

COUNTY ARCHITECTS REPORT

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.

Process under PLANNING & DEVELOPMENT ACT 2000 (AS AMENDED) PUBLIC CONSULTATION PROCEDURE UNDER PART 8 OF THE LOCAL GOVERNMENT (PLANNING & DEVELOPMENT) REGULATIONS 2001 (AS AMENDED).

Consultation Process stage.

This is an advisory report. The full report will be issued following the conclusion of the Consultation Process.

Issued August 2022

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| COUNTY ARCHITECTS REPORT – Part 8 – Display / Consultation | |
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| Project Title: | 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. |
| County Architect: Senior Executive Architect: Architects: | Eddie Conroy FRIAI Eoghan Broderick MRIAI Architectural Services Department, South Dublin County Council |
| Brief explanation of Part 8 Process carried out under Part 8 of the Planning and Development Regulations 2001 (as amended) | <p>Part 8 (Public Consultation Schemes) <i>Developments by a local authority are subject to a public consultation process as set out in the Planning & Development Regulations, 2001 (as amended). This procedure requires that notice of the proposed development be given in the public press and that a site notice be erected. If any submissions or observations are received, a report is presented to the members of the Council. This report contains a list of the objector's names along with a summary of the points made by them and the Local Authority's response.</i></p> <p><i>Arising from consideration of the representations, the report sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal.</i></p> <p><u>Development by a Local Authority: 'Part 8'</u> <i>From time to time the Local Authority may carry out development within its administrative area, such as the construction of houses, roads, swimming pools, public toilets etc.</i></p> <p><i>Development carried out by a Local Authority is often referred to as a 'Part 8': - this is reference to Part 8 of the Planning and Development Regulations 2001 (as amended) which sets out the procedure for carrying out such developments.</i></p> <p><i>Public consultation is an intrinsic part of the 'Part 8' process. This is achieved by public notices, public display of the proposal, observations by members of the public, reportage on observations received and a recommendation that considers all internal and public observations. The consultation may extend to advisory consultation meetings with local community and interest groups dependant on the particular circumstances and impact of the proposal, though such meetings are not proscribed under the legislation. The primary purpose of the process is to notify the public of the proposal and incorporate any observations validly submitted into a report to inform the Council on its decision to recommend the proposal.</i></p> |

Comments and observations on Proposed Developments by a Local Authority can only be received in writing between certain dates. The public notices should be referred to in this regard to ascertain the final date of receipt for observations.

Part 8 of the Planning and Development Regulations 2001 (as amended) refers to requirements in respect of specified development by, on behalf of, or in partnership with Local Authorities. Part 8 applications are generally lodged by the proposing department within the Council. Article 80 of the Planning and Development Regulations 2001 (as amended) sets out a list of the types of development prescribed for the purposes of the act.

The process is as follows:

Public Notices of the proposed development must be placed in an approved newspaper. A site notice (or notices) must be erected on the land on which the proposed development is situated – Article 81(1)(a)(b) of the Planning and Development Regulations 2001 (as amended) provides guidance on the requirements.

The application, which must be submitted on the same date as the newspaper notice, must include a copy of the newspaper notice and site notice and drawings for public display of the proposal accessible to the public during normal office hours – via the Planning Portal. Drawings can be made available to the public on request.

There is no fee payable on a Part 8 application.

The application is referred to internal works Departments in the Council – (Roads, Water, and Drainage).

In the case of protected structures the application is referred to the Conservation Section, An Taisce, DHPLG and the Heritage Council.

The timeframe for third party Observations/Submissions on the Part 8 application is six weeks from the date of lodgement. This date is specified in the public notices. (There are 5 weeks allowed for a normal planning application.) There is no fee for observations/submissions on a Part 8.

At the end of the period for observations/submissions, the proposing Department completes a report on the public display for the attention of the Executive Manager of the Planning Department. The Executive Manager will make a recommendation to the proposing department on foot of this report.

A report will then be compiled for a meeting of the Council. Following consideration of this report by the Council, the

proposed development may be recommended, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the report, or decides not to proceed with the development' – as per Section 179(4)(b) of the Planning and Development Act 2000 (as amended).

The making of a decision on a Part 8 application is a reserved function of the Council, while for a normal planning application this is an executive function.

The above is a summary of the Part 8 requirement for consultation. It is intended for guidance only. The Planning Acts set out the requirements in full.

Public Notice:

South Dublin County Council
Proposed New Works

PLANNING & DEVELOPMENT ACT 2000 (as amended)
PLANNING AND DEVELOPMENT REGULATIONS 2001 - 2018

Part 8 PUBLIC NOTICE

Pursuant to the requirements of the above, notice is hereby given of the proposal to construct the following development by South Dublin County Council:

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.

The works comprise of:

- Construction of an additional Salt Barn
- 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 proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC) and screening for Environmental Impact Assessment (EIA) under the EIA Directive 2014/52/EU. The Planning Authority has made a preliminary examination of the nature, size and location of the proposed development. The authority has concluded that there is no real likelihood of significant effects on the environment arising from the proposed development and a determination has been made that an EIA is not required.

Any person may, within 4 weeks from the date of publication of this notice, apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. The plans and particulars of the proposed development are available for inspection online on the Council's Public Consultation portal <http://consult.sdublincoco.ie> during the period from Monday 22nd August 2022 to 5.00pm on Monday 19th September 2022.

Persons wishing to inspect drawings and particulars of the proposed development in person can do so as follows: Plans and particulars of the proposed scheme will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy for a period of four weeks from Monday 22nd August 2022 to Monday 19th September 2022 only; at the Planning Department counter in the offices of South Dublin County Council, County Hall, Tallaght, Dublin 24 between the hours 10.00am – 12.00 noon & 2.00pm to 4.00pm Monday to Friday, and available online on the Consultation Portal <http://consult.sdublincoco.ie>

Submissions and observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development will be situated, may be made in writing up to 5.00pm on Monday 3rd October 2022 and may be submitted by post to:

**Senior Executive Officer,
Environment, Water & Climate Change,
South Dublin County Council, County Hall, Tallaght, Dublin 24
YNN5.**

Or

**Online at <https://consult.sdublincoco.ie> up to 5.00pm on
Monday 3rd October 2022**

NOTE: Please make your submission by one medium **only**. All submissions should include your name and a contact address. It should be noted that the Freedom of Information Act, 1997 (as amended) applies to all records held by South Dublin County Council. South Dublin County Council's Personal Data Privacy Statements can be viewed at www.sdcc.ie and all personal data will be retained in line with statutory requirements.

Context:

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 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.

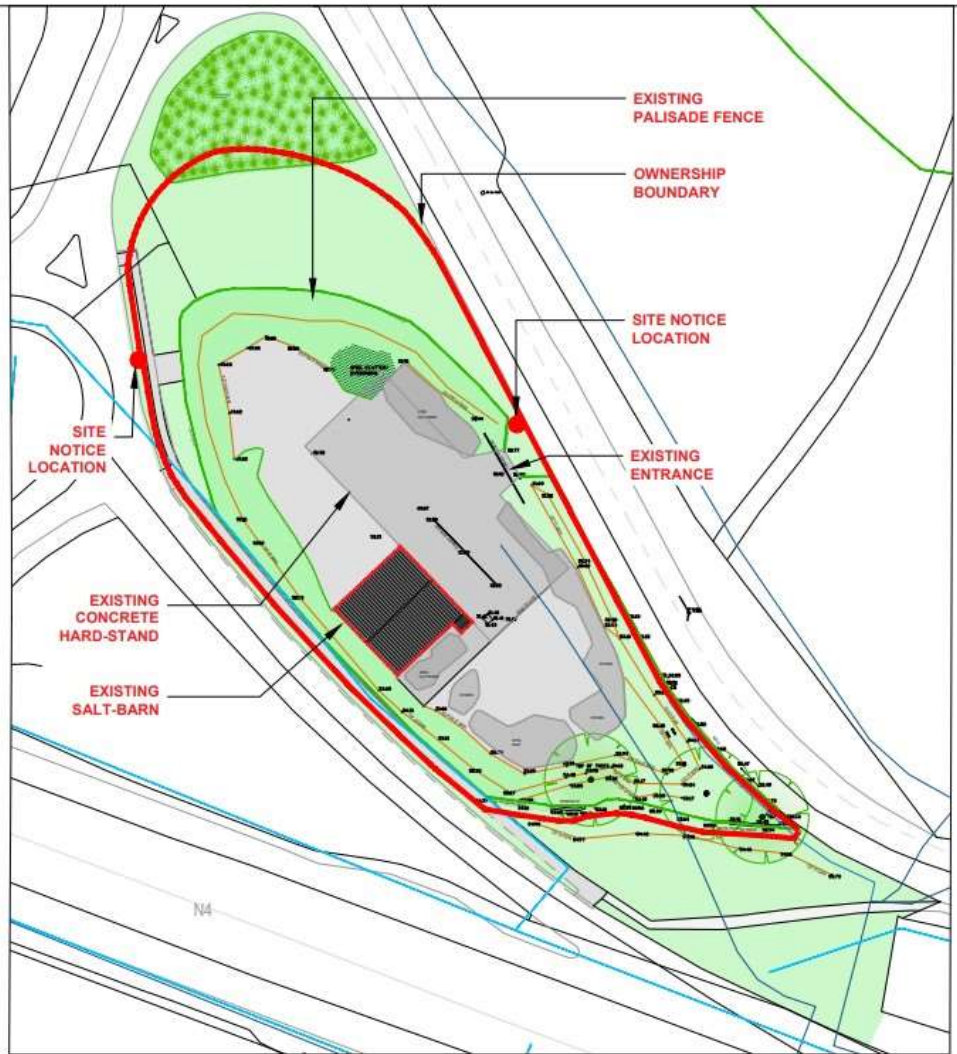
The depot site is currently enclosed within an existing palisade fence, however, the development lands includes a brownfield green space to the north of the fenced area, which is also in SDCC ownership and was formerly a section of the Old Lucan Road before it was redirected north toward the new roundabout,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



02 AERIAL VIEW LOCATION PLAN
P01 SCALE = 1:500 @A1, 1:1000@A3

LEGEND
— OWNERSHIP /SITE DEVELOPMENT BOUNDARY
- - - - - LINE OF EXISTING PALISADE FENCE

Aerial view of area (Google)



01 EXISTING SITE LOCATION PLAN
 P01 SCALE = 1:500 @A1, 1:1000@A3

LEGEND

- SITE BOUNDARY
- METAL PALISADE FENCE
- ▨ EXISTING SALT-BARN

Site Layout Plan - Existing



VIEW 1



VIEW 2



VIEW 3



VIEW 4



VIEW 5



VIEW 6















Site Context Images

Site Constraints

Irish Water record drawings indicate that there is no existing foul network adjacent to the site. Wastewater from the site is proposed to be discharged to an onsite wastewater treatment system (WWTS) and percolation area located in the northern section of the site. A percolation test and Site Suitability Assessment has been undertaken by Trinity Green Environmental Consultants (EPA approved Site Suitability Assessors) to confirm the system type and design. The design of the onsite WWTS is to be in accordance with the EPA Code of Practice 2021.

All other services are available, and the proposed development has been considered as part of the overall planning/zoning for the area.

USE ZONING OBJECTIVES

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|---------------------------|---|---|
| Objective RES | To protect and/or improve residential amenity |  |
| Objective RES-N | To provide for new residential communities in accordance with approved area plans |  |
| Objective SDZ | To provide for strategic development in accordance with approved planning schemes |  |
| Objective MU | To facilitate enterprise and/or residential-led development |  |
| Objective TC | To protect, improve and provide for the future development of Town Centres |  |
| Objective MRC | To protect, improve and provide for the future development of a Major Retail Centre |  |
| Objective DC | To protect, improve and provide for the future development of District Centres |  |
| Objective VC | To protect, improve and provide for the future development of Village Centres |  |
| Objective LC | To protect, improve and provide for the future development of Local Centres |  |
| Objective RW | To provide for and consolidate warehousing |  |
| Objective EE | To provide for enterprise and employment related uses |  |
| Objective OS | To preserve and provide for open space and recreational amenity |  |
| Objective HA (LV, DV, DM) | To protect and enhance the outstanding natural character and amenity of the Liffey Valley, Dodder Valley and Dublin Mountains areas |  |
| Objective RU | To protect and improve rural amenity and to provide for the development of agriculture |  |

Planning / Zoning for the site

Planning / Zoning for the site



USE ZONING OBJECTIVES

Objective HA (LV, DV, DM)

To protect and enhance the outstanding natural character and amenity of the Liffey Valley, Dodder Valley and Dublin Mountains areas



LEGEND:

NTA Greater Dublin Cycle Network Plan



Protect and Preserve Significant Views



Land Use Zoning

Under the “South Dublin County Council Development Plan 2016 – 2022”, the lands are zoned – Zoning Objective HA (LV, DV, DM) with an objective ‘To protect and enhance the outstanding natural character and amenity of the Liffey Valley, Dodder Valley and Dublin Mountains areas.’

Planning Policy Context

The national, regional and development plan policies are the following:

National and Regional Policy

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

Quality Housing for Sustainable Communities-Best Practice Guidelines, Department of the Environment, Heritage and Local Government, 2007.

Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities, Department of Environment, Heritage and Local Government (December 2008).

Urban Design Manual; A Best Practice Guide, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2008).

Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, Department of the Environment, Community and Local Government (2015).

Design Manual for Urban Roads and Streets Department of the Environment, Community and Local Government and ***Department of Transport, Tourism and Sport (2013)***.

Regional Planning Guidelines for the Greater Dublin Area 2010-2022, Dublin Regional Authority & Mid-East Regional Authority, (2010).

Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, (2009).

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

Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, Building Research Establishment, (1991).

Smarter Travel – A Sustainable Transport Future. A New Transport Policy for Ireland 2009 – 2020, Department of Transport, (2009).

National Cycle Manual – National Transport Authority (June 2011).

Relevant Policy in South Dublin County Council Development Plan 2016 – 2022

CORE STRATEGY (CS) Policy 2 Metropolitan Consolidation Towns

It is the policy of the Council to support the sustainable long-term growth of Metropolitan Consolidation Towns through consolidation and urban expansion.

CS2 Objective 5:

To promote and support high quality infill development in existing built-up areas.

Policy H2 Supply of Housing

It is the policy of the Council to seek to ensure that sufficient zoned land continues to be available at appropriate locations to satisfy the housing requirements of the County.

H2 Objective 1:

To ensure that sufficient zoned land, which could be serviced by sufficient public transport and road capacity, continues to be available at appropriate locations to satisfy the housing requirements of the County and to support and facilitate the development of housing lands based on the Settlement Strategy outlined in Chapter 1 Introduction and Core Strategy.

Section 2.3.0 Quality of Residential Development

Section 7.1.0 Water Supply & Wastewater

Policy IE1 Water & Wastewater

It is the policy of the Council to work in conjunction with Irish Water to protect existing water and drainage infrastructure and to promote investment in the water and drainage network to support environmental protection and facilitate the sustainable growth of the County

Section 7.2.0 Surface Water & Groundwater

Policy IE2 Surface Water & Groundwater

It is the policy of the Council to manage surface water and to protect and enhance ground and surface water quality to meet the requirements of the EU Water Framework Directive.

Section 7.3.0 Flood Risk Management

Policy IE3 Flood Risk

It is the policy of the Council to continue to incorporate Flood Risk Management into the spatial planning of the County, to meet the requirements of the EU Floods Directive and the EU Water Framework Directive.

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| | <p>Assessment</p> <p>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.</p> <p>The proposed development is a public services facility, which is a permitted use under the South Dublin County Council Development Plan 2016 – 2022. The facility relates to the provision of essential public transport related services, strategically located at the intersection of two important road networks: the N4 National Primary Road and the M50 motorway, which are an essential part of South Dublin County Council's and the greater Dublin areas communication network.</p> <p>The following measures are proposed to protect and preserve the significant views identified on the development plan:</p> <ol style="list-style-type: none"> 1. It is proposed to enclose the site along the west and north boundary with a new 2.4M high coursed granite rubble wall to match the existing granite walls in the neighbourhood, to be capped with a shallow rounded sand and cement haunching, also to match the existing walls, while the eastern boundary is to be enclosed within a low granite plinth wall with 1.8m high metal railings, between 2.4m high granite piers. 2. The ridge height of the proposed new two-storey mechanical services depot is lower than the existing salt barn. 3. The existing trees to the south of the site and north of the N4 are proposed to be retained. <p>Total Site Area: 7500.0sqm / 0.75ha</p> |
| <p>Project Description and Design</p> | <p>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.</p> <p>The works comprise of:</p> <ul style="list-style-type: none"> • Construction of an additional Salt Barn • 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.

Existing Barn:

- 16mx16m internally and is fully waterproof. It consists of 4.5m high in-situ waterproof concrete walls. The roof is formed by a prefinished insulated twin-wall roof panel that sits on a steel structure bolted to a ring beam at the top of the wall.
- The salt is banked up against the wall on 3 sides to an approx. height of 3m (a maximum storage height of 4m which is 500mm below the lowest surface of the steel is clearly marked on the wall).

Proposed Salt Barn:

- The new salt barn will be designed to meet or exceed the existing barn design and specifications.

Proposed Mechanical Services Depot:

- The proposed Mechanical services depot consists of a two-storey structure with a shallow pitched roof (10 degrees) 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 including sink, kettle, microwave and fridge.

The new depot building will largely be formed of masonry construction with lightweight sheet metal roofing and external rain-screen cladding in compliance with all statutory regulations. The main front elevation, which is east facing onto the Old Lucan Road contains an intermediary first floor with staff offices and toilets. The ground floor of the east elevation is proposed to be finished with fibre cement coloured cladding panels to demarcate the entrance areas, with a shallow projecting canopy over. Windows, glazed screens and doors to be timber Aluclad (colour to be agreed). The main body of the two-storey building, which extends to the west accommodates a 5-bay double height vehicle maintenance workshop with large roller shutter doors on the south and north facing elevations providing through access for vehicles to the servicing bay, with vehicles entering from the south and exiting from the north.

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.

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). It is envisaged that at capacity, the depot can accommodate up to 40 vehicles per day for routine maintenance. The depot is so designed, that all visiting and staff parking, can be comfortably accommodated within the development and will not resort to parking outside of the facility in the interest of protecting the local amenity.

The depot will be operational from 7:30am. The vehicle entrance and exit points will include access-controlled arm barriers, which will be overseen by a security guard from a small security hut at the depot vehicle entrance. The entrance and exit points will also include retractable security gates, which will be closed shut outside of operational hours, as an added security measure. It is proposed that the gates are constructed to a high specification, with galvanized steel and Polyester Powder Coated finish.

A new road access point, internal roadway, new parking areas and external yard and storage area will also be constructed to facilitate access to the proposed new development. These elements will be designed and constructed to accommodate the specific loading of the vehicles and plant served by the development and to comply with all statutory requirements

To facilitate the general operations of the SDCC fleet, it is required to keep road diesel and agricultural diesel on site. To limit diesel fumes, air pollutants and spillages, it is proposed that the fuel is stored in underground fuel storage tanks (1no. 60,000L tank for road diesel and 1no. 25,000L tank for agricultural diesel), with a 10,000L bunded above ground tank for the storage of waste oil.

Screening for Appropriate Assessment

The Screening for Appropriate Assessment report has been prepared by CAAS consultants on behalf of South Dublin County Council (the applicant), as part of a planning application.

In accordance with their obligations under the European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477/2011), South Dublin County Council must assess whether the proposed development could have 'likely significant effects' on any Natura sites. This document provides supporting information to assist the local authority with an Appropriate Assessment screening exercise, including: a description of the proposed development, details of its environmental setting, a map and list

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| | <p>of Natura 2000 sites within the potential zone of impact, and an assessment of potential impacts.</p> <p>Conclusion of AA Screening Report: Concluding Statement: It is concluded that the proposed development is not foreseen to give rise to any significant adverse effects on any designated European sites, alone or in combination with other plans or projects. This evaluation is made in view of the conservation objectives of the habitats or species for which these sites have been designated. Consequently, a Stage Two AA (NIS) is not required.</p> |
| <p>Screening for Environmental Impact Assessment</p> | <p>Conclusion of EIA Screening Report: Concluding Statement: It is considered that the proposed site intensification of the existing salt storage facility adjoining the Deadman's Inn, Old Lucan Road, Dublin 20 does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required for it. This conclusion is based on an objective review of the proposed development, including its characteristics, location, and the likelihood of it causing significant environmental impacts. The screening has followed the relevant legislation and has had regard to the relevant guidance.</p> |
| <p>Noise</p> | <p>The existing depot site is bounded by the Old Lucan Road to the north and east and by a slip road to the N4 to the south, with the N4 itself (with 6 lanes of traffic) in very close proximity to the south of the site. Given the very high output of noise from the N4, the proposed site development and associated activities are not likely to increase the existing noise levels. Any noise that is generated by the servicing of vehicles at the proposed depot will diminish over time as the fleet transitions from traditional vehicles (internal combustion engines) to electric vehicles.</p> |
| <p>Landscape / Site</p> | <p>Landscaping: To preserve significant views, enhance existing privacy and screening and provide an appropriate setting for the new building, it is proposed to enclose the site along the west and north boundary with a new 2.4M high coursed granite rubble wall (concrete blockwork wall faced with granite) to match the existing granite walls in the neighbourhood, to be capped with a shallow rounded sand and cement haunching, also to match the existing walls. A section of the existing palisade fence to the southwest, and southern edge of the site is to be retained. The existing grass verge along the east facing boundary with the Old Lucan Road is to be retained and enhanced with wild meadow planting, with a new 600mm high granite plinth wall with 1,800mm high metal railings between 2.4m high granite piers enclosing the site. As the site slopes to the south, the southern section of the eastern boundary (to east of salt barns) is to be enclosed with a 2.4M high metal railing. The existing trees to the south of the site are to be retained.</p> |

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| | <p>Bus Connects: As noted in the Bus Connect report entitled '<i>Lucan to City Centre Draft Preferred Route Options Report, November 2020</i>', Bus Connects intend to develop a two-way cycle track to the north of the proposed development site, and to the east along the Old Lucan Road. The Bus Connects proposal will be subject to statutory approvals, however, the proposed SDCC development has been designed to accommodate the future works, should it proceed as planned with the 'preferred route' indicated on the Part 8 Architects' drawings for reference. It should be noted that as part of the works, Bus Connects propose to realign this section of the Old Lucan Road by widening the road to the east. SDCC will continue to liaise with Bus Connects at detail design stage, to ensure the proposed development and the Bus Connects proposal, are fully coordinated.</p> |
| Ancillary Works to Project: | <p>Connection to existing local services (drainage, water, gas, electrical, telecoms) Alteration / Upgrading of existing landscaping and open space.</p> |
| Project Partners | <p>Architects & Community Department Environment Department Road Maintenance Mechanical Services Section</p> |
| Site / Services Constraints : | <p>All major existing services runs have been identified for the design. Local alterations to layout are likely when on site investigations establish precise underground service locations.</p> |
| Internal Comments | <p>Will be reported at final stage of Part 8.</p> |
| Flood | <p>Risk of flooding is low. Refer to PUNCH Consulting Engineers Site Specific Flood Risk Assessment for details.</p> |
| Surface Water & Attenuation | <p>Surface water - requires to be fully scoped. The services network is readily available adjacent to the site. The drainage system design will be in compliance with the Greater Dublin Regional Code of Practice for Drainage Works. Overall study has been undertaken to determine most sustainable and appropriate attenuation on site. Refer to PUNCH Consulting Engineers Engineering Planning Report for details.</p> |
| Foul drainage | <p>Irish Water record drawings indicate that there is no existing foul network adjacent to the site. Wastewater from the site is proposed to be discharged to an onsite wastewater treatment system (WWTS) and percolation area located in the northern section of the site. A percolation test and Site Suitability Assessment has been undertaken by Trinity Green Environmental Consultants (EPA approved Site Suitability Assessors) to confirm the system type and design. The design of the onsite WWTS is to be in accordance with the EPA Code of Practice 2021. Refer to PUNCH Consulting Engineers Engineering Planning Report for details.</p> |
| Roads Roads Access | <p>Road's access and capacity are within acceptable and safe limits.</p> |

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| | A new road access point, internal roadway, new parking areas and external yard and storage area will also be constructed to facilitate access to the proposed new development. These elements will be designed and constructed to accommodate the specific loading of the vehicles and plant served by the development and to comply with all statutory requirements. |
| Irish Water | No known diversions |
| Invasive Non-native Species (INNS) | No Invasive Non-native Species on the Third Schedule list of Non-native species (subject to restrictions under Regulations 49 and 50) were recorded on the site visit. |
| County Heritage Officer | The EIA screening indicates no evidence of the breeding places of species protected under the Wildlife Act. |
| Contract: | The project will be carried out under The Capital Works Management Framework (CWMF) Public Works Contract. Performance Bond will be retained to appropriate level as required under the contract. |
| August 2022 | Eddie Conroy FRIAI County Architect |