

COMHAIRLE CONTAE FHINE GALL

RECORD OF EXECUTIVE BUSINESS AND CHIEF EXECUTIVE'S ORDER

CONTRIBUTION
Standard Levy:
€ 1,386,694
Open Space:
Other:
SECURITY:
Bond:
Cash:
Other:

Reg. Ref.: F17A/0686

PF/0032118.

Register Reference: F17A/0686

Date of Registration: 7 November, 2017

Correspondence: Barry Ward, JNP Architects, 30 Northwood Court, Northwood, Santry, Dublin 9

Development: Construction of a new Operations Depot and Civic amenity Site to include (i) 4 storey office building with staff welfare and canteen facilities, bin store, plant areas and 1st floor external terrace (4,963 sq.m.); (ii) Central Stores Warehouse building and workshops, part single storey and part 2 storey (Warehouse stores: 1,712 sq.m.; Welding Workshop: 355 sq.m; Painting Workshop: 77.5 sq.m; Electrical Workshop: 91 sq.m; Carpentry Workshop: 124 sq.m; signage Workshop: 314 sq.m; Vehicle Workshop: 507 sq.m; welfare facilities: 22 sq.m; circulation: 62.5 sq.m; total: 3,265 sq.m); (iii) Multi-Storey carpark, 4 storey, 132 spaces for fleet vehicles and 200 spaces for staff private vehicles plus 220 bicycle spaces (1,200 sq.m); (iv) covered parking for 15 no. fleet vehicles (721 sq.m.); (v) Salt barn, single storey (457 sq.m); (vi) Civic Amenity Site office, single storey (43 sq.m.); (vii) Store for recycled batteries and clothes, single storey (12 sq.m); substations and LV switch room, single storey (64 sq.m); Plant room, 2 storey (76 sq.m). The development also includes a 3m high boundary wall (part 5m at Civic Amenity Office) with portals and gates at 3 no. vehicular & pedestrian access points along with 3m high weldmesh fencing; open area for fleet vehicle parking of 189 vehicles of various types; internal site fencing and walls to provide external material and equipment storage areas; waste compaction area with associated ramps; waste collection areas with associated ramp; waste container area within the Civic Amenity Site with associated customer parking/set down spaces (24 no.) and access road/pedestrian walkways; fleet vehicle wash bays; 10 no. visitor parking spaces; attenuation pond; internal roads and pedestrian walkways; 2 no. security kiosks (1.2 sq.m each); foul and surface water drainage;

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underground services infrastructure; associated site works; division of existing water main within application site; construction of 3 no. new vehicular & pedestrian access points - northern boundary and eastern boundary to St. Margaret's Road with associated traffic signalling and southern boundary to Carton way; security and amenity external lighting; building signage and signage to boundary wall; landscaping within the Depot and Civic Amenity Site boundary as well as landscaping to external areas outside the perimeter boundary wall plus an external water storage tank associated with a sprinkler system. the development also includes provision of new vehicular access gates to the existing ESB substation as St. Margaret's Road to replace existing pedestrian gate. The application site area is 5.03 Hectares.

Location: St. Margarets Road, Ballymun, Dublin 11.

Applicant: Dublin City Council

Application Type: Permission

Zoning: 'GE' - The objective of which is to 'Provide Opportunities for general enterprise and employment'
'ME' - The objective of which is to 'Facilitate opportunities for high density mixed use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor'

Planning Officers Report:

PC/EB

Report of the Planning Officer Typed 8th January 2018.

This is an application for **PERMISSION** for construction of a new Operations Depot and Civic amenity Site to include (i) 4 storey office building with staff welfare and canteen facilities, bin store,

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plant areas and 1st floor external terrace (4,963 sq.m.); (ii) Central Stores Warehouse building and workshops, part single storey and part 2 storey (Warehouse stores: 1,712 sq.m.; Welding Workshop: 355 sq.m; Painting Workshop: 77.5 sq.m; Electrical Workshop: 91 sq.m; Carpentry Workshop: 124 sq.m; signage Workshop: 314 sq.m; Vehicle Workshop: 507 sq.m; welfare facilities: 22 sq.m; circulation: 62.5 sq.m; total: 3,265 sq.m); (iii) Multi-Storey carpark, 4 storey, 132 spaces for fleet vehicles and 200 spaces for staff private vehicles plus 220 bicycle spaces (11,200 sq.m); (iv) covered parking for 15 no. fleet vehicles (721 sq.m.); (v) Salt barn, single storey (457 sq.m); (vi) Civic Amenity Site office, single storey (43 sq.m.); (vii) Store for recycled batteries and clothes, single storey (12 sq.m); substations and LV switch room, single storey (64 sq.m); Plant room, 2 storey (76 sq.m). The development also includes a 3m high boundary wall (part 5m at Civic Amenity Office) with portals and gates at 3 no. vehicular & pedestrian access points along with 3m high weldmesh fencing; open area for fleet vehicle parking of 189 vehicles of various types; internal site fencing and walls to provide external material and equipment storage areas; waste compaction area with associated ramps; waste collection areas with associated ramp; waste container area within the Civic Amenity Site with associated customer parking/set down spaces (24 no.) and access road/pedestrian walkways; fleet vehicle wash bays; 10 no. visitor parking spaces; attenuation pond; internal roads and pedestrian walkways; 2 no. security kiosks (1.2 sq.m each); foul and surface water drainage; underground services infrastructure; associated site works; division of existing water main within application site; construction of 3 no. new vehicular & pedestrian access points - northern boundary and eastern boundary to St. Margaret's Road with associated traffic signalling and southern boundary to Carton way; security and amenity external lighting; building signage and signage to boundary wall; landscaping within the Depot and Civic Amenity Site boundary as well as landscaping to external areas outside the perimeter boundary wall plus an external water storage tank associated with a sprinkler system. The development also includes provision of new vehicular access gates to the existing ESB substation as St. Margaret's Road to replace existing pedestrian gate. The application site area is 5.03 Hectares for Dublin City Council at St. Margaret's Road, Ballymun, Dublin 11.

Submitted Documentation

In support of this application and in addition to plans and elevational details, the following accompanying reports and documents are submitted:

- Design and planning report
- Landscape design report
- Materials booklet
- 3D Photomontages and perspectives
- Environmental Considerations report
- Traffic and transportation assessment report
- Outline construction traffic management plan report
- Road safety audit stage 1
- Workplace travel plan report
- Design Strategy /Energy Report

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Site Location and Context:

The subject site extends to an area of 5.03 Ha and is located on lands at St/ Margaret's Road Ballymun Dublin 11. The plot, which is linear in nature, is located south of St. Margaret's Road directly opposite a large retail warehouse and associated surface car park occupied by IKEA. A brick faced ESB substation is located to the northern boundary of the site addressing the public carriageway. Further to the north lies the M50 motorway and the raised flyovers at the R108 intersection beyond which is located Dublin Airport.

Lands to the immediate south of the site comprise residential development at Carton Way/Drive/ Close, a halting site with community facilities, and terraced housing units as well as an industrial estate. The Balbutcher Lane lies further to the south with the extensive residential areas of Belclare and Poppintree as well as Ballymun town centre beyond. A roadway immediately to the south of the site (formerly St. Margaret's Road) has been extinguished in part and it was noted at the time of site inspection that the area suffers from illegal dumping and fly tipping.

To the east the site is bounded by the right angled alignment of the revised St. Margaret's Road and undeveloped scrub lands beyond which lies the R108 (Ballymun Road) with Gulliver's Retail Park and Northwood/Santry Demesne to its eastern flank.

Lands to the west of the site also comprise undeveloped grassed lands with the residential estates of Hampton, Creston and Mayeston further to the west approaching Charlestown town centre.

Land Use Zoning and Designations:

The application site lies immediately north off and adjoining the administrative boundary of Dublin City Council. A portion of the southern boundary treatment opposite Ballymun Industrial Estate is outside of the application site and is within the administrative area of Dublin City Council. The application site is subject to two land use zonings with the vast majority of the site subject to General Employment land use zoning. The extreme south-eastern corner of the site is zoned Metro Economic Corridor ME.

A portion of the Southern Boundary Treatment opposite Ballymun I.E. is outside the site's boundaries and is within Dublin City County.

Fingal Development Plan 2017-2023

General Employment:

Objective: *'provide opportunities for general enterprise and employment'*.

Vision: *'facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General employment areas should be highly accessible, well designed, permeable and legible'*.

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Metro Economic Corridor:

Objective: *'facilitate opportunities for high density mixed use employment generating activity and commercial development and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor.*

Vision: *'Provide for an area of compact, high intensity/density employment generating activity with associated commercial and residential; development which focuses on the Metro within a setting of exemplary urban design, public realm streets and places which are permeable, secure, and within a high quality green landscape. Landmark buildings will provide strong quality architectural features which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.*

The development is permitted in principle under the land use zoning objectives above.

Greater Dublin Cycle Network

St. Margaret's Road located to the northern and eastern boundaries of the site forms part of the Greater Dublin Area cycle network.

Dublin Airport

The site is located outside of both the Inner and Outer Airport Noise Zones associated with Dublin Airport. Furthermore, the site is not contained within either the Inner or Outer Public Safety Zones associated with the airport.

Local Area Plan/Masterplan

The site is not subject to current or proposed local area or masterplans.

Archaeology

Recorded Monument DU014-022 relates to an Enclosure of archaeological interest located on lands to the north west of the site in Balcurris (on lands occupied by IKEA). The feature is subject to statutory protection in the Record of Monuments and Places under Section 12 of the National Monuments (Amendment) Act 1994 and is recorded on the National Monuments Service database - Historic Environment Viewer. The application was referred to the Department of Culture, Heritage and the Gaeltacht and in a submission dated 11th December 2017, the Department seeks the inclusion of a planning condition in relation to archaeological monitoring should permission be granted for this development.

Third Party Submissions/Observations:

Two third party submissions have been received in relation to this application:

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- St. Margaret's Travellers Community Association

The submission is made on grounds of local considerations in respect of overlooking and proximity to St. Margaret's park residential estate of 45 no. families and associated community centre, crèche and homework club. Concerns are raised by residents and community workers in relation to the blocking of views by the development by reason of its height and width and that the development would dominate the horizon resulting in loss of amenity to residents in the area which it is stated suffer from overcrowding.

- BMA Planning Consultants on behalf of Musgrave Limited

The submission states that Musgrave Limited has no objection to the proposed development and welcomes the potential improvement and added investment to the area. The primary issues raised relate to the treatment of the old St Margaret's road cul-de-sac and in particular the boundary treatment proposed between the site and the Musgrave property. The submission seeks the continuation of the 3m high boundary wall rather than weldmesh fence at this location for visual, maintenance and security reasons.

Balbriggan Swords Local Area Committee:

The file was raised at the Balbriggan Swords Local Area Committee meeting held on the 14th December 2017.

Pre-Planning Consultation:

Pre-Planning Consultation was carried out with the Applicant prior to the lodgement of this application.

Inter-Departmental Reports:

Transportation:

Report dated 9th January 2018 indicates that the development is acceptable in principle subject to conditions.

Water Services:

Report dated 7th December 2017 indicates that the disposal of surface water within the development is acceptable subject to conditions.

Irish Water:

Report dated 5th December 2017 indicates no objections to the development subject to conditions.

Environmental Health Officer:

Report dated 4th December 2018 indicates that the development is acceptable subject to conditions.

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Environment Department:

Verbal report received 4th January 2018 indicated that operations on site should be subject to appropriate licensing arrangements from the EPA and that all conditions pertaining to such licensing be complied with in full.

Architects Department:

No report received at time of report writing.

Heritage Officer:

No report received to date.

Prescribed Bodies:

Irish Aviation Authority:

Submission received 23rd November 2017 states that in the event that planning permission is granted, the Authority requires that all crane operations on site are managed in consultation with the Authority.

Department of Culture, Heritage and the Gaeltacht:

Report dated 11th December 2017 requests that should permission be granted for this development, a condition relating to archaeological monitoring will be required.

Transport Infrastructure Ireland:

Report dated 24th November 2017 indicates no observations in relation to this development.

National Transport Authority:

No report received to date.

Environmental Protection Agency:

No report received to date.

ESB:

No report received to date.

Planning History:

Reg. Ref. F11A/0298

Permission granted to Ballymun Regeneration for development comprising a 2-storey facility (circa 1,559 sq.m.) containing resource recovery workshops, education and research, associated employee facilities with visitor amenities including a reception area, ECO shop and cafe with

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external landscaping, lighting, attenuation pond, wind turbine a hanging sign, and 40 car parking spaces, all on a site of 1.244 ha.

Reg. Ref. F09A/0620

Permission granted on lands forming part of the North Ballymun LAP for a 2-storey facility (circa 1,559 sq m), comprising recycling, resource recovery, education and research, associated employee facilities with visitor amenities including a reception area, ECO shop and cafe with external landscaping, lighting, attenuation pond, wind turbine, a hanging sign, and 65 car parking spaces, all on a site of 1.244 ha.

Reg. Ref. F08A/1107

Permission granted for the realignment of St Margaret's Road from its junction with Sillogue Lane (chainage 0M) to its junction with Ballymun Road R108 (an overall length of 1395m) including modifications to a previously Part 8 proposal. The realigned road consists of a dual carriageway with a varying width median, multiple traffic lanes (depending on junction configurations) and a dedicated bus lane on both carriageways with a grass verge (accommodating a swale), dedicated cycle track, pedestrian footpath and planted strip on both sides of the carriageways.

Reg. Ref. F04A/0393

Permission for the erection of 110kv substation building to house transformers, associated switch gear, control equipment with separate toilet and wash hand basin, all located in a fenced compound with a new fenced entrance road and entrance off St. Margaret's Road.

Reg. Ref. F00A/1199

Permission granted for the erection of 110KV substation building to house transformers, associated switch gear, control equipment, with separate toilet and wash hand basin, all located in a fenced compound with a new fenced entrance road and entrance off St. Margaret's Road.

Applications of relevance in the immediate vicinity

PL 06F.200766 Reg. Ref. F02A/0956

Permission granted by An Bord Pleanála for the development of a concrete crushing facility for the recovery of concrete and metal arising from the demolition of the multi-storey flat blocks in Ballymun. The site is to the north of St. Margaret's Road and immediately south of the M50. The recovery process will be by means of a mechanical mobile crusher, (maximum height approximately 4m).

PL 06F.124603 Reg. Ref. F00A/1145

Permission granted by An Bord Pleanála for the first phase of a business and technology park located to the south of the M50 & west of the Ballymun Road, north of St. Margaret's Road & east of Sillogue Lane at Balcurris townland (commonly known as Sillogue Park), Ballymun. Permission sought to include 51,177sq.m of office space in 5 units, ranging in height from 4 storeys to 10

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storeys plus roof plant rooms; a multi-use building with a floor area of 464.5sq.m. to include such functions as restaurant, marketing suite, training rooms, exhibitions, retail/service units to includes cafe/restaurant, class 1 and class 2 retailing with a combined floor area of 500 sq. m; substations; pump house; security booth; 1,711no. car parking spaces, a proportion of which (approximately 448sq.m) will be provided in a basement car park and the remainder at surface level; site development works; site access from the New Ballymun Road (350 metres south of the roundabout of the Ballymun interchange to the centre line access point).

PL06F.220256 Reg. Ref. F06A/0227

Permission granted by Fingal Co. Co. and on appeal by An Bord Pleanála for a development comprising a large scale retail warehouse with ancillary development on a 12.7ha site north of the R104 St. Margaret's Road, and forming part of the lands of the North Ballymun Local Area Plan, 2005. The development comprises the construction of a two level retail warehouse over partially enclosed ground level/undercroft parking area, with a gross floor space of 30,598sq.m. (comprising inter alia a market hall (6059sq.m.); a showroom (6117 sq.m.) a warehouse (9206 sq.m.); restaurants (customer and staff) including kitchens (1761 sq.m.) a drop-in crèche (197 sq.m.); a bistro/shop (325 sq.m.); staff and ancillary office areas (1247 sq.m.); a home deliver area (435 sq.m.); a customer services area (673 sq.m.); entrance areas (819 sq.m.); exit areas (559 sq.m.); goods receiving/waste management area (963 sq.m.) and ancillary space (2237 sq.m.) 1527 no. car spaces.

Planning Assessment:

Site Description:

The subject site is located between the re-aligned and former St. Margaret's roads with the latter no longer fully accessible along its entire length to the south of the site. Residential development at Carton and St. Margaret's halting site address the site to its southern boundary with such units positioned between 9.5m and 10.0m from the site (in the vicinity of the junction of Carton Drive and Carton Way) and are between 12.4m and 14.5m from the southern site boundary further to the east approaching Ballymun Industrial Estate.

The site, in rough grass/scrub is relatively level and is bounded to its northern boundary by a metal railing. A large, flat roofed, brick faced 110kv ESB substation is located to the northern boundary of the site and is positioned approximately 170m from the eastern site boundary.

A footpath traverses the site in a north south manner, terminating opposite No. 1 Carton Way to the south and opposite IKEA to the north.

The site has a given area of 5.03Ha and is approximately 568m in length along its northern boundary with the re-aligned St. Margaret's Road, 200m in depth to its eastern boundary tapering to approximately 33m to its western boundary at Carton Way. Additional lands within the

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ownership of the Applicant (Dublin City Council) are detailed to the south and south-eastern corner of the site and include lands currently forming part of the former St. Margaret's Road/ Carton Way.

A gas main is located to the northern boundary of the site

Proposed development:

The proposed development provides for a new North City Operations Depot (NCOD) and brings together in a single facility the following existing operational departments of Dublin City Council:

- Housing Maintenance
- Roads Maintenance
- Surface Water and Drainage (excluding foul drainage and Irish Water activities)
- Public Lighting and Electrical
- Signage
- Traffic Management
- Waste Management

It is intended that the Depot will provide a range of buildings and facilities to serve the above departments including administrative offices, welfare facilities, covered parking facilities, workshops, stores/warehouse, salt barn, security kiosks, external materials and equipment storage bays, external fleet parking, vehicle wash bays, waste compaction and collection areas, waste receptacle storage areas.

In addition to the foregoing, a new civic amenity facility will be provided for public use to facilitate domestic recycling. This facility will be operated by a private contractor.

The design, layout and relationship between particular uses on site has been formatted on the basis of a zonal layout arrangement. In this regard, the site is divided into zones 1-7. Such zones are diagrammatically detailed in Fig. 14 of the Design and Planning Report prepared by JNP Architects.

- Civic Amenity Site (to which the public has access)
- Stores (internal and external)
- Workshops
- Waste management
- Covered parking
- Administrative offices/welfare facilities
- External fleet parking

Site Perimeter Treatment:

The design of the Centralised Depot provides for a perimeter style arrangement wherein the scheme is provided within a defensible boundary which at key locations provides for appropriate integration / frontage of the proposed building stock and St. Margaret's Road. Given the nature of

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the uses on site, it is not possible and indeed not optimum to provide a public relationship between all elements of the scheme and the surrounding road network and in such circumstances, it is vital that the necessary perimeter/boundary treatment is designed in a manner which is visually acceptable and does not detract from adjacent land uses and in particular residential development.

In this regard, the perimeter of the site (where not formed by the facades of proposed structures) will be formed by a 3m high boundary wall rising to 5m at the north western corner of the site adjacent to the civic amenity facility/office. The wall is to be constructed as a pre-cast modular system with decorative finish to its outer façade reminiscent of trees/foliage. Sample finishes are detailed in the supporting Materials Booklet and the final design may be agreed by way of a planning condition. The boundary is further augmented by proposed tree and shrub planting along the 8m wide wayleave required to serve the gas main to the site's northern boundary and by proposed environmental improvements including planting opposite residential units on Carton Way to the south. A 3.0m high weldmesh fencing forms the boundary treatment between the site and Ballymun Industrial Estate to the south-east. This boundary is located on lands within the ownership and jurisdiction of Dublin City Council and is outside of the application site boundaries.

The boundary treatment of the site and the manner in which it is integrated with proposed structures on site is examined in further detail under the individual components of the scheme below.

Civic Amenity

Internally, the western end of the site is devoted to the provision of a civic amenity facility which is accessible by the public from a new vehicular entrance on Carton Way. The facility provides for individual banks for recyclable material with customer layby parking adjacent. An office building is provided adjacent the site entrance with its northern elevation forming part of the perimeter wall. The mono-pitched roof of this structure is finished in sedum and a stainless steel post supports the apex forming a strong architectural design element. Signage to the external face of the perimeter wall denotes the Dublin City Council logo, title and advertises the function of the facility.

The civic amenity facility will be operated by a private contractor and will receive segregated waste for onward transfer and disposal with no waste processed on site. The facility will replace an existing operation at Aldborough Parade (off Amiens St.) and a Bring Centre on Collins Avenue. It is anticipated that the civic amenity facility will handle approximately 3,300 tonnes of waste for transfer and approximately 2,300 ltrs of waste oil (based on combined 2015 and 2016 figures for existing facilities at Ringsend and Collins Ave).

Central Stores/Workshops

The central stores, workshops and vehicle workshops are positioned to the northern site boundary and comprise part single and part two-storey work space. The central stores extends to approximately 12m in height and will provide 1712 sq.m. of floor space providing storage for materials and equipment for Council operations, secure storage for goods, materials and

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equipment. The individual workshops provide accommodation for various specialist end uses including welding, painting, electrical, carpentry and signage. The workshops are approximately 11.2m in height and are either open plan in nature or of two storey division. The final element of this central block contains a vehicle workshop, a single storey structure 11.7m in height. All structures are finished in Kingspan wall panels with horizontal banding and aluminium double glazed windows and door opens to their southern elevations addressing the compound. Externally and to the northern elevation addressing St. Margaret's Road, the structures will comprise a continuation of the textured pre-cast concrete panel/block wall to a height of 3m rising to 11.2m meters between in-set Kingspan panelling (Kingspan Dri-Design (Shadow Series)). Selected examples of the type of finish which may be achieved with this choice of material is detailed in the submitted Materials Booklet and final design details may be agreed by way of a condition.

Waste Management/Street Cleaning

The area immediately south of the ESB substation (which will be provided with a separate entrance onto St. Margaret's Road and will be surrounded by a concrete perimeter fence) will comprise a waste management and collection area including compaction areas, container skips for waste transfer etc. The estimated volume of waste associated with street cleaning operations and transferring to the Depot is stated as being approximately 8,000 tonnes.

Salt Barn

To the southern boundary of the site, opposite Ballymun Industrial Estate, it is proposed to locate a salt barn and provide parking for gritters. The structure will have a floor area of 457sq.m. and will be finished in pre-cast concrete wall panels to a height of 4.5m above which will provide an outer leaf comprising vertical timber cladding. The structure is fitted with a vertical drop fabric panel door extending to a height of 12m and the structure will have a high degree of ventilation. The Dublin City Council logo and crest will be provided to the eastern façade addressing the access/egress gate from St. Margaret's Road.

Administration and Welfare Building

Development to the north eastern corner of the site provides for two interlinked and pivotal buildings which provide the focal point of the development. These structures comprise the administration office/welfare building and a multi-storey car park. The administration and welfare building a four storey structure provides for staff welfare at ground level and first floors (canteen/training/laundry/showers/conference meeting rooms, locker areas etc.) with the upper floors providing for open plan office accommodation and to a lesser extent, small private offices. The roof is finished in Sedum with roof plant contained behind a screen. The structure is approximately 19.7m at its highest point and is finished to its external elevations with a decorative pre-cast concrete perimeter wall to a height of 3m with finishes above comprising a polished concrete outer leaf aluminium curtain walling system with inbuilt vertical projecting aluminium glass and timber solar shading fins to the eastern and western elevations. The eastern elevation will address the approach to the compound from St Margaret's Road and will provide a strong design element with clear architectural expression to its eastern elevation with the north-eastern

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facades comprising a clearly defined edge finished in polished pre-cast concrete replete with Dublin City Council crest and logo prominently displayed.

Multi-storey car park

The multi-storey car park comprises a four storey building accommodating 332 no. spaces. This expansive building has an overall frontage to its northern elevation of approximately 73.8m with this elevation finished in 8.0m wide vertical sections of slatted Accoya timber cladding interspersed with 3.0m wide segments of vertical green walling, constructed above 3.0m high decorative pre-cast concrete panelling common to the perimeter at large. The use of Accoya as a finishing material, together with the vertical green walling system provides a high level of visual interest to the northern elevation of this structure and provides significant elevational relief to an otherwise expansive elevation. The combination of this elevational treatment when coupled with the polished concrete of the administrative offices and metal panelling of the central stores and workshops provides a high degree of variety in architectural treatment to the site's northern boundary and when coupled with further perimeter planting, will provide for a high quality of finish on site.

Future Proposals:

In the wider context, the mid-point of the former St. Margaret's Road is the dividing line between the jurisdictions of Fingal Co. Co. and Dublin City Council. The road at this juncture is no longer public. Only half of the roadway is located within the application site with the remainder (being within Dublin City Council's administrative area) will be incorporated into the Depot site and a new 3m high weld mesh boundary fence erected by Dublin City Council opposite the industrial estate. The fence in question is therefore not located within the functional area of Fingal Co. Co. and while raised as part of the submission by Musgraves, does not form part of the application and as such cannot be considered by the Planning Authority. The location of the fence and the wider site context is shown on Drawing No. NCOD-JNP-00-XX-DR-AR-0002 Site Context Map. This includes improved environmental works to the northern boundary of the industrial estate and adjacent St. Margaret's halting site as well as indicating an indicative route of the link road to the Balbutcher Lane. (Please refer to Drawing No. NCOD-JNP-00-XX-DR-AR-0002 Rev P01)

Vehicular Access/Egress and Parking Requirements:

The site is divided into three main operational zones, each with a dedicated vehicular entrance and with vehicular movements within each zone segregated to avoid conflict. Fleet vehicles will access and egress the site through Junction 2, the existing 3 arm signalised junction opposite the Ikea entrance, which is to be upgraded to a 4 arm signalised junction with direct access to the Depot.

Staff vehicles will access and egress at Junction 7 located at the south-eastern corner of the site off St Margaret's Road. The junction will be upgraded to a 3 arm signalised junction.

The vehicular entrance for the Civic Amenity facility is located off the R104 at Junction 8 in the south western corner of the site. This entrance will provide access for customer/private vehicles only. Access to the civic amenity for service vehicles is provided via an internal access gate. (Please refer to Drawing No. NCOD-TOB-ZZ-XX-DR-CE-2010 to 2015).

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Pedestrian access is provided at each of the three vehicular access points. The Transportation Division recommends that an internal access route should be provided to direct pedestrians safely through the site avoiding any conflicts with fleet vehicles. A dedicated footpath should also be provided from Junction 2 to provide access to the office and welfare building.

Cyclists accessing the Depot are to be directed to Junction 7 which is the shortest route to the covered cycling parking areas. A dedicated cycle route should be shown to direct cyclist through the site to the bicycle parking area.

Sightline visibility from each of the entrance locations have been shown in accordance with DMURS and are considered acceptable.

Existing on-site pedestrian connectivity:

There is an existing pedestrian cycle route through the site running from Carton Way south to St Margaret's Road north. An alternative route for pedestrians has not been shown. It is considered appropriate that a footpath be provided along the southern boundary of the site from the existing pedestrian crossing on Carton Way to the proposed footpath west of the civic amenity site entrance. Details of the pedestrian crossing at the entrance of the civic amenity site should also be agreed in writing with the Transportation Section prior to the commencement of works. It is also necessary that all statutory road closures (where applicable) are in place before commencement of construction. This shall include, where necessary, extinguishment of any pedestrian rights of way on site.

It appears that the footpath running north south through the site is a temporary footpath and a condition is proposed to provide a new footpath on a permanent basis along the southern side of the site.

On-site Parking:

A total of 626 no. staff will be employed at the new Depot and 336 no. associated fleet vehicles and 200 staff car parking spaces will be accommodated on site. The number of private vehicles and fleet vehicles has been determined through a Travel Survey questionnaire which was developed as part of the Work Place Travel Plan. The fleet vehicles range from small and medium mixed vans to large road sweepers, open trucks and large hoists. Parking for these fleet vehicles has been designed in groups within the external parking areas to accord with the various operation departments. 188 no. dedicated external parking bays are provided for fleet vehicles with 148 no. spaces allocated in the multi storey car park.

Staff car parking has been calculated in accordance with the recommendations of Table 12.8 of the Fingal Development Plan 2017-2023. Due to the nature of the development certain uses are not fully covered. Equivalent use classifications have been considered by the Applicant and are considered acceptable. A 50% reduction has been applied as the site is within 1600m of proposed Metro North. It is noted that at present a large number of employees use their private car to travel to work. The Work Place Travel Plan Report provides detailed measures to achieve the necessary

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reduction in the demand for staff car parking and there is limited availability of staff car parking which is necessary in order to encourage a shift towards more sustainable modes of travel.

Waste Transfer

As previously indicated, the civic amenity facility will be operated by a private contractor and will receive segregated waste for onward transfer and disposal with no waste processed on site. The facility will replace an existing operation at Aldborough Parade (off Amiens St) and a Bring Centre on Collins Avenue. It is anticipated that the civic amenity facility will handle approximately 3,300 tonnes of waste for transfer and approximately 2,300 ltrs. of waste oil. (based on combined 2015 and 2016 figures for existing facilities at Ringsend and Collins Ave).

The estimated volume of waste associated with street cleaning operations and transferring to the Depot is approximately 8,000 tonnes.

The combined waste throughput does not exceed the thresholds specified under Schedule 5 of the Planning and Development Regulations 2001 (as amended) with regard to 'other projects' including installations for the disposal of waste with an annual intake greater than 25,000 tonnes.

A letter from the EPA, forming part of the application documentation and contained within the Environmental Considerations Report states that depending on the scale of the activity, a Waste Licence or an Industrial Emissions Licence from the Agency will be required by the Applicant. While the application was referred to the Agency, no submissions have been received at time of report writing.

In consultation with the Environment Department, it is considered appropriate that a condition is included should permission be under consideration requiring that the operator is in receipt of an appropriate licence from the EPA prior to the operation of the development and that conditions pertaining to such licensing be complied with.

Site Landscaping

The St. Margaret's Road streetscape will be planted with a line of large semi-mature street trees and a low planted buffer with additional planting of wildflowers and ground cover perennials to form a low maintenance buffer. A dense native thorn hedge will be provided to the north of the wall along the civic Amenity site and the ESB substation. Boundary planting to Carton Way will be provided in the form of dense native shrub planting and medium size trees. The Applicant indicates that additional future environmental works are proposed in front of the Halting site comprising an area of lawn and an ornamental memorial tree and plaque to mark the location of an existing memorial with the design and details to be agreed with the community.

Landscaping proposals are contained within the Landscape Design Report prepared by Mitchell and Associates will be subject to a planning condition should permission be granted.

Services:

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Foul drainage from the development will discharge to the existing 750mm public foul sewer which runs to the east of the site along St. Margaret's Road towards the R108.

Storm water will be disposed of to the 900mm public storm sewer also running to the east along St. Margaret's Road. The controlled discharge flow rate for the entire site will be set at the allowable Greenfield run-off rate. SuDs measures to be incorporated into the scheme include permeable paving, rainwater harvesting and green roofs.

The scheme will be served by a connection to the 300mm watermain to the north of the site. Discussions in relation to the diversion of an 800mm diameter watermain to the sites southern boundary were held with Irish Water and appropriate setbacks between this infrastructure and the proposed build agreed.

Reports received from Irish Water and from the Water Services Division of Fingal Co. Co. indicate no objections to the development subject to planning conditions.

A 250mm diameter gas main runs to the northern and eastern boundaries of the site. The Applicant has engaged with Gas Networks Ireland in relation to the protection of the mains in terms of the development of site access points/roads and in relation to the provision of on-site services. A condition will be included requiring that the Applicant continue engagement with the agency during the construction period.

Stage One Screening for Appropriate Assessment:

Appropriate Assessment Screening report was undertaken by the Applicant in support of this application. There are no water courses within or adjacent to the application site with the closest water course being a branch of Santry River which is approximately 240m to the north east of the site.

There are 16 no. European sites within 15km of the development with the closest site identified by the Screening report being the South Dublin Bay and River Tolka Estuary SPA. The Screening report identifies potential links between the proposed development and four European sites being North Bull Island SPA, South Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA and North Dublin Bay SAC.

On site the report notes the existence of a 300mm diameter surface water pipe along St. Margaret's Road which enters the existing stream after attenuation. It is proposed to connect the subject development to this drain while ensuring mitigation measures to prevent overloading its capacity or contaminating the watercourse.

The development is not located within or directly adjacent to any designated European site. There is no direct loss, fragmentation or disturbance to any Annex 1 habitat or Annex II species or their supporting habitat which are qualifying interests of relevant European sites as a result of the development. In terms of indirect impacts, the Screening report notes the location of the site

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relative to a branch of the Santry River, and identifies measures which will be adopted to ensure that the stream is not overloaded or contaminated- e.g. greenfield run-off rates will be applied and attenuation storage provided within the site for extreme rainfall events up to 100 years storm. Rainwater harvesting will be utilised and water utilised to wash vehicles recycled similar to car washes and topped up using harvested rainwater. In addition, pollution control measures will be included in a Construction Management Plan. It is anticipated under the Stage One Screening that there is no potential for significant effects given the measures to be employed.

The Screening also indicates no potential for in combination or cumulative effects. Through an assessment of the pathways for effects and an evaluation of the project taking account of the nature of the development and distances from European sites, no likely significant adverse effects on qualifying interests or conservation objectives of designated European sites are identified by the Stage One Screening. Consequently the development does not require Appropriate Assessment.

Invasive Species:

Section 2 Biodiversity (Flora and Fauna) of the Environmental Considerations Report notes the presence of Japanese knotweed on site. Should permission be granted for this development, a management plan for invasive species detailing the exact location and extent of the infestation on site, together with details as to the manner in which this invasive species will be eradicated will be required to be submitted prior to the commencement of development.

Third Party Submissions:

The content of the Third Party objections/submissions have been noted in full in the assessment of this development. As noted earlier in this report, issues raised in relation to the replacement of a weldmesh fence with a block wall between the scheme and the Musgraves industrial unit cannot be facilitated as part of this development as the location of the fence is outside of the application site boundaries and on lands within the jurisdiction of Dublin City Council. It is considered however, that the type of fence proposed together with future environmental works would ensure an appropriate boundary treatment at this location.

Issues raised in relation to the impact of the proposed scheme on the residential amenity of St. Margaret's halting site have been considered in full. The design of the scheme ensures that major buildings are set back from the southern boundary and are positioned at a remove from the dwellings in question. In addition, the civic amenity facility located to the west of the site is available for public use only, the hours of operation of which will be subject to condition. In addition, the Planning Authority is satisfied that the boundary treatment between the stores/marshalling area is such that noise may be controlled/mitigated. In addition, the Environmental Health Officer has advised of conditions which will limit noise nuisance arising from the scheme. Furthermore, future environmental improvements and landscape planting to the southern boundary of the site will further screen the compound from view and safeguard residential amenity.

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Conclusions and Recommendation:

The Depot and its constituent parts providing for the consolidation of a number of north city based local authority services in an existing purpose built facility accords with the underlying land use zonings which are General Employment and Metro Economic Corridor. The high quality of design achieved in relation to the individual buildings and in particular in relation to the perimeter treatment of the site and the manner in which such buildings will address their surrounds will provide for a high quality, landmark campus at this important site. It is recommended that permission is granted for this development subject to conditions.

RECOMMENDATION

I recommend that a decision to GRANT PERMISSION be made under the PLANNING & DEVELOPMENT ACTS 2000, AS AMENDED, subject to the following (25) condition(s):-

Conditions and Reasons

1. The development shall be carried out in its entirety in accordance with the plans, particulars and specifications lodged with the application, save as may be required by the other conditions attached hereto.

REASON: To ensure that the development shall be in accordance with the permission and that effective control be maintained.

2. All mitigation measures contained within the Environmental Considerations Report prepared by Tobin Consulting Engineers and submitted on the 7th November 2017 shall be strictly complied with. Prior to the commencement of development, the Developer shall submit for the written agreement of the Planning Authority a detailed Mitigation Plan outlining each mitigation measure proposed and detailing how each mitigation measure will be implemented.

REASON: In the interests of the proper planning and sustainable development of the area.

3. Prior to commencement of operations on site, the Developer shall be in receipt of an appropriate authorising licence from the Environmental Protection Agency (EPA) and shall comply in full with all conditions associated with such licensing.

REASON: In order to ensure the protection of the environment and to ensure the satisfactory operation of the facility.

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4. Prior to the commencement of development, full details and specifications of external finishes to all structures and to the perimeter boundary treatment shall be agreed in writing with the Planning Authority.

REASON: In the interests of visual amenity.

5. A phasing plan shall be submitted for the written agreement of the Planning Authority. Any required statutory road closures/extinguishments of rights of way shall be in place prior to commencement of development and shall accord with the aforementioned Phasing Plan. In this regard, the existing temporary north south footpaths through the site shall be removed and a new footpath shall be constructed in accordance with the requirements of condition No. 6 hereunder prior to the elimination of the north south temporary footpath..

REASON: In the interest of the proper planning and sustainable development of the area.

6. A footpath shall be provided along the southern boundary of the site from the existing pedestrian crossing on Carton Way to the proposed footpath west of the Civic Amenity site entrance. Details of the pedestrian crossing at the entrance of the Civic Amenity site shall be agreed in writing with the Planning Authority prior to the commencement of development.

REASON: In order to ensure appropriate levels pedestrian connectivity in the vicinity of the site.

7. The Developer shall, in consultation with the Irish Aviation Authority prepare and submit the following for the written agreement of the Planning Authority, prior to the commencement of development on site:

(a) A detailed Strategy in relation to the use of cranes during the construction period which shall include details of the crane type, height, dimensions and shall include co-ordinate locations of such installations. The Strategy shall also include details of the notification period to the Irish Aviation Authority in advance of the erection of cranes on site which shall be not less than 30 days.

(b) A detailed scheme in relation to site lighting.

REASON: In the interests of aviation safety.

8. The following shall be complied with:

(a) The Dust Monitoring and the Dust Mitigation measures outlined in Chapter 5 Air Quality and Climate of the Environmental Considerations Report prepared by Tobin Consulting Engineers and submitted to the Planning Authority on the 7th November 2017, shall be carried out in its entirety.

(b) During the construction phase the 70dB Laeq construction noise limit as proposed in the Environmental Considerations Report shall be adhered to.

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(c) During the operational phase noise due to the normal operation of the proposed development shall not cause a noise nuisance to nearby noise sensitive locations and shall not exceed the background level by 10dB(A) or more or exceed NG4 limits whichever is lesser.

Daytime (07:00 to 19:00 hrs) – 55dB

Evening (19:00 to 23:00 hrs) – 50dB

Night-time (23:00 to 07:00 hrs) – 45dB measured from nearest noise sensitive locations.

(d) No heavy construction equipment/machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 8.00a.m. or after 7.00p.m., Monday to Friday, and before 8.00 a.m. and after 1.00p.m. on Saturdays. No activities shall take place in site on Sundays or Bank Holidays. No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, shall take place on site between the hours of 7.00p.m. and 8.00a.m. No deliveries of materials, plant or machinery shall take place before 8.00a.m. in the morning or after 7.00p.m. in the evening.

(e) Onsite noise sources identified in Section 4.4.3 of the Environmental Considerations Report shall be suitably housed to ensure that they have no negative impact on businesses, or local residents.

(f) The Noise Mitigation Measures for both the Construction and Operational phases outlined in Chapter 4 of the Environmental Considerations Report shall be carried out in their entirety.

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

REASON: In order to protect the amenities of the area.

9. An independent consultant shall be appointed to monitor and review the Mobility Management Plan at intervals to be agreed with Fingal County Council. The consultant shall carry out travel habit surveys of staff and identify actions so that progress towards meeting the targets set out in the plan may be maintained. The review shall be carried out in consultation with Fingal County Council.

REASON: In order to ensure compliance with the Mobility Management Plan

10. Materials accepted at the Civic Amenity facility shall be restricted to recyclables only.

REASON: In the interest of clarity and to protect the amenities of properties in the vicinity.

11. Details in relation to the operational hours of the Civic Amenity facility shall be agreed in writing with the Planning Authority prior to the commencement of development.

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REASON: To protect the amenities of properties in the vicinity.

12. Details of all signage to be erected at the site, as well as a comprehensive signposting scheme directing the public to the site, shall be submitted to the Planning Authority for agreement prior to its erection.

REASON: In the interest of amenity and of proper planning and sustainable development.

13. All office floor space shall be ancillary to the Centralised Depot and shall not be sub-leased leased or otherwise separated from the permitted use.

REASON: In the interests of clarity.

14. A Management Plan for the removal of Japanese Knot Weed, including the identification of the location of this invasive species on site and proposals for its eradication shall be agreed in writing with the Planning Authority prior to the commencement of development on site.

REASON: In order to ensure the appropriate management of invasive species.

15. The Developer shall employ a qualified archaeologist to monitor all ground works associated with the development. Should archaeological material be found during the course of the monitoring the archaeologist may have work on the site stopped pending a decision as to how best to deal with the archaeology. The Developer shall be prepared to be advised by the Department of Culture, Heritage and the Gaeltacht with regard to any necessary mitigating action and shall facilitate the archaeologist in recording any material found. The Department and the Planning Authority shall be furnished with a report describing the results of the monitoring when completed.

REASON: To ensure the continued preservation (either in situ or by record of places, caves, sites, features or other objects of archaeological interest.

16. Where the Developer proposes to connect directly or indirectly to a public water/wastewater network operated by Irish Water, the Developer shall sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.

Note: In the interest of Public Health and Environmental Sustainability, Irish Water Infrastructure capacity requirements and proposed connections to the Water and Waste Water Infrastructure will be subject to the constraints of the Irish Water Capital Investment Programme.

REASON: In the interests of public health.

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17. The following shall be complied with in relation to the disposal and management of surface water on site:
- (a) No surface water/rainwater shall discharge into the foul sewer system under any circumstances.
 - (b) The surface water drainage shall be in compliance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 FCC April 2006.
 - (c) Prior to construction, the Developer shall demonstrate:
 - (i) the use of long term storage or shall adjust the allowable Q bar and the attenuation storage required.
 - (ii) the flows catered for by the attenuation pond and submit cross-sections of the pond.

REASON: In the interests of public health and to ensure a satisfactory standard of development.

18. The site shall be landscaped in accordance with Drawing Ref 0001 Landscape Layout and Details and in accordance with the Landscape Design Report prepared by Mitchell and Associates submitted on the 7th November 2017.

REASON: In the interests of amenity and to ensure a satisfactory standard of development on site.

19. The Developer shall liaise with and comply in full with all requirements of Gas Networks Ireland in relation to the development and ensure the provision of an appropriate wayleave between the scheme and existing gas infrastructure.

REASON: In the interests of orderly development.

20. The following requirements shall be complied with in full;

- (a) The Developer shall comply with the requirements of the Waste Management Act 1996 as amended in relation to waste stored/generated/moved as a result of any activity at this site.
- (b) The Developer shall ensure that all hauliers of waste hold a valid Waste Collection Permit for the waste material collected from the site and that the waste material is delivered to authorised waste recovery/disposal facilities.
- (c) The Developer or an agent acting on behalf of the Developer shall submit a Project Construction and Demolition Waste Management Plan to the Environment Department for agreement prior to the commencement of development at this site. The plan shall be prepared

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with reference to 'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects' – Department of the Environment, Heritage & Local Government (2006) and shall provide information on the management of all construction and demolition waste arising on-site and provide details on the provision for re-use of said material and/or recovery/disposal of this waste using authorised facilities and authorised collectors. The management of asbestos or PCBs, if found to be present, shall also be detailed in this Plan.

(d) The Developer shall provide details in relation to any proposed wheel wash facilities and vehicle re-fuelling areas at the site, which shall be subject to approval in location and shall be integrated into the Project Construction and Demolition Waste Management Plan for the site.

(e) The Developer shall ensure soil materials excavated and destined for re-use shall be certified by a suitably qualified person as suitable for that choice of use and the destination location(s) shall be included in the Project Construction and Demolition Waste Management Plan for the site.

(f) In the event that hazardous soil, or historically deposited waste is encountered during the construction phase, the contractor shall notify Fingal County Council and provide a Hazardous/Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant mitigation, destination for disposal/treatment, in addition to information on the authorised waste collector(s).

(g) The Developer shall advise the Environment Division of Fingal Co. Co. in writing prior to the commencement of re-use of waste soil/concrete off-site.

(h) All storage tanks for fuel and or chemicals shall be surrounded by a bund capable of retaining 110% of the volume of the largest single tank within the bunded area. The intake and outlet for the tanks shall be positioned inside the bund. Provision shall be made to remove and dispose of the rainwater so as to ensure the specified volume is always available within the bund.

REASON: In the interests of the reduction and best practice management of construction and demolition waste from the proposed development.

21. That all necessary measures be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works.

REASON: To protect the amenities of the area.

22. That all public services to the proposed development, including electrical, telephone cables and associated equipment be located underground throughout the entire site.

REASON: In the interest of amenity.

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23. Details of the junction design shall be agreed in writing with the Planning Authority prior to commencement of development.

REASON: IN the interest of orderly development.

24. That no development under any permission granted pursuant to this decision be commenced until security for the provision and satisfactory completion of services, including maintenance, to the taking in charge standard of the Local Authority for roads, open spaces, car parks and drains has been given by:-

A. Lodgement with the Council of a Bond of any Body approved by the Planning Authority in the sum of € which shall be kept in force by him until such time as the Roads, Open Spaces, Car Parks and Drains are taken in charge by the Council.....OR/ OMIT

B. Lodgement with the Council of a Cash Sum of € to be applied by the Council at its absolute discretion if such services are not duly provided to its satisfaction on the provisions and completion of such services to standard specification.

REASON: To ensure that a ready sanction may be available to the Council to induce the provision of services and prevent disamenity in the development.

25. That a financial contribution in the sum of € be paid by the applicant to Fingal County Council in lieu of open space provision towards the cost of amenity works in the area of the proposed development in accordance with the requirements of the Fingal Development Plan based on a shortfall of sqm of open space. OMIT

REASON: The provision of such services in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing the services.

26. The developer shall pay the sum of €1,386,694 (updated at date of commencement of development, in accordance with changes in the Tender Price Index) to the Planning Authority as a contribution towards expenditure that was and/or that is proposed to be incurred by the planning authority in respect of public infrastructure and facilities benefiting development in the area of the Authority, as provided for in the Contribution Scheme for Fingal County made by the Council. The phasing of payments and the provision of security to ensure payment shall be agreed in writing with the planning authority prior to the commencement of development.

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

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Note on above Condition:

Please note that with effect from 1st January 2014, Irish Water are now the Statutory Body responsible for both water and waste water services (excluding surface water). Accordingly, the contribution payable has been reduced by the amount of the contribution associated with these services. A separate charge will be levied by Irish Water in relation to the provision of water and/or wastewater treatment infrastructure and connections to same. Further details are available on the Irish Water website www.water.ie, Tel. (01) 6021000.

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F17A/0686
Senior Executive Planner
9th Jan 2018.

Endorsed:

Rod Sheehan
Administrative Officer

Order: A decision pursuant to Section 34 of the PLANNING & DEVELOPMENT ACTS 2000, AS AMENDED to GRANT PERMISSION for the above proposal subject to the (25) condition(s) set out above is hereby made. 24 023

Dated 10th January, 2018

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John J. O'Sullivan
Senior Planner Director of Services.

SP.
10/01/2018

Thereunto empowered by order of the Chief Executive, Fingal County Council C.E. No. _____ delegating to me all his powers, functions & duties in relation to the council of the County of Fingal in respect of this matter.