

Register Reference: SDZ22A/0011ai **Date:** 26-Aug-2022
Development: The proposed primary school will extend to c3,355sq.m will be 2 storeys in height and will comprise 16 no. classrooms with an additional 2 classroom Special Educational Needs Unit; a General Purpose Hall and all ancillary teacher and pupil amenities and facilities. The proposed development also provides for hard and soft play areas, including 2 no. outdoor ball courts, bicycle parking, staff car parking, vehicle drop off and set down areas. Photovoltaic Panels (PV) are proposed on roofs in addition to EV Charging Points and a packaged Biomass heating plant. The proposed development also provides for all Landscaping and boundary treatments and all associated site development works. Access to the site will be via a new junction and access road off Thomas Omer Way. The new access road will run south off Thomas Omer Way and then west into the site. The proposed access road is in accordance with the Clonburris Strategic Development Zone (SDZ) Planning Scheme and incorporates public lighting, footpaths and cycle tracks. A further pedestrian / cycle only connection to Thomas Omer Way is also proposed along the western green corridor, west of the proposed school building.

Location: Thomas Omer Way, Balgaddy, Lucan, Dublin
Applicant: Department of Education
App. Type: Permission
Planning Officer: SARAH WATSON
Date Recd: 02-Aug-2022
Decision Due Date: 26-Sep-2022

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.

Description

The proposed primary school will extend to c3,355sq.m will be 2 storeys in height and will comprise 16 no. classrooms with an additional 2 classroom Special Educational Needs Unit; a General Purpose Hall and all ancillary teacher and pupil amenities and facilities.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

Endorsed: _____ DATE

Additional Information Requested by SDCC:

a. One of the Key objectives for Kishouge North East is 'to provide a distinctive, diverse and quality frontages to Thomas Omer Way, the avenues/Link Streets and the strategic open spaces'. It is noted that the proposal cannot provide frontage directly to Thomas Omer Way, the applicant is requested to revise and strengthen how the open space to the south addresses the park there are particular concerns with the turning circle in this location and to the west to address the pedestrian cycle as priorities.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 1(a) - *In response to the Planning Authority's request the applicant has revisited the design and layout of the originally submitted scheme and made amendments that seek to address the concerns expressed by the Planning Authority through Item 1(a).*

In the first instance, the overall building height has been increased from 9.277m to 10.09m. This represents an increase of 817 mm and will, if submitted, better address and provide greater definition to the public frontages, including Thomas Omer to the north, onto which the school will face. It is now proposed to finish the building in a mix of brick, selected render and aluminium cladding. The revised choice of materials in conjunction with the increase in building height are more in keeping with the objectives of the Planning Scheme as referenced above and set out at Section 2.8.2 of the Scheme. In terms of external finishes and appearances, Section 2.8.2 of the Scheme states,

"Building finishes shall be durable and of a high quality and should adhere to the principles of sustainability and energy efficiency, Traditional materials such as stone, brick, timber, metal and glass should be used throughout the SDZ lands together with traditional weather resistant renders where appropriate such as sand-cement, lime and pebble dash". (Section 2.8.2:54)

The southern part of the site has also been redesigned. Specifically, the internal access road has been set back from the barony hedge that defines the southern site boundary and provision has also been made for a future pedestrian/cycle connection to lands to the south, in keeping with the objective of the Planning Scheme.

Roads Department Assessment:

Roads have no comment to make.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

Endorsed: _____ DATE

Additional Information Requested by SDCC:

b. The applicant is requested to re-examine the streets that they are proposing to deliver. There are concerns that the delivery of an element of the link street may be premature, as there are strategic infrastructure requirements linked to its delivery. It may be more feasible to provide a local street linking to Thomas Omer Way, either to the east of the proposed school, in link with figure 2.2.7 or to the west, linking up with the adjacent existing school site. This option should be assessed further with the traffic and planning teams. It should be noted that the area to the west is also proposed as a green infrastructure link and any development in this location should be mindful of this designation. Any revised street proposal should be accompanied by the relevant roads assessments in terms of visibility and safety.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 1(b) – In consultation with the Planning Authority, it is now proposed to provide a direct access to the proposed development via a local street to the east of the proposed building off Thomas Omer Way. The revisions to the proposed access will require works to the existing road layout along Thomas Omer Way in the vicinity of the site. A letter of consent to include a portion of the Thomas Omer Way in the application site area has been provided by South Dublin County Council and is provided under separate cover. The proposed link street has been designed such that it can easily connect with and form part of the future road

network to the east as set out in the Planning Scheme and if necessary via the proposed roundabout to the south with the potential for the northern portion to revert to a pedestrian only connection in the future.

All of the proposed works required have been subject to the assessment by the project engineers and meet all relevant road and junction safety and visibility standards.

Roads Department Assessment:

The applicant is providing a new link street to the east of the development. This road will be temporary and should be removed when the access road to the east is complete, the alterations to Thomas Omer Way road should be reversed at the same time.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

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Roads Department – Planning Report

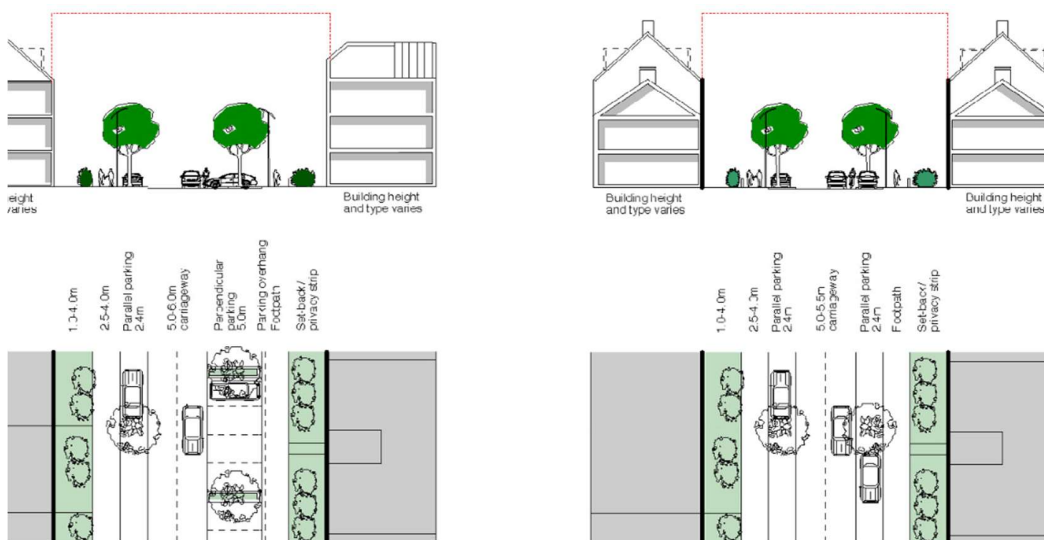
Additional Information Requested by SDCC:

c. In terms of street design, it is not apparent that the proposed streets are laid out in accordance with the requirements of the scheme, the applicant is therefore requested to redesign streets to ensure compliance with Figure 2.2.6 of the Planning Scheme (and Figure 2.2.5, if relevant).

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 1(c) – *The revised access proposal to the proposed development from Thomas Omer Way is designed to be flexible in terms of its long term use and function in the context of the Planning Scheme. The proposed access road has been designed as a local street in accordance with Figure 2.2.6 of the Scheme, is designed in accordance with DMURS, and has been refined in accordance with the Stage 1 RSA. It has an overall carriageway width of 6.7m (3.350m individual carriageway width) with 2.7m set down areas either side with 2.2m wide footpaths provided either side. The street also includes a vehicular turning circle.*

Roads Department Assessment:



The carriage way of 6.7m width exceeds the allowable in planning scheme of 5.0m – 6.0m.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

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Roads Department – Planning Report

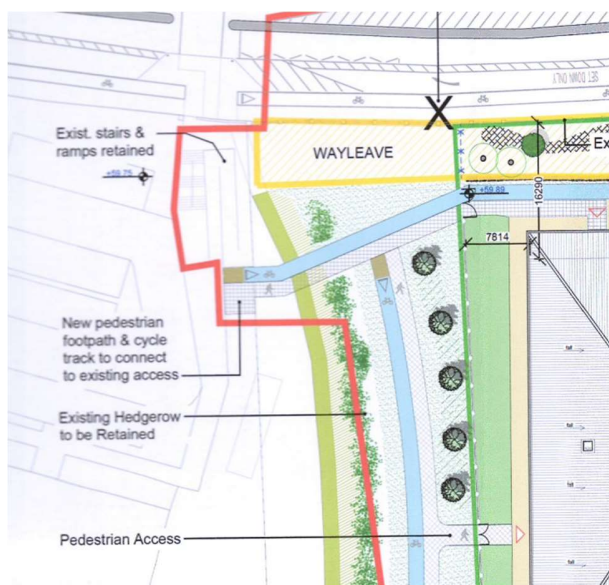
Additional Information Requested by SDCC:

d. The Planning Authority is concerned that the applicant is providing pedestrian/cycle route to the west, adjacent to existing access points on the adjacent school site. The applicant is requested to assess whether it is possible to connect into these existing routes.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 1(d) - In direct response to the Planning Authority's request the proposed pedestrian / cycle route providing access to the site has been omitted and it is now proposed to utilise the existing, established access serving Kishoge Community College / Griffeen CC, adjacent to the site. At the request of the Planning Authority the application site area has been expanded as part of the Further Information response to include the existing steps and ramp. DDLETB on whose land the steps and ramp is located has provided a letter of consent to include this area in the revised application site. A copy of the letter of consent dated 16/01/23 is provided under separate cover.

Roads Department Assessment:



The entrance for pedestrians and bicycle to the west has been changed to form one access. The roads department are satisfied with the amendment.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

Endorsed: _____ DATE _____

Additional Information Requested by SDCC:

e. It is also noted that the submitted landscape plan identifies the assess point in the north western side boundary operating as an emergency access/exit only. It is recommended that the applicant amend this entrance to provide more direct access/ egress to proposed school for pedestrians and cyclists on a day-to-day basis. More generally, entrances into the school building from the west for pedestrians and cyclists should be emphasised in the elevational design for wayfinding purposes.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 1(e) - The emergency access / exit has been omitted and it is now proposed to provide access via the existing steps and ramp serving the adjoining educational campus, as detailed in the foregoing section. Please refer to AFEC drawing ref. no. SDP-AFEC-05-00-DR-A-1002 submitted under separate cover.

Roads Department Assessment:

The access has been made permanent. And incorporated into the pedestrian access to the west.

Additional Information Requested by SDCC:

f. The proposed cycle parking is located on the south eastern corner of the site, away from the western pedestrian and cycle entrance. It is recommended that the applicant should consider locating a significant proportion of cycle parking on the western side of the site also, in the interests of providing more direct access to the school for cyclists off Thomas Omer Way.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 1(f) - The location of the proposed cycle parking area has been relocated within the site to a more convenient and accessible location to the north of the school building mid-point between the principal access points off Thomas Omer Way, with a second parking area located to the south of the proposed ball courts. In the case of the former, the parking area is located at the termination of point of the cycle path that leads from Thomas Omer Way along the western site boundary.

Roads Department Assessment:

Bike parking has been split between north and south. Roads are satisfied with the response.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

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Roads Department – Planning Report

Additional Information Requested by SDCC:

2.

a. The applicant is requested to submit a revised MMP with ambitious targets for cycling, walking and public transport for staff and students, and commitments to the implementation of measures that will seek to achieve these.

Applicant Submitted Response in Additional Information:

A revised MMP has been prepared by PCME and is provided under separate cover.

Roads Department Assessment:

The NTA has commented on the submitted MMP, it welcomes the increase in targets for promoting more sustainable transport options but would like to see this increase carried beyond the year 1 as stated in the MMP.

Additional Information Requested by SDCC:

b. The applicant is requested to submit revised details that indicate the following: - That sufficient cycle parking is provided on site which would cater for at least 20% of staff and 20% of students using this mode; - That the cycle parking is relocated on site in a manner which ensures full cycling priority from the external road network to the parking and that no roads are required to be crossed by children within the site; and - A toucan crossing is provided on the north-south road forming the eastern boundary of the site which accommodates cyclists travelling on Thomas Omer Way from the east.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 2(b) – A revised site plan has been prepared by AFEC International is provided under separate cover. Cycle parking numbers have been adjusted in line with the FI Request. There is now more better connectivity from cycle routes to cycle parking areas. A toucan crossing is no longer proposed for this scheme as it no longer ties in with the future SDZ road network.

Roads Department Assessment:

The applicant has increased the bicycle parking provision and separated the location to the north and south of the development. The north-south access road has no cycle provision and would require cyclists accessing the southern parking area and motorists to mix in an unsafe manor. The propose access road should have a cycling provision.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

Endorsed: _____ DATE

Roads Department – Planning Report

Additional Information Requested by SDCC:

c. The applicant is requested to provide clarity in terms of the quantum of drop-off spaces, its location, and a full justification for both in terms of road safety and promotion of sustainable transport modes.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 2(c) - Set-down area are provided along the site access road. PMCE/Coakley Consulting engineers have provided a response to this under separate cover

Roads Department Assessment:

The set down area should remain within the schools boundary when the new link street to the east has been constructed.

Additional Information Requested by SDCC:

3.

1. The applicant is requested to submit a revised layout of not less than 1:200 scale showing the location and number of parking spaces to be provided at the development. Please refer to Table 12.25: Maximum Parking Rates (Non-Residential) – from the SDCC County Development Plan 2022-2028.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 3(1) – The quantum of parking proposed has been reduced from 31 to 20. This represents a reduction of 11 or the equivalent of almost one third. Car parking provision to serve the development now aligns more closely with the car parking standards set out at Table 12.25 of the Development Plan. The requirement for schools both (secondary and primary) is 1 no. space per classroom. The building encompasses a total of 16 no. mainstream classrooms, with 2 no. additional classrooms provided in addition to a General Purpose Hall. A total of 20 no. spaces are now proposed including 2 no. disabled spaces. The car parking is arranged as grouped car parking area in direct proximity to the main building access.

Roads Department Assessment:

The maximum allowable is 18no. the applicant proposes 20no.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

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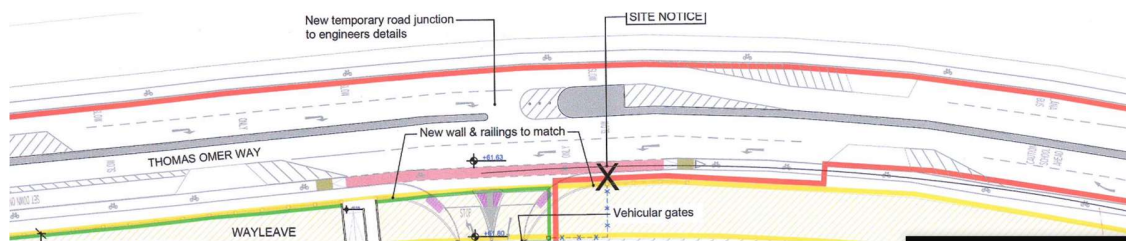
Additional Information Requested by SDCC:

2. The applicant is requested to submit a revised layout of not less than 1:200 scale, showing how east bound vehicles will turn right from the Thomas Omar Road into the proposed link street (if retained).

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 3(2) - Vehicular access to the proposed development from the link street has been omitted and direct access from Thomas Omer Way is now provided. Please refer to enclosed Drawing Ref. SDP-AFEC-05-00-DR-A-1002

Roads Department Assessment:



The NTA and TII have made no recommendations in their report to the alterations to the bus lanes, therefore SDCC roads department are satisfied with the response.

Additional Information Requested by SDCC:

3. The applicant is requested to submit a revised layout showing how the items identified in the road safety audit will be rectified.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 3(3) - Please refer to enclosed Drawing Ref. SDP-AFEC-05-00-DR-A-1002

Roads Department Assessment:

The applicant has implemented the recommendations of the road safety audit except for item 3.4.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

Endorsed: _____ DATE _____

Roads Department – Planning Report

3.4 Problem

Location: Thomas Omer Way

Summary: Possible pedestrian desire line not catered for.

No pedestrian crossing of Thomas Omer Way has been indicated east of the new school access. There is a concern that pedestrians traveling to/from the east along the northern side of Thomas Omer Way might attempt to cross Thomas Omer Way at the school access. This may lead to vehicle/pedestrian collisions as pedestrians attempt to cross the multi-lane dual carriageway road away from designated crossing points.

Recommendation

The likely pedestrian desire lines arising as a result of the proposed development should be identified and, where necessary, safe crossing arrangements should be provided.

The applicant notes that the access location is temporary, and this problem will be addressed when the final access roads have been constructed.

Additional Information Requested by SDCC:

4. The applicant is requested to submit a revised layout of not less than 1:200 scale, detailing how fire tenders will access the building.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 3(4) - Please refer to enclosed Drawing Ref. SDP-AFEC-05-00-DR-A-1006

Roads Department Assessment:

The applicant has submitted a fire tender Autotrack.

Additional Information Requested by SDCC:

5. The applicant is requested to submit a revised layout showing the location of refuse collection points.

Applicant Submitted Response in Additional Information:

Signed: Graham Murphy *Graham Murphy* 15/02/2023

Endorsed: _____ DATE

Roads Department – Planning Report

Applicant Response to FI Item 3(5) - Please refer to enclosed Drawing Ref. *SDP-AFEC-05-00-DR-A-1002*

Roads Department Assessment:

The applicant has submitted a refuse Autotrack.

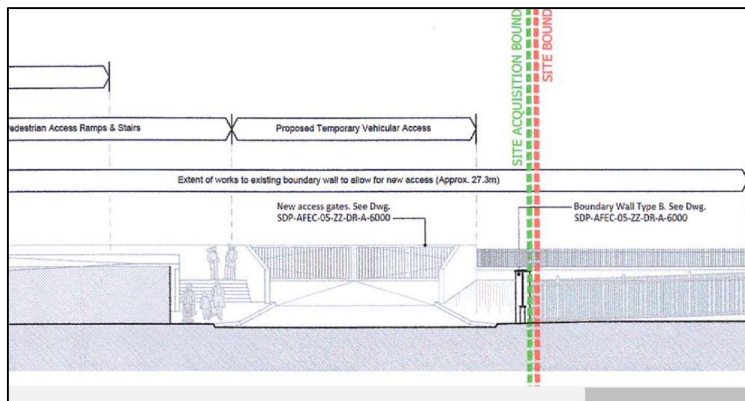
Additional Information Requested by SDCC:

6. The applicant is requested to submit a revised layout of not less than 1:200 scale showing the cross section of the access roads, ensuring they confirm to the layout described in the Clonburris SDZ masterplan.

Applicant Submitted Response in Additional Information:

Applicant Response to FI Item 3(6) – Cross section drawings are enclosed. Refer to AFEC drawing *SDP-AFEC-05-00-DR-A-5001 & 6002*

Roads Department Assessment:



The applicant has submitted cross sections, but with limited dimensions. It is not possible to determine if the road type conforms to the SDZ planning scheme. The gradient of the access shall not exceed 2.5% over the last 6 metres of approach to the public road.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

Endorsed: _____ DATE _____

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

1. Prior to commencement a Public Lighting Design for the development must be submitted and agreed by the Public Lighting team of SDCC.
2. Prior to commencement a developed demolition and waste management report must be submitted to the planning authority.
 - a. A construction traffic management plan for the written agreement of the Planning Authority.
 - b. A developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority.
3. Prior to construction, a revised construction detail drawing shall be submitted and agreed by the roads department. The construction details of the roads and parking spaces shall be in accordance with the SDCC Appendix 6 Taking in Charge Standards.

Signed: Graham Murphy *Graham Murphy* 15/02/2023

Endorsed: _____ DATE