**COMHAIRLE CONTAE ÁTHA CLIATH THEAS**

**SOUTH DUBLIN COUNTY COUNCIL**

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**MEETING OF SOUTH DUBLIN COUNTY COUNCIL**

**Monday, 3rd October 2022**

**HEADED ITEM NO. 15**

**Chief Executive’s Report on Public Consultation in relation to Proposed Development of Additional Salt Barn, New Mechanical Services Depot and 2no. New Diesel Pumps with Associated Underground Fuel Storage Tanks at the Existing Palmerstown Depot, Adjoining the Deadman’s Inn, Old Lucan Road, Dublin 20.**

# **Introduction**

In accordance with the requirements of Part XI Planning and Development Act, 2000 (as amended) (the Act) and Part 8 of the Planning and Development Regulations, 2001 (as amended) (the Regulations), South Dublin County Council is seeking planning consent to construct an additional salt barn, new mechanical services depot and 2no. new diesel pumps with associated underground fuel storage tanks at the existing Palmerstown depot, adjoining the Deadman’s Inn, Old Lucan Road, Dublin 20.

The purpose of this Chief Executive’s Report is to present the outcome of the consultation, to respond to submissions made during the consultation period and to make recommendations in relation to the proposed development where appropriate.

# **Site Description**

The subject site is located on existing SDCC depot lands, adjacent to the Deadman’s Inn at the Old Lucan Road, Dublin 20. The depot lands is referred to within SDCC as the ‘Palmerstown Depot’ and is currently used as a storage depot for SDCC Roads Maintenance Section and includes a Salt Barn (internal dimension of 16M x 16M) with concrete apron for the storage of salt for road gritting in the winter season.

The site is approximately 0.75 hectares and is bounded by the Old Lucan Road to the north and east, by a slip road to the N4 to the south and by a public open green space to the southeast. The site is gently sloping from southeast to northwest with a fall of approximately 1.5m and is accessed from an existing gated vehicle entrance off the Old Lucan Road. The southern section of the site is elevated ground (approximately 1.5m above the concrete apron) and contains a number of mature trees, which are to be retained.

The depot site is currently enclosed within an existing palisade fence, however, the development lands includes a brownfield green space to the north of the fenced area, which is also in SDCC ownership and was formerly a section of the Old Lucan Road before it was redirected north toward the new roundabout, as part of the Heritage Clinic development works.

# **Scheme Description**

The proposed development is for an additional salt barn, new mechanical services depot and 2no. new diesel pumps with associated underground fuel storage tanks at the existing Palmerstown Depot, adjoining the Deadman’s Inn, Old Lucan Road, Dublin 20.

The proposed development shall consist of:

* Construction of an additional Salt Barn (designed to meet or exceed the existing salt barn design and specifications)
* New Mechanical Services Depot for servicing of SDCC vehicles and plant consisting of new vehicle maintenance workshop and ancillary support services including offices, canteen, storage and sanitary facilities.
* 2no. new diesel pumps with associated underground fuel storage tanks.
* Modifications to existing Salt Barn site entrance. New site entrance and exit with security hut and entrance gates.
* New Wastewater Treatment System and percolation area to EPA guidelines
* General site works, including new access and circulation driveways, vehicle parking bays, hard and soft landscaping, granite clad blockwork boundary walls (to match existing) and metal railings.

The proposed mechanical services depot design consists of a two-storey structure with a shallow pitched roof, which accommodates a 5-bay vehicle maintenance workshop with ancillary support services including offices, storage and sanitary facilities. The proposed design includes a single-storey annex with mono-pitched roof on the north side of the east facing elevation, which is to accommodate the canteen, with basic self-catering facilities.

The facility is designed to facilitate the general maintenance and repair of existing SDCC vehicles and plant. Set down parking bays within the depot are designed to accommodate both large and small vehicles (15 large parking bays and 27 standard car parking bays, 14 of which will be used depot staff).

The design and layout of the vehicle maintenance workshop is based on the same principle as an NCT centre. Vehicles visiting the facility for routine maintenance or repair works are directed through the facility in a clockwise motion, with set down parking bays at the entrance and exit for pick-up by the depot mechanics. The canteen facility, with basic self-catering facilities also functions as a waiting area for visiting drivers. It is envisaged that at capacity, the depot can accommodate up to 40 vehicles per day for routine maintenance.

Plans and reports for proposed development are shown at the following links:

|  |
| --- |
| [Sheet 1 Site Location Plan](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Sheet 2 Proposed Site Plan](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Sheet 3 Proposed Ground Floor Plan & Section D-D](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Sheet 4 Proposed Plans Sections & Elevations](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Sheet 5 Proposed Elevations /Site Sections](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Sheet 6 Site Location Map & Landscape Layout](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Proposed Drainage & SUDS Measures layout](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Proposed Foul Water Longsection](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Proposed Storm Water Longsection](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Proposed Watermain Layout](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Typical Drainage Details – Sheet 1](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Typical Drainage Details – Sheet 2](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Typical Drainage Details – Sheet 3](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Attenuation Tank Detail](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Engineering Planning Report](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Site Specific Flood Risk Assessment](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Appropriate Assessment Screening Report](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Environmental Impact Assessment Screening Report](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps)  [Part 8 County Architect’s Report](https://consult.sdublincoco.ie/en/consultation/proposed-development-additional-salt-barn-new-mechanical-services-depot-and-2no-new-diesel-pumps) |

# **Public Consultation**

Plans and particulars of the proposed additional salt barn and mechanical services depot development have been on public display for over six weeks from 22nd August to 3rd October 2022 (inclusive). During the public consultation information on the proposed development was disseminated to the public and submissions were invited.

The public consultation on the proposed additional salt barn and mechanical services depot development included the following statutory and non-statutory elements:

* + Newspaper Notice in The Herald;
  + Site Notices (2no. erected);
  + SDCC Public Consultation Portal;
  + Emails notifying the relevant prescribed bodies;
  + Plans and particulars of the proposed scheme available for inspection or purchase at the Planning Department counter in the offices of South Dublin County Council, County Hall.

Submissions and observations on the proposed additional salt barn and mechanical services depot development can be made online and in writing for a period of six (6) weeks between 22nd of August to 3rd of October 2022 (inclusive).

# **Legislative Background**

Section 179 (3) of the Act, requires that the Chief Executive shall, after the end of the public consultation period, prepare a written report in relation to the proposed development and submit the report to the members.

Section 179(b) of the Act outlines that a report shall—

1. Describe the nature and extent of the proposed development and the principal features thereof, and shall include an appropriate plan of the development and appropriate map of the relevant area;
2. Evaluate whether or not the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the Development Plan and giving the reasons and the considerations for the evaluation;
3. List the persons or bodies who made submissions or observations with respect to the proposed development;
4. Summarise the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in any such submissions or observations, and give the response of the Chief Executive thereto; and,
5. Recommend whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

Under Section 179(4) of the Act, the elected members shall, as soon as practicable, consider the proposed development and the report of the Chief Executive. Following the consideration of the Chief Executive's report, the proposed development may be carried out as recommended in the Chief Executive's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the Chief Executive's report, or decides not to proceed with the development. A resolution must be passed not later than six (6) weeks after receipt of the Chief Executive's report.

# **Environmental Impact Assessment and Appropriate Assessment**

The proposal has undergone an Appropriate Assessment Screening under the Habitats Directive (92/43/EEC). This Council has determined that the implementation of the proposed development would not be likely to have significant adverse eﬀects on the integrity or conservation objectives of any Natura 2000 network of sites.

It has also undergone a preliminary examination for an Environmental Impact Assessment and the Planning Authority has concluded that there will be no real likelihood of significant effects on the environment arising from the proposed development and therefore an Environmental Impact Assessment is not required.

As a result of the above, in accordance with Part XI of the Act, the elected members of the Council can consider the proposed additional salt barn, new mechanical services depot and 2no. new diesel pumps with associated underground fuel storage tanks at the existing Palmerstown depot, adjoining the Deadman’s Inn, Old Lucan Road, Dublin 20 under Part 8 of the Regulations.

1. **Outcome of Public Consultation Programme**

No formal submissions /observations were received. A total of 1 informal submission/observation was received.

A list of all the persons, organisations and bodies that made submissions is provided in the table below together with a copy of the submission received. For reasons of data protection, these documents have the personal addresses of submitters redacted.

|  |  |  |
| --- | --- | --- |
| **Person/Prescribed Body** | **Link to Submission Received** | **No. of Submissions Received** |
| Consultation Portal Submissions | Consultation Portal Submissions | 0 |
| Transport Infrastructure Ireland | Transport Infrastructure Ireland | 1 |

A table breakdown of the issues raised in the submissions received for all categories is outlined here (summary and responses to issues raised is provided in Section 8 below):

|  |  |  |
| --- | --- | --- |
| **No.** | **Category of Submission** | **Count** |
| 1 | Traffic | 1 |

1. **Summary of Issues Raised and Chief Executive’s Responses and Recommendations**

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| --- |
| **Submission Category No. 1 – Traffic**   1. Access to the development is primarily reliant on the private car via Junction 2 of the N4. Clarification sought as to when the planned infrastructural upgrades works to this junction will be undertaken by SDCC (Refer to Condition 23\*, ABP-310119-21 concerning the proposed Liffey Valley Shopping Centre Extension). 2. SDCC to ensure that the agreed requirements to protect and maintain the capacity of the national road network have been met. 3. SDCC to ensure the proposal is in accordance with the DoECLG’s “Spatial Planning and National Road Guidelines for Planning Authorities”.   \*Please note: Condition 23 refers to a special planning contribution for infrastructural upgrade works outside of the Liffey Valley Shopping Centre redline boundary, including works to Junction 2 of the N4. |

**Response:**

* The planned infrastructural upgrade works is outside of the development red-line boundary and is scheduled for construction in 2025 (estimated 2-year lead time to allow for surveys, design, planning & procurement before commencement on site).
* It is envisaged that at capacity, the depot is designed to accommodate up to 40 vehicles per day for routine maintenance, however, these vehicles will be scheduled by appointment only, staggered between the depot opening hours, therefore minimising potential impacts on the adjoining road network.
* The proposed depot facility will not be operational during peak traffic hours (4-7pm Friday evening peak, 1-4pm Saturday lunchtime peak), therefore minimising potential impacts on the adjoining road network.
* To align with the principles, set out in the DoECLG’s ‘Spatial Planning and National Road Guidelines for Planning Authorities’ and to further minimise potential impact on the adjoining road network, SDCC will include the following measures at detail design stage:

1. The construction of the proposed depot development shall be managed in accordance with a Site Traffic and Construction Management Plan, to be agreed in writing with SDCC prior to commencement on site.  This plan will be prepared by the successful contractor, with specific emphasis on site traffic management during construction.
2. SDCC to continue to liaise with BusConnects at design development stage to ensure that the proposed development and proposed infrastructural upgrade works by BusConnects (to the north and east of the site along the Old Lucan Road), are fully co-ordinated.
3. Design development to include vehicle swept path analysis (AutoTrack study) with special emphasis on the site entrance and exit point, off the Old Lucan Road.
4. SDCC to provide cycle parking provision, to promote more sustainable travel modes for depot staff.

# **Recommendation**

Following consideration of the submissions, it is considered that the issues raised in submissions will be satisfactorily addressed as outlined in the foregoing report.

Accordingly, it is considered that the proposed development is in accordance with the proper planning and sustainable development of the area and therefore it is recommended that the Council adopt the following Motion:

*“As the proposed development is in accordance with the proper planning and sustainable development of the area, the Council approves the development of an additional salt barn, new mechanical services depot and 2no. new diesel pumps with associated underground fuel storage tanks at the existing Palmerstown depot, adjoining the Deadman’s Inn, Old Lucan Road, Dublin 20.”*