

Register Reference: SDZ21A/0013 **Date:** 29-Jun-2021

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: The Department of Education

App. Type: SDZ Application

Planning Officer: DONAL FARRELLY

Date Recd: 02-Jun-2021

Decision Due Date: 27-Jul-2021

Description

The development of an post primary school on a site at the R136 Outer Ring Road, 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.

Access

Vehicular and separate pedestrian access is from the west along the existing school access of the Griffeen Avenue roundabout. There is a circular drop-off/set-down area to the north of the development. There are 21 No. drop-off spaces and a bus set down area. The access road continues to the staff parking in the north-west of the development. There is a pedestrian access gate to the west of the development off the outer link road. A future access road is denoted along the western boundary with two more pedestrian access points to be provide at a future time.

Internal Road Layout:

The internal road is a one-way circular route, with set-down spaces provided. The road width is 5.5m and has 2.1m parallel set-down spaces. The road leads to a visitor/staff parking area. There are a number of pedestrian crossing points shown.

Public Transport Linkages:

The development is well served by public bus transport, there are 12 stops within a 1km radius. It is also within walking distance from Kishouge train station.

Car Parking:

40 no. staff parking has been provided along with 2 mobility impaired spaces. There are 21no. set-down spaces and 1 no. bus set-down area.

Bicycle Parking:

The number of bicycle parking spaces provided is 540 no. The requirements are for 1 space per 5 staff and 1 per 2 pupils equating to 537no. the provision is adequate, but all spaces shall be covered.

Pedestrian Permeability:

There are no existing controlled pedestrian crossing points on the Griffeen Avenue roundabout. There are school wardens on duty during school times. There are two pedestrian access point provided. And two more proposed when a future access road to the west has been constructed. The overall pedestrian permeability is good, 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 Clonburris SDZ is to the south of this should be considered.

Cyclist Permeability:

There is no cycleway on the left-hand side of the existing access road from the Griffeen Avenue roundabout. There are no separate cyclist access locations, they are shared with pedestrians. A separate cycleway should be provided through the development leading to the bicycle storage areas. Cyclists will be encouraged to dismount and use the footpaths.

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Fire Tender and Bin Collection Access:

Autotrack details of the fire tender and refuse collection have been provided. They detail fire tenders crossing play areas and pedestrian zones.

Public Lighting:

An outdoor lighting report has been provided.

Taking in Charge:

No areas for taking in charge has been shown.

Other notes

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.

A construction and waste demolition management plan has been submitted and details the waste management during construction.

Roads recommend that additional information be requested from the applicant:

1. The applicant shall submit a revised layout showing 6.0m reversing space behind perpendicular car parking spaces.
2. The applicant shall provide a 5% of vehicular parking spaces for mobility impaired users, and 2 no. vehicular parking spaces to be equipped with electrical charging points at the staff car park, REASON: In the interest of sustainable transport.
3. The applicant is requested to submit 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.
4. 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.

Should the permission be granted, the following conditions are suggested:

1. All items and areas for taking in charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.
2. Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.
3. Prior to commencement of development, the applicant shall submit a developed Construction Traffic Management Plan for the written agreement of the Planning Authority.
4. A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be submitted for the written agreement of the Planning Authority. REASON: In the interest of sustainable transport.
5. Prior to commencement a Public Lighting Design for the development must be submitted and agreed by the Public Lighting team of SDCC.