested

The subject site is an access road that is currently gated off and used to store cars. If the proposed development were to be granted this would restrict the use of this site as an access road again in the future. While this is not desirable in terms of connectivity of these lands, it is noted that the road is not taken in charge and the permitted Fonthill Road upgrades omit access from the south. The applicant is requested to provide additional information in relation to the historical use of the site as an access road, if known, and importantly, what is proposed in relation to the southern boundary/access. The applicant should take into account that the Fonthill Road upgrades (under Reg. Ref. SD19A/0320, and amendment application Reg. Ref. SD21A/0291) do not permit an access to the subject site.

Applicant's Response:

The applicant advises that historically the site was intended to be used as a service station ancillary to the motor mall dealerships. It was underutilised and decommissioned in or around 2008. Changed owners and has been used for storage of stick since then.

It has not been used as a roadway or through-route from the Fonthill Road in recent years.

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The access from Fonthill Road is being extinguished by the Fonthill Road upgrade works and would be accessed from the existing south access only (Planning Authority assumes that reference to south is an error and is meant to read north).

The site and the south access are not on a desire line, nor does it facilitate pedestrian or vehicular movement through it, and it is in close proximity to the Fonthill Road roundabout.

Revised drawings have been submitted showing the permitted layout under Reg. Ref. SD19A/0320 adjoining the site to the south.

Assessment:

The response in relation to the history of the site is noted.

The Roads Department have reviewed the information submitted and state that they are *'satisfied that the site will not be used as a through-road due to the retention of the existing boundary fence along with the establishment of a section of grass verge. The permanent removal of this access point is welcomed as the Fonthill Road upgrades do not allow for any junctions at this point.*

It appears that a section of Grasscrete has been included to the south of the site which was not in the original application. The design details for this section should be provided to roads for approval.'

It is not clear what boundary treatment is proposed along the southern boundary of the site. This can be addressed by way of condition.

It is therefore considered that this item has been addressed subject to conditions.

Item 2 Requested

The submitted Civil Engineering Infrastructure Report states that this carwash/valet facility has already existed in this area and so there would be no influx in staff or traffic. It is assumed that this is referring to the existing valet building on the applicant's site approx. 40m to the west of the subject site. It has not been specified what it proposed for the existing valeting building. The applicant is requested to address what is proposed for this existing facility, in order to adequately assess traffic impact. If works are proposed to this building, it will need to be included within the site (red) line boundary. The applicant is advised that a change in the site (red) line boundary, as part of the additional information response, may result it being deemed significant additional information.

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Applicant's Response:

The applicant states that the new valet facility is proposed to replace the current valet facility at the Kia showrooms and the Kia showrooms will provide the necessary facilities for valet building staff. There are no current plans for the existing valet shed and any future plans to alter the shed would be submitted to council for the appropriate permission, therefore there would be no requirement for red line adjustments to the current application.

Assessment:

The Roads Department have reviewed the information submitted and state *'SDCC Roads Department is satisfied that, as the proposed building is replacing the existing valet building, there will be no significant increase in traffic. It should be noted that any future uses for the existing valet building should be approved by the local authority in order to account for any changes in traffic movements.'*

It is therefore considered that this item has been satisfactorily addressed.

Item 3 Requested

Given the site's location in proximity to a Primary Green Infrastructure Corridor, the applicant is requested to incorporate further green infrastructure, including SUDS measures, to ensure compliance with the South Dublin County Development Plan 2022-2018's green infrastructure policies. It is noted that impermeable surfaces have been lost on the site over time.

Applicant's Response:

Additional SUDS measures have been incorporated including tree pits and grasscrete permeable paving.

Assessment:

Public Realm have no further comments/conditions. It is therefore considered that this item has been satisfactorily addressed.

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Development Contributions

134.16sq.m valeting building

Planning Reference Number	SD22A/0330
Summary of permission granted:	Valeting building
Are any exemptions applicable?	No
If yes, please specify:	N/A
Is development commercial or residential?	Commercial
Standard rate applicable to development:	98.76
% reduction to rate, if applicable (0% if N/A)	0
Rate applicable	98.76
Area of Development (m2)	134.16
Amount of Floor area, if any, exempt (m2)	0
Total area to which development contribution applies (m2)	134.16
Vehicle display areas/ Open storage spaces	0
Rate applicable	€9.88
Contribution	€0.00
Total development contribution due	€13,249.64

SEA Monitoring

Building Use Type Proposed: Valeting building

Floor Area: 134.16sq.m

Land Type: Brownfield/Urban Consolidation.

Site Area: 0.0935 Hectares.

Conclusion

Having regard to the:

- provisions of the South Dublin County Development Plan 2022-2028,
- the established character of the area, and
- the nature and scale of the proposed development,

it is considered that, subject to compliance with the conditions set out below, the proposed development would be in compliance with Council policy, would not seriously injure the

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amenities of the area or of property in the vicinity and would, therefore, be in accordance with the proper planning and sustainable development of the area.

Recommendation

I recommend that a decision be made pursuant to the Planning & Development Act 2000, as amended, for the reasons set out in the First Schedule hereto, to Grant Permission for the said development in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule hereto, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule.

FIRST SCHEDULE

It is considered that the proposed development accords with the policies and objectives of South Dublin County Council, as set out in the South Dublin County Council Development Plan 2022 - 2028 and subject to the conditions set out hereunder in the Second Schedule is hereby in accordance with the proper planning and sustainable development of the area.

SECOND SCHEDULE

Conditions and Reasons

1. Development to be in accordance with submitted plans and details.
The development shall be carried out and completed in its entirety in accordance with the plans, particulars and specifications lodged with the application, and as amended by Further Information received on the 30th of November 2022, save as may be required by the other conditions attached hereto.
REASON: To ensure that the development shall be in accordance with the permission, and that effective control be maintained.
2. Boundary Treatment
Prior to the commencement of development the applicant/developer shall submit for the written agreement of the Planning Authority details of existing and proposed boundary treatments, including along the southern boundary with Fonthill Road.
REASON: In the interests of visual amenity.
3. Roads
 - (a) Prior to the commencement of development the applicant/developer shall submit for the written agreement of the Planning Authority, following consultation with SDCC's Roads Department if needed, design details for the proposed section of "Grasscrete".
 - (b) All gates shall open inwards and not out over the public domain.
REASON: In the interests of traffic and pedestrian safety.

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4. Irish Water Connection Agreement.
Prior to the commencement of development the applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water.
REASON: In the interest of public health and to ensure adequate water/wastewater facilities.
5. Drainage
 - (a) The water supply and drainage infrastructure, shall comply with the requirements of Irish Water.
 - (b) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use. All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.
 - (c) All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.REASON: In the interests of public health, the proper planning and sustainable development of the area and in order to ensure adequate water supply and drainage provision.
6. Inland Fisheries
Pipe laying activities, general ground works and pipe connections poses a high risk of suspended solids and other deleterious matter entering surface waters, especially where there is existing connections on-site to the surface water drainage network, which is hydraulically connected to water courses. If pumping is required from excavations such as thrust and reception pits or land trenches along the route, then water must be treated before discharge to any existing drainage network. There can be no direct pumping of contaminated water from the works to a watercourse at any time.
REASON: In the interests of water quality.
7. Environmental Health
 - (a) No equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 07:00 hours on weekdays and 09:00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays. Any work outside of these hours shall only be permitted following a written request to the Planning Authority and subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unwanted noise outside the hours stated above.
 - (b) Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the neighbourhood.
 - (c) Noise due to the normal operation of the proposed development, expressed as Laeq

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over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A) and shall not exceed the background level for evening and night time. Clearly audible and impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.

(d) The applicant shall ensure that the development shall be operated so that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials on site as would give reasonable cause for annoyance to any person in any residence, adjoining unit or public place in the vicinity.

(e) During the construction / demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances.

REASON: In the interest of public health and to uphold the Council's policies set out in the South Dublin County Council Development Plan.

8. Financial Contribution.

The developer shall pay to the Planning Authority a financial contribution of €13, 249.64 (Thirteen thousand two hundred forty-nine euros and sixty-four cents), in respect of public infrastructure and facilities benefiting development within the area of the Planning Authority, that is provided, or intended to be provided by or on behalf of the authority, in accordance with the terms of the Development Contribution Scheme 2021 - 2025, made under Section 48 of the Planning and Development Acts 2000-2011 (as amended).

The contributions under the Scheme shall be payable prior to commencement of development or as otherwise agreed in writing by the Council. Contributions due in respect of permission for retention will become payable immediately on issue of the final grant of permission. Contributions shall be payable at the index adjusted rate pertaining to the year in which implementation of the planning permission is commenced.

REASON: The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.

NOTE RE: CONDITION - Please note that with effect from 1st January 2014, Irish Water is now the statutory body responsible for water services. Further details/clarification can be obtained from Irish Water at Tel. 01 6021000 or by emailing customerservice@water.ie.

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NOTE: The applicant is advised that under the provisions of Section 34 (13) of the Planning and Development Act 2000 (as amended) a person shall not be entitled solely by reason of a permission to carry out any development.

NOTE: The applicant or developer should ensure that all necessary measures shall be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works and to ensure that any such instances arising are remedied immediately.

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REG. REF. SD22A/0330

LOCATION: Units 5, (Nissan) and Volkswagen Valley Motor Mall, Dublin 22



Deirdre Kirwan,
Senior Executive Planner

ORDER: A decision pursuant to Section 34(1) of the Planning & Development Act 2000, as amended, to Grant Permission for the reasons set out in the First Schedule above, in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule above, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule is hereby made.

Date: 03/01/23_____



Gormla O'Corrain,
Senior Planner