

# Comhairle Chontae Atha Cliath Theas

## Record of Executive Business and Chief Executive's Order

### PR/1020/21

**Reg. Reference:** SDZ21A/0013      **Application Date:** 02-Jun-2021

**Submission Type:** New Application      **Registration Date:** 02-Jun-2021

**Correspondence Name and Address:** Tim Healy, Reddy Architecture & Urbanism Douglas Business Centre, Carrigaline Road, Douglas, Co.Cork

**Proposed Development:** A 3 storey, 1,000 pupil post primary school (Roll no. 76454S) including a 4 classroom Special Educational Needs Unit with a gross floor area of 11,443sq.m including sports hall and all ancillary teacher & pupil facilities; bicycle parking; staff parking; vehicle drop off/set down areas; internal access roads; hard and soft play areas; piped infrastructure and ducting; plant; landscaping and boundary treatments; PV panels; external courtyards; disabled car parking spaces; ESB substation, ramps & stairs; signage; changes in level and all associated site development and excavation works above and below ground all on a site bounded to the east by the R136 Outer Ring, to the north by the existing site adjacent to south of Griffeen Avenue, to the west to existing site adjacent to Lucan East Educate Together National School and to the south to existing site adjacent to Adamstown Link Road. The proposed development is located within the Clonburris Strategic Development Zone Planning Scheme 2019 area.

**Location:** Kishogue Cross, Griffeen Avenue, Lucan, Co Dublin

**Applicant Name:** The Department of Education

**Application Type:** SDZ Application

(DF)

### Description of Site and Surroundings:

Site Area:  
Stated as 2.34

Site Inspection:  
02/07/21

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### Site Description:

The application site is located west of the R113 within Development Area 7 (Kishoge North West) of the Clonburris SDZ. Lucan East Educate Together Primary school is located to the west, Griffeen Avenue to the north, and Adamstown Link Street/ Thomas Omer Way to the south. The subject site is directly adjoining undeveloped land on the south, north and west boundaries. The site is currently a greenfield site with two intersecting field boundaries (one traversing the site in a south-west/north-east alignment and the other aligned south-east/north-west), these are made up with hedgerows, trees and overgrown vegetation. The site slopes from south to north from approximately 58.62m to 54.75m (a drop of 3.87m).

### Proposal:

The proposed development comprises:

- A 3 storey, 1,000 pupil post primary school (Roll No. 76454S) including a 4 classroom Special Educational Needs Unit with a gross floor area of 11,443sq.m including sports hall and all ancillary teacher & pupil facilities;
- Bicycle parking; staff parking; vehicle drop off/set down areas; internal access roads; external courtyards; disabled car parking spaces; ramps & stairs;
- Hard and soft play areas; landscaping and boundary treatments;
- Piped infrastructure and ducting; plant; PV panels; ESB substation,
- Signage;
- Changes in level and all associated site development and excavation works above and below ground

### SEA Screening

No overlap with environmental layers identified.

### Zoning:

This site is situated within Clonburris SDZ Planning Scheme (Development Area 7) and is subject to zoning objective 'SDZ' 'To provide for Strategic Development in accordance with approved planning schemes' under the South Dublin County Council Development Plan 2016-2022.

### Consultations:

- *Roads- Additional Information requested.*
- *Water Services- No objection subject to conditions*
- *Irish Water- No objection subject to standard conditions*
- *Waste Management-No response*
- *Parks-Additional Information requested*
  - *Heritage Officer-No response*
  - *Forward Planning-No response*
  - *EHO-No response*
  - *Eastern and Midlands Regional Assembly-No response*
  - *NTA-No response*

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- *Department of Education-No response*

### **Submissions/Observations /Representations**

Date for final submissions 06/07/21. No objections received

### **Recent Relevant Planning History**

The site is located within the Clonburris Strategic Development Zone for which a Planning Scheme was prepared by South Dublin County Council and approved by An Bord Pleanála.

#### *Application Site*

SD20A/0111. Temporary staff car parking of c.0.13ha. to accommodate 35 staff car parking spaces and associated site works while the Phase 1 Griffeen Valley ETNS building is being remediated. This temporary staff car parking will be located on a site measuring 2.32 ha. overall.  
Grant Permission – Not yet constructed.

#### *Adjacent Sites*

SD10A/0238. Amendments to previously approved planning permission (Reg. Ref. SD08A/0054) for a 16 classroom school, of which 8 classrooms have been constructed to date, comprising the following: (a) revised floor plans and elevations for 8 classrooms, general purpose room, library and ancillary accommodation and (b) additional 2 class Special Needs Unit. The described changes will result in an increase in the overall floor area from 1120sq.m. to 3003sq.m. Site works will consist of a Special Needs Sensory Garden, a screened bin area, 2 bicycle racks and an increase in carparking from 19 to 27 spaces. Planning permission is also sought for associated construction site compound and related access at Lucan East Educate Together National School.  
Grant Permission – Constructed.

SD09A/0149 Mixed use residential, retail, commercial, creche & community development consisting of the construction of 973 no. residential units, all with private gardens, balconies or terraces, (55 no. 1 bed apartment units; 481 no. 2 bed apartment and duplex apartment units; 276 no. 3 bed apartment and duplex apartment units; 63 no. 3 bed houses; 98 no. 4 bed houses); 6089sq.m. of commercial space; 2569sq.m. of retail space; a 408sq.m. creche; a 503sq.m. community building and a 80sq.m. management suite. The site is divided into 3 zones - A, B, and C. Zone A is located to the south of the site and is bounded to the south by the Dublin-Kildare Rail Line, to the east by the Outer Ring Road and to the west by the Adamstown Link Road and will accommodate 429 no. residential units; 6089sq.m. of commercial floor space; 2501sq.m. of retail floor space and a 80sq.m. management facility in buildings ranging in height from 5 to 8 storeys. Zone B is located to the west of the site and is bounded to the east by the Adamstown Link Road and to the north and west by Oldbridge and Tullyhall residential neighbourhoods and will accommodate 237 no. residential units ranging in height from 2 to 4 storeys. Zone C is located to the north of the site and is bounded by Griffeen Avenue to the north, the Outer Ring Road to the east and Oldbridge residential neighbourhood to the west and will accommodate 307 no. residential units, a 503sq.m. community building, 68sq.m. of retail floor space and a 408sq.m. creche in buildings ranging in height from 2 to 6 storeys. The proposal provides infrastructure involving the

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construction of a new road, to be called Station Road, from the Adamstown Link Road to the Fonthill Link Road including a bridge underneath the Outer Ring Road and single storey retail space within the underbridge structure; the widening of the Adamstown Link road to facilitate a new four arm junction at the Adamstown Link Road and the new Station Road; vehicular and pedestrian access points off the new Station Road; the formation of a vehicular access point from the Griffeen Avenue roundabout; the formation of a pedestrian crossing on the Adamstown Link Road; a single storey stand alone energy centre measuring 523 sq.m; temporary surface car park for 101 no. cars to facilitate use of the railway station at the initial phases of development; a total of 1493 no. permanent car parking spaces (684 no. at basement level, 101 no. at ground level and 708 no. on the surface), 350 of which are to be used as a park & ride; extensive landscape works including provision of attenuation ponds, allotments, neighbourhood and pocket parks and play areas; and all associated infrastructure and site development works above and below ground required to facilitate the development on a 19.5 hectare site bounded to the east by the Outer Ring Road and to the north by Griffeen Avenue; the Adamstown Link Road traverses the site and the Kildare-Dublin Rail Line is located to the south of the site; the existing neighbourhoods of Griffeen, Oldbridge and Tullyhall are located to the west and north-west of the site. An Environmental Impact Statement (EIS) has been submitted with the application and will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the planning authority. Significant Additional Information: the revised proposal includes for the construction of 898 no. residential units (64 no. 1 bed apartment units, 388 no. 2 bed apartment and duplex apartment units, 295 no. 3 bed apartment and duplex apartment units, 61 no. 3 bed houses, 90 no. 4 bed houses). The proposal also includes 6259sq.m. of commercial floor space, 2516sq.m. retail floor space, a 515sq.m. community building, a 390sq.m. creche facility and a 140sq.m. management facility. Infrastructure involving the construction of a new road called Station Road connecting Adamstown Link Road to the Fonthill Link Road, including a bridge underneath the Outer Ring Road and single storey retail space associated with underbridge; the widening of the Adamstown Link Road to facilitate a new four arm junction at Adamstown Link Road and the new Station Road; two vehicular and pedestrian access points off the new Station Road to the site; the formation of a vehicular access point from the Griffeen Avenue roundabout; the formation of a pedestrian crossing on the Adamstown Link Road; a single storey stand alone energy centre measuring 523sq.m.; temporary surface car park for 106 no. cars to facilitate use of the rail station at the early stages of construction; a total of 1459 no. permanent car parking spaces (756 no. at basement and 703 no. on the surface). Of the 1459 no. permanent car parking spaces to be provided, 350 no. are to be used as park and ride; extensive landscape works, including the provision of attenuation ponds, allotments, neighbourhood and pocket parks and all associated infrastructure and site development works above and below ground required to facilitate the development. Grant Permission - Not constructed.

SD08A/0054. 1 no. two storey 16 classroom building with general purpose hall, support teaching spaces and ancillary accommodation with a total floor area of c.1000sq.m. The site works to the school grounds will consist of the provision of cycle storage, bin stores, ball courts, landscaping and boundary treatment and all other associated site development works. The works to the remainder of the site will consist of the provision of 19 car parking, drop-off and pick-up facilities and new

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access road including the provision of temporary road link to the existing Griffeen Avenue Roundabout. All on a site of c.0.88 hectares.

Grant Permission – Partially constructed (8 classroom)

SD04A/0964. [SDZ04A/3 forms part of this application]. Construction of the Adamstown Link Road linking the proposed development of Adamstown in the west with the Outer Ring Road (Adamstown Roundabout) in the east.

Grant Permission - constructed

### **Recent Relevant Enforcement History**

None recorded

### **Pre-Planning Consultation**

PP030/20: Meeting held on 16/04/20. SDCC discussed the importance of including a future playing pitch to the north of the submitted red line boundary, with a proposed future attenuation tank to be located underneath this.

### **Relevant National Policy**

The relevant policy documents are detailed below. Those identified as being of key significance include '*Project Ireland 2040 National Planning Framework*' (NPF) and '*Regional, Spatial & Economic Strategy 2019 – 2031*' (RSES).

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

The vision for Project Ireland 2040 – The National Planning Framework is for balanced growth across the five cities and three regions and the guidance of public and private investment into appropriate locations to properly plan for current and future population growth. The NPF sets out a number of clear and measurable targets in terms of population projections, employment generation, housing delivery, environmental impacts and transport provision.

Dublin's functional reach extends beyond the four constituent local authorities and as a capital city competes internationally to attract talent and investment. It will also require significant green-field development, on sites that can be integrated with the existing built-up area of the city and serviced by high capacity public transport, many of which are already designated as Strategic Development Zones (SDZs). Clonburris SDZ is identified in the NPF as a key future growth enabler for Dublin with transformative potential and the following is stated as a priority:- "progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as Adamstown, Cherrywood, **Clonburris** and Clongriffin.

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

Clonburris SDZ is identified in the Metropolitan Area Strategic Plan (MASP) of the RSES as a key target area for urban expansion and continued development of the SDZ, and 'a strategic

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residential and employment corridor along a key public transport corridor that contains development opportunities'. The Plan is centred around delivering a new community that is characterised by a design-led approach to integrating compact growth and development with climate resilient sustainable transport options such as rail and bus.

The SDZ is identified in the MASP (Table 5.1 Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing) as a strategic development area with the phased development.

The timely development of the Clonburris SDZ is wholly compatible with the Growth Strategy for the region, as set out in the RSES/MASP and the development and provision of critical infrastructure required to facilitate the phased development of the Plan lands will support the continued development of a long-term and viable community at Adamstown.

### **Additional National Policy Documents of Relevance**

*Provision of Schools and the Planning System, A Code of Practice for Planning Authorities Department of Education and Science (2008).*

*General Design Guidelines for Schools (Primary & Post-primary), Department of Education and Science (2007).*

*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).*

*Design Manual for Urban Roads and Streets, Department of Transport (2013).*

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

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

### **South Dublin County Council Development Plan 2016 - 2022**

#### **Clonburris SDZ Planning Scheme 2019**

The Clonburris Strategic Development Zone (SDZ) Planning Scheme represents a shared outlook for the future residential, social, economic and environmental development of a new planned and sustainable community in South Dublin County. In a period of renewed growth in Ireland, the County is in a strong position to increase its share of residential and economic development within the Dublin Region. The development of the entire Planning Scheme is expected to deliver a target of 9,416, new homes, new schools, a minimum of 7,300sq.m gross community floorspace, approximately 22,520sq.m gross retail floorspace and in the range of 30,000 to 40,000sq.m

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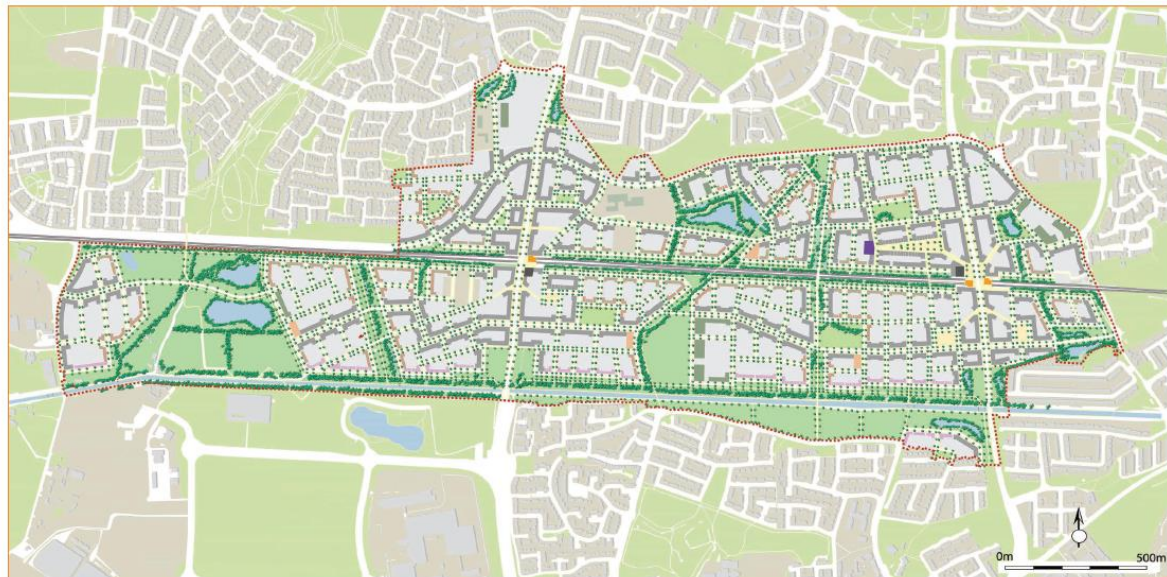
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employment floorspace.

Clonburris comprises 12 Development Areas, with **the proposed development located in Development Area 7 Kishoge North West (KNW-S1).**

The key overarching principles of the 2019 Planning Scheme include the following:

- To prioritise the delivery of high-quality services, utilities infrastructure, and sustainable urban surface water drainage;
- To ensure that the phasing and implementation of the SDZ occurs at a pace whereby it is supported by all necessary supporting community facilities, services, infrastructure and amenities, in order to ensure that place making is prioritised.
  - To provide attractive, interesting and well used outdoor spaces using the latest place making and urban design principles, creating a pedestrian-centred environment with active, inviting public space, parks and private gardens.



**Figure 3.1 Planning Scheme Masterplan**

### Assessment

The Clonburris Strategic Development Zone (SDZ) Planning Scheme is the principal planning document for the Clonburris area. The Planning Scheme is the approved framework for the

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guidance of development in Clonburris, against which all planning applications must be assessed and can only be permitted if deemed consistent with the scheme.

The main issues for assessment relate to:

- Zoning and Council policy,
- Clonburris Planning Scheme Context
- Planning Scheme’s Planning Framework – 12 Principles
- Appropriate Assessment
- Environmental Impact Assessment

### Zoning and Council Policy

The site is situated in an area which is zoned ‘SDZ’ ‘To provide for Strategic Development in accordance with the approved Planning Scheme’ under the South Dublin County Council Development Plan 2016-2022. The principle of the construction of the school on this portion of the SDZ lands is consistent with the Clonburris SDZ Planning Scheme.

The post primary school can be classified as ‘Education’ which is permitted in principle under the ‘Residential Areas’ dedication within the 2019 Scheme. The development of the post primary school as identified in Figure 2.5.1 provides justification for the location of the school to facilitate Phase 1 development. The school is located in a residential area adjacent to an existing primary school with pedestrian and cyclist access maintained to the surrounding area.

### Clonburris Planning Scheme Context

The location of the proposed school corresponds to the location identified within Figure 2.5.1 of the 2019 Planning Scheme (highlighted by red rectangle).

Figure 2.5.1 | Function Map for Planning Scheme





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Under Table 4.3 Phasing Table of the 2019 Planning Scheme, Phase 1B (1,001 – 2,000 units) identifies the requirement for the delivery of a school site to facilitate the construction and occupation of 1,001-2,000 units. This school will be delivered in line with the land use map identified under Figure 2.5.1.

The Planning Authority notes that the Planning Scheme is clear in providing the lands as noted in Figures 2.5.1 and 2.8.7 for use as a Post-Primary School (with the exception of a small area located to the north-west (Figure 3.3.15), discussed further below). This site was planned/ sized as part of the Planning Scheme preparation to accommodate a full-sized playing pitch. The Planning Authority notes that the submitted planning application does not enclose the full school site as outlined in the Planning Scheme and does not include a full sized playing pitch proposed.

The intention of the Planning Scheme for the school site is outlined in the CGI contained within the Planning Scheme (Figure 3.3.16) shown below. This identifies a large playing pitch area as part of this larger Post Primary school site.

Figure 3.3.16 | 3D Image Kishoge North West



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Aerial view. Site outlined in red

The applicant has stated that the playing pitch site is for a future retention pond only (as per image above) and is not included within the red line boundary.

The Planning Authority has recently approved a Surface Water Management Plan (SWMP) as part of the prior to commencement phasing requirements under Table 4.3. The SWMP modifies the Surface Water Strategy within the Planning Scheme and provides for strategic attenuation at the subject site.

The agreed SWMP shows attenuation as being provided in a pond at this location. The SWMP outlines that it is possible to provide some or all of the required attenuation within a detention basin which could double as sports facilities or open space for the educational use.

The Planning Authority is of the opinion that both surface water retention and a playing pitch can both be provided for on the lands to the north of the subject site. The Planning Authority supports the provision of this multi functional approach and considers that further information should be sought to provide for same.

### Letter of Consent

The Planning Authority notes that the letter of consent used by the applicant to form part of this application has expired. The Planning Authority requires an updated letter of consent from the

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applicant. **Additional information.**

### Assessment of the Proposed Development against the Planning Scheme’s Planning Framework – 12 Principles

The Planning Scheme comprises a Planning Framework which includes 12 principles. This are set out below with the proposal appropriately assessed against each of them.

#### 1. Land Use and Density

The overarching Principle states the following: *‘To direct land-uses and densities across the SDZ lands in a manner that creates a sustainable urban district that is based on the integration of land-use and transport planning.’*

<i>Are Land Use and Density principles satisfied- Yes</i>	
<i>To co-ordinate residential, educational, employment and community uses and integrate such with transportation infrastructure in a manner that maximises and makes efficient use of existing and planned public transport services and local facilities;</i>	The proposed school site corresponds to the location identified in the overall SDZ masterplan. The school site is located adjacent to an existing primary school, planned residential areas and in proximity to public transport options.  The construction of the school will contribute to the delivery of sustainable communities and is generally welcomed.
<i>To promote increased residential densities within walking distance of public transport nodes and urban centres;</i>	
<i>To promote a mix of uses around the public transport nodes in a manner that creates viable and active urban centres;</i>	
<i>To establish two mixed use development areas/urban centres around both public transport nodes and distribute local community, retail and employment uses amongst surrounding residential Development Areas in the form of local nodes together with parklands;</i>	
<i>To support the development of sustainable communities and to ensure that new residential development is carried out in accordance with Government policy in relation to the development of housing and residential communities, catering for a range of dwelling types, sizes and tenure options.</i>	

The proposed development is for a post primary school and therefore *‘Land Use and Density’* is applicable in this instance. The school site is identified in the SDZ Planning Scheme, following full consideration of integrating land use and transportation to achieve a sustainable modal shift. The construction of a school at this location is compliant with the scheme and is generally welcomed by the Planning Authority.

#### 1. Movement and Transport

The overarching Principle states the following: *‘To develop the SDZ lands in a manner that maximises existing and proposed public transport opportunities, including high quality rail and bus services, and support these opportunities with an integrated network of streets and*

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*routes with a clear hierarchy that promotes walking and cycling.’*

<b>Are Movement and Transport principles satisfied- Yes</b>	
<i>To link the Development Areas of Clonburris with each other and with surrounding communities through a permeable and clear hierarchy of integrated streets and dedicated pedestrian and cycle routes;</i>	<p>An eastern pedestrian/cycle gate is proposed and it will enable access to the existing cycle lanes and bus stops along the R136.</p> <p>Furthermore, the school will take access from the existing road currently used by the primary school. The Site Layout Plan denotes a future cycle lane/road, with accesses into the school site (along the western boundary). The Planning Authority welcomes the consideration of the north – south street in the layout.</p> <p>This street does not form part of this planning application and is not hereby assessed. However, the Planning Authority would raise concerns that unnecessary duplication of streets/roads may occur and that future design proposals should seek to mitigate.</p>
<i>To integrate appropriate pieces of infrastructure that overcome challenges to movement across the SDZ lands;</i>	<p>The proposed pedestrian/cycle link to the R136, accessed between the carparking area to the north and the small playing pitches to the south, will enable connectivity with the area to the east and accessibility to public transport.</p> <p>Allowance for a 18.8m wide future N-S link road is included in the design and is welcomed. However, as these lands are not included in either the red or a blue line they have not been fully assessed. The proposed development does not rely on this future street proposal.</p>
<i>To develop a transport framework that maximises route choice and access to residential, education, retail, service, community and leisure uses by means of walking, cycling and public transport while balancing the needs of the car;</i>	<p>The proposed pedestrian/cycle link to the R136 and the north-western access from the existing access road provides options for movement.</p>

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<i>To upgrade existing sections of strategic roads within the SDZ lands to integrated urban streets.</i>	N/A
<i>To seek the delivery of public transport infrastructure and services that will serve the trips demands of the SDZ Planning Scheme.</i>	<p>The proposed drop off zone will enable school buses to turn within the proposed site.</p> <p>The proposed eastern pedestrian/cycle link will encourage the use of not only public transport (standard bus route) but also active forms of transport.</p>

The proposed development is for a post primary school and therefore ‘*Movement and Transport*’ is applicable in this instance. The integration of the school site with a public transport corridor (R136) enables the use of sustainable modes of transport, in addition to walking and cycle connectivity with the wider area. The consideration of the future north – south street is welcomed and the future delivery of same will provide for further permeability and trip choice.

### Access and parking

It is proposed to provide:

- 21 vehicular drop off spaces located to the north of the site.
- 40 Car Parking spaces to the north-east of the site,
- 540 bicycle parking spaces located centrally within the site.

The proposed development appears to contribute to encouraging a modal shift. The availability of public transport provides a rationale for the reduction in the required number of parking spaces as per the CDP and is acceptable in this instance.

The above enables the delivery of the post primary school in line with the requirements the 2019 Scheme and is therefore generally acceptable to the Planning Authority.

### **Roads**

The Roads Department’s Report states that the development is well served by public bus transport, there are 12 stops within a 1km radius. It is also within walking distance from Kishoge train station. The overall pedestrian permeability is good and will improve as the incremental delivery of residential units and infrastructure in the SDZ commences, but issues have been raised in the traffic safety audit as to the access along the eastern boundary.

Although it has been noted that there are no houses on this side of the development, the access provides connectivity to the planned Urban Centre and train station to the south of this. The Planning Authority agrees that the eastern pedestrian access is an important element to accessibility to the school in the longer term.

With regards to cycling, the Roads Department state that there is no cycleway on the left-hand side of the existing access road from the Griffen Avenue roundabout. There are no separate cyclist access locations, they are shared with pedestrians. A separate cycleway should be provided through

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the development leading to the bicycle storage areas. Cyclists will be encouraged to dismount and use the footpaths.

The Roads Department raises concerns that all eight problems identified in the Road Safety Audit have not been addressed:

*A road safety audit has been provided detailing a few safety issues concerning the development. Eight problems areas have been identified in the audit. While some of these have been address others are outstanding. Namely poor pedestrian facilities at the Griffeen Avenue roundabout. Footpath repairs are required, and a controlled pedestrian crossing is required. The cycle/pedestrian access point to the west may lead to parents using the existing bus lane as a drop-off area, considering the outer ring road is very busy this could lead to traffic conflicts. There is no cycle lane on the left-hand side of the access road from Griffeen Avenue to the proposed access point.*

The Roads Department has requested Additional Information regarding the provision of a beacon pedestrian crossing at the Griffeen Avenue Roundabout, and details of the parking arrangements for the site.

The Planning Authority considers that the Additional Information required by the Roads Department is reasonable and will be necessary to secure the safety of vulnerable users of the site. **ADDITIONAL INFORMATION.**

### 2. Green and Blue Infrastructure

The overarching Principle states the following: *‘To deliver a network of high quality green and blue infrastructure spaces and public parks while protecting, enhancing and sensitively upgrading the natural, built and cultural assets of Clonburris lands’*

Are Green and Blue Infrastructure principles satisfied- <b>No</b>	
<p><i>To protect, enhance and develop an interconnected green and blue infrastructure network of parks, open spaces, hedgerows, grasslands, protected areas, rivers and streams for amenity and recreation, biodiversity protection, flood management and adaptation to climate change;</i></p>	<p>The proposal removes all existing internal hedgerows, trees and vegetation from the site. An enhanced landscape plan is required to compensate for the loss.</p> <p>The existing eastern boundary trees are to be retained, with the exception where pedestrian/cyclist access and ESB substation puncture through. This is generally welcomed. However, the ESB substation should be relocated to a less sensitive location on the overall site. <b>Additional Information.</b></p> <p>The proposed layout replaces the existing GI with minimal solutions, these include:</p> <ul style="list-style-type: none"> <li>• A grassed kick about area to</li> </ul>

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	<p>the south of the site</p> <ul style="list-style-type: none"> <li>• A small area of wildflower meadow to the east of a hard and soft play area.</li> <li>• A small sensory garden, located to the north of the hard and soft play area.</li> <li>• Narrow slivers of grass verges around the north, south and western boundaries.</li> <li>• A green roof is also proposed on a section of the flat roof. This is welcomed.</li> </ul>
<p><i>To retain and improve key landscape and ecological features such as hedgerows, the Grand Canal and the Griffeen River;</i></p>	<p>It is proposed to remove existing vegetation from the interior of the site to facilitate the development of the school. The proposed plans do not demonstrate how the development will promote green/blue infrastructure connectivity between the site and the wider area. A revised design should be considered to address this concern.</p> <p><b>Additional Information.</b></p>
<p><i>To incorporate new elements of Green and Blue Infrastructure such as tree planting, parks and natural open spaces and sustainable urban drainage systems;</i></p>	<p>The proposal includes an existing attenuation pond within the overall design. The applicant should be requested to investigate and incorporate additional means to introduce new elements..</p>
<p><i>To reduce fragmentation and strengthen ecological links through the retrofitting and or upgrading of the pedestrian bridge over the railway line to a ‘green bridge’;</i></p>	<p>N/A</p>
<p><i>To connect parks and areas of open space with ecological and recreational corridors to aid the movement of biodiversity and people and to strengthen the overall Green Infrastructure network;</i></p>	<p>The incorporation of landscape and biodiversity features will strengthen this network. The proposed wildflower area and sensory garden are welcomed, however, it is unclear how they integrate with the wider green infrastructure required under the Planning Scheme. A revised design should be requested that addresses this concern. The applicant should submit proposals to increase green infrastructure and demonstrate how it links with the wider site</p>

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	and area (if possible). <b>Additional Information.</b>
<i>To support native plant and animal species and encourage corridors for their movement</i>	Tree planting and other landscaping is proposed. This should be greatly augmented.
<i>To seek to retain hedgerows, aquatic habitats and established tree lines wherever possible</i>	It is proposed to remove all internal hedgerows and trees (which will have a negative effect on existing habitats) Notwithstanding the proposed new planting the Planning Authority requests an enhanced planting proposal. The applicant should be requested to demonstrate this. <b>Additional Information.</b>

The proposal does not satisfy the various principles of ‘Blue and Green Infrastructure’ of the 2019 Planning Scheme. The Planning Authority understands the designation of the site and the need to provide additional schools in the area. However, the Planning Scheme is founded on the importance of green and blue infrastructure and in this instance the applicant should be requested to demonstrate that sufficient complementary measures to offset the loss of existing GI will result from this proposed development. Additional Information is required as outlined in Table 3 above.

### 3. Urban Centres

The overarching Principle states the following: ‘To develop vibrant mixed use centres around Clonburris and Kishoge railway stations as part of a hierarchy of urban centres to serve Clonburris.’

The proposed development is for a post primary school and therefore ‘Urban Centres’ is not applicable in this instance. However, the provision of the school will enable the initial development of the Scheme, which in turn will support the future Urban Centres through increased population density.

### 4. Retail

The overarching Principle states the following: ‘To support the provision of attractive retail floorspace at Clonburris and Kishoge Urban Centres to contribute to the creation of active mixed use centres.’

The proposed development is for a post primary school and therefore ‘Retail’ is not applicable in this instance. However, the provision of the school will enable the initial development of the Scheme, which in turn will support the future Urban Centres and retail through increased population density.



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5. Economic

The overarching Principle states the following: *‘To support and facilitate growth of the local economy and promote the Planning Scheme as a location for employment.’*

The provision of the post primary school will enable the initial development of the Scheme, which in turn will support the *‘Economic’* principles of the 2019 Scheme both directly and indirectly.

6. Community Facilities and Public Services

The overarching Principle states the following: *‘To facilitate the balanced provision of community facilities and services for the residents of Clonburris to promote health and wellbeing, social inclusion and quality of life.’*

Are Community Facilities and Public Services principles satisfied- <b>Yes</b>	
<i>To facilitate and promote the provision of high quality clusters of community facilities and public services to meet the needs of the community. These facilities and services should include community centres, health and primary care services, childcare, schools, sports and leisure facilities, places of worship, community policing, social welfare and community employment supports and open spaces to create multi-purpose community hubs;</i>	<p>The proposed school site corresponds to the location identified in the overall SDZ masterplan. The school site was identified having regard to the proper planning and sustainable development of the area and is located adjacent to an existing primary school, planned residential areas and in proximity to public transport options.</p> <p>The construction of the school at this planned site will contribute to the delivery of sustainable communities.</p>
<i>To ensure that community facilities and services are provided on a phased basis in tandem with the provision of new residential development;</i>	N/A
<i>To predominantly direct healthcare facilities, childcare facilities and community buildings into the urban centres and to locations that are accessible by public transport, walking and cycling;</i>	N/A
<i>To implement a priority location principle for community facilities, based on the catchment scale for the proposal, the urban hierarchy of the Planning Scheme, the accessibility of the site and a</i>	N/A

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<i>sequential test in relation to site availability.</i>	
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The provision of the post primary school, and supplementary playing pitch, will enable the initial development of the Scheme, which in turn will support the ‘*Community Facilities and Public Services*’ principles of the 2019 Scheme both directly and indirectly.

### 7. Built Form and Design

The overarching Principle states the following: ‘*To ensure that development across the SDZ lands is carried out in a design led manner that prioritises place making and accords with the core principles of urban design and the creation of integrated streets.*’

Are Built Form and Design principles satisfied- <b>Yes</b>	
<i>To ensure that development is designed in accordance with best practice and promotes identity and diversity between Development Areas;</i>	This is a 3-storey school development which incorporates cladding, render and brick.
<i>To ensure that development is laid out in a series of blocks and plots that are legible, permeable and human in scale with appropriate topography responses, building heights, street widths, urban grain and street frontages;</i>	The building massing is broken up to create an elongated type building which extends across the site. The building is in accordance with the masterplan.
<i>To design streets using a more integrated approach to pedestrian, cyclist and vehicular movement and ensure that the movement function of each street is reflected by an appropriate design response and design speed.</i>	An internal vehicular drop off area is separated from the pedestrian/cycle link to the R136 to the east.

The proposed post primary school development comprises:

- Split 3 storey 11,443sq.m building including 4 classrooms for special needs pupils, to accommodate 1,000 pupils.
- Combination of pitched and flat roof structures which includes a green roof and PV mounted panels.
- The tallest aspect of the building is 15.42m, with the majority of the upper floor extending to 12.5m in height to parapet.
- The building is located 40m from the adjacent primary school and a significant distance from adjacent residential properties. There are no issues regarding overlooking or impact on amenity of adjacent properties.
- A 3.6m high bin store is located adjacent to the bicycle parking area, with a 3.3m high ESB substation located to the east of the site.

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The Planning Authority notes from the Site Layout Plan that a 'secondary entrance' is proposed along the western façade of the school building. It will be facilitated by a 'Future Pedestrian/Cyclist Entrance' punctured through the western boundary and taking access from 'the future access road, cycle lanes and footpath. This is welcomed by the Planning Authority and will contribute to, or encourage, the creation of a street at this location between the two schools.

The Planning Authority consider that both the northern, western (and eastern) elevations represent strong edges which will contribute to a good urban edge, subject to good boundary treatments:

1. The western (and part northern) boundary treatment comprises painted galvanised steel fence and rendered wall. It is not clear if what is being proposed is 'fencing' or 'sheeting' i.e. Type A Sections as notated on the 'Boundary Treatment' Drawing refers to the material as 'metal screening'. The Planning Authority welcomes fencing and not sheeting along the western and part northern boundaries. Fencing will allow for the high visibility of both these elevations and contribute positively towards the creation of a streetscape at these locations. In the interests of clarity, **additional information** should be sought.

1. It is proposed to provide 2.4m high paladin fencing for the remaining northern boundary and around the 6 ball courts. This is generally acceptable.

2. A 1.2m bow-top fence is proposed around the school garden, outdoor classroom and sensory garden. This is generally acceptable.

3. The 1.8m high solid wood fencing around the external store/covered area is understandable and generally acceptable. However, the same wooden structure proposed around the 'secure hard and soft play area is not. **Clarification required.**

The differing levels across the site not clearly demonstrated in the submitted cross sectional drawings (extended sections would have been helpful). However, the proposed finished floor level of 56.75 and the ground level of approximately 55.5 (to the north) and 57.5m will provide for a structure above ground level by just over 1m to the north and just under 1m to the south. This is generally acceptable.

The use of render, brick and cladding will support the '*Built Form and Design*' principles of the 2019 Scheme and are generally acceptable.

### 8. Services Infrastructure and Energy Framework

The overarching Principle states the following:

*'To prioritise the delivery of high quality services, utilities infrastructure, and sustainable urban surface water drainage.*

*To pioneer the development of energy networks at the Clonburris and Kishoge urban centres, and explore potential for other low carbon energy opportunities at Clonburris.'*

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Are Services Infrastructure and Energy Framework principles satisfied- <b>Yes</b>	
<i>To set out a comprehensive evidence based approach to services, infrastructure and energy requirements and opportunities at Clonburris;</i>	The applicant has submitted drainage proposals for the development.
<i>To ensure that infrastructure and services optimise connection to existing on site water main, foul and surface water pipe networks and resources and to ensure that sufficient water pressure is maintained at all times through the provision of pumps;</i>	The applicant has submitted water and drainage proposals for the development. The below ground attenuation tank in the drop off area is acceptable due to the site constraints regarding size.
<i>To ensure that water conservation is built into the infrastructure through the provision of intelligent systems</i>	Two areas of green roof are proposed: one to the north and the other to the south. This is to be commended and is welcomed. Other SUDs features are proposed.
<i>To co-ordinate the delivery of infrastructure into key routes and corridors and the sharing of trenches to common infrastructure, to optimise road space, and to minimise potential impacts on the public realm arising from ongoing maintenance works;</i>	An existing attenuation pond is located on site. This is not for use by the school. The proposed below ground attenuation tank in the drop off area is generally acceptable in this instance due to the site constraints.
<i>To mitigate the risk of flooding promoting the installation of Green Roofs in all apartment buildings, by integrating a comprehensive and high quality Sustainable Urban Drainage System (SUDS) into the design of new developments and maximising opportunities to incorporate rainwater attenuation measures into public realm, parks and open spaces;</i>	A green roof and SUDs features are proposed. The below ground attenuation tank in the drop off area is acceptable due to the site constraints.
<i>To promote demand management and sustainable supply systems for all services;</i>	N/A
<i>To actively promote a range of low carbon/zero carbon and renewable energy opportunities at Clonburris, particularly solar PV, and demonstrate leadership in their development and realisation, from strategic site options to individual block level technologies, in accordance with the recommendations of the Clonburris Energy Masterplan.</i>	Significant PV panels are proposed on the roof of the eastern wing. These are welcomed.
<i>To enable connection and high quality use of telecommunications infrastructure by a range of parties, promoting Clonburris as a connected place;</i>	N/A

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<i>To provide for gas infrastructure requirements in partnership with energy providers and other stakeholders should no cost effective and lower carbon energy source be available at the time of any sector being developed;</i>	N/A
<i>To maximise best practice for waste minimisation, reuse and recycling during demolition, excavation, construction and occupation of development</i>	An appropriate construction management plan can be conditioned if required.
<i>To explore the use of pneumatic waste collection system for new developments, in particular higher density development areas at Clonburris and Kishoge.</i>	N/A
<i>To provide for district heating infrastructure requirements in partnership with energy providers and other stakeholders.</i>	N/A

The provision of the post primary school satisfies the 'Service Infrastructure and Energy Framework' principles of the 2019 Scheme. The location of the school is also in line with Figure 2.5.1 of the 2019 Scheme.

### **Water Services**

The Water Services Department has requested a number of prior to commencement conditions regarding surface water drainage. In the interests of expediency the Planning Authority will request this information through an additional information request to confirm the appropriate attenuation sizing and ownership of existing infrastructure.

### **9. Landscape and Open Space**

The overarching Principle states the following: *'To provide attractive, interesting and well used outdoor spaces using the latest place making and urban design principles, creating a pedestrian-centred environment with active, inviting public space, parks and private gardens.'*

The subject site does not form part of the Open Space for the SDZ as outlined in Figure 2.10.1.

### **Landscaping, Open Space and Ecology**

An Arboricultural report was submitted which identifies that 38 trees are required to be removed to facilitate the development. There are also 5 tree/hedgerows which traverse the site which will be removed, and 3 which will be part removed. New planting to mitigate the loss of existing trees has been proposed. An ecological report submitted identifies that the site has low to moderate ecological value. Site vegetation is identified as having low potential value for bat roosts and that a bat survey in July 2020 did not identify any bats on site. There are no protected habitats recorded within the site. The Planning Authority in this instance request that the applicant submit proposals to submit increased mitigation measures. **Additional Information.**

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A number of soft and hard play areas are proposed within the site to support the activities of the school. This includes a wildflower meadow and native planting. Assessed above.

### **Parks**

A report was received from Parks which recommends additional information to address landscaping, green infrastructure, hedgerows and trees, and SUDs. This information will be requested as additional information.

### 10. Biodiversity and Natural Heritage

The overarching Principle states the following *'To maximise appropriate access to and use of the Grand Canal, Griffeen Valley Park and other biodiversity assets in an ecologically sensitive way, thereby offering unique selling points to the SDZ Planning Scheme.'*

Are Biodiversity and Natural Heritage principles satisfied- <b>Yes</b>	
<i>To seek to protect and enhance natural, built and cultural heritage features, where appropriate, such as the Grand Canal, streams, Protected Structures and barony and townland boundary hedgerows;</i>	N/A
<i>To improve the quality, character and continuity of the Grand Canal (pNHA);</i>	N/A
<i>To avoid or minimise the impact on protected species and their habitats;</i>	Assessed above.
<i>To promote local heritage, the naming of any new residential development should reflect the local and historical context of its siting, and may include the use of the Irish language;</i>	N/A
<i>Incorporate biodiversity and heritage into new developments</i>	Assessed above.

Additional information required.

### **Parks**

A report was received from Parks which recommends additional information to address landscaping, green infrastructure, hedgerows and trees, and SUDs. This information will be requested as additional information.

### 11. Archaeological and Architectural Heritage

The overarching Principle states the following: *'To retain and enhance architectural heritage and archaeological heritage features, sites and structures within the SDZ lands by encouraging conservation and incorporation including adaptive re-use, where appropriate, within the built fabric and landscape of the SDZ Lands.'*

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Are Archaeological and Architectural Heritage principles satisfied- Yes	
<i>To incorporate Architectural Heritage structures and features throughout the SDZ lands in a manner that promotes place making and capitalises on the unique industrial heritage of the surrounding area;</i>	N/A
<i>To ensure that the high archaeological potential of the SDZ lands is fully considered and valued throughout the design and construction process.</i>	The site was investigated in March 2020 as stated in the Cultural Impact Assessment and no evidence of archaeological or vernacular heritage features were recorded. Due to ground disturbance the site is likely to have low archaeological potential.

The proposal satisfies the 'Archaeological and Architectural Heritage' principles of the 2019 Scheme.

### **Appropriate Assessment**

An appropriate assessment screening report has been prepared by Moore Group. The report concludes that there are no effects on European Sites from the proposed development. Having regard to the scale and nature of the development, connection to public services and the distance from Natura sites, it is not considered that the proposed development would be likely to have a significant effect individually or in combination with other plans or projects on a European site and consequently a Stage II Appropriate Assessment is not required.

### **Environmental Impact Assessment**

Having regard to the modest nature of the proposed development, and the distance of the site from nearby sensitive receptors, there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

### **Other Considerations**

#### ***Development Contributions***

11,443sq.m post primary school classified as 'Education'.

### **SEA Monitoring**

- ***Building Use Type Proposed-*** post primary school
- ***Floor Area (sqm)-*** 11,443sq.m floorspace
- ***Land Type-*** SDZ/ Greenfield
- ***Site Area-*** Stated as 2.34 ha

### **Conclusion**

The principle of the proposed school development is generally in keeping with the SDZ planning scheme and is generally welcomed by the Planning Authority. However, there remains significant

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issues that require addressing prior to a positive decision being taken. Additional Information is requested regarding the red line boundary and inclusion of the playing pitch, landscaping and green infrastructure, surface water drainage and roads.

### **Recommendation**

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

1. The applicant is advised that the Planning Scheme is clear in providing the lands as notated in Figures 2.5.1 and 2.8.7 for use as a Post-Primary School. This site was planned/sized as part of the Planning Scheme preparation to accommodate a full-sized playing pitch. The intention of the Planning Scheme for the school site is outlined in the CGI contained within the Planning Scheme (Figure 3.3.16) shown below. This identifies a playing pitch area as part of this larger Post Primary type school site.

The Planning Authority has recently approved a Surface Water Management Plan (SWMP) as part of the prior to commencement phasing requirements under Table 4.3. The SWMP modifies the Surface Water Strategy within the Planning Scheme and provides for strategic attenuation on the lands to the north of the subject site. The agreed SWMP outlines that it is possible to provide some or all of the required attenuation within a detention basin which could be multi functional as sports facilities or open space for the educational use.

The Planning Authority is of the opinion that both surface water attenuation and a playing pitch can be provided for on the lands to the north of the subject site.

The applicant is requested to, by way of additional information, submit a revised red line boundary to include the playing pitch. The applicant is invited to liaise with the Planning Authority in relation to this item.

2. The letter of consent provided by the applicant has expired. The applicant is requested to provide an updated letter of consent to demonstrate sufficient legal interest to make the planning application.
3. The surface area types and sizes are not provided and only the hardstanding area is given. It is not acceptable to not provide a description with area sizes and run off coefficients for all areas such as buildings roads, permeable paving green areas and other areas in site. Based on limited information the proposed surface water attenuation of 1,300m<sup>3</sup> is undersized by approximately 13%. The applicant is requested to submit a revised report showing surface water attenuation calculations for the development. The report shall show and describe all surface types such as buildings roads permeable paving, grass in m<sup>2</sup> and their respective run off coefficients.

The applicant is also requested to submit a revised drawing showing the different surface types and sizes in m<sup>2</sup> on site. The applicant shall obtain agreement of the required surface water attenuation proposed for the development taking account of full details on different surface types and their respective run off coefficients.



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4. The applicant is requested to clarify the following:
  - the surface water layout and connection of the 450mm surface water pipe to a 225mm surface water pipe,
  - clarify ownership of the existing 225mm surface water pipe outside of the site boundary,
  - Agree surface water layout with the Water Services Department.
5. There is a lack of SuDS (Sustainable Drainage System) shown for the proposed development. Natural SUDS features shall be incorporated into the proposed drainage system. The SUDS shall be an integrated multi-disciplinary approach which locally addresses water quality, water quantity, and provides for amenity and biodiversity enhancement which meets the objectives of South Dublin County Council Development Plan 2016-2022. The applicant is requested to show further proposed SuDS features for the development such as, grass areas, tree pits, channel rills, swales and other such SuDS and show what attenuation capacity is provided by such SuDS.
6. It is proposed to remove all trees and hedgerows located within the application site boundary in order to facilitate the proposed development. This will include the removal of 38 trees and five groups of trees/hedgerows and the part removal of three groups of trees/hedgerows. The current proposal will have a significant negative impact on existing trees, hedgerows and associated biodiversity within the development site area. Every effort should be made to retain existing trees and woodlands where possible as this network of existing trees and woodlands provides corridors for biodiversity and habitats for existing flora and fauna. The response should include:
  - (i) a revised layout to reduce the impact of the proposed development on the existing trees and hedgerows.
  - (ii) demonstrate that sufficient compensation for the the loss of trees/hedgrerow/habitats will result on the foot of this development.
7. The Public Realm Section considers that the proposed development will have a significant impact on the existing green infrastructure and will result in the loss of significant existing hedgerows and tree within the development site. The applicant is requested to submit revised plans to include the following:
  - (i) Significantly reduce the impacts of the development on existing green infrastructure within the proposed development site
  - (ii) Demonstrate how natural SUDS features can be incorporated into the design of the proposed development
  - (iii) Submit green infrastructure proposals that will mitigate and compensate for the impact of the proposed development on this site. These proposals should include additional landscaping, SUDS measures and planting for carbon sequestration and pollination to support the local Bat population. The response should include revised layout and drawings.
8. There is a lack of information submitted in relation to the landscape scheme for the proposed development. The applicant is requested to provide a fully detailed landscape

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masterplan with full works specification and a fully detailed planting plan that accords with the specifications and requirements of the Council's Public Realm Section. The Landscape Plan shall include hard and soft landscaping including levels, sections/elevations and details, detailed design of SUDs features including swales, permeable paving, green roofs and integrated tree pits etc.

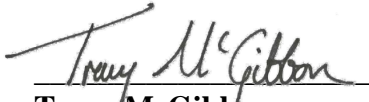
9. The applicant is requested to submit the following:
  - (1) A revised layout plan showing 6.0m reversing space behind perpendicular car parking spaces.
  - (2) A revised plan showing the provision of 5% of vehicular parking spaces for mobility impaired users, and 2 vehicular parking spaces equipped with electrical charging points at the staff car park.
  - (3) A revised layout showing the bicycle parking and pedestrian routes within the development.
    - (a) The minimum width of footpaths shall be 1.8m wide to aid mobility impaired users.
    - (b) All external bicycle parking spaces shall be covered.
    - (c) Footpath layout shall provide adequate connectivity around the development and footpaths on the main road.
10. The applicant/developer is requested to submit the design and construction details of a Belisha beacon crossing at the Griffeen Avenue roundabout, to be constructed by the applicant/developer at their own expense.
11. Revised proposals (Site Layout Plan) are required to relocate the ESB substation to a less sensitive location on the overall site.
12. (i) The western (and part northern) boundary treatment comprises painted galvanised steel fence and rendered wall. It is not clear if what is being proposed is 'fencing' or 'sheeting' i.e. Type A Sections as notated on the 'Boundary Treatment' Drawing refers to the material as 'metal screening'. The Planning Authority welcomes fencing and not sheeting along the western and part northern boundaries to encourage perceived passive surveillance. Fencing will allow for the high visibility of both these elevations and contribute positively towards the creation of a streetscape at these locations. The applicant is requested to clarify the boundary treatments at both these locations and submit proposals for 'fencing' on dwarf walls and not 'metal screening'.
  - (ii) The applicant is requested to submit the rationale for the proposed 1.8m high solid wood fencing around the 'secure hard and soft play area' located centrally within the site.

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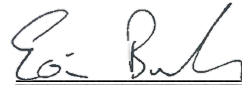
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REG. REF. SDZ21A/0013

LOCATION: Kishogue Cross, Griffeen Avenue, Lucan, Co Dublin



**Tracy McGibbon,  
A/Senior Executive Planner**



**Eoin Burke,  
Senior Planner**

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

**Date:** 27th July 2021

  
**Hazel Craigie, Senior Planner**