

Comhairle Chontae Atha Cliath Theas

PR/0021/23

Record of Executive Business and Chief Executive's Order

Reg. Reference: SD22A/0418 **Application Date:** 04-Nov-2022
Submission Type: New Application **Registration Date:** 04-Nov-2022
Correspondence Name and Address: Tom Phillips & Associates 80, Harcourt Street, Dublin 2
Proposed Development: Modifications to the self-storage facility and ground floor cafe permitted under Ref. SD21A/0284 comprising of an increase in the gross floor area from 8, 008sq.m to 19, 673sq.m as a result of an increase in the total number of internal floors from 4 to 7 levels, extension of the basement and an increase in building length along the northwest corner of the building; 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 facade and an increase in depth of canopy on the south facade; Relocation and reconfiguration of the car parking and provision of reserved bay for larger vehicles, inclusion of an additional 5 EV spaces (10 in total), there is no proposed change to the overall number of permitted car parking spaces; Provision of 20 covered bicycle parking spaces; Alterations to internal access road and landscaping; Provision of additional landscaping and all associated and ancillary site works.
Location: Liffey Valley, Dublin 22
Applicant Name: Oceanglade Ltd
Application Type: Permission

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Description of Site and Surroundings

Site Description

The subject site is a greenfield site that is located just south of the N4. To the west of the site there is a two-storey building currently occupied by a creche. To the east of the site there is a five-storey building occupied by offices. A link road is located to the south of the site. The site slopes significantly towards the N4 in a northerly direction.

The surrounding context of the subject site is generally commercial in nature, with the Liffey Valley shopping centre located to the south-east of the site.

Site Area

Stated as 0.72 Hectares.

Proposal

Permission is sought for the following modifications to the self-storage facility and ground floor café permitted under SD21A/0284:

- An increase in the gross floor area from 8,008sq.m to 19,673sq.m as a result of an increase in the total number of internal floors from 4 No. to 7 No. levels, an extension of the basement and an increase in building length along the northwest corner of the building.
- An increase in the overall building height by approximately 1.5m.
- Minor internal layout alterations.
- Minor alterations to the roof layout.
- Elevational changes including alterations to the external north and west facade 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 and provision of additional landscaping.
- All associated and ancillary site works.

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Zoning

The subject site is subject to zoning objective 'MRC': *'To protect, improve and provide for the future development of a Major Retail Centre.'*

Overlap is also indicated with the following Development Plan Map layers:

- Bird Hazards.
- Outer Horizontal Surface – Casement Aerodrome.
- Outer Horizontal Surface – Dublin Airport.

Consultations

Drainage and Water Services Department: No objection, subject to conditions.

Irish Water: No objection subject to conditions.

Roads Department: Additional information requested.

Parks and Public Realm Department: Additional information requested.

H.S.E. Environmental Health Officer: No objection, subject to conditions.

Irish Aviation Authority: No objection.

Transport Infrastructure Ireland: No objection.

National Transport Agency: No report received.

Department of Defence: No report received.

SEA Sensitivity Screening

No overlap is recorded in the SEA monitoring system.

Submissions/Observations /Representations

Final date for submissions/observations – 8th December 2022.

None received.

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Relevant Subject Site Planning History

SD21A/0284

Construction of self-storage facility with small ground floor café with total area of 8620sq.m composed of; part basement area consisting of self-storage area, open car parking and area for classic car storage; ground floor containing reception /office area, cafe of 124.5sq.m and self-storage area; first floor containing office area of 112.3sq.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 the existing Johnson and Johnson office building, to the north/east of Giraffe Childcare and to the north of Liffey Valley secondary estate road.

SDCC Decision: Grant Permission, subject to conditions.

SD20A/0286

Construction of self-storage and retail facility of 5901.4sq.m consisting of open basement area containing car parking, ground floor containing reception/office area; self-storage area and integrated retail unit of 478.7sq.m; first floor containing office area of 72sq.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.

SDCC Decision: Permission Refused due to roads concern, justification for retail, visual impact, and landscaping.

Relevant Enforcement History

None recorded.

Pre-Planning Consultation

PP069/22 – Pre-planning Meeting held on 12th October 2022 @ 15:30

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Key Planning points:

- The proposal essentially amends the permitted introducing slab floor levels rather than racking as per the permitted.
- Although there is a large increase in GFA, the impact of permitted-v-proposed is relatively the same.
- Height increase is considered marginal
- Increase in building width, particularly along N4 is considered long and visually prominent in this location. Impact was previously considered acceptable but was considered to maximise the potential of the site. As such, increased building width would need to be robustly justified.
- Visual Impact Assessment would be a requirement of future Planning Application.
- Applicant to explore how to address visual impact concerns i.e., increased landscaping etc.
- Demonstrate compliance with relevant sections of the Development Plan regarding Space Intensive uses (Section 12.9.3) and Green Infrastructure (Chapter 4).

Additional Departmental Advice:

Roads

- Car parking - 20% should be EV and remainder allow for future provision and 5% should be mobility.
- Reversing distance of 6m should be provided behind spaces and wheel stops are recommended.
- Bicycle parking spaces on surface must be covered.
- Include a Construction Management Plan (to include Traffic Management), Construction and Demolition Waste Management Plan, Mobility Management Plan, Traffic Impact Assessment, Public Lighting Plan and details of bin storage.

Drainage

- Be cognisant of SuDS Explanatory Design Guide.
- Include a flow route analysis and try match as much as possible in the proposed design.
- Utilise as much SuDS as possible.

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

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.

Policy QDP8: High Quality Design – Building Height and Density Guide (BHDG)

QDP8 Objective 2:

In accordance with NPO35, SPPR1 and SPPR3, to proactively consider increased building heights on lands zoned Regeneration (Regen), Major Retail Centre (MRC), District Centre (DC), Local Centre (LC), Town Centre (TC) and New Residential (Res-N) and on sites demonstrated as having the capacity to accommodate increased densities in line with the locational criteria of Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2020) and the Urban Design Manual – Best Practice Guidelines (2009), where it is clearly demonstrated by means of an urban design analysis carried out in accordance with the provisions of South Dublin County's Building Height and Density Guide that it is contextually appropriate to do so.

Policy EDE7

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.

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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*
- *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.

EDE8 Objective 6:

To facilitate and provide for the refurbishment and replacement of obsolete floorspace and promote the use of vacant floorspace within our town, village and district centres taking account of the relevant zoning and placemaking objectives.

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Section 9.5.2 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.

EDE10 Objective 2:

To support and facilitate consolidation of the quantum and quality of the retail offering at the Liffey Valley Major Retail Centre.

Section 11.2.1 Sustainable Urban Drainage Systems (SuDS)

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.

Chapter 12 Implementation and Monitoring.

12.3.1 Appropriate Assessment

12.3.2 Ecological Protection

12.3.3 Environmental Impact Assessment

12.4.1 Green Infrastructure Definition and Spatial Framework

12.4.2 Green Infrastructure and Development Management

12.5.1 Universal Design

12.5.2 Design Considerations and Statements

12.5.4 Public Realm: (At the Site Level)

12.6.1 Mix of Dwelling Types

12.6.7 Residential Standards

12.6.10 Public Open Space

12.7.1 Bicycle Parking / Storage Standards

12.7.4 Car Parking Standards

12.7.5 Car Parking / Charging for Electric Vehicles (EVs)

12.9.4 Space Extensive Use

12.11.1 Water Management

12.11.3 Waste Management

12.11.4 Environmental Hazard Management

12.11.5 Aviation, Airports and Aerodromes

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Relevant Government Guidelines

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

Regional, Spatial & Economic Strategy 2020-2032 (RSES), Eastern & Midlands Regional Assembly (2019)

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

Assessment

The main issues for assessment relate to:

- Zoning and Council Policy.
- Visual Amenity.
- Public Health.
- Aviation Safety.
- Drainage and Water Services.
- Vehicular Access and Car Parking.
- Green Infrastructure.
- Environmental Impact Assessment; and
- Appropriate Assessment.

Zoning and Council Policy

The proposed development seeks permission for modifications to the self-storage facility and ground floor café permitted under SD21A/0284. It is noted that the principle of the proposed development was previously accepted and established in the assessment of the parent permission (SD21A/0284), however, since this permission was granted the South Dublin County Development Plan 2022-2028 was adopted and, as such, the proposed development must be assessed in the context of the new Development Plan.

The site is zoned 'MRC': *'To protect, improve and provide for the future development of a Major Retail Centre'* in the South Dublin County Development Plan 2022-2028.

As with the parent permission, it is considered that the storage of goods within the proposed building 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 further assessment in relation to the relevant policies and objectives of the Development Plan.

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Under the MRC zoning objective, a restaurant/café is Permitted in Principle. This use is therefore considered to be generally acceptable, subject to further assessment against the relevant policies, objectives and standards set out under the Plan.

Having regard to the content of Section 12.9.4 and Policy EDE7 of the Development Plan, which outlines policies and objectives in relation to Space Extensive Enterprises, it is considered that the proposed development is appropriate.

Visual Amenity

The visual impact of the building has been addressed in the assessment of the parent permission (SD21A/0284). The assessment outlined below shall consider the amendments to the permitted building only. Consideration is given to the potential impact of the proposed amendments on the visual amenity of the subject site, adjacent properties, and the surrounding streetscape, having regard to the relevant policies and objectives of the South Dublin County Development Plan 2022-2028.

Increased Floor Area and Internal Layout Alterations

The proposed development will result in an increase in the Gross Floor Area of the building permitted under SD21A/0284 from 8,008sq.m to 19,673sq.m as a result of an increase in the total number of internal floors from 4 No. to 7 No. levels, the extension of the basement level and an increase in building length along the northwest corner of the building.

The proposed development of this Planning Application would result in an increase to the extent of the Basement Level, with an increased storage area, a number of storage units, an additional lift shaft and an area reserved for larger vehicles adjacent to the northern elevation.

The remainder of the increased floor area is achieved through an extension to the western elevation and internal alterations introducing slab floor levels rather than racking as per the permitted.

It is considered that although there is a large increase in GFA, there is not a significant visual impact resulting from the increased floor area and although there is an increase in height by approximately 1.5m the proposal does not amount to the creation of a 7 No. storey building, but rather internal alterations resulting in 7 No. internal levels. Overall, it is considered that the proposal would not have an adverse impact on the visual amenity of the subject site, adjacent properties, and the surrounding receiving context.

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Increased Height

As previously indicated the proposed development would require an increase to the overall maximum height of the building by 1.5m. The proposed building has a maximum overall height of approximately 23m.

The Planning Report prepared by Tom Phillips and Associates and accompanying 3D Visuals prepared by Carew Kelly Architects outline a Visual Impact Assessment of the proposed development.

The most significant visual change is the extension to the western elevation which projects approximately 5.2m out from the building, spanning an approximate length of 15.22m. The proposed extension will result in an increase to the massing and fenestration of the western elevation. The extension is setback approximately 7m from the northern elevation of the building to help reduce the massing of the block. It is noted that, although the proposed extension is located adjacent to a childcare facility, the additional massing is adjacent to a car parking area for the facility and undeveloped lands. The additional massing is mitigated through additional landscape planting at ground floor level and a setback from the northern façade.

It is considered that the nature and scale of the proposed alterations to the permitted building will not adversely impact the visual amenity of the subject site, adjacent properties, and the surrounding streetscape.

Elevational Changes

The proposed development includes the following elevational changes to the building permitted under SD21A/0284:

- **North Elevation** – North facing fenestration to the new extension to the western elevation and the provision of 15 No. roller shutter doors providing access to the basement level storage units.
- **South Elevation** – Extension of the canopy above the loading bay and hardscaped area.
- **East Elevation**- No significant alterations proposed.
- **West Elevation** – Slight adjustment to the fenestration as a result of the proposed extension and newly created floor slabs.

The proposed elevational changes would not have an adverse impact the visual amenity of the subject site, adjacent properties, and the surrounding streetscape.

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Signage

It is understood from the Planning Report, Drawings and Particulars that the proposed development would not result in any amendment to the signage permitted under SD21A/0284, which is comprised of 3 No. signs on the southern façade (including 1 No. sign for the café unit), 1 No. sign to the northern façade and 1 No. sign to the eastern façade.

Should the Planning Authority ultimately be minded to Grant Permission for the proposed development, it is considered appropriate that a **CONDITION** be attached requiring that appropriate Planning Permission be obtained by way of a separate Planning Application for any additional signage associated with the self-storage facility and café unit.

Additional Landscaping

The proposed development includes additional landscaping, principally in the northwestern corner of the subject site. The additional landscaping would essentially introduce what would appear to be a denser form of planting resulting in the screening of the proposed building from the adjacent public realm along the northern boundary. The additional planting would have the bonus of increasing the natural SuDS elements at the subject site.

The principle of the proposed additional planting is considered acceptable, and the benefits are understood and welcomed by the Planning Authority. The Parks and Public Realm Department have indicated no objection to the proposed Landscape Plan prepared by OMS Architects. However, it is noted that **ADDITIONAL INFORMATION** is required in relation to the Green Space Factor for the proposed development. Should any resultant amendments be required to the proposed Landscape Plan, the Applicant should provide a revised drawing and planting plan.

Other

The proposed Reconfiguration of Car Parking, provision of Bicycle Parking and Alterations to the Internal Access Road are considered in the *Vehicular Access and Car Parking* Section of this Report.

Summary

Overall, it is considered that the proposed development, which is comprised of modification to a previously permitted (SD21A/0284) self-storage facility and ground floor café are appropriate and would not have an adverse impact on the visual amenity of the subject site, adjacent properties and surrounding receiving context.

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Public Health

The HSE Environmental Health Officer has assessed the proposed development, with their Report indicating no objection from a public health perspective, subject to the following **CONDITIONS:**

- Noise due to the normal operation of the proposed development, expressed as Laeq 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.
- 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.
- No heavy construction equipment/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 on Saturdays nor after 19:00 hours on weekdays and 1300 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.
- Diesel generator must be attenuated to achieve a maximum sound pressure level at 1m from any point of the generator of 75dBA.
- Clearly audible or impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.
- The development shall be so operated that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials, no noise vibration on site so as would give reasonable cause for annoyance to any person in any adjoining unit or public place in the vicinity.
- Full consultation shall take place with the Environmental Health Department prior to the commencement of any food business operation at the site.
- A grease trap shall be provided on the drainage system for any waste water leaving the kitchen and dish wash areas of any food premises.
- A suitable location for the storage of refuse is to be provided.

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Aviation Safety

The subject site is located within the Outer Horizontal Surface for Dublin Airport and Casement Aerodrome, which is described in Section 12.11.7(ii) (c) of the South Dublin County Development Plan 2022-2028 as:

'Two (or three) further imaginary race-track-shaped "obstacle limitation surfaces" surround each airport,

(c) For Casement and Dublin Airport (but not for Weston) – a large circular flat 'Outer Horizontal Surface' to provide protection for the manoeuvring and circling of aircraft: 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'.

The Development Plan states that generally, development will be acceptable in this zone, subject to the development having an OD height below the height restriction of the Outer Horizontal Surface (generally 145m or more above the elevation datum of the Aerodrome). The Outer Horizontal Surface of Casement Aerodrome is 231.6m OD and the Outer Horizontal Surface of Dublin Airport is 212m OD and as such, the proposed increase in the height of the self-storage building to a maximum of approximately 24.68m would be within the thresholds outlined in Section 12.11.7 of the Development Plan.

The Irish Aviation Authority have indicated no objection to the proposed development.

Drainage and Water Services

The Drainage and Water Services Department have assessed the proposed development, with their Report indicating no objection subject to the following **CONDITIONS**:

- Include SuDS (Sustainable Drainage Systems) such as Swales, Green Roofs Tree pits, permeable paving, and other such SuDS.
- Petrol interceptors should be located prior to surface water entering arched type attenuation system where surface water is entering from car parking areas upstream of arched type attenuation system.
- The Developer shall ensure that there is complete separation of the foul and surface water drainage for the proposed development.
- All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

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The Report of Irish Water also indicates no objection to the proposed development, subject to the following **CONDITIONS**:

- All development shall be carried out in compliance with Irish Water Standards, Codes and Practices in relation to water and wastewater.
- Prior to the commencement of development, the Applicant or Developer shall enter into a water connection agreement with Irish Water.
- Prior to the commencement of development, the Applicant or Developer shall enter into a water connection agreement with Irish Water.

Vehicular Access and Car Parking

The proposed development includes the reconfiguration of the car parking layout to facilitate alterations to the internal access road in the interests of improving circulation and providing a loading bay for larger vehicles.

It is understood that no change is proposed to the previously permitted quantum of car parking (SD21A/0284). Despite the increase in the Gross Floor Area of the subject scheme proposed in this Planning Application, it is understood and accepted that there would not be a significant resultant increase in the number of staff at the premises and that the Traffic projection survey predicts approximately 23 No. visits per peak hour. The provision of 50 No. car parking spaces is therefore considered acceptable. It is noted and welcomed that 20% of the car parking spaces have been allocated for Electric Vehicles and 5% are accessible spaces. A total of 20 No. bicycle parking spaces are proposed adjacent to the south of the building. The proposed car parking reconfiguration and bicycle parking are considered acceptable in principle.

The Roads Department has reviewed the proposed development and have indicated that the following **ADDITIONAL INFORMATION** is required to facilitate a complete assessment of the proposed development:

- (i) Applicant to explain the purpose for the proposed circular road feature to the rear carpark – Is it a roundabout? If road markings are required, applicant to submit revised drawing showing same?
- (ii) Applicant to provide a letter from a fire consultant stating that the proposal would allow for fire-fighting services to access the site, as necessary.
- (iii) Applicant to demonstrate bin truck access/egress using AutoTRAK to the Refuse Collection area to the front.

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- (iv) Applicant to provide a revised layout showing AutoTRAK analysis for emergency vehicles at the proposed turning head.
- (v) Applicant to submit a revised layout showing:
 - a. Clear traffic priority at the junction with Johnson & Johnson
 - b. Proposed road-markings and road signage for this junction
 - c. Stop text and triangle to be switched to the correct side of the road at the exit from the rear carpark.

Green Infrastructure

The site is located adjacent to the intersection of the M50 Primary GI Corridor and the Liffey Valley Primary GI Corridor as identified in the Green Infrastructure Strategy Map (Figure 4.4) and Table 4.1 of the South Dublin County Development Plan 2022-2028.

Although the Application does include details of the proposed drainage layout and SuDS measures, no detail is provided in relation to the Green Space Factor Calculation for the proposal.

GI5 Objective 4 of the South Dublin County Development Plan 2022-2028 states that:

'To implement the Green Space Factor (GSF) for all qualifying development comprising 2 or more residential units and any development with a floor area in excess of 500 sq.m. Developers will be required to demonstrate how they can achieve a minimum Green Space Factor (GSF) scoring requirement based on best international standards and the unique features of the County's GI network. Compliance will be demonstrated through the submission of a Green Space Factor (GSF) Worksheet (see Chapter 12: Implementation and Monitoring, Section 12.4.2)'. [Emphasis added]

The quantity and quality of green infrastructure provided by new development will be improved by the implementation of a Green Space Factor (GSF) for South Dublin. The GSF is a measurement that describes the quantity and quality of landscaping and GI across a defined spatial area. This measurement comprises a ratio that compares the amount of green space to the amount of impermeable 'grey' space in a subject site. As a planning tool, this ratio is used to assess both the existing green cover within a site and the impact of new development, based on the quantity and quality of new green space provided. Greening factors have been adopted and implemented across the UK, Europe, and the United States to help ensure that new development makes a positive contribution to the local environment. By ensuring that new development meets minimum standards for the provision of GI the GSF aims to secure a positive contribution to biodiversity, amenity, air

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quality, stormwater management, temperature regulation and other ecosystem services. The GSF prioritises the retention of existing GI features within a subject site, in order to support the protection of the County's existing GI network. At the same time, the GSF will ensure that new development incorporates new landscaping and GI features, contributing to the enhancement of the overall GI network.

The Parks and Public Realm Department have indicated that the following **ADDITIONAL INFORMATION** is required to facilitate a complete assessment of the proposed development:

- The applicant is requested to calculate the Green Space Factor (GSF) to ensure that it has been met. Measures such as blue/green roofs could be considered if necessary to achieve the GSF. Section 12.4.2 of the South Dublin County Development Plan 2022-2028 provides further detail on the requirements for the GSF as part of planning applications. The Green Space Factor calculator and Guidance Note can be found online in the adopted plan related documents at: <https://www.sdcc.ie/en/devplan2022/adopted-plan/related-documents>.

Screening for Environmental Impact Assessment

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. 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 previously provided screening for Appropriate Assessment in the parent permission (SD21A/0284).

Having regard to:

- the small scale and domestic nature of the development which is comprised of modifications to a previously permitted self-storage facility and café unit,
- the location of the development in a serviced urban area, and
- the consequent absence of a pathway to the European site,

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.

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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 proposal, the principle of the proposed amendments to the self-storage facility and café unit previously permitted under SD21A/0284 is acceptable. However, to facilitate a complete assessment of the proposed development and to ensure it is in accordance with the proper planning and sustainable development of the area, **ADDITIONAL INFORMATION** is required in relation to the Vehicular Access and Car Parking and the Green Space Factor of the subject site.

Recommendation

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

1. The Applicant is requested to calculate the Green Space Factor (GSF) to ensure that it has been met. Measures such as blue/green roofs could be considered if necessary to achieve the GSF. Section 12.4.2 of the South Dublin County Development Plan 2022-2028 provides further detail on the requirements for the GSF as part of planning applications. The Green Space Factor calculator and Guidance Note can be found online in the adopted plan related documents at: <https://www.sdcc.ie/en/devplan2022/adopted-plan/related-documents>.
2. The following information is required in relation to the proposed vehicular access and circulation:
 - (i) An explanation of the purpose for the proposed circular road feature to the rear carpark – Is it a roundabout? If road markings are required, applicant to submit revised drawing showing same?
 - (ii) Provide a letter from a fire consultant stating that the proposal would allow for fire-fighting services to access the site as necessary.
 - (iii) Demonstrate bin truck access/egress using AutoTRAK to the Refuse Collection area to the front.
 - (iv) Provide a revised layout showing AutoTRAK analysis for emergency vehicles at the proposed turning head.
 - (v) Submit a revised layout showing:
 - a. Clear traffic priority at the junction with Johnson & Johnson
 - b. Proposed road-markings and road signage for this junction
 - c. Stop text and triangle to be switched to the correct side of the road at the exit from the rear carpark.


Comhairle Chontae Atha Cliath Theas

PR/0021/23

Record of Executive Business and Chief Executive's Order


REG. REF. SD22A/0418
LOCATION: Liffey Valley, Dublin 22


Colm Harte,
Senior Executive Planner


Gormla O'Corrain,
Senior Planner

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

Date: 09 Jan 2023


Mick Mulhern, Director of Land Use,
Planning & Transportation