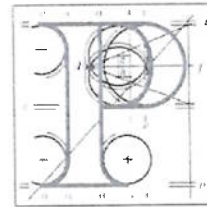


**Our Case Number:** ABP-318683-23



**An  
Bord  
Pleanála**

South Dublin County Council  
Planning Department  
County Hall  
Tallaght  
Dublin 24

**Date:** 01 March 2024

**Re:** Demolition of all existing waste processing buildings on site and construction of a new modernised multi-processing facility.  
Panda Waste, Ballymount Road Upper, Ballymount, Dublin 24

Dear Sir / Madam,

An Bord Pleanála has received your recent report in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://www.pleanala.ie).

If you have any queries in the meantime please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Lauren Griffin  
Executive Officer  
Direct Line: 01-8737244

PA04

<b>Teil</b>	<b>Tel</b>	(01) 858 8100
<b>Glao Áitiúil</b>	<b>LoCall</b>	1800 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

## Lauren Griffin

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**From:** Lauren Griffin  
**Sent:** Friday 1 March 2024 09:26  
**To:** [planningdecisions@SDUBLINCOCO.ie](mailto:planningdecisions@SDUBLINCOCO.ie)  
**Subject:** RE: ABP-318683-23 - Strategic Infrastructure Development - Panda Waste Managements Solutions, Ballymount Road Upper, Dublin 24

A Chara,

The Board acknowledges receipt of your email, official acknowledgement will issue in due course.

Kind regards,

Lauren

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**From:** LUPT - Planning Decisions <[planningdecisions@SDUBLINCOCO.ie](mailto:planningdecisions@SDUBLINCOCO.ie)>  
**Sent:** Wednesday, February 28, 2024 4:56 PM  
**To:** Bord <[bord@pleanala.ie](mailto:bord@pleanala.ie)>  
**Subject:** ABP-318683-23 - Strategic Infrastructure Development - Panda Waste Managements Solutions, Ballymount Road Upper, Dublin 24

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Sir/Madam,

Please find attached SDCC report for ABP-318683-23.

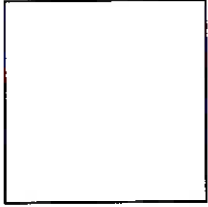
Regards

Pamela

*Pamela Hughes/Staff Officer  
Administration Unit,  
Registry,  
Land Use, Planning and Transportation  
South Dublin County Council,  
County Hall,  
Tallaght,  
Dublin 24.*

Tel: +353 1 4149000 Ext: 3319 | e-mail: [phughes@sdublincoco.ie](mailto:phughes@sdublincoco.ie) | web: [www.sdcc.ie](http://www.sdcc.ie)

*Please consider the environment before printing this email.  
Cuidhnigh ar an timpeallacht, le do thoil, sula gcuireann tú an ríomhphost seo i gcló.*



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Is eolas faoi rún an t-eolas atá sa ríomhphost seo agus d'fhéadfadh go mbeadh sé faoi phribhléid ó thaobh an dlí de. Is don té ar seoladh chuige/chuici agus dósan/dise amháin an t-eolas. Ní ceadmhach do dhuine ar bith eile rochtain a bheith aige/aici ar an ríomhphost seo. Murar duit an ríomhphost seo tá nochtadh, cóipeáil, dáileadh ná aon ghníomh eile a dhéanamh nó aon ghníomh eile a fhágáil gan déanamh ar iontaoibh an ríomhphoist seo toirmiscithe ort agus d'fhéadfadh siad sin a bheith neamhdhleathach. Má fuair tú an teachtaireacht leictreonach seo trí earráid téigh i dteagmháil, le do thoil, leis an té a sheol í nó le [info@sdblincoco.ie](mailto:info@sdblincoco.ie). Glanadh an teachtaireacht seo le bogearraí Frithvíreas.

# **ABP-318683-23 Strategic Infrastructure Development Proposal at Panda Waste Management Solutions, Ballymount Road Upper, Dublin 24**

## **South Dublin County Council's Planning Authority's Views**

### **Strategic Summary of Issues**

- The proposed development would facilitate an expansion of the existing facility's recycling/recovery capacity, required to satisfy the growing demand for South Dublin and the surrounding area.
- The principle of the proposed development is in accordance with the 'EE' Land Use Zoning, the current 2022-2028 South Dublin County Council Development Plan and the proper planning and sustainable development of the area.
- The Planning Authority raises technical and operational issues that require addressing by further information and/or conditions.

### **Section A: Context**

#### ***Introduction***

An application under the Strategic Infrastructure Act was lodged with An Bord Pleanála on the 11<sup>th</sup> December 2023 for permission for the demolition of all existing waste processing buildings on site and construction of a new modernised multi-processing facility. Panda Waste, Ballymount Road Upper, Ballymount, Dublin 24

The proposed development primarily comprises:

- Demolition of all existing buildings, including a c. 1,648 sq m one-storey material recovery building (max height c. 10.9 m) and a c. 612 sq m two-storey administration office building (max height c. 8.2 m);
- Construction of a 4,710 sq m one-storey material recovery building (max height 13.3 m) (the material recovery building will include an ancillary administration reception office, canteen, WCs, and storage); and
- A change of use (intensification) to increase the annual waste acceptance rate from 150,000 tonnes to 350,000 tonnes per year so as to expand the facility's recycling/recovery capacity.

Other elements of the proposal comprise;

- Relocation of the facility's entrance some 20 m southeast;
- Redirection of refuse vehicle route; relocation of weighbridges and waiting area in the path of the revised refuse vehicle route; relocation of skip storage and trailer parking to the northeast of the site;
- Installation of an odour control unit to the rear (eastern corner) of the material recovery building (the unit will include an external flu 15.3 m in height above ground);
- Construction of an ESB substation (max height 3.4 m);
- Reduction in, and rearrangement of, car parking provision (from some 70 No. to 43 No. total car parking spaces, including the provision of 9 No. EV car parking spaces and 3 No. disabled car parking spaces (1 No. being a disabled and EV car parking space));

- Provision of 24 No. bicycle stands; a 4 m high acoustic wall located along the eastern boundary of the site;
- Hard and soft landscaping; SuDS;
- Boundary treatments; tree removal;
- Tree planting;
- Interim site hoarding;
- Lighting; site services; and
- All ancillary works and services necessary to facilitate construction and operation.

#### Purpose

The applicant states the proposed development will accommodate an increase in capacity required to cater for the requirements for South Dublin and the surrounding area. As such, the proposal seeks to increase the tonnage that can be handled at the existing facility on site from 150,000 tonnes per year to 350,000 tonnes. Furthermore, the applicant outlines that the proposed increase in waste capacity at the existing facility is considered a more feasible option to establishing completely new facilities at an alternative location.

#### ***Statutory Process***

##### Pre-Application Consultation

The applicant has had 1 no. pre-application consultation meeting with An Bord Pleanála (ref. ABP-315276-22) on the 14<sup>th</sup> February 2023. The purpose of the consultation meeting was to determine whether the proposed development would constitute strategic infrastructure and fall within the criteria set out in section 37(A)(2) of the Planning and Development Acts 2000 (as amended).

##### An Bord Pleanála determination

An Bord Pleanála confirmed in a letter dated the 9<sup>th</sup> May 2023 that the proposed development falls within the scope of paragraphs 37A(2)(a) and (b) of the Acts, that the development would be strategic infrastructure and that any application for permission for the proposed development should therefore be made directly to An Bord Pleanála as a Strategic Infrastructure Development (SID) under Section 37E of the Acts. The determination from Bord Pleanála that the development constitutes a SID was accompanied by an Inspector's Report, which recommended that the applicant be informed that the proposed development constitutes Strategic Infrastructure.

#### ***Relevant Legislation***

##### Section 37A

Section 37A of the Planning and Development Act 2000, as amended refers to Bord Pleanála's jurisdiction in relation to certain planning applications and outlines the following:

- (1) An application for permission for any development specified in the Seventh Schedule (inserted by the Planning and Development (Strategic Infrastructure) Act 2006) shall, if the following condition is satisfied, be made to the Board under section 37E and not to a planning authority.*
- (2) That condition is that, following consultation under section 37B, the Board serves on the prospective applicant a notice in writing under that section stating that, in*

*the opinion of the Board, the proposed development would, if carried out, fall within one or more of the following paragraphs, namely –*

- (a) the development would be of strategic economic or social importance to the State or the region in which it would be situate,*
- (b) the development would contribute substantially to the fulfilment of any of the objectives in the National Spatial Strategy or in any regional planning guidelines in respect of the area or areas in which it would be situate,*
- (c) the development would have a significant effect on the area of more than one planning authority.*

Seventh Schedule – Infrastructure Developments for the Purposes of Sections 37A and 37B

As inserted into the Planning and Development Act 2000 by section 5 of the Planning and Development (Strategic Infrastructure) Act 2006, the following is a class of development outlined in the Seventh Schedule;

*An installation for the disposal, treatment, or recovery of waste with a capacity for an annual intake greater than 100,000 tonnes.*

*37E.- (1) An application for permission for development in respect of which a notice has been served under section 37B(4)(a) shall be made to the Board and shall be accompanied by an environmental impact assessment report in respect of the proposed development.*

*(2) The Board may refuse to deal with any application made to it under this section where it considers that the application for permission or the environmental impact assessment report is inadequate or incomplete, having regard in particular to the permission regulations and any regulations made under section 177 or to any consultations held under section 37B.*

*(3) Before a person applies for permission to the Board under this section, he or she shall—*

*(a) publish in one or more newspapers circulating in the area or areas in which it is proposed to carry out the development a notice indicating the nature and location of the proposed development and—*

*(i) stating that—*

*(I) the person proposes to make an application to the Board for permission for the proposed development,*

*(II) an environmental impact assessment report has been prepared in respect of the proposed development, and*

*(III) where relevant, the proposed development is likely to have significant effects on the environment of a Member State of the European Communities or other party to the Transboundary Convention,*

*(ii) specifying the times and places at which, and the period (not being less than 6 weeks) during which, a copy of the application and the environmental impact assessment report may be inspected free of charge or purchased on payment of a specified fee (which fee shall not exceed the reasonable cost of making such copy),*

(iii) inviting the making, during such period, of submissions and observations to the Board relating to— (I) the implications of the proposed development for proper planning and sustainable development, and  
(II) the likely effects on the environment of the proposed development, if carried out, and  
(iv) specifying the types of decision the Board may make, under section 37G, in relation to the application,  
(b) send a prescribed number of copies of the application and the environmental impact assessment report to the planning authority or authorities in whose area or areas the proposed development would be situated,  
(c) send a prescribed number of copies of the application and the environmental impact assessment report to any prescribed authorities together with a notice stating that submissions or observations may, during the period referred to in paragraph(a)(ii), be made in writing to the Board in relation to— (i) the implications of the proposed development for proper planning and sustainable development, and (ii) the likely effects on the environment of the proposed development, if carried out, and  
(d) where the proposed development is likely to have significant effects on the environment of a Member State of the European Communities or a state which is a party to the Transboundary Convention, send a prescribed number of copies of the application and the environmental impact assessment report to the prescribed authority of the relevant state or states together with a notice stating that submissions or observations may, during the period referred to in paragraph(a)(ii), be made in writing to the Board.

(4) The planning authority for the area (or, as the case may be, each planning authority for the areas) in which the proposed development would be situated shall, within 10 weeks from the making of the application to the Board under this section (or such longer period as may be specified by the Board), prepare and submit to the Board a report setting out the views of the authority on the effects of the proposed development on the environment and the proper planning and sustainable development of the area of the authority, having regard in particular to the matters specified in section 34(2).

(5) The chief executive of a planning authority shall, before submitting any report in relation to a proposed development to the Board under subsection (4), submit the report to the members of the authority and seek the views of the members on the proposed development.

(6) The members of the planning authority may, by resolution, decide to attach recommendations specified in the resolution to the report of the authority; where the members so decide those recommendations (together with the meetings administrator's record) shall be attached to the report submitted to the Board under subsection(4).



*(7) In subsection (6) 'the meetings administrator's record' means a record prepared by the meetings administrator (within the meaning of section 46 of the Local Government Act 2001) of the views expressed by the members on the proposed development.*

*(8) In addition to the report referred to in subsection (4), the Board may, where it considers it necessary to do so, require the planning authority or authorities referred to in that subsection or any planning authority or authorities on whose area or areas it would have a significant effect to furnish to the Board such information in relation to the effects of the proposed development on the proper planning and sustainable development of the area concerned and on the environment as the Board may specify.*

An Bord Pleanála has published guidelines on the issues expected to be addressed in a planning authority report on a Strategic Infrastructure application.

These include:

- *Main relevant Development Plan provisions relating to the subject site and surrounding area including the relevant Core Strategy provisions. A clear indication of the current status of the relevant Development Plan and any Draft Plans should be given, together with any relevant issues arising.*
- *Details of other relevant Plan provisions (e.g. Local Area Plans) and statement regarding status of these Plans (adopted or in draft form).*
- *Relevant planning history relating to the subject site and the surrounding area.*
- *Relevant enforcement information relating to the subject site.*
- *Relevant national, regional, and local policies.*
- *Any SAAO which may be affected by the proposed development.*
- *European designations, Natural Heritage Areas, which may be affected by the proposed development (whether in or proximate to same).*
- *Protected Structures, ACA's etc.*
- *Waste policy, which may be relevant to the proposed development. This will arise particularly in the case of applications for waste facilities where policies, objectives and other provisions of Regional Waste Management Plans should be referred to in addition to the Development Plan.*
- *Adequacy of the public water supply. (Note Irish Water may also comment as a prescribed body)*
- *Public sewerage facilities and capacity to facilitate the proposed development. (Note Irish Water may also comment as a prescribed body)*
- *Availability and capacity of public surface water drainage facilities.*
- *Flood risk assessment in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities (November 2009).*
- *Assessment under the Water Framework Directive and associated regulations.*
- *Hydrological and hydrogeological assessments as relevant to the case.*
- *Appropriate assessment under the Habitats Directive.*
- *Comments on the adequacy, methodology adopted, conclusions etc. of the EIAR submitted with the application.*
- *Assessment of landscape status and visual impact, as appropriate.*



- *Carrying capacity and safety of road network serving the proposed development.*
- *Environmental carrying capacity of the subject site and surrounding area, and the likely significant impact arising from the proposed development, if carried out.*
- *Part V (social and affordable housing) provisions (which may be applicable in rare cases).*
- *Description of any public use of adjoining, abutting or adjacent lands in the applicants ownership, and the planning authority's view on any condition which may be appropriate for the purpose of conserving a public amenity on those lands.*
- *Planning authority view in relation to the decision to be made by the Board.*
- *Planning authority view on conditions which should be attached in the event of the Board deciding to grant permission. (Where an IPPC or Waste licence is required, the Board cannot impose conditions relating to the control of emissions from the activity for which a license is required).*
- *Planning authority view on community gain conditions which may be appropriate.*
- *Details of relevant section 48/49 development contribution scheme conditions which should be attached in the event of a grant.*
- *Details of any special contribution conditions which should be attached in the event of a grant along with detailed calculations and justification for the conditions.*
- *Any other matters relating to the effects on the environment, the proper planning and sustainable development of the area or the effects on European site(s) that the planning authority may consider to be relevant to the case.*

It is anticipated that the planning authority's submission will include the views/recommendations from the relevant internal and external departments consulted as well as the planning authority's overall considered view on the proposal.

The report follows, in general, the above issues.

## **Section B: Report of the Planning Authority**

### ***Site Description***

The proposed site is located in Ballymount Road Upper, Dublin 12. The existing waste management facility is accessed off Ballymount Road upper and contains an existing industrial building. The surrounding area is characterised by buildings of a similar form and appearance.

### ***Zoning***

The subject site is zoned Zoning Objective 'EE': *'To provide for enterprise and employment related uses'* under the 2022-2028 South Dublin County Development Plan.

### ***Consultations***

#### **Internal Department**

Water Services	No report available at the time of writing.
Parks and Public Realm	No report available at the time of writing.
Public Lighting	No report available at the time of writing.
Roads Department	No objection subject to conditions.
Heritage Officer	No report available at the time of writing.
Architectural Conservation Officer	No report available at the time of writing.
Environment Section	No report available at the time of writing.
City Edge Team	No objection subject to conditions.
Waste Enforcement and Licencing	Email correspondence received.

#### **External Department**

Environmental Protection Agency	No report available at the time of writing.
Inland Fisheries Ireland	No report available at the time of writing.
Department of Defence	No report available at the time of writing.
Uisce Eireann	No objection subject to conditions.
Environmental Health Officer	No objection subject to conditions.

The reports that were received have been taken into consideration in the planning authority's overall view of the proposed development.

### ***Pre-Application Consultation with SDCC***

It is noted that a preplanning consultation (ref: PP068/22) Teams meeting was held on the 26<sup>th</sup> September 2022. This meeting discussed a proposed development that comprised the *demolition of inter alia the existing processing shed and offices and the construction of a new waste processing facility comprising inter alia a single 1 storey building (3,780 sq m), car parking, and associated works. The proposed development will also consist of an increase in tonnage processed on site from 150,000 to 300,000 tonnes per year.*

The planning authority provided guidance without prejudice on any subsequent application and highlighted any likely concerns that may arise from the proposal. The notes from the meeting were issued directly to the applicant.

### ***Relevant Enforcement History***

None identified.

### ***SEA Sensitivity Screening***

The following overlap is indicated;

- Green Infrastructure - 1 - M50 Corridor
- Aviation Safeguarding - Bird Hazards – Casement, Outer Horizontal Surface – Dublin, Conical Surface – Casement
- Solar Safeguarding - Tallaght University Hospital Solar Safeguarding Zone
- Plans and Boundaries - City Edge (Pre Draft)

### ***Relevant Planning History***

#### **Subject Site**

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

Decision: Grant Permission.

S98A/0288 - A two storey extension to existing office building and associated site works.

Decision: Grant Permission.

S96A/0282 - Alterations to previously approved ancillary office accommodation to waste handling facility (reg. ref. no. S94A/0203) involving replacement of proposed single storey office building with two storey office building.

Decision: Grant Permission.

S94A/0203 - Upgrade existing waste handling facility.

Decision: Grant Permission.

#### **Adjacent Sites**

SD23A/0179 - Site at Calmount Road and Ballymount Avenue, Ballymount Industrial Estate, Dublin 12. Construction of 3 no. enterprise / light industrial / wholesale outlet units (Units A, B and C), including ancillary office / administration areas over two levels, with a total GFA of 1,576 sq.m. The proposal includes 25 no. car parking spaces (which includes 2 no. van parking spaces), 20 no. cycle spaces, a Unit Substation, signage zones for the units delivery / loading areas, landscaping, boundary treatments, lighting, PV panels, foul and surface water drainage, and all associated development. The proposal forms an extension to the development permitted under Reg. Ref.: SD22A/0099 and includes vehicular and pedestrian access off the permitted internal access road to the immediate south of the proposed units. The application site is located to the north west of, and will be accessed from, the development permitted under Reg. Ref.: SD22A/0099 (to be known as Apex Hub) and is located to the southeast of Crosslands Business Park, Ballymount Road Lower.

Decision: Grant Permission.

SD23A/0127 - Site at Calmount Road and Ballymount Avenue, Ballymount Industrial Estate, Dublin 12. Proposed alterations to permitted SD22A/0099 relating to the raising of site, road and finished floor levels within part of the permitted development and associated alterations, which can be described as follows, Unit 2 -Raising the finished floor level of the building by 750mm; Alterations to the carpark and HGV yard including adjustments to site levels, reconfiguration of car parking and pedestrian access route, repositioning of bicycle parking, and alterations to HGV yard entrance gate and security fence. Reconfiguration of the green wall area at the north-east elevation and relocation of a door; Unit 3 -Raising the finished floor level of the building by 1,700mm; Alterations to the carpark and HGV yard including adjustments to site levels and reconfiguration of car parking and pedestrian access route resulting in the omission of 1 permitted parking space; Repositioning of bicycle parking, alterations to HGV yard entrance gate and security fence, and relocation of the ESB substation.

Reconfiguration of the green wall area at the south-west elevation; Unit 4 -Raising the finished floor level of the building by 700mm; Alterations to permitted carpark and HGV yard including adjustments to site levels, reduction of the HGV yard access road width to 7,500mm and provision of planting on either side of the road; Alterations to HGV yard entrance gate and security fence. Alterations and repositioning of the ESB substation (No. 4) including a decrease in GFA of 5.2 sq.m and associated external modifications; Reconfiguration of the green wall area at the south-east elevation; Alterations to the levels of the estate road to the south of Unit 3 / north of Unit 6 and the estate road to the north of Unit 2; and All associated development.

Decision: Grant Permission.

SD22A/0099 - Site at Calmount Road and Ballymount Avenue, Ballymount Industrial Estate, Dublin 12. Construction of 5 warehouse / logistics units (Units 1, 2 3, 4 and 6), Including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09 metres and a combined total gross floor area (GFA) of 20,158sq.m; Each warehouse / logistics unit includes car parking to the front, and service yards, including HGV loading bays, to the rear of each unit; Signage zones are proposed for each unit; A total of 200 car parking spaces and 110 cycle spaces are provided for the 5 warehouses / logistics units; Construction of 3 three storey own-door office buildings (Block SA, SB and SC) with maximum heights of c. 13.45 metres and a combined GFA of 4,194sq.m; Signage zones are proposed at the entrances to the buildings; A total of 77 car parking spaces, 50 cycle parking spaces and a bin storage area are provided for the proposed office buildings; Construction of a cafe/restaurant unit with a maximum height of c. 6.09 metres and a GFA of 213sq.m to be located in the south western section of the site; The proposal includes signage for the unit, associated outdoor seating and a bin store; 14 car parking spaces and 10 cycle spaces are provided for the cafe/restaurant unit; The proposal includes 5 ESB substation buildings; The development is to be accessed off Ballymount Avenue and Calmount Road and includes for alterations and upgrades to the public footpaths and road; The development provides for vehicular and service access points, associated internal access roads, circulation areas and footpaths; The proposal includes landscaping and planting, entrance signage, boundary treatments, lighting, PV panels, green roofs, underground foul and storm water drainage network, including connections to the foul and surface water drainage network on the public roads, attenuation areas and all associated site works and development.

Decision: Grant Permission.

### ***South Dublin County Council Development Plan 2022 – 2028***

The CDP 2022-2028 is the prevailing statutory plan for the area. The following policies and objectives are considered of suitable relevance to the proposed development:

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

*CS2 Objective 1: To prepare a Local Area Plan or other appropriate mechanism for the zoned Regeneration (REGEN) lands and other lands at Naas Road / Ballymount as defined by the City Edge Project boundary. The LAP or equivalent will commence in 2022 and provide a framework for the sequential and phased development of the lands, integrating sustainable transport, land use and blue and green infrastructure. The City Edge Strategic Framework will inform this Statutory Plan.*

*CS2 Objective 2: To facilitate a co-ordinated approach and vision to any future sustainable development of the City Edge area in collaboration with Dublin City Council and all relevant stakeholders, including the local community and existing businesses having regard to their operational needs, and ensure that the needs of the existing and new community will be met, and the provision of necessary community and physical infrastructure is delivered in tandem with any new development.*

*Policy CS7: Consolidation Areas within the Dublin City and Suburbs Settlement*

*CS7 Objective 2: To promote and support the regeneration of underutilised industrial areas designated with the regeneration Zoning Objective 'REGEN' ('to facilitate enterprise and / or residential led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery).*

*Chapter 4 Green Infrastructure Policy GI1 Overarching 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.*

*Policy GI2 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.*

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

*Chapter 9 Economic Development and Employment*

*EDE1 Objective 5: To support the implementation of the Metropolitan Area Strategic Plan to support the objectives for the South - West Corridor and the area within the M50 by the: Promotion of high tech, manufacturing and research and development in Grange Castle Business Park and Citywest; Intensification of industrial lands and mixed-use development at the City Edge / City Edge Strategic Framework area and in*



*Tallaght Town Centre / Cookstown while ensuring, to the greatest extent possible, the sustainability of existing businesses and employment.*

*Chapter 11, Section 11.6 Waste Management*

*Policy IE7: Waste Management Implement European Union, National and Regional waste and related environmental policy, legislation, guidance, and codes of practice to improve management of material resources and wastes.*

*IE7 Objective 1: To encourage a just transition from a waste management economy to a green circular economy to enhance employment and increase the value, recovery, and recirculation of resources through compliance with the provisions of the Waste Action Plan for a Circular Economy 2020-2025 and to promote the use of, but not limited to, reverse vending machines and deposit return schemes or similar to ensure a wider and varying ways of recycling.*

*IE7 Objective 2: To support the implementation of the Eastern Midlands Region Waste Management Plan 2015-2021 or as amended by adhering to overarching performance targets, policies, and policy actions.*

*IE7 Objective 3: To provide for, promote and facilitate high quality sustainable waste recovery and disposal infrastructure / technology in keeping with the EU waste hierarchy and to adequately cater for a growing residential population and business sector.*

*IE7 Objective 4: To provide for and maintain the network of bring infrastructure (for example, civic amenity facilities, bring banks) in the County to facilitate the recycling and recovery of hazardous and non-hazardous municipal wastes.*

*IE7 Objective 5: To ensure the provision of adequately sized public recycling facilities in association with new commercial developments and in tandem with significant change of use / extensions of existing commercial developments where appropriate.*

*IE7 Objective 6: To ensure that green waste centres are provided in suitable locations to augment the local house to house collection system for compostable waste.*

*IE7 Objective 7: To require the appropriate provision for the sustainable management of waste within all developments, ensuring it is suitably designed into the development, including the provision of facilities for the storage, separation, and collection of such waste.*

*IE7 Objective 8: To adhere to the recommendations of the National Hazardous Waste Management Plan 2014-2020 and any subsequent plan, and to co-operate with other agencies including the EPA in the planning, organisation, and supervision of the disposal of hazardous waste streams, including hazardous waste identified during construction and demolition projects.*



*IE7 Objective 9: To support the development of indigenous capacity for the treatment of non-hazardous and hazardous wastes where technically, economically, and environmentally practicable subject to the relevant environmental protection criteria for the planning and development of such activities being applied.*

*12.4.2 Green Infrastructure and Development Management*

*12.9 Economic Development and Employment*

*12.10.1 Energy Performance in New Buildings*

*12.11.3 Waste Management*

The following policies and objectives of the CDP are additionally noted:

*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 QDP16: Framework Plans (FP)*

*Policy SM2: Walking and Cycling*

*Policy SM7: Car Parking and EV Charging*

*Policy EDE1: Overarching*

*Policy EDE3: Innovative Economy*

*Policy EDE4: Urban Growth, Regeneration and Placemaking*

*Policy EDE5: Building on Clusters*

*Policy EDE7: Space Extensive Land Use*

*Policy EDE26: Major Accidents*

*Policy IE2: Water Supply and Wastewater*

*Policy IE3: Surface Water and Groundwater*

*Policy IE4: Flood Risk*

*Policy IE7: Waste Management*

*Policy IE8: Environmental Quality*

*11.8.2 Casement Aerodrome*

*11.8.6 Airport and Aerodrome – Noise*

*11.8.7 Public Safety Zones*

*12.3.1 Appropriate Assessment*

*12.3.3 Environmental Impact Assessment*

*12.5.1 Universal Design*

*12.5.2 Design Considerations and Statements*

*12.5.3 Density and Building Heights*

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

*12.7.1 Bicycle Parking / Storage Standards*

*12.7.4 Car Parking Standards*

*12.9.2 Enterprise and Employment Areas Table*

*12.10 Energy*

*12.11.1 Water Management*

*12.11.4 Environmental Hazard Management*

*12.27 Key Principles for Development within Enterprise and Employment Zones*

The 2022-2028 CDP identifies Six Year Road Proposals on various streets within the Ballymount employment area lands, including in proximity to the subject site.

#### ***City Edge Framework Plan***

It is noted that the site is located within the City Edge Framework Plan area which is identified for a large-scale regeneration project. Further to same, the area will be subject to significant changes in the medium to long-term; however, it is noted that the framework is presently non-statutory in nature. The assessment of any current application will therefore be reviewed in the context of the 2022-2028 CDP.

City Edge delivery team have reviewed the application and provide further analysis in the City Edge section of this report.

#### ***Relevant National and Regional Policy***

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

*A Waste Action Plan for a Circular Economy 2020-2025*, Government of Ireland, (2020).

*Climate Action Plan 2024*, Government of Ireland (2023).

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

#### **Relevant matters to be addressed.**

The planning authority considers the following as relevant matters to be addressed:

- Principle of the proposed development
- City Edge
- Sustainable Transport
- Water Services
- Water and Wastewater Supply
- Waste Enforcement and Licencing
- Environmental Health
- Heritage
- Landscape
- Residential Amenity
- Aviation
- Appropriate Assessment
- Environment Impact assessment

#### ***Principle of the proposed development***

The subject site is zoned Zoning Objective 'EE': *'To provide for enterprise and employment related uses'* under the 2022-2028 CDP. The proposed development substantially comprises the demolition of the existing buildings on site, the construction of a material recovery building and a change of use to expand/intensify the recycling/recovery capacity of the existing facility.

Under the 2022-2028 CDP, 'Recycling Facility' and 'Refuse Transfer Station' uses are permitted in principle under the EE zoning objective of the site. The established use of the existing facility at the subject site is also noted.

### **City Edge**

The City Edge Delivery Team have reviewed the application and have provided the following comments:

#### *Delivery Team comments:*

*The subject site, zoned 'EE' Enterprise and Employment under the South Dublin County Development Plan 2022-2028, is located within an area designated for employment use in the non-statutory City Edge Strategic Framework (2022). The site is not proximate to any of the Seveso sites in the wider area. It is located in Ballymount Industrial Estate, close to the M50 and the M50/N7 Junction at Red Cow.*

*The 2022-2028 County Development Plan identifies Six Year Road Proposals on various streets within the Ballymount employment area lands, including in proximity to the subject site. The proposed Calmount Road High Street identified in the Strategic Framework is located further east and a Bus Connects Corridor and a potential corridor for the post-2042 Tallaght – Kimmage Luas is proposed to the northeast. An outer orbital transport Hub is also proposed further east.*

*The principal land use envisaged within the City Edge Strategic Framework is urban industry. The site is not located within any of the emerging City Edge Priority Development Areas. It faces an open green area to the west indicated for the construction of several warehouse/logistics units under planning application SD22A/0099. Also noted under SD23A/0179, to the northwest, is the construction of 3 no. Enterprise / light industrial/wholesale outlet units. Both applications have been Granted Permission.*

*Within the Urban Industry designation of the Strategic Framework, the objectives are to facilitate existing industrial activity and deliver intensified typologies where appropriate, and to support releasing sites to increase industrial capacity / other uses. Under the City Edge Strategic Framework, the sustainability propositions for zero waste under the EU Circular Economy Action Plan are noted as:*

- *promote waste recycling targets.*
- *recycling targets for waste collectors*
- *reduce manufacturing of single use plastics*
- *education for waste segregation*
- *development of waste management infrastructure.*

*The proposal will contribute to achieving these aims.*

*It should be ensured that the implementation of the 6-year Roads Objective contained in the SDCC Development Plan is not hindered as this will form part of the future City Edge street network. The site does not overlap with any proposed areas for open space or Green infrastructure, and it also does not overlap with any area of flood risk.*

*This site should be required to adhere to a greening agenda considering the proposal's scale with the protection of existing trees and a tree protection plan, incorporating GI, landscape and planting plans and SUDS strategy. The City Edge vision envisages high-quality boundary treatments, and the potential for green roofs, green walls and street trees should be explored with the applicants with a view to general greening and creating an attractive surrounding public realm.*

*Regarding the context of the subject site within the Framework and the location and nature of the development proposed which is an application for intensification, the principle would not inhibit the implementation of the non-statutory City Edge Strategic Framework or the emerging layouts for the forthcoming proposed City Edge Variation to the Development Plan. The Delivery Team would therefore not be opposed to the proposal.*

In the event that the Bord is minded to grant permission for the subject development, a **condition** to investigate the possibility of green roof, green wall, and street tree provision at the subject site to provide for an enhanced public realm is recommended, in addition to other landscape/Green Infrastructure (GI)-related issues discussed below in this report.

### ***Sustainable Transport***

The Roads Department have reviewed the application and have provided the following comments:



### ***Access & Roads Layout:***

*A separate pedestrian and cycle access into the site will be provided further to the north on Ballymount Road Upper. This will provide safe entry and exist point for staff and visitors. A relocated access junction onto Ballymount Road Upper will be provided and will be used by all vehicles accessing the site. Turning space is provided within the site to allow HGVs to enter and leave in a forward. An autotrack of the HGV movements has been submitted and is acceptable. The sight lines at the vehicle access point are acceptable.*



*The width of the vehicle access point is excessive, but the autotrack details the HGVs using the entire width to enter and exit. Considering the area is currently industrial in nature the width is acceptable, but every effort should be made to allow pedestrians/cyclists to have safe refuge on either side of the access.*



*Permeability:*

*The pedestrian crossing at the access point requires a footpath on both sides. The applicant is requested to show the footpath extending on the south-eastern side of the vehicle access point. The separate pedestrian access point is welcomed, the access should be wide enough to accommodate cyclists.*

*Car Parking:*

*4,710m<sup>2</sup> facility at 1no. space per 100m<sup>2</sup> resulting in a maximum of 47no.spaces. the mobility plan suggests that only 10 staff will be on site at any time. Therefore, the provision of 43no. spaces is excessive. The applicant should consider reducing the amount by 50%.*

*In total, 43 car parking spaces would be provided, of which.*

*3no. would be disabled spaces, which is 5% of total parking spaces.*

*9 no. would be EV charging bays (including one of the above disabled spaces), which is 20% of the total parking spaces.*

*Bicycle Parking:*

*24no. Cycle parking spaces will be provided. These will be in covered and secure bike stands outside the main warehouse entrance. SDCC's CDP requires a minimum of 1 long term cycle space per 200m<sup>2</sup> GFA for Warehousing land uses, which equates to 24 spaces at the facility. These spaces should be secure and covered and be in accordance with the cycle design manual.*

### Traffic and Transport

A traffic and transport assessment has been submitted. It identifies the number of HGV movements from the development. There is a 133% increase in the number of HGV movements to the development. Compared to current operations, in the AM (08:00 - 09:00) and PM (17:00 - 18:00) network peak hours, there will be 16 and 8 more inbound HGV movements respectively, because of the development.

The threshold assessment is shown below.

Table 5. Threshold Assessment (Peak hours)			
Link	% impact		
	AM	IP	PM
Turnpike Road	0.7%	0.9%	1.3%
Ballymount Rd Lower north of BRU	1.2%	1.5%	4.3%
Ballymount Rd Lower south of BRU	0.6%	0.3%	0.8%
Ballymount Rd Upper between BRL and Panda	1.9%	2.4%	5.3%
Ballymount Rd Upper between Panda and Calmount Rd	2.7%	4.1%	3.3%
Calmount Rd north of BRU	-1.2%	-1.5%	-0.5%
BRU east of Calmount Rd	0.0%	0.0%	0.1%
Calmount Rd south of BRU	0.5%	0.9%	0.8%

Only one junction shows an above threshold value of 5.3%. therefore, the Ballymount Road Upper junctions have been analysed further.

The following junctions have been modelled:

Calmount Road / Ballymount Road Upper roundabout.

Ballymount Road Upper / Ballymount Road Lower / Turnpike Road roundabout.

Ballymount Road Upper / Site Access junction

All where done for the 2023 - 2026 (Year of Opening), the 2023 - 2030 (YoO + 5) and the 2023 - 2040 (YoO + 15). None of the junction arms show a RFC above the 0.85 that denotes traffic congestion. The greatest congestion will be on the Ballymount Road Upper west with a RFC of 0.82 in the year 2040 with the development.



Movement	AM peak hour (0800-0900)			Inter-peak hour (1215-1315)			PM peak hour (1600-1700)		
	Queue (pcu)	Delay (s)	RFC	Queue (pcu)	Delay (s)	RFC	Queue (pcu)	Delay (s)	RFC
<b>Base 2025</b>									
Calmount Rd north	0.3	4.97	0.19	0.7	6.47	0.39	1.3	9.65	0.57
BRU east	0.3	3.63	0.21	0.8	5.97	0.43	1.6	10.65	0.61
Calmount Rd south	0	0.04	0.02	0	0.04	0.01	0	0.04	0.01
BRU west	0.6	10.04	0.33	1.4	9.51	0.56	2.2	11.11	0.68
<b>Base 2025 + Dev</b>									
Calmount Rd north	0.2	4.99	0.17	0.6	6.51	0.37	1.3	9.85	0.57
BRU east	0.3	3.68	0.22	0.8	6.16	0.44	1.6	11.05	0.62
Calmount Rd south	0	0.04	0.02	0	0.04	0.01	0	0.04	0.01
BRU west	0.8	11.23	0.41	1.9	11.31	0.63	2.5	12.4	0.71
<b>Base 2030</b>									
Calmount Rd north	0.3	5.27	0.2	0.8	7.21	0.44	1.8	11.99	0.63
BRU east	0.3	3.76	0.23	1	6.66	0.47	2.2	14.27	0.69
Calmount Rd south	0	0.04	0.03	0	0.04	0.01	0	0.04	0.01
BRU west	0.6	10.2	0.39	1.8	11.33	0.61	3	14.2	0.74
<b>Base 2030 + dev</b>									
Calmount Rd north	0.3	5.29	0.19	0.8	7.27	0.42	1.8	12.29	0.64
BRU east	0.3	3.82	0.23	1	6.91	0.48	2.3	14.99	0.7
Calmount Rd south	0	0.04	0.03	0	0.04	0.02	0	0.04	0.01
BRU west	0.9	11.69	0.47	2.5	13.92	0.69	3.6	16.33	0.78
<b>Base 2040</b>									
Calmount Rd north	0.3	5.58	0.22	0.9	7.88	0.47	2.2	14.37	0.68
BRU east	0.4	3.9	0.24	1.1	7.3	0.5	3	18.44	0.75
Calmount Rd south	0	0.04	0.03	0	0.04	0.02	0	0.04	0.01
BRU west	0.9	14.1	0.43	2.2	13.15	0.66	3.7	17.38	0.79
<b>Base 2040 + Dev</b>									
Calmount Rd north	0.3	5.6	0.2	0.9	7.96	0.45	2.2	14.72	0.68
BRU east	0.4	3.96	0.25	1.2	7.6	0.51	3.1	19.56	0.76
Calmount Rd south	0	0.04	0.03	0	0.04	0.02	0	0.04	0.01
BRU west	1.3	16.52	0.52	3.1	16.68	0.73	4.6	20.56	0.82

### Environmental Impact Assessment:

Chapter 14 details the transport in the EAIR.

To establish baseline traffic conditions on the local road network, traffic surveys were undertaken in September 2023.

Table 14.4 presents the calculated Base 2023 AADFs for each of the links shown in Figure 14.2. No links in the study area have been identified as 'sensitive' by SYSTRA due to the industrial nature of the area, and absence of residential receptors or services.

**Table 14.4: Base 2023 AADF**

Link Ref	Description	Base 2023 AADF (two-way, vehicles)	Sensitive Link? (as per IEMA Guidelines)	IEMA Threshold for assessment
1	Turnpike Road	11,397	No	30%
2	Ballymount Rd Lower north of Ballymount Road Upper	11,939	No	30%
3	Ballymount Rd Lower south of Ballymount Road Upper	5,175	No	30%
4	Ballymount Rd Upper between Ballymount Rd Lower and Panda	12,186	No	30%
5	Ballymount Rd upper between Panda and Calmount Rd	13,776	No	30%
6	Calmount Rd north of Ballymount Road Upper	9,812	No	30%
7	Ballymount Road Upper east of Calmount Rd	11,157	No	30%
8	Calmount Rd south of Ballymount Road Upper	31,512	No	30%

*AADF (Average Annual Daily Flow)*

**Table 14.2: AADF Link Flows (Total Traffic) & Development Contribution**

Link Ref	Description	IEEMA threshold	Do-Min 2025	Do-Something (Do-min + dev) 2025	Increase	% impact
1	Turnpike Road	30%	11,714	11,770	56	0.5%
2	Ballymount Rd Lower north of Ballymount Road Upper	30%	12,270	12,371	101	0.8%
3	Ballymount Rd Lower south of Ballymount Road Upper	30%	5,319	5,342	23	0.4%
4	Ballymount Rd Upper between Ballymount Rd Lower and Panda	30%	12,524	12,704	180	1.4%

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**Chapter 14 Material Assets: Traffic & Transport**

5	Ballymount Rd upper between Panda and Calmount Rd	30%	14,158	14,443	285	2.0%
6	Calmount Rd north of Ballymount Road Upper	30%	10,085	10,097	-111	-1.1%
7	Ballymount Road Upper east of Calmount Rd	30%	11,467	11,469	1	0.0%
8	Calmount Rd south of Ballymount Road Upper	30%	32,388	32,526	139	0.4%

The figures in Table 14.6 show that the predicted increase in total traffic associated with the proposed development is below the 30% threshold on all links in the study area, therefore no further assessment is required.

*The analysis of the existing traffic around the development and the estimated traffic generated by the development has been calculated. The overall percentage impact on the eight surrounding junctions has shown a 2% impact on the overall traffic and a 14.6% impact on the same junction for HGV traffic (Ballymount Road Upper between this facility and the Calmount Road).*

*At the time of the preparation of this EIAR, the City Edge project is at an early stage, but the proposed SEHL development is consistent with the Strategic Framework. The potential on-street cycle facility will not be affected by the proposed development.*

*In the absence of more specific information on the traffic changes that will occur as part of the long-term City Edge project, SYSTRA has assumed that current traffic patterns will continue, and that traffic will grow in line with national projections.*

*Mobility management plan.*

*A mobility management plan has been submitted. It details the reduction in car use by staff in favour of public transport and active travel. The provision of the bus connects and the cycle links on Calmount Avenue should be utilised by this development. Therefore, the initial reduction of car parking should be implemented.*

*No Roads objections subject to the following conditions:*

- 1. Any gates shall open inwards and not out over the public domain. The pedestrian access shall be wide enough to accommodate cyclists.*
- 2. Prior to commencement of development, the applicant shall submit a developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority*
- 3. Prior to commencement of development, the applicant shall submit a developed Construction Traffic Management Plan for the written agreement of the Planning Authority.*
- 4. A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be submitted for the written agreement of the Planning Authority. REASON: In the interest of sustainable transport.*
- 5. All bicycle parking spaces must be covered and shall be constructed in line with National Cycle Manual standards.*

*Roads recommend that additional information be requested from the applicant:*

- 1. A layout of not less than 1:200 scale, showing the pedestrian footpaths on both sides of the vehicle access point.*
- 2. The applicant shall submit a Stage 1 Road Safety Audit.*
- 3. The applicant shall submit a revised layout of not less than 1:200 scale showing the location and reduction in the number of parking spaces to be provided at the development. This should be inline with the submitted mobility management plan.*

The **conditions** recommended by the Roads Department are considered appropriate and should be applied in the event of a grant.

***Environmental Health***

The H.S.E Environmental Health Officer (EHO) has reviewed the application and noted no objection to same subject to conditions. The report of the EHO stated the following:

*Decision:*

*This Department acknowledges the documents submitted for the proposed development at*

- *Environmental Impact Assessment Report (EIAR) – Volume 1: Non-Technical Summary and Volume 2: Main Body & Appendices*
- *Report in Support of Appropriate Assessment Screening*
- *Transport Assessment*
- *Civil Engineering Planning Report*
- *Site Specific Flood Risk Assessment*
- *Tom Philips Associates Correspondence*
- *Proposed Site Layout Plans, Elevations and Floor Plans*
- *Drainage Network Drawings*

*The above proposal is acceptable to the Environmental Health Department subject to the following conditions:*

#### *Waste Water Network*

*This Department is in agreement with the Civil Engineering Planning Report, which states that all water main infrastructure shall be designed and constructed in accordance with Irish Water documents “Code of Practice for Water Infrastructure” and “Water Infrastructure Standard Details”. A confirmation of feasibility (COF) is still to be received from Uisce Éireann to confirm there is sufficient capacity to cater for this development as per the calculations noted in Appendix C and D. The proposed Waste Water Network is acceptable to this Department once confirmation from Uisce Éireann has been received confirming the feasibility of this capacity. It has been noted that this can take up to 16 weeks.*

#### *Surface Water Drainage*

*This Department is in agreement with the Civil Engineering Planning Report to which suitable proposed measures in controlling the quality and quantity of water discharged from the development include:*

- *Rainwater harvesting*
- *Collection of excess roof rainwater and run-off from impermeable surfaces and attenuating this run-off prior to discharge to outfall location*
- *The use of trapped gullies throughout the development*
- *Permeable paving*
- *Soakaways*
- *Swale behind the building*
- *The use of an oil interceptor*
- *The proposed site layout has been designed to have its own storage via permeable paving, attenuation and rainwater harvesting tanks and soakaway. Each catchment will have a gravity surface water drainage network which will outfall into a dedicated SuDS area.*

#### *Demolition and Construction Phase*

##### *Noise*

1. *To control, limit and prevent the generation of Environmental Noise Pollution from occurring to adjacent and surrounding neighbours, the Environmental Health Department of South Dublin County Council, hereby informs you that :*



*The use of machinery, plant, or equipment (which includes pneumatic drills, generators, and the movement on and off the site of construction vehicles) is NOT PERMITTED outside the following hours:*

- *Before 07.00 hours on weekdays, Monday to Friday*
- *Before 09.00 hours on Saturdays.*
- *After 19.00 hours on weekdays, Monday to Friday.*
- *After 13.00 hours on Saturdays.*
- *Not permitted at any time on Sundays, Bank Holidays or Public Holidays.*

*Reason: In the interest of public health by the prevention of unacceptable levels of noise pollution which could interfere with normal sleep and rest patterns and/or when people could reasonably expect a level of quietness, the proper planning and sustainable development of the area and to uphold the Council's amenity policies set out in the South Dublin County Council Development Plan.*

*Noise levels from the proposed development shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any residence, adjoining premises, or public place in the vicinity.*

*Reason: In the interest of public health.*

*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.*

*Reason: In the interest of public health.*

#### *Air Quality*

*During the demolition/construction 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: To contain dust arising from construction in the interests of public health and to prevent nuisance being caused to occupiers of buildings in the vicinity.*

#### *General Impact*

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

*Reason: In the interests of public health and to contain dust arising from demolition/ construction and to prevent nuisance being caused to occupiers of buildings in the vicinity.*

*External Lighting*

- a) Any external lighting system shall be designed to minimise potential glare and light spillage that would cause a nuisance to other commercial businesses nearby.*
- b) All external lighting shall be of a type that ensures deflection of lighting downwards. All external lighting shall be cowled and directed away from other businesses in the locality.*

*Reason: To prevent light pollution and the creation of a nuisance, in the interests of residential amenity and the proper planning and sustainable development of the area.*

*ESB Substation*

*This permission is for a period of 5 years from the date of this grant of planning permission. The telecommunications structure and related ancillary structures shall then be removed unless, prior to the end of the period, planning permission shall have been granted for their retention for a further period by the Planning Authority or by An Bord Pleanála on appeal.*

*Reason: To enable the impact of the development to be reassessed, having regard to advances in technology and design of radio equipment and antennae, changes in the design of support structures, more stringent or other standards, if considered more appropriate, during the period of five years and to circumstances then prevailing. Monitoring to determine the adherence to the guidelines of the International Non-Ionising Radiation Committee of the International Radiological Protection Association, under the auspices of the WHO and the European Pre standard RNV 50166-2 Human Exposure to Magnetic Fields-High Frequency (10KHz to 300GHz) promulgated by CENELEC, the European Committee for Electro technical standardisation shall be made immediately before the site is brought into commission and thereafter at yearly intervals by a competent authority, using up-to-date monitoring equipment. The results of all monitoring shall be available for inspection by the Planning Authority and/or other appropriate body.*

*Reason: In the interests of public health.*

The conditions recommended are considered standard and best practice and therefore should be applied in the event of a grant.

With regard to the recommended condition relating to the ESB substation, it is noted that Section 13.6.4.1 of the EIAR states that the proposed facility will be connected to the electricity network and a new electricity substation is proposed to accommodate the increased electricity demand, meaning the proposed substation would be a primary electrical power source to the facility. It is not clear from the information provided whether any telecommunications infrastructure is proposed, however, the implication of Circular Letter PL 07/12 with regard to attaching a condition to a permission for



telecommunication masts and antennae which limit their life to a set temporary period is noted in this regard.

### ***Waste Enforcement and Licencing***

The Waste Enforcement and Licensing section have reviewed the application and corresponded that as the current site is licensed by the Environmental Protection Agency (EPA). Therefore, any proposed increase to the approved annual limits on the acceptance of waste shall be considered by the EPA and approval or not will be dependent on the EPA.

### ***Water and Wastewater***

Uisce Eireann have reviewed the application and provided the following comments:

*Uisce Éireann (UÉ) has reviewed the plans, particulars and Environmental Impact Assessment Report submitted for this Planning Application and based on the details provided by the applicant to UÉ as part of their Pre-Connection Enquiries and on the capacity available in the local networks, UÉ has the following observations, detailed below.*

*UÉ can confirm a Confirmation of Feasibility (COF) in relation to a water and wastewater connection was issued in relation to the above mentioned development on the subject site(CDS23009177). The COF confirms that at the date of publication, 12th February 2024, capacity exists in the UÉ network to accommodate the proposed development without any infrastructure upgrades being required.*

*In respect of Water:*

*A connection is feasible without infrastructure upgrades by UÉ.*

*In respect of Wastewater:*

*A connection is feasible without infrastructure upgrades by UÉ.*

### ***Planning Recommendation***

*Based on the planning application documentation provided in support of the subject application, Uisce Éireann's assessment of the subject application and available information, Uisce Éireann do not raise any objections to the subject development.*

*UÉ therefore respectfully requests the following conditions be included as part of any grant of planning permission.*

- 1) The applicant shall sign a connection agreement with Uisce Éireann prior to any works commencing and connecting to the Irish Water network.*
- 2) Uisce Éireann does not permit any build over of its assets and separation distances as per Irish Waters Standards Codes and Practices shall be achieved.*
  - (a) Any proposals by the applicant to build over/near or divert existing water or wastewater services subsequently occurs, the applicant*

*shall submit details to Uisce Éireann for assessment of feasibility and have written confirmation of feasibility of diversion(s) from Irish Water prior to connection agreement.*

- 3) *All development shall be carried out in compliance with Irish Water Standards codes and practices.*

In the event that permission is granted, the **conditions** recommended by UÉ are considered appropriate and should apply.

***Environmental carrying capacity of the subject site and surrounding area, and the likely significant impact arising from the proposed development, if carried out.***

The following issues relating to the environmental carrying capacity of the site have not been addressed elsewhere in this report.

It is noted that the submission includes an Environmental Impact Assessment Report (EIAR) comprising Volume 1: Non-Technical Summary (NTS) and Volume 2: Main Body & Appendices.

**Traffic and Transport**

Section 14.4 of the submitted NTS outlines the likely impacts arising during the construction and operational phase of the subject development:

*Construction Stage*

*The busiest times for traffic movements will be the demolition stage when the construction debris is removed from the site. During this period, there will be daily average 80 two way truck movements per day (40 in and 40 out). At other times, there will be in the region of 50 truck movements (25 in and 25 out), or less, each day. In terms of construction staff movements, there will typically be 60 workers on site, which may rise to 100 during peak periods. Assuming a car occupancy of 2, this will result in 50 inbound car/van trips before 8 am, and 50 outbound trips from 4pm on.*

*Operational Stage*

*There will be an increase in the number of trucks accessing the facility from 167 to 390. Staff travel demand is likely to be similar, or below current levels. All of the road junctions will continue to operate below capacity.*

Section 14.6 of the NTS provides an overview of the prevention and mitigation, which states:

*The proposed development will not have a significant effect on the local road network during either the construction or operational phases. However, if it is not properly managed, construction traffic does have the potential to create safety issues, and environmental nuisance. A Framework Construction Traffic Management Plan has been which forms part of the CEMP and how construction traffic will be planned for, managed, and monitored, to ensure that any impacts on local communities, vulnerable users, and road users, will be minimised as far as possible.*

Section 14.9 of the NTS outlines the Residual Impacts:

*Construction Stage*

*Based on the scale and phasing of the development, the haul routes and the implementation of Traffic Management Plan, construction stage traffic will not result in any localised traffic congestion in the vicinity of the development site. Construction traffic will have a negative, not significant, local, likely, and temporary impact on the local road network. 49 Z:\23\13801 Ballymount-Non-Technical Summary.docx December 2023 14.9.2*

*Operational Stage*

*In the operational stage the development will have a negative, not significant, likely, local, and long term impact on traffic.*

Having regard to the above, in the event of a grant of permission, it is recommended that **conditions** be attached requiring the submission of a Construction Waste and Demolition Management Plan, and a Construction Traffic Management Plan should apply in the interest of residential amenity, public safety, and compliance with Development Plan policy.

Heritage

The site is not located within an Architectural Conservation Area, nor are there any protected structures or recorded sites and features of historical and archaeological importance included in the Record of Monuments and Places. The site is not located within a Special Amenity Area Order, nor does it affect any proposed or designated European, or national environmentally protected areas.

Water Services

Section 7.7.1 of the Non-Technical Summary (NTS) outlines;

*Sustainable drainage measures include permeable pavement, a soakaway and infiltration trench to increase groundwater recharge and flow attenuation to restrict the flows to the Uisce Eireann storm sewer. To mitigate the potential contamination risk to groundwater an oil interceptor will be provided on the drainage system taking rainwater run-off from the operational yards. The permeable pavement design includes measures to remove oil from the infiltrating rainwater.*

A civil engineering report and a site-specific Flood Risk Assessment, prepared by ORS, was submitted with the application.

Chapter 7 of the Environmental Impact Assessment Report (EIAR) provides mitigation measures relating to water management. It is considered that the mitigation measures as identified in same should be adhered to in the event of a grant of permission.

Landscape

A Landscape and Visual Impact assessment is contained in Chapter 11 of the EIAR. The subject site is located within the Urban/Historic Urban Character Area, which is characterised by residential and industrial areas. The Urban Landscape is not categorised for sensitivity. As such, no significant changes to the landscape character

are anticipated as a result of the proposal. The proposed development would, however, result in the loss of 14 no. existing trees around the subject site boundary.

Section 11.3.3 of the EIAR outlines;

*ORS prepared a Green Infrastructure Plan that references or identifies all existing natural features (hedgerows, significant trees, waterbodies) and the proposed green infrastructure network within the development. The Plan includes details of all landscape areas, ecological corridors, drainage measures, walls / boundary specifications, locations of bird, bat and invertebrate boxes, any permeable paving, tree planting, biodiversity enhancement and hedgerow management proposals. Given the commercial nature and intended land-use, public access and connectivity were not applicable. A copy of the Plan is in Appendix 11.2.*

The supporting information includes a Green Space Factor (GSF) which indicates the proposal does not meet the minimum requirements of the 2022-2028 CDP. As per CDP policy, in cases where a proposed development does not meet the minimum required score, the Council will engage with the applicant to help determine an alternative Green Infrastructure (GI) solution, to ensure that the proposed development does not detract from the local environment and makes a positive contribution to local GI provision.

In the event that An Bord Pleanála is minded to grant permission, it is recommended that a **condition** be applied to require applicant to submit revised plans and particulars to ensure compliance with the GSF on site in accordance with GI5 Objective 4 which seeks 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.

#### Biodiversity

Section 8.5 of the EIAR states:

*Those aspects of the development relevant to biodiversity are:*

- *Construction Stage loss of habitat and plant species, including approximately 14 mature trees ;*
- *Construction Stage disturbance of species due to noise and light emissions and human activity;*
- *Construction Stage landscaping measures:*
- *Operational Stage disturbance of species due to light, noise, and human activity.*

Section 8.7.2 of the NTS, provides an overview of the additional mitigation measures relating specifically to the construction phase, these include;

- *Site lighting will be at the lowest level needed for safety and security purposes and wherever possible will be restricted to the working area and set up to avoid overspill and shadows on sensitive habitats outside the construction area;*
- *Where possible trees will be not be removed between the bird breeding season of 1st March and 31st August;*
- *Trees will be protected in accordance with BS: 5837:2012 Trees in relation to design, demolition, and construction recommendations and any further agreed*

*procedures. The reinstatement of trees and vegetation will be undertaken by a suitably qualified landscape contractor.*

- *As a biodiversity enhancement measure four bat boxes will be put up within the site boundary. The location will be specified by an ecologist taking into account landscape plans, vehicle movements and lighting.*
- *As noted above vegetation will be removed outside of the breeding season where possible and in particular, removal during the peak-breeding season (April-June inclusive) will be avoided. This will also minimise the potential disturbance of breeding birds outside of the study area boundary. □ The buddleia will be treated.*
- *Site lighting will typically be provided by tower mounted temporary portable construction floodlights. The floodlights will be cowled and angled downwards to minimise spillage to surrounding properties.*

In the event of a grant of permission, it is recommended that the above issues be confirmed by **condition**, and the proposed mitigation measures adhered to in full. A Construction Environmental Management Plan (CEMP) should be accessible at the site throughout the construction phase, and a suitably qualified Ecological Clerk of Works should be appointed to monitor and direct the implementation of both the CEMP and the mitigation measures contained in the EIAR.

Separately, a Public Lighting Plan shall be subject to agreement by the Planning Authority after consultation with both the Public Lighting section and the Public Realm Department or SDCC Heritage Officer.

#### Impact on Aviation Safety

Given the proximity to Casement Aerodrome, operation of cranes should be coordinated with Air Corps Air Traffic Services, no later than 28 days before use, contactable at [airspaceandobstacles@defenceforces.ie](mailto:airspaceandobstacles@defenceforces.ie) or 01-4037681.

#### Residential Amenity

Section 10.4.1 of the NTS states;

*The surrounding land use is a mix of industrial and residential use. The closest large residential areas are approximately 440 m to the west and 800m to the south-east, with the closest individual private residence approximately 40m from the eastern boundary. There are no recreational areas, schools, or health care facilities within 500m of the site.*

As noted, Section 10.5 of the NTS outlines the likely impacts will arise from the operational and primarily relate to;

#### *Nuisance*

*Traffic movements can, depending on the size, location, and capacity of the local road network, be a cause of congestion that affects local residents. Some of the wastes that will be accepted in the materials recovery facility are attractive to vermin, insects, and birds. While these do not present a direct human health risk, they can be a significant nuisance and cause of discomfort to people living in the locality. Noise from operations can also be a source of nuisance.*



#### *Accidents*

*A major incident such as a fire presents a risk to site staff and there is the potential, depending on the weather conditions, for smoke to affect the occupants of the residential, industrial, and commercial properties in the vicinity of the site.*

It is noted that these have been considered in the EIAR and that mitigation has been proposed. It is considered that the mitigation measures should be adhered to in the event of a grant of permission.

#### Appropriate Assessment

An Appropriate Assessment Screening Report prepared by Dixon Brosnan Environmental Consultants has been submitted with the application. The submitted report asserts that an Appropriate Assessment is not required in this instance as the development will not have a significant effect on any European sites. The conclusion of the screening report states:

*This AA screening report has been prepared to assess whether the proposed development, individually or in-combination with other plans or projects, and in view of best scientific knowledge, is likely to have a significant effect on any European site(s).*

*The screening exercise was completed in compliance with the relevant European Commission guidance, national guidance, and case law. The potential impacts of the proposed development have been considered in the context of the European sites potentially affected, their qualifying interests or special conservation interests, and their conservation objectives.*

*Through an assessment of the source-pathway-receptor model, which considered the ZoI of effects from the proposed development and the potential in-combination effects with other plans or projects, the following findings were reported:*

- *The proposed development either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European Site, in light of their conservation objectives.*

The submission is noted. An Bord Pleanála is the competent authority in this regard.

#### Environmental Impact Assessment

An Environmental Impact Assessment Report (EIAR) prepared by O'Callaghan Moran & Associates has been submitted with the application. The submitted EIA concluded:

*The proposed development is not listed in Part I of the Schedule 5, but the proposed MRF is listed in Part 2 of the Schedule 'Facilities for the disposal of waste with an annual intake of more than 25,000 tonnes'. For the purposes of the EIA Directive the term 'disposal' included recycling. As the annual waste intake in the MRF will exceed 25,000 tonnes an EIA is required.*

The submission is noted. An Bord Pleanála is the competent authority in this regard.



***Planning authority view on community gain conditions which may be appropriate.***

Given the nature and location of the proposal, it is considered that 'community gain' conditions are not warranted in this case.

***Details of relevant section 48/49 development contribution scheme conditions which should be attached in the event of a grant.***

There are no Section 49 supplementary contributions either adopted or proposed that would affect this proposed development site. South Dublin County Council has an adopted Section 48 contribution scheme. The rate of development contribution, in accordance with Section 48 of the Planning & Development Act 2000 (as amended), in respect of permissions granted for industrial/commercial development, from 1st Jan 2024 is €119.52 per sq.m. The floor area of development is calculated as the gross floor area.

***Details of any special contribution conditions which should be attached in the event of a grant along with detailed calculations and justification for the conditions.***

There are no special contribution schemes in this instance.

***Planning authority view in relation to the decision to be made by the Board.***

South Dublin County Council recognises that the proposed development would facilitate an expansion of the recycling/recovery capacity of the existing facility, required to satisfy the growing demand for South Dublin and the surrounding area, and do not oppose the principle of the proposed development.

If and Bord Pleanála is minded to grant planning permission for the proposed development, the Planning Authority would recommended that conditions should be attached in relation to the following items:

- Requirements for a connection agreement with Uisce Éireann prior to any works commencing and connecting to the Irish Water network.  
Uisce Éireann does not permit any build over of its assets and separation distances as per Irish Waters Standards Codes and Practices shall be achieved.  
Any proposals by the applicant to build over/near or divert existing water or wastewater services subsequently occurs, the applicant shall submit details to Uisce Éireann for assessment of feasibility and have written confirmation of feasibility of diversion(s) from Irish Water prior to connection agreement.
- All development to be carried out in compliance with Irish Water Standards codes and practices.
- All works to comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.
- Ensure compliance with the GSF on site in accordance with GI5 Objective 4 which seeks 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.
- The submission of a Landscape Plan to include provision of green roofs, green walls, and street trees in the interest of improved public realm and GI feature provision.
- During the demolition/construction 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.

- The development shall be so operated that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials, no noise or noise vibration on site as would give reasonable cause for annoyance to any person in any residence, adjoining premises, or public place in the vicinity.
- A Construction Environmental Management Plan (CEMP) must be accessible at the site throughout the construction phase. A suitably qualified Ecological Clerk of Works should be appointed to monitor and direct the implementation of both the CEMP and the mitigation measures contained in the EIAR.
- The submission of a Public Lighting Plan for the agreement of the Planning Authority after consultation with both the Public Lighting section and the Public Realm Department or SDCC Heritage Officer. All external lighting shall be of a type that ensures deflection of lighting downwards. Any external lighting system shall be designed to minimise potential glare and light spillage that would cause a nuisance to other commercial businesses nearby.
- The submission of a developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority prior to the commencement of development.
- Submission of a developed Construction Traffic Management Plan for the written agreement of the Planning Authority prior to the commencement of development.
- A Mobility Management Plan to be submitted for the agreement of the Planning Authority and completed within six months of opening of the proposed development.
- All bicycle parking spaces to be covered and constructed in line with National Cycle Manual standards.
- Any gates shall open inwards and not out over the public domain, and the pedestrian access shall be wide enough to accommodate cyclists.
- Due to proximity to Casement Aerodrome, the operation of cranes on site should be coordinated with Air Corps Air Traffic Services, no later than 28 days before use, contactable at [airspaceandobstacles@defenceforces.ie](mailto:airspaceandobstacles@defenceforces.ie) or 01-4037681.
- All mitigation measures set out in the documentation submitted in support of the application, including in particular those set out in the Environmental Impact Assessment Report (EIAR), shall be implemented in full.

  
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**Gormla O'Corrain,**  
**Senior Planner**

**Date:** 28/02/24