

Comhairle Chontae Atha Cliath Theas

PR/0177/23

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ22A/0011 **Application Date:** 02-Aug-2022
Submission Type: Significant **Registration Date:** 20-Jan-2023
Additional
Information

Correspondence Name and Address: AFEC International Unit B6, Swords Enterprise Park, Feltrim Road, Swords, Co. Dublin

Proposed 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 Name: Department of Education

Application Type: Permission

(SW)

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Description of Site and Surroundings

Site Area: stated as 1.91 Hectares in the application form.

Site Visit: 19 September 2022.

Site Description

The subject site is located south of Thomas Omer Way. Kishoge Community College lies immediately to the west of the site. There is open space to the south and east. To the north of Thomas Omer Way lies open space with residential development beyond. The site sits approx. 1.5-2m below Thomas Omer Way.

The site is greenfield, with hedgerow to the south, west and east. There is a wall / fence located on the boundary with Thomas Omer Way, with a second palisade fence situated behind this.

The site is located within the Clonburris Strategic Development Zone (SDZ), within the development area Kishoge North East, as identified in the Clonburris SDZ Planning Scheme 2019.

Proposal

The proposed development consists of:

- A **primary school**
 - c3,355sq.m
 - 2 storeys in height
 - 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.

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Zoning

The subject site is located within the Clonburris Strategic Development Zone (SDZ), which is subject to zoning objective 'SDZ': *'To provide for strategic development in accordance with approved planning schemes'* under the South Dublin County Development Plan 2022-2028.

The subject site is located within the development area Kishoge North East (KNE-S5), as identified in the Clonburris SDZ Planning Scheme 2019.

CDP Maps: 6 year road proposal on east boundary (Clonburris / Kishoge Street Network); Proposed School; Outer Horizontal Surface (Dublin); Bird Hazards; Inner Horizontal Surface (Casement).

Consultations

Water Services: Additional information requested.

Roads: Additional information requested.

Forward Planning: No report received at time of writing.

Parks: Additional information requested.

Heritage: No report received at time of writing.

TII: No comments.

NTA: Additional information requested.

Irish Water: No objection, subject to conditions.

Submissions/Observations /Representations

None received.

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.

Subject Site

None.

Adjacent Sites

SD20A/0109 2 storey modular classroom building and a single storey toilet building, steel framed covered walkway structure linking to the existing school, relocation of existing bicycle shelters and all associated site development works. **Permission Granted**

SD13A/0048 Construction of a new post primary school with a capacity for 1,000 pupils, comprising three interconnected blocks, three storeys in height c.9,941sq.m. in area, to include classrooms, specialist rooms and PE hall, Special Educational Needs (SEN) suite and all ancillary facilities; vehicular access to school grounds is from Lynch's Lane on the western

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side; permission is sought for improvements to road network in the vicinity of the school grounds to include new signalised crossing at junction of Fonthill Link Road and Lynch's Lane, opening of the central median on Fonthill Link Road, removal of the existing bus lane on the east bound carriageway of Fonthill Link Road for a distance of 220m, widening of Lynch's Lane in the vicinity of the school, vehicular access from Lynch's Lane to school grounds, temporary bus and car set down area to south of school pending completion of distributor road to south of school, new signalised crossing at Fonthill Link Road at north east corner with entrance from there via ramp and steps to school grounds; permission is sought for 92 staff car parking spaces (including 5 disabled spaces), 200 covered bicycle spaces, ancillary site structures including ESB sub-station, external store, 6 no. fenced ballcourts, boundary wall, gates, piers and railings to west, east and southern boundaries; connections to public watermain and sewer and all associated site development works; the lands fall entirely within the boundaries of the Clonburris Local Area Plan. **Permission Granted.**

Wider Clonburris SDZ

SDZ22A/0010 Kelland Homes Ltd. intends to apply for permission for development on a site area of 6.3Ha, on lands within the townland of Cappagh, Dublin 22. The proposed development is located west of the Ninth Lock Road, south of the Dublin-Cork railway line, north of Cappaghmore housing estate and Whitton Avenue, and east of an existing carpark / park & ride facility at the Clondalkin Fonthill train station and the R113 (Fonthill Road). **Request additional information.**

SDZ21A/0022 The construction of 569 no. dwellings, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme 2019. **Permission granted.**

SDZ20A/0021 10 year permission for roads and drainage infrastructure works as approved under the Clonburris Strategic Development Zone Planning Scheme (2019) to form part of the public roads and drainage networks providing access and services for the future development of the southern half of the overall Strategic Development Zone (SDZ) lands; **Permission Granted.**

SDZ21A/0006 Wastewater pumping station comprising of (a) below ground 24-hour emergency storage tank; (b) below ground inlet, wet well, flow meter and valve chambers; (c) control and welfare building with green roof and 2 odour control units; (d) boundary wall, fencing, entrance gate and landscaping; (e) site drainage system including a swale; (f) all associated ancillary and enabling works including hardstanding and access, located within the Clonburris Strategic Development Zone. **Permission granted.**

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SDZ14A/0002

Removal of shed structure and construction of 2 detached part 2 and part 3 storey dwellings and 8 semi-detached part 2 and part 3 storey dwellings; 20 car parking spaces; new vehicular entrance to Ninth Lock Road and associated works including new footpaths and landscaping of site. The site is located within the Clonburris Strategic Development Zone. **Permission granted. This is the development on Whitton Avenue. This is discussed further in this report.**

SDCC Part 8 Application (SD228/0003)

Proposed Social and Affordable housing development comprising of 263 no. residential units on a site located on lands within Clonburris SDZ, in the subsector known as Kishogue South West which is located on Lynches Lane to the East of the R136 Outer Ring Road. **Approved.**

SDCC Part 8 Application (SD228/0001)

Development of a Social and Affordable Purchase Housing project consisting of 118 (approved as 116) no. units on undeveloped lands adjoining the Bawnogue Road and Ashwood Drive, Clonburris, Dublin, just South of the Grand Canal. **Approved.**

Relevant Enforcement History

None recorded according to APAS.

Pre-Planning Consultation

PPSDZC02/22

Construction of two Storey 16 Classroom Primary school included a 2 classroom Special Educational Needs unit, including a sports hall and all ancillary teacher and pupil facilities, bicycle parking, staff parking, vehicle drop off and set down areas, internal access road, hard and soft play areas, piped infrastructure and ducting, plant landscaping and boundary treatments, PV Panels, external courtyard, disabled car parking spaces, ESB substation; works to develop the link road and local streets to connect to the main Thomas Omer way as per the Clonburris Strategic development zone Planning Scheme are also required, with the local street to incorporate a turning circle at the school entrance, external Bus and vehicular set down, public footpath and landscaping and all other site development works above and below ground.

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

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a number of clear and measurable targets in terms of population projections, employment generation, housing delivery, environmental impacts and transport provision. These key considerations are underpinned by objectives identified as 'National Strategic Outcomes' in which the development of Clonburris SDZ will play a major role in achieving. Clonburris 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.'*

In order to meet the projected population and economic growth as set out in the NPF, the annual housing output is required to increase to 30-35,000 homes per year (nationally) in the years to 2027, with 50% of all new homes to be delivered in Ireland's five main cities. In terms of population projection, the NPF considers that the Dublin region needs to be planning for at least 235,000 more people in the City and suburbs by 2040. It is considered that the continued development of the Clonburris SDZ will assist in achieving these national targets. The development of the entire Planning Scheme is expected to deliver a target of 9,416 no. (up to 11,098 no.) new homes.

In this regard, National Strategic Outcome 1 of the NPF refers to and, stresses the importance, of 'Compact Growth'. The NPF states: *'From an urban development perspective, we will need to deliver a greater proportion of residential development within existing built-up areas of our cities, towns and villages and ensuring that, when it comes to choosing a home, there are viable attractive alternatives available to people.'*

The principle of Compact Growth NSO1 is underpinned by the SDZ Planning Scheme at a macro and micro level. At a macro level, the sustainable development of the area in accordance with the adopted SDZ Planning Scheme presents a transformative opportunity to meet the needs of the wider City and region by accommodating the region's population growth, centred on compact growth with proximity to employment, community facilities and high-quality public transport. The delivery of the SDZ reinforces the principles of the National Planning Framework by delivering smart and compact growth within the built-up envelope of the existing Greater Dublin Area.

At a micro level, the Planning Scheme provides a clear framework for Development Areas, which seeks to guide appropriate residential densities into suitable locations, ensuring a critical mass is achieved in order to promote viability and sustainability. Key principles of the SDZ include to make efficient use of public transport and local facilities and promoted increased residential densities within walking distance of these, thereby reinforcing compact growth policy principles.

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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 residential and employment corridor along a key public transport corridor that contains development opportunities.' The Strategy 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 of Clonburris SDZ.

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 Clonburris.

Additional National Policy Documents and Guidance 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).

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Relevant Policy in South Dublin County Development Plan 2022-2028

2 Core Strategy and Settlement Strategy

Policy CS1: Strategic Development Areas

2.6.5 Core Strategy – 2022-2028 Development Plan

Table 11: Core Strategy Table 2022-2028

2.7 Settlement Strategy

Table 14: RSES Settlement Hierarchy relating to South Dublin County Council

2.7.1 Dublin City and Suburbs - Key Urban Centres within Dublin City and Suburbs - Strategic Development Zones (SDZ)

Policy CS6: Settlement Strategy - Strategic Planning Principles

Policy CS7: Consolidation Areas within the Dublin City and Suburbs Settlement

Promote the consolidation and sustainable intensification of development within the Dublin City and Suburbs settlement boundary.

CS7 Objective 4:

To promote and facilitate development at the Strategic Development Zones at Adamstown and Clonburris, in accordance with their planning scheme and associated phasing requirements, whilst adapting to and facilitating emerging transport service level pattern needs.

5 Quality Design and Healthy Placemaking

Policy QDP13: Plans / Frameworks – General

Continue to work closely with all infrastructure providers to ensure the timely delivery of social, community, economic and sustainable transportation infrastructure in tandem with new residential development and in accordance with the provisions of the County Development Plan or any Local Area Plan, SDZ Planning Scheme, other strategic land designations or framework / masterplan in place in the area.

5.4.2 Strategic Development Zones

Policy QDP15: Strategic Development Zones (SDZS)

Continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs.

QDP15 Objective 1:

To support the delivery of the identified infrastructure to facilitate sustainable development in South Dublin's Strategic Development Zones.

7 Sustainable Movement

Table 7.5 Six Year Road Programme - Clonburris / Kishogue Street Network - Various streets within the Clonburris SDZ lands. - Formation of a strategic street network providing access throughout the Clonburris SDZ lands.

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*8 Community Infrastructure and Open Space
Policy COS2: Social / Community Infrastructure*

*Policy COS8: Primary and Post Primary Schools
COS8 Objective 1:*

To reserve and identify early on sites for primary and post-primary provision in developing areas through the Development Plan, Local Area Plans, Planning Schemes and masterplans, in consultation with the Department of Education, to have regard to the 2008 Code of Practice on the Provision of Schools and the Planning System (or any superseding Code of Practice) and to ensure that designated sites are of sufficient size and are accessible cycle and pedestrian friendly locations, consistent with NPO 31 of the NPF and RPO 9.21 of the RSES.

COS8 Objective 2:

To facilitate the development of new schools, ensuring that new school sites are retained for educational use, and the re-development of existing schools and extensions planned as part of the Government's School Building Programme.

COS8 Objective 3:

To require schools to be provided in new communities on a phased basis in tandem with the delivery of residential development unless the Department of Education requests otherwise and provides evidence to the Council and the elected members that existing schools can cater for requirements through extensions if necessary. Assuming a new school is required, to ensure that its delivery is planned in tandem with the delivery of the residential development, in accordance with the phasing requirements of Local Area Plans and Planning Schemes or as may be otherwise required.

COS8 Objective 6:

To ensure new schools are designed and located to promote walking and cycling and access to public transport, by implementing the following measures:

- Ensuring school sites are in locations that are central and accessible to the communities they serve;*
- Providing infrastructure including safe cycle ways and footpaths;*
- Requiring a mobility management plan for all new schools that prioritises active travel modes and public transport;*
- Incorporating measures to promote walking and cycling at design stage including permeability and connectivity with the surrounding area through provision of adequate access points for pedestrians and cyclists;*
- Ensuring the provision of adequate secure bicycle storage;*

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- *Working with existing and new schools to increase the proportion of students walking and cycling through the promotion of initiatives such as the 'Green Schools' and 'School Streets' projects. (Refer to Chapter 7: Sustainable Movement);*
- *Introducing measures that would support increased bus services to enable more students to travel to school through public transport.*

COS8 Objective 7:

To facilitate provision of parking for staff and parents and 'drop-off' areas for new schools, only as part of a mobility management plan, where a need has been demonstrated and where active travel modes (walking and cycling) and public transport have been prioritised having regard to the protection of nearby residential amenity.

COS14 Objective 2:

To provide a new fire station on lands identified in Clonburris SDZ.

10 Energy

Policy E5: Low Carbon District Heating Networks

Clonburris SDZ 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.

The Planning Scheme 2019 shall be used by the planning authority to assess planning applications in the SDZ. Planning Applications within the SDZ boundary shall be consistent with the Planning Scheme.

The Planning Scheme form part of the Development Plan and any contrary provisions of the Development Plan are superseded by the Planning Scheme.

Clonburris comprises 12 Development Areas, with the proposed development located in Development Area 10 Kishoge North East.

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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.

The application is assessed in accordance with the criteria set out in Development Area 10 and 2. The Planning Scheme also comprises a Planning Framework which includes 12 Sections (Sections 2.1 – 2.12). The relevant elements are set out below with the proposal appropriately assessed against each of them.

Assessment

The Clonburris Strategic Development Zone (SDZ) Planning Scheme 2019 is the principal planning document for the SDZ. The Planning Scheme is the approved framework for the guidance of development in Clonburris, against which all planning applications must be assessed. Section 170 of the Planning and Development Act states that proposed development must be consistent with the Planning Scheme.

The main issues for assessment relate to: Zoning and Council Policy, Phasing, Clonburris SDZ Character and Development Areas, Compliance with the Clonburris SDZ Planning Scheme, Environmental Impact Assessment and Appropriate Assessment.

1. Zoning and Council Policy

The site is located in an area which is zoned 'SDZ' '*To provide for strategic development in accordance with approved planning schemes*' under the South Dublin County Council Development Plan 2022-2028. The site is also identified for a school on the CDP maps. The principle of the proposed development is consistent with the Clonburris SDZ Planning Scheme.

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2. Phasing

Overall Clonburris SDZ lands

The Planning Scheme includes a Phasing Programme in Section 4. The proposal is for a school and does not require the completion of other infrastructure, prior to its construction. The plans and strategies required prior to commencement have been agreed and will be considered as part of the assessment of this proposal. It is noted that Phase 1B, 1,001-2,000 dwellings, requires *'Agree and make available a school site to the Department of Education (in accordance with requirement of the Department of Education and SDCC)*. Phases 2 and 3 also have similar requirements.

It is noted that the application also includes a portion of a 'link street.' It is noted that there is no phasing requirement linking the delivery of the street to the delivery of the school.

It is therefore considered that the phasing requirements do not restrict the permitting of the subject proposal.

3. Clonburris SDZ Character and Development Areas

Character Areas

The subject site is located within the Kishoge Character Area. This is described in the Planning Scheme as follows:

'The Kishoge Character Area will be developed with a greater emphasis on residential development with a limited retail/service and employment function to form a centre. The Kishoge centre will comprise higher density residential development around the railway station and provide a local convenience and services offer for immediate residents. Development will transition outwards from the centre to medium to lower density residential development, with local nodes, community floorspace, schools and high quality open spaces. Development will benefit from park and canal frontage to the south and east.

The retail/commercial provision combined with higher density residential development around both centres will help create a critical mass of development, a high quality public realm and will help contribute to the vitality and viability of both urban centres.'

The subject site would deliver a school, in line with the requirements for the character area.

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Development Areas

The subject site is located in Development Area 10 Kishoge North East, specifically, Subsector 5:



Kishoge SDZ Sub Sectors

LEGEND			
 SDZ BOUNDARY	 EXISTING BUILDINGS	 LANDMARK BUILDINGS	 PROPOSED SCHOOLS
 URBAN SPACE	 EXISTING URBAN BLOCK	 AVENUE FRONTAGE	 EXISTING SCHOOLS
 LOCAL PARKS AND SQUARES	 URBAN BLOCK	 CANAL FRONTAGE	 RAILWAY STATION
 STRATEGIC OPEN SPACE	 TREES LINE	 PARK FRONTAGE	 FINE URBAN GRAIN
 EXISTING GREEN INFRASTRUCTURE	 EXISTING / IMPROVED HEDGEROW/TREE LINE	 RAILWAY FRONTAGE	 COMMUNITY / CIVIC BUILDING
 CANAL / SLUDS / POND / WATERWAY		 LOCAL NODE	
 WALKWAYS / CYCLEWAYS			

The Key objectives for Kishoge North East are:

- To develop a high quality residential neighbourhood at Kishoge, integrating with existing housing;
- To provide locally accessible open spaces of local and strategic importance;
- To ensure high levels of legibility and ease of orientation;
- To provide a new Link Street/avenue as part of the main connection between Kishoge and Clonburris urban centres;
- To prioritise pedestrian and cyclist movement and to provide for local bus services along the avenue;
- To provide for a range of housing along the new avenue and local streets including homezones;
- To provide a distinctive, *diverse and quality frontages to Thomas Omer Way*, the avenues/Link Streets *and the strategic open spaces*; and

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- To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake to enhance green and blue infrastructure and ecological connectivity.

It is noted that the proposal cannot provide frontage directly to Thomas Omer Way, the applicant is requested via **additional information** to set out how the open space to the south is addressed.

Development Areas Parameters

The Clonburris SDZ Planning Scheme details parameters governing development in the Clonburris Urban Centre and Clonburris South East and outlines the following requirements:

	KNE		Proposal
Net Developable Area	KNE-S5 0.8ha KNE Total 14.36		n/a school
No of units (Target)	n/a		n/a
Net Density*	n/a		n/a
Affordable/Social dwellings	n/a		n/a
Non-retail commercial development	n/a		n/a
Retail development	n/a		n/a
Community	n/a		n/a
Building height	Subsector KNE-S5	Height 2-6 storey	2-6 storeys
Public open space	n/a		n/a
Schools (existing and proposed)	2		1 existing school. Application school proposed the second within the KNE development area.

Key parameters are discussed as follows:

Area Character Types

The Area Character Type for Kishoge North East is as follows:

Mixed development area with medium density residential development, closer to the centre with low density on the perimeters. Small scale retail, commercial and community uses will be facilitated close to the schools and Park.

The proposed development is located on the site identified for a school in KNE.

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The majority of the development parameters are not relevant as the proposal is for a school.

Building Height

The proposed building height is 2 storeys with increased massing to Thomas Omer Way in the form of a monopitch roof. This is generally in accordance with the scheme.

4. Consistency with the Clonburris SDZ Planning Scheme

In addition to the specific requirements of the development area, the planning application should satisfy the requirements of Section 2, which sets out 12 individual topic areas. As the proposal is for a school, not all topic areas are relevant, and only the relevant sections are set out below.

Land Use and Density

Section 2.1 of the Planning Scheme sets out the following sections relevant to this development:

- Types of Development
- Extent of Development

Types of Development

The subject site is located within a primarily residential area. Education is 'Permitted in Principle' – Table 2.1.1.

Movement and Transport

Section 2.2 of the Planning Scheme details the Movement and Transport elements of the Planning Scheme.

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

Public Transport Accessibility

The SDZ is well served by existing and planned public transport provision. The key element for the subject application is to provide for and integrate with a choice of direct or indirect multi modal routes to existing or planned public transport.

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Pedestrian and Cycle Movement

The applicant is proposing a pedestrian / cycle network through the site. The western boundary would be pedestrian / cycle only, and footpaths / cycle paths would be provided along the streets.

The report from the Roads Department states "*The applicant has proposed a pedestrian access to the west of the development, there is an existing access at this location. The applicant could consider incorporating their pedestrian access into the existing one. The overall permeability is good, with pedestrian access from the west and south of the development.*"

The NTA has raised concerns:

Linked to the above point, the NTA notes that the MMP and Traffic and Transport Assessment (TTA) states that there will be 46 cycle parking spaces, while drawing no. 1002 shows 72 spaces. This inconsistency needs to be addressed in advance of granting permission. Notwithstanding this error, the cycling proposed is intended to cater for a school population of 584, including staff. 46 spaces would equate to a mode share of c.8%. While the NTA acknowledge that in general across the Dublin area, cycling to primary school would be lower than this at present, the proposed development of Clonburris in a compact urban form, with provision for cyclists built in from the outset, should facilitate a higher mode share for cycling, in particular for the older primary school cohort.

In addition, the cycle parking is proposed to be located in between the 2 internal access roads, meaning children would be required to cross a road to get from their cycle parking to the school. It is also noted that the cycle track and footpath is not carried through the junction of the internal access road.

For staff and pupils travelling along Thomas Omer Way from the east, there is a lack of continuity of cycle facilities. Cyclist would travel southwards along the eastern side of the north-south access road and then be required to negotiate the junction towards the school without facilities. All of these locations are within the red line of the proposed development.

The applicant is requested to address the above via **additional information.**

Street Network and Vehicular Movement

The Planning Scheme outlines the rationale behind the street network and outlines that the street network developed forms an integral part of the movement framework. The Planning Scheme outlines that the alignment of the street network should largely have an orthogonal grid layout and shall largely comprise an open network in term of permeability. Local Streets that provide through routes for strategic pedestrian and cyclist should be filtered to prioritise pedestrians and cyclists where junctions intersect with Link or Arterial Streets.

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The Planning Scheme provides an Overall Movement Concept in Figure 2.2.7 to demonstrate same. This indicates a Proposed Strategic Pedestrian Cycle Route along the western boundary of the subject site. The roads layout in the scheme also indicates the existing arterial route (Thomas Omer Way) and a link street to the east, running north south – an element of this is proposed as part of this application. There are also a number of local streets running within / adjacent to the application site. There is a local street running east / west, connecting to the proposed link street and the applicant is proposing a street in this location. There are also a number of local streets running north / south. The applicant is not currently proposing to deliver any north / south local streets.

Having regard to the above, it is considered that the movement and street network proposed by the applicant is not consistent with the Planning Scheme in terms of an open permeability network and priority for cyclist and pedestrian movement.

Figure 2.2.1 Street Hierarchy

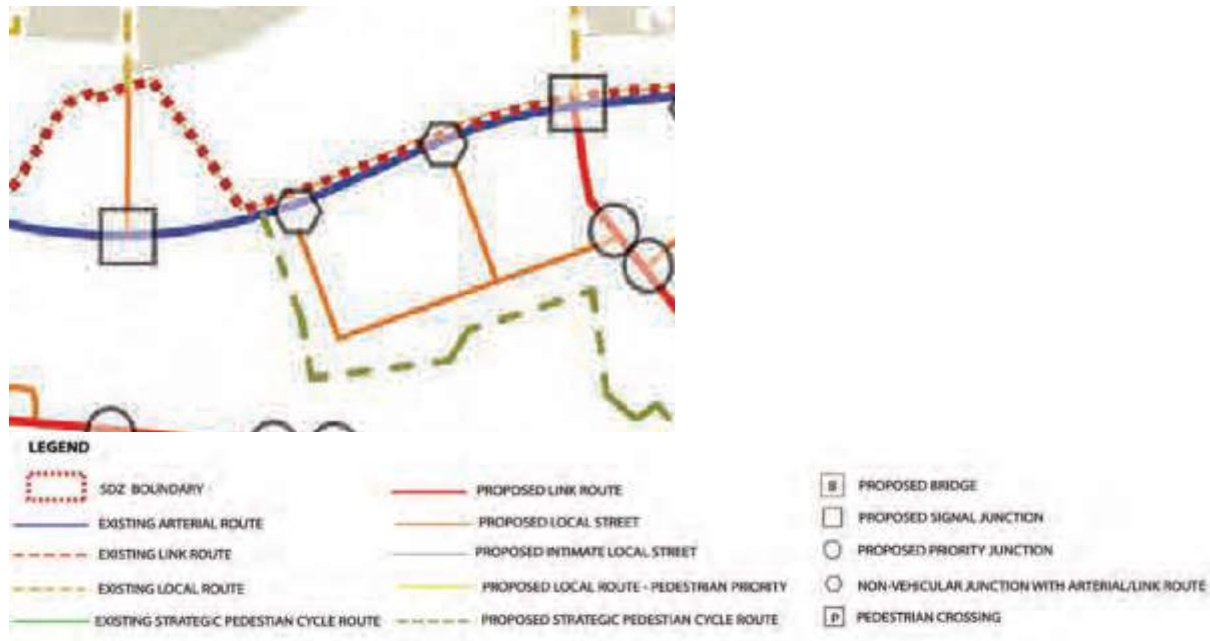


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Movement Concept Figure 2.2.7



The applicant is requested, via **additional information**, to re-examine the streets that they are proposing to deliver. There are concerns that the delivery of an element of the link street would 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. 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.

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 re-design streets to ensure compliance with Figure 2.2.6 of the Planning Scheme (and Figure 2.2.5, if relevant).

Additional information is therefore requested.

Pedestrian Permeability

In relation to permeability the Roads Department states that overall permeability is good.

The Planning Authority is concerned that the applicant is providing pedestrian routed to the west, adjacent to existing access points on the adjacent school site. The applicant is requested, via **additional information**, to assess whether it is possible to connect into these existing routes.

It is also noted that the submitted landscape plan identifies the assess point in the north western side boundary operating as an emergency access only. It is recommended that the applicant should enable this entrance to provide access to proposed school.

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Car and Bicycle Parking

As set out above, the NTA has raised concerns regarding cycle parking. The Roads Department has stated.

“Car Parking:

The development is for 18no. classes, in Zone 2 of the county development plan. This allows for a maximum of 0.5no spaces per classroom. The maximum parking at the development is 9no spaces, the applicant is proposing 31no. spaces.

Proposed School Details	
Total number of Pupils	500
Total Number of Staff	~84 (approx.)
Total Car Parking Spaces	31
Total Drop-Off Parking Spaces within School Carpark and on Access Roads (1 space = 6m)	32 (approx. 195m)
Mobility Impaired Parking Spaces	2
eCar Charging Space	EV charging units provided for all car parking spaces
Cycle Parking Spaces	46 (including 10% EV)

Figure 2 for the Mobility management plan

Bicycle Parking:

It is proposed to provide 72no bicycle parking spaces with 10% of these having EV charging capacity. The rate is 1 per 5 staff and 1 per 5 students for this development.

The traffic and transport assessment has the number at 42no while the drawings state 72no spaces the mobility management plan suggests 46no spaces. The transport assessment concludes that the development will have no significant impact on the surrounding network. The Thomas Omar Road will operate within capacity for the foreseeable future. The junction analysis indicates that all surrounding junctions will operate below capacity’.

It is further noted that the proposed cycle parking is located on the south east corner of the site away from the western entrance. It is considered that the applicant should consider locating some cycle parking on the western side of the site also.

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Other Roads items

In addition, the Roads Department raised the following:

“Access & Roads Layout:

The overall layout matches the SDZ Clonburris master plan. There is no provision for right turning from Thomas Omar Way into the proposed development.

The entrance road should match the street layout as described in the SDZ, the cycle lanes and footpaths do not match the layout out for a link street. The cycle track is outside the footpath. No dimensions or cross section have been provided.

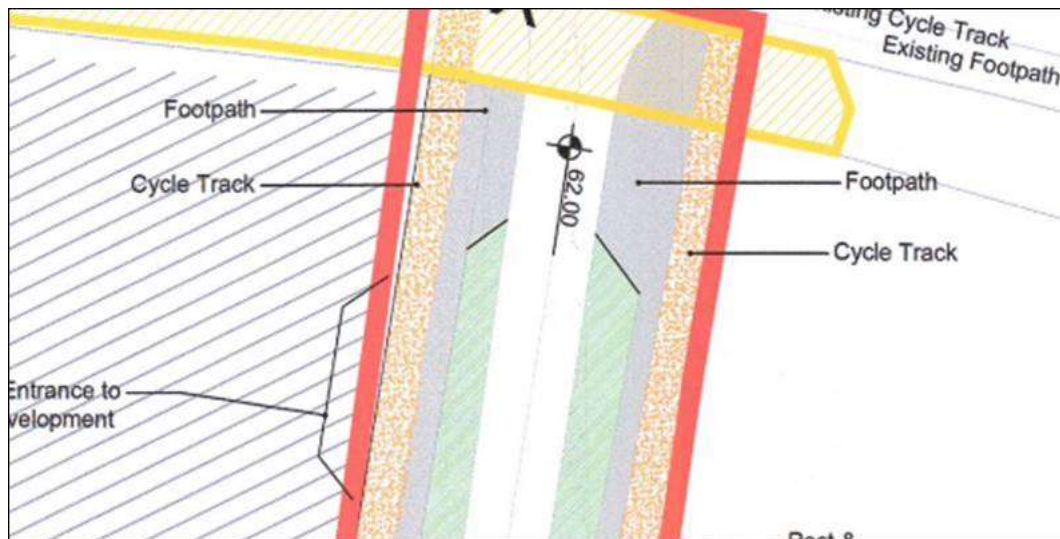


Figure 1 link street.

There is provision for future road connection to the south linking with the greater Clonburris developments. This road should be constructed in its entirety to the boundary to prevent ransom strips at a future date. Entrance locations to the future development area at the centre have been indicated although the southern potential access is located within the drop off area.

A stage 1 road safety audit has been submitted; it identifies ten safety issues with the proposed development. The submitted layout plan does not reflect changes that should have been incorporated because of this audit. The applicant should submit a layout plan that takes account of the recommendations as suggested in the road safety audit.

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Permeability:

The applicant has proposed a pedestrian access to the west of the development, there is an existing access at this location. The applicant could consider incorporating their pedestrian access into the existing one. The overall permeability is good, with pedestrian access from the west and south of the development.

Autotracking for a bus and fire tender have been provided. The fire tender is only shown as having access to the roundabout to the south. The fire tender would require access to the building to be effective, provision for closer access should be provided. The waste collection vehicle and location of the refuse bins should be identified, to ensure collection is away from the public road.

Taking in Charge:

No drawings of the area that maybe taken in charge by the local authority has been submitted. The applicant should submit details of the area that is to be taken in charge along with details of the road, crossing point, footpath, and cycle lane specifications. All areas to be taken in charge should be constructed to the specifications required by the local authority.

A mobility management plan has been submitted and is acceptable.

A construction management plan has been submitted, but it does not identify construction staff parking nor working times. The applicant is requested to submit a completed and concise construction management plan prior to commencement on site”.

The NTA has raised the following:

“Mobility Management Plan

The NTA notes the contents of the Mobility Management Plan (MMP) and while the quality and depth of the background analysis undertaken is noted, the substantive elements of the MMP do not represent an ambitious approach on the part of the applicant, in that it fails to do the following:

- Set medium and long term mode share targets; and*
- Commit the applicant to the implementation of the Action Plan's behavioural change measures. Instead, the MMP sets out Year 1 targets, which would not be regarded as fully consistent with the vision and objectives of the Transport Strategy or the Planning Scheme, in that the car remains the dominant mode for staff and caters for 45% of student travel. Furthermore, the Action Plan sets out a suite of measures for consideration rather than implementation.*

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NTA Recommendation

The NTA recommends that, in advance of granting permission, the applicant is required 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.

Drop-off / Set Down

In terms of drop-off, the NTA's Safe Routes to School guidance states that these are not encouraged in close proximity to schools unless there is no safe alternative area for set down within a short walk.

The proposed development provides for an unspecified number of set-down car spaces within the campus and on the approach roads – it is noted that both the MMP and TTA refer to set-down on both sides of the access roads, but only 1 section appears on the site layout drawings. The NTA are of the view that providing for a high number of set down spaces will encourage unsustainable travel behaviour.

NTA Recommendation

The NTA recommends that, in advance of a grant of permission, clarity is provided 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”.

Additional information is requested.

Green and Blue Infrastructure

The overarching principle states ‘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.’

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Figure 2.3.1 of the Planning Scheme outlines the Green Infrastructure Network for the lands. As identified by the Public Realm Section the following is noted for the subject site:

“Main issues:

1. Impact on Green Infrastructure: Does not comply with SDCC and Clonburris SDZ Planning Scheme GI Strategy

A GI Strategy has not been provided showing GI on site and the local context. The existing green infrastructure has been ignored. There is no GI Plan for the site. The GI plan will inform the design and layout of the proposals. The proposals are not compliant with:

- a) *Clonburris SDZ Planning Scheme 2019* The required Green Infrastructure links have not been provided. The scheme requires a **Strategic Green Corridor** including a strategic green walking route along the western and southern boundaries and a **local green corridor** along the northern boundary with Thomas Omer Way. The existing trees along the northern boundary provide several GI functions including creating a corridor for wildlife, cleaning the air, reducing noise and should be retained.

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Clonburris Parks and Landscape Strategy: Appendix 2 Na Cluainta Park North, Indicative Design

b) SDCC County Development Plan (2022-2028) Green Infrastructure Strategy in relation to submission of a Green Infrastructure Plan and Green Space Factor.

c) Does not comply with SDCC Sustainable Water Management Policy and SuDS Guidelines

The proposed system is not SuDS compliant. The four pillars of SuDS: amenity, biodiversity, water treatment and attenuation have not been delivered.

*A **minimum** 10m riparian setback is required from all existing watercourses. The watercourse along the western and northern boundaries have not been incorporated into the SUDS water management, GI and landscape plans. They form part of local and strategic green corridors therefore the setback should be greater than the minimum.*

Use of small scale natural SuDS to create/enhance Local Green and Strategic Green Infrastructure Links is required by the Planning Scheme.

The landscape has not been sufficiently used to manage surface water run-off close to source. SDCC advice is that 'underground tank systems should only be considered as a last resort'.

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The applicant needs to demonstrate compliance with the above policies.

2. Impact on existing hedgerows and biodiversity:

The development encroaches on barony boundary (heritage) hedgerow along the western and southern boundaries. The proposals remove sections of Barony Hedgerow which is to be retained as a Strategic Green Corridor (Clonburris Parks and Landscape Strategy).

The removal of mixed native semi-mature trees along the northern boundary incompatible with the requirement for a Local Green Infrastructure link.

To be in compliance with the SDZ the amount of compensatory hedgerow must be at least equal to that being removed.

There are conflicts between hedgerow loss indicated by the arborist's drawings/report and the landscape plan.

Additional information is requested.

Community Facilities and Public Services

2.7.6 Schools and Third Level Education

The above paragraph states "All schools constructed within the development to include drop off/pick up zones on or immediately adjacent to the school grounds to ensure minimum traffic congestion. The Planning Scheme supports the implementation of measures in the NTA 'Toolkit for School Travel.'

Schools should be located adjacent to open space of sufficient size to allow for the participation in multiple sports and other physical recreation, with access available out of hours for community use".

The applicant has provided drop off areas, however, the NTA has raised concerns regarding these. The applicant is requested to provide clarification of the open space provision, in light of the school size and the proposal for out of hours community use of these facilities. This should be addressed via **additional information**.

Built Form and Design

Design Statements

Under the Planning Scheme, 'To ensure coherency and quality in design, all medium to large scale development proposals on the SDZ lands (Landmark Buildings, 10 dwellings or more in the case of residential development or development of over 1,000 sq.m in the case of employment or retail/ retail services development) shall be accompanied by a Design Statement'. The proposal does not fall within these categories. An architectural statement has been provided. This sets out an assessment of the location, including overview and site history, an architectural appraisal (analysis of the SDZ and utilising modular construction), design references and details of building materials.

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Summary of main points from the statement are:

- Direct access proposed from Thomas Omer Way was not part of the access strategy.
- Proposed to construct part of Link Street to provide direct vehicular route.
- Main vehicle access to south and building located as far north as possible.
- Main car park to south
- GP hall located to the south, adjacent to school infrastructure to enable use outside school hours
- Ball courts at north east corner, sited together for management and so not overshadowed by buildings (and risk icing in winter months)
- School proposal has adopted block arrangement proposed in Planning Scheme
- Northern block is more prominent along Thomas Omer Way
- SEN needed to be close to main vehicle entrance so retained to south.
- Area for further expansion shown on north east corner.
- Landscaping – northern section will be as open as possible, existing tree line removed at Thomas Omer Way. Right of way contains public infrastructure. Secure fence will be provided (will not be visible from Thomas Omer Way)
- Modular construction proposed, compliant with TGD L in terms of energy performance and NZEB. Anticipated that packaged biomass heating plant will be provided on the site which will provide a low carbon and energy efficient heating system for the building. PV panels will be provided on the south / courtyard facing monopitch roof of the norther block.
- Wall cladding will be high-pressure laminate cladding system, utilising a colour palette as indicated on drawings. Roof will be insulated profiled roof cladding.

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The application is assessed against the design criteria below:

Criteria	Response
Demonstrates compliance with this SDZ Planning Scheme including its various requirements that relate to (inter alia) green infrastructure, blue infrastructure, movement, transport, land use, density (see Section 2.1.5 –Residential Density), built form and design;	There are concerns regarding compliance with some elements, including GI, movement and transport, built form and design
Includes a masterplan that demonstrates proposed and future integration with the development of surrounding sites and Development Areas including vehicular, pedestrian, cycle and public transport connections;	Integration with surrounding sites is indicated through access provision. Limited sites for development in vicinity of site.
Demonstrates compliance with the 12 design criteria contained within the Urban Design Manual A Best Practice Guide (2009) in the case of residential development;	n/a
Demonstrates a range of dwelling sizes to support a variety of household sizes and dwelling types;	n/a
Demonstrates compliance with the 10 design criteria contained within the Retail Design Manual (2012) in the case of retail development;	n/a
Includes street cross sections and plans that demonstrate compliance with DMURS (2013) in terms of 'Movement, Place and Speed', 'Streetscape,' 'Pedestrian and Cyclist Environment' and 'Carriageway Conditions' etc.;	TTA addresses DMURS.
Includes a Quality Audit addressing street design as outlined under DMURS (2013);	TTA addresses DMURS.

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<p>Includes cross sections that demonstrates appropriate design responses to existing and proposed site levels including those that relate to streets, spaces, building frontages, services and SUDS;</p> <p>Is accompanied by a detailed Landscape Plan that is consistent with the Parks and Landscape Strategy for the SDZ lands (see Section 2.10 – Landscape and Open Space) and specifies and illustrates the proposed treatment of streets and spaces including parking, street furniture, lighting (street and dedicated pedestrian/cycle routes), planting, surface treatment and children's play facilities; and</p>	<p>Details provided</p> <p>Landscape plan provided.</p>
<p>Includes details in relation to the identification and incorporation of any features and structures of architectural merit and/or any sites and features of archaeological interest. Where practicable, the design of a development should be informed by its relationship with archaeological or architectural features located either within or outside the SDZ Lands such as the Clondalkin Round Tower</p>	<p>n/a</p>

External Finishes and Appearance

The submitted Architectural Design Statement with the application provides details on the proposed materials and finishes. The proposed materials are appropriate for a modular construction school.

Block Form / size

The proposal is for a school; however, it is noted that the applicant states block form set out in the SDZ scheme has been followed.

Topography

All Development shall respond sensitively to level differences particularly in those areas of the SDZ Lands where levels change significantly either side of existing strategic roads.

Development should therefore be laid out and designed in a manner that circumvents the need for retaining walls and blank frontages.

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It is noted that there is a change in levels across the site and, in particular, the site is situated at a lower level than the adjacent arterial route.

Urban Grain, Façade Treatment and Street Interface

Due to the wayleave to the north, buildings must be set back from Thomas Omer Way. It is noted that the wayleave prevents the building facing Thomas Omer Way. The main access to the site is proposed to the south, constructing an element of the link street to the east. It is noted that there is a large turning circle and parking area to the south, preventing the building fronting the area of public open space. The applicant is requested via **additional information** to address the site boundary to the south and ensure that there is a strong frontage in this location, which is the main building access point. It is noted that the building may not have a strong frontage to Thomas Omer Way. As part of this, alternative accesses points to the site, along the east boundary should be considered.

Building Setback

Noted that the setback to the north is fixed, however, stronger frontages should be provided to other elevations, particularly to the south, in line with the Planning Scheme. This should be addressed via **additional information**.

Building Heights and Street Widths

Figure 3.3.2 - Building Height Concept of the sets out the height concept for the SDZ. This is to be read in conjunction with the requirements of Section 2.8.6 and the relevant character area of the SDZ. The designated building heights of the Planning Scheme are the Tables in Section 3. The proposal is for a school and not residential / commercial and the proposed height is considered acceptable. In terms of street widths, the applicant is requested to provide a revised layout plan which indicated that all street widths are in keeping with the relevant typology, as set out in Figure 2.2.6 of the Planning Scheme.

Privacy and Overlooking

There would be no impacts, as the proposed development is not close to any residential development.

Sunlight and Daylight

There would be no significant impacts arising from the proposed development.

Energy Efficiency and Resilience

This has been addressed through the Architectural Statement and assessed above. The application is considered to be sufficient in this regard.

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Street Planting, Furniture and Materials

n/a

Services, Infrastructure and Energy Framework

Water Supply and Foul Water Drainage

Irish Water have reviewed the proposed development and has no objections, subject to conditions.

Surface Water Drainage and Sustainable Urban Drainage Systems (SUDS)

Water Services has requested **additional information** regarding surface water. The Parks Department has also requested **additional information**. The report from Parks states:

“The Clonburris SDZ strategy requires a green infrastructure-based approach to drainage and stormwater management. SuDS are to be designed as an ecological resource according to SDCC guidelines to include the four pillars of SuDS: amenity, biodiversity, water quality treatment and attenuation. These shall be of a high quality, designed as a series of ‘wet’ and ‘dry’ landscape elements to achieve a multifunctional space for amenity, biodiversity and surface water management.

It is essential that open spaces accommodating SUDS measures such as rain gardens, SuDS bioretention tree pits and swales are designed in order to achieve a balance between surface water management, amenity and biodiversity.

The four pillars of SuDS have four pillars have not been adequately provided. SuDS features are restricted to permeable paving in parking bays; two SuDS bioretention tree pits and one swale. Only the permeable paving has been included in the attenuation calculations. Hardstand car parking areas have not been sufficiently broken up with planting such as trees incorporating SuDS bioretention. A petrol interceptor is proposed. The latter is considered by our SuDS guide to be a source of contamination and is not recommended. The proposals are lacking in source control such as further bioretention, SuDS tree pits, raingardens, swales etc., that can deliver multifunctional benefit including attenuation. The existing river/stream along the northern boundary identified in the engineering and invasive species reports should have a minimum 10m setback, as required by the SDCC CDP. The SuDS/waterway along the southern boundary has not been provided and is a requirement of the planning scheme. The planning scheme (Flood Risk Assessment) identifies a watercourse along the western boundary. This has not been identified in any of the surface water management proposals.

An attenuation tank is proposed. SDCC do not permit underground tanks as part of SuDS schemes where the full natural potential of the site to manage surface water runoff has not been explored.

There are conflicts between the SuDS proposals shown on MMOS Design Engineers Plan Ref 22087-MMS-ZZ-ST-DR-C-1002 and the CPL Landscape Proposals Ref. 202217_LP_01”.

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The SWMP for the SDZ been submitted to SDCC and agreed with SDCC. The SWMP outlines the surface water strategy for the overall SDZ lands and the requirements for each individual site within the SDZ which includes the subject site. The SWMP includes the strategy for attenuation design, SUDS features, run off rates and trunk infrastructure layout.

The Planning Scheme requires, where feasibly practical and viable, the provision of green roofs for all new public buildings (Council buildings, school buildings, hospitals, community centres, sports facilities, libraries, Garda stations etc), to assist in flood alleviation, insulation and improved biodiversity, and to actively promote these measures where appropriate in new commercial and industrial buildings. The applicant is requested to address this via **additional information**.

Waste Management and Recycling Facilities

The Roads Department have requested **additional information** regarding refuse collection.

Aerodromes

Standard conditions are recommended in the event of grant of permission.

Noise

Standard **conditions** recommended in event of grant.

Construction Environmental Management Plan

An Outline Construction Management Plan has been submitted. A final Construction Management Plan can be agreed with the Planning Authority via **condition** in the event of a grant of permission.

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 Public Realm Section comments are set out above. **Additional information** is requested in event of grant.

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.'*

An Ecological Impact Assessment has been submitted, as has an invasive species survey.

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The Parks Department has stated:

“Ecological Impact, particularly on bats.

Green infrastructure is used for foraging bats and requires protection and enhancement. A bat survey has not been carried out. Lighting design should be sensitive to presence of foraging and commuting bats. A comprehensive bat survey and an assessment of the lighting design by a suitably qualified bat expert is required”.

Additional information is requested.

Archaeological and Architectural Heritage

Standard **conditions** recommended in event of grant.

5. Screening for Environmental Impact Assessment

Having regard to the nature and scale of the proposed development and pursuant to Schedule 5 of the Planning and Development Regulations 2001 (as amended), the proposal is not a class of development for which a mandatory Environmental Impact Assessment Report is required. Additionally, having regard to the distance of the site from nearby sensitive receptors, the need for environmental impact assessment can therefore be excluded at preliminary examination and a screening determination is not required.

6. Screening for Appropriate Assessment

The applicant has provided an Appropriate Assessment Screening Report, prepared by Moore Group. This report concluded that *“it can be excluded, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will have significant effect on a European site”.*

The subject site is not located within nor within close proximity to a European site. The development involves the construction of a school and associated infrastructure.

Having regard to:

- the nature of the development,
- the location of the development, and
- the consequent absence of a pathway to the European site,

it is considered that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

Conclusion

The proposed development is generally considered to be acceptable and generally in keeping with the Clonburris Planning Scheme. However, a number of issues should be addressed by way of **Additional Information**.

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Recommendation

Request additional information.

Additional information requested: 26 September 2022

Additional information received: 20 January 2023

Consultations:

Parks: No objections, subject to conditions.

Irish Water: No objections, subject to conditions.

Water Services: No objections, subject to conditions.

NTA: Observations submitted.

TII: No observations.

EHO: No report was received at the time of writing.

Roads: No objections, subject to conditions.

Forward Planning: No report received at the time of writing.

Re-notification:

It is noted that in response to the request for Further Information, the applicant has proposed significant alterations to the development proposed. Accordingly, the application was re-notified for a period of two weeks, and the date for the receipt of submissions expired on 3rd February 2023. No submissions were received.

Assessment:

Item 1:

a. One of the Key objectives for Kishoge 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 how the open space to the south is addressed, in the context of the objective for the area.

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 would 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. 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.

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 re-design streets to ensure compliance with Figure 2.2.6 of the Planning Scheme (and Figure 2.2.5, if relevant).

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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.

e. It is also noted that the submitted landscape plan identifies the access point in the northwestern 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.

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's Response:

a. updated site plan using direct access from Thomas Omer Way has altered the nature of the site from the southern side.

b. direct access as agreed has been provided – future connection to SDZ layout possible

c. Road / street design is more temporary in nature and designed in accordance with DMURS

d. the existing stepped / ramped structure serving Kishoge Community College will be utilised.

e. updated site plan shows permanent connection and pathway to the north elevation of the building.

f. Bicycle parking has been reconfigured to suit the revised site plan with direct access.

Assessment:

a. Main entrance to the school is from the south, which faces the open space. Noted that there is significant landscaping in the area between the frontage and the open space.

b. It is noted that the applicant has included a new access road at the eastern boundary of the site and has not connected the proposal to the link street further east. It is noted that the Scheme indicates a local street at this location. Figure 2.2.7 'Overall movement concept' indicates that the junction with Thomas Omer Way is 'non-vehicular junction with arterial/link route'. That being said, the applicant has originally sought to provide the link street as identified in the Planning Scheme however it was considered that this would be premature because there are strategic infrastructure requirements linked to its delivery. The requirements have not been designed in detail and therefore the applicant would be unable to deliver same.

The applicant has proposed an 'intermediate' solution, which involves the provision of temporary vehicular access, which can be changed into non-vehicular at a future date once the required infrastructure has been delivered. This is considered acceptable in principle in this instance.

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c. The applicant states that the proposal is not in accordance with the scheme as it is temporary. The carriage way of 6.7m width exceeds the allowable in planning scheme of 5.0m – 6.0m. A condition is recommended to ensure compliance with the scheme and also to seek details of what will happen to the temporary road when it is no longer required. A condition is also recommended to ensure connection to the road / lands and link street to the east is possible in the future.

d. The connection to the existing cycle network to the west is possible. It is noted that there is a proposed connection to the open space to the south, which has not been developed as yet. A condition is recommended in the event of grant to ensure the environment in this location is acceptable.

e. The access is now public, which is welcomed.

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

Item 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.

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.

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's Response:

a. Updated MMP provided.

b. Revised cycle provision. Toucan crossing no longer required.

c. Set down are provided along access road.

Assessment:

a. 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.

b. 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

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manor. The proposed access road should have a cycling provision. A condition is recommended in the event of grant.

c. The Roads Department has stated “*set down area should remain within the schools boundary when the new link street to the east has been constructed.*” A condition is recommended in event of grant.

Item 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.

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).

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

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.

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

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's Response:

1-5 – details provided on revised site layout plan.

6 see updated section.

Assessment:

1. The maximum allowable is 18no. the applicant proposes 20no. A condition is recommended to remove 2 spaces.

2. 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.

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

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

4. The applicant has submitted a fire tender Autotrack.

5. The applicant has submitted a refuse Autotrack.

6. The applicant has submitted cross sections, but with limited dimensions. It is no 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. A condition is recommended to secure this detail.

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Item 4:

The applicant is requested to provide a green infrastructure plan and proposals that demonstrate:

i. The protection and enhancement of a Strategic Green Corridor along the Western and Southern Boundaries that define the Barony boundary – by greater retention of trees and hedgerows and inclusion of nature-based SuDS incorporating a ‘waterway/SuDS’ along the southern boundary.

A Local Green Corridor along the boundary with Thomas Omer Way. The removal of trees and hedgerow along the northern boundary to make way for more open planting is contrary to SDCC Green Infrastructure Policies. Retention of existing treeline; strengthening of planting proposals and incorporation of nature-based SuDS.

ii. Provision of street trees 18-20cm girth on both sides along local roads within the development, as identified by Clonburris Parks and Landscape Strategy. Landscape Plan to extent to include the whole of the development ,i.e., include vehicular access road.

iii. Provide a Green Infrastructure Plan: demonstrate compliance with the requirements of 12.4.2 of the County Development Plan: i.e. how the proposals contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements, having regard to:

ii. Where the development site is located within or close to a Core or Corridor the development should, at a minimum, protect any existing GI assets and enhance same (for example, not breaking a GI Corridor but enhancing same with a connecting piece of planting, retaining hedgerows or woodlands);

iii. The characteristics and assets of the proximate GI Core, Corridor or SteppingStone should be reflected within proposed development, for example continuation of hedgerows, tree planting, waterways;

iv. Development should seek to enhance or restore features that act as ecological corridors, particularly water features, hedgerows, tree lines, areas of un-cultivated land. These, or some element of them, should be incorporated into the proposed development to create pathways for wildlife and / or increase amenity value;

v. Development sites which are not located proximate to designated GI Cores or Corridors should identify the nearest designated GI Core, Corridor or Stepping Stone and make provision for GI interventions on the site which could eventually provide a link to local Stepping Stones, Cores or Corridors;

vi. Developers should be aware that ecological corridors can also act to quickly spread non-native invasive species. Therefore, identification and control of invasive species site should be included in planning applications and the GI Plan.

vii. All development proposals shall be accompanied by a Green Infrastructure Plan, which will normally be submitted as part of the suite of Landscape Plans that are required for a development. Plans shall include the following:

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- viii. Site location plan showing the development site in the context of the wider GI as shown on the Council's GI Plan for the County;
- ix. Site survey and analysis, identifying existing GI Infrastructure and key assets within the site;
- x. Indicate how the development proposals link to and enhance the wider GI Network of the County;
- xi. Proposed GI protection, enhancement and restoration proposals as part of the landscape plan, where appropriate, for the site;
- xii. Proposals for identification and control of invasive species.

Applicant's Response:

See GI plan.

Assessment:

The Parks Department has raised no objections, subject to conditions. These conditions require the agreement of further SuDS and the requirement for the Green Corridor to the west of the site to be designed to Taking in Charge standard.

Item 5:

The applicant is requested to provide a comprehensive bat survey and an assessment of the lighting design by a suitably qualified bat expert.

Applicant's Response:

See bat survey.

Assessment:

The Parks Department has raised no objections, subject to conditions. It is noted a number of mitigation measures are proposed. A condition is recommended in the event of grant to secure these mitigation measures.

Item 6:

The applicant is requested to submit:

a. A hedgerow management plan that shows:

i) The protection and enhancement of the hedgerow network, in particular hedgerows that form townland, parish and barony boundaries

ii) The amount of trees and hedgerow being removed, and the amount of compensatory/replacement hedgerow being planted as part of the proposals.

To be in compliance with the SDZ, and the requirement of no net loss of hedgerow across the scheme, the amount of compensatory/replacement hedgerow provided in this development shall be at least equal to that being removed. The compensatory/replacement hedgerow can be planted within the site area or within the wider SDZ.

b. A tree and hedgerow protection plan, indicating:

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- i) Revision of tree and hedgerow protection plan to reflect revised design to create Strategic and Local Green Corridors.
- ii) A Method Statement for the construction, planting regime and species selection of both 'dry' and 'wet' hedgerows (all planning applications for developments within 10m of existing hedgerows along the barony boundary).

Applicant's Response:

a(i) See Charles McCorkell Response

a(ii), b(i), b(ii) – see revised planting scheme.

Assessment:

The Parks Department has raised no objections, subject to conditions.

Item 7:

The applicant is requested to provide landscape proposals that extend to the full of the redline boundary including (the) vehicular access road(s) and demonstrate trees to be provided as per the Scheme:

- a) A high quality of Street Tree planting along vehicular accessways (local roads) to strengthen Green Infrastructure links.
- b) 'Streets should be generously planted at frequent intervals to soften the impact of parking and strong building frontages at intervals of 14 – 20 metres. In the interest of biodiversity and place making, reduced spacing between street trees should be considered where appropriate and achievable. (Planning Scheme P64).
- c) Thomas Omer Way (Local Green Corridor): Retention of existing trees and enhanced planting shall be provided by additional trees, hedgerow, grassed and planted swales and small-scale SuDS as appropriate to create a Local Green Corridor along this street as required by the Planning Scheme.
- d) Western and Southern Boundary (Strategic Green Corridor) Retain all of the existing hedgerow and strengthen existing proposals and create the required Strategic Green Corridor. Enhanced planting shall be provided by additional street trees, hedgerows, grassed and planted swales and small-scale SuDS as appropriate to create a Strategic Green Corridor. The SDZ drawings require a waterway/SuDS along the southern Strategic Green Corridor.
- e) Trees lined roadways on both sides. The applicant is referred to the Clonburris SDZ Planning Scheme 2019, Clonburris SDZ Parks and Landscape Strategy and DMURS (2019) for guidance on street tree provision and appropriate design layouts for local roads/streets.
- f) All Street Trees and trees adjacent to hard surfaces shall have suitable tree pits that incorporates SuDS bioretention features including sufficient growing medium.
- g) Street Trees to be planted at:
 - Minimum 18-20m girth along local roads

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Applicant's Response:

a, b – see revised landscape plan.

c – existing trees, scrub being retained, supplementary planting proposed

d – existing hedge to south and west being retained in full

e – see revised landscape scheme

f – revised drainage network incorporates SuDS proposals

g – see revised landscape scheme

Assessment:

The Parks Department has raised no objections, subject to conditions.

Item 8:

The following additional information is requested:

- i. A SuDS proposal that complies with SDCC SUDS Explanatory Design and Evaluation Guide; the Clonburris SDZ Planning Scheme, Parks and Landscape Strategy and Biodiversity Management Plan and SDCC County Development Plan 2022-2028.
- ii. Concept plans showing existing and proposed flows.
- iii. Additional natural SUDS features shall be incorporated into the proposed drainage system for the development, particularly along strategic and local green links, e.g., bioretention tree pits, swales, rain gardens, green roofs etc.
- iv. Swales to be planted with native and pollinator perennial riparian wildflowers using local species. Full species lists for the SDZ can be found in Ecological Survey of Clonburris (FERS Ltd., 2018)
- v. The SuDS proposals should be a collaboration between landscape architect and the drainage engineer to integrate the SuDS into the landscape design proposals providing amenity, biodiversity, water quality treatment as well as quality and attenuation.
- vi. Drainage and Landscape proposals to be consistent regarding SuDS provision. For example, only grasscrete shown on landscape plan; this is omitted from Engineers drawing; None of the SuDS proposals on engineers plans are shown on landscape proposals.
- vii. Drainage design proposals for the site that incorporate the waterway/SuDS/wetland along the southern site boundary.
- viii. Demonstrate how the proposed natural SUDS features will be incorporated and work within the drainage and landscape design for the proposed development.
- ix. Details on how each SuDS element function as part of the overall treatment/management train.
- x. Demonstrate the biodiversity, amenity, water quality and attenuation value of all SuDS features including proposals for integrating the existing ditch to the northwest.
- xi. Any proposed swales should be used for attenuation as well as conveyance of overland flow. They should also have an amenity and biodiversity value.
- xii. A comprehensive SUDS Management Plan shall be submitted to demonstrate that the proposed SUDS features have reduced the rate of run off into the existing surface water drainage

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network. A maintenance plan shall also be included as a demonstration of how the system will function following implementation.

xiii. A minimum 10m setback from the top of the bank from watercourses bounding the site.

xiv. Demonstrate how the integrity of the riparian corridor can be maintained and enhanced having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology

xv. Inclusion of all above ground SUDS features in attenuation calculation (avoid underground systems). SDCC do not accept underground tanks unless it is demonstrated that above ground SuDS devices are not feasible.

Applicant's Response:

(i), (ii) and (iii) MMOS consulting prepared updated drainage package and report.

(iv) revised landscape plan proposed

(v) CPL plans and MMOS plans now aligned

(vi) relevant scheme drawings have been amended

(vii) MMOS consulting prepared updated drainage package and report

(viii) relevant scheme drawings have been amended

(ix) – (xv) MMOS consulting prepared updated drainage package and report

Assessment:

The Parks Department has raised no objections, subject to conditions.

Water Services has raised no objections, subject to conditions.

Suggested conditions require the agreement of further SuDS on site.

Item 9:

The applicant is requested to provide a revised detailed landscape plan, to be agreed with Public Realm, with full works specification, that accords with the specifications and requirements of Council's Public Realm Section. The revised landscape plan shall maximise the retention of existing boundary hedgerows, integrate tree planting and SuDS drainage to provide strong green infrastructure links throughout the development in accordance with Clonburris SDZ Planning Scheme, Parks and Landscape Strategy, Biodiversity Management Plan and SDCC County Development Plan (2022-2028).

The revised Landscape Proposals shall incorporate:

i. Street trees that are in line with the requirements set out in the Clonburris Strategic Development Zone Planning Scheme (Clonburris SDZ) 2019; Clonburris Parks and Landscape Strategy, Clonburris Biodiversity Management Plan and the 'Design Manual for Roads and Streets (DMURS) 2019. Street tree provision to incorporate small scale SuDS features that enhance biodiversity, provide amenity, manage surface water volume while providing water quality treatment.

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- ii. Details of roadside tree planting to be submitted to the Public Realm Section of SDCC for agreement. Urban tree pits to include SUDs measures / storm water attenuation. The applicant shall submit cross section details of the SUDs tree pits, including growing and drainage/storage media.
- iii. Trees along local roads to be a minimum of 18 to 20-centimetre girth (cmg) at planting as per the requirements of the Clonburris SDZ Parks and Landscape Strategy. For suggested native species see P. 53 of the Strategy.
- iv. Retained, removed and compensatory hedgerow to be clearly identified on Landscape Plans.
- v. Details of all natural SuDS features including swales, rain gardens, bioretention tree pits, channel rills, filter strips, ponds, detention basins with lower areas allowed to fill first (low flow channels), wetlands etc; and to be shown on the landscape plans
- vi. Landscape masterplan/planting plan to clearly delineate lighting to ensure tree planting proposals are realistic and not damaging to the Strategic Green Corridor and to Bats. If this is not currently the case, proposals to be revised to ensure street tree delivery.
- vii. Tree and hedgerow protection measures: show extent and position of tree and hedgerow protection fences including protection of all vegetation along the Strategic Green Corridor along the Barony Boundary.
- viii. The relevant requirements of the Clonburris Parks and Landscape Strategy.
- ix. Landscape Proposals to reflect the requirements of above additional information to deliver the required green infrastructure.

Applicant's Response:

- (i) – (v) see revised landscape plan*
(vii) CMK arborist provided updated package
(viii), (ix) see revised landscape plan.

Assessment:

The Parks Department has raised no objections, subject to conditions.

Item 10:

The applicant is requested to provide clarification of the open space provision, in light of the school size and the proposal for out of hours community use of these facilities.

Applicant's Response:

Applicant will encourage use of open space facilities out of hours.

Assessment:

This is welcomed. A condition is recommended in the event of grant.

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Item 11:

a. The surface water attenuation volume proposed of 840m³ is undersized by approximately 50%. The applicant is requested to submit a revised drawing and report showing increased surface water attenuation volume for the development. The surface water attenuation should be provided by SuDS in so far as this is possible. Prior to submission of revised documents contact water services to discuss same. Also, it is required by SDCC drainage section for a climate change factor of 20% to be applied to attenuation calculations.

b. There are no soil percolation test results, design calculations or dimensions submitted for the proposed soakaway. The applicant is requested to submit a report showing site specific soil percolation test results and design calculations for the proposed soakaway in accordance with BRE Digest 365 – Soakaway Design. Subject to percolation test results passing test, all additional Surface Water is to be directed to proposed soakaway. If the percolation test does not indicate soil conditions are suitable for a soakaway, a written agreement from Irish Water is required in order to connect the surface water overflow to foul system.

c. The applicant is requested to submit a revised drawing showing plan and cross-sectional views, dimensions, and location of proposed soakaway. Any proposed soakaway shall be located fully within the curtilage of the property and shall be:

- i) At least 5m from any building, public sewer, road boundary or structure.
- ii) Generally, not within 3m of the boundary of the adjoining property.
- iii) Not in such a position that the ground below foundations is likely to be adversely affected.
- iv) 10m from any sewage treatment percolation area and from any watercourse / floodplain.
- v) Soakaways must include an overflow connection to the surface water drainage network.

Applicant's response:

MMOS consulting prepared updated drainage package and report.

Assessment:

Water Services has stated "surface water attenuation volume proposed of 690m³ is undersized by approximately 12% for a 1 in 100 year storm event. Prior to commencement of development submit a revised drawing and report showing increased surface water attenuation volume for the development. The surface water attenuation should be provided by SuDS in so far as this is possible.

An arched type attenuation system is preferable to a cellular attenuation system to reduce maintenance issues. SuDS should be used where possible to provide all surface water attenuation required".

Conditions are recommended in the event of grant.

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Item 12:

The Planning Scheme requires, where feasibly practical and viable, the provision of green roofs for all new public buildings (Council buildings, school buildings, hospitals, community centres, sports facilities, libraries, Garda stations etc), to assist in flood alleviation, insulation and improved biodiversity, and to actively promote these measures where appropriate in new commercial and industrial buildings. The applicant is requested to address this.

Applicant's response:

Modular design not appropriate for green roofs.

Assessment:

The unsuitability for green roofs of the building is noted.

Screening for Environmental Impact Assessment

Having regard to the nature and scale of the proposed development and pursuant to Schedule 5 of the Planning and Development Regulations 2001 (as amended), the proposal is not a class of development for which a mandatory Environmental Impact Assessment Report is required. Additionally, having regard to the distance of the site from nearby sensitive receptors, the need for environmental impact assessment can therefore be excluded at preliminary examination and a screening determination is not required.

Screening for Appropriate Assessment

The applicant has provided an Appropriate Assessment Screening Report, prepared by Moore Group. This report concluded that *"it can be excluded, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will have significant effect on a European site."*

The subject site is not located within nor within close proximity to a European site. The development involves the construction of a school and associated infrastructure.

Having regard to:

- the nature of the development,
- the location of the development, and
- the consequent absence of a pathway to the European site,

it is considered that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

Other Considerations

Development Contributions

3,355sq.m primary school classified as 'Education'.

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SEA Monitoring

- ***Building Use Type Proposed***- post primary school.
- ***Floor Area (sqm)***- 3,355sq.m floorspace
- ***Land Type***- SDZ/ Greenfield
- ***Site Area***- Stated as 1.91 ha.

Conclusion

Having regard to the provisions of the South Dublin County Development Plan 2022-2028 and the Clonburris SDZ Planning Scheme 2019, the additional information submitted, the established character of the area, and the nature and scale of the proposed development, it is considered that, subject to compliance with the conditions set out below, the proposed development would be in compliance with Council policy, would not seriously injure the amenities of the area in the vicinity and would, therefore, be in accordance with the proper planning and sustainable development of the area.

Recommendation

I recommend that a decision be made pursuant to the Planning & Development Act 2000, as amended, for the reasons set out in the First Schedule hereto, to Grant Permission for the said development in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule hereto, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule.

FIRST SCHEDULE

It is considered that the proposed development accords with the policies and objectives of South Dublin County Council, as set out in the South Dublin County Council Development Plan 2022 - 2028 and subject to the conditions set out hereunder in the Second Schedule is hereby in accordance with the proper planning and sustainable development of the area.

SECOND SCHEDULE

Conditions and Reasons

1. Development to be in accordance with submitted plans and details.
The development shall be carried out and completed in its entirety in accordance with the plans, particulars and specifications lodged with the application, and as amended by Further Information received on 20 January 2023, save as may be required by the other conditions attached hereto.
REASON: To ensure that the development shall be in accordance with the permission, and that effective control be maintained.

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2. Temporary Road.

(a) The access road permitted as per drawing SDP-AFEC-05-00-DR-A-1002 Rev P02 shall be temporary only and its use as an access to the school shall cease once vehicle access has been delivered to the east of the permitted roundabout within the current application site.

(b) Prior to the cessation of use of the temporary access road, the applicant shall submit details of revised landscaping and set down areas for the written agreement of the Planning Authority.

REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.

3. Amendments.

Unless otherwise agreed in writing, prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:

Revised plans that incorporate all of the following amendments-

(a) The proposed north / south street shall have a carriageway of no greater than 6m;

(b) A cycle track shall be provided along the proposed north / south street;

(c) The proposed footpath / cycle track along the proposed north / south street shall be continued to the site boundary to connect to the SDZ lands to the east. An opening with interim gates shall also be provided at this location to match the full width of the proposed SDZ access road;

(d) Details of temporary measures at the end of the cycle lane adjacent to the hedgerow to ensure the area is secure prior to the delivery of the cycle lane to the south of the hedge. These measures shall be removed once the connection is in place.

(e) A maximum of 18 car parking spaces

(f) The gradient of the access does not exceed 2.5% over the last 6 metres of approach to the public road

(g) The green corridor provided to the west of the site shall be designed to a Taking In Charge standard and applicant shall provide a drawing showing the area to be taken in Charge.

REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.

4. Irish Water Connection Agreement.

Prior to the commencement of development the applicant or developer shall enter into water and wastewater connection agreements with Irish Water.

REASON: In the interest of public health and to ensure adequate water/wastewater facilities.

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5. Drainage.

(a) The surface water attenuation volume proposed of 690m³ is undersized by approximately 12% for a 1 in 100 year storm event. Prior to the commencement of development, the applicant shall submit a revised drawing and report showing increased surface water attenuation volume for the development. The surface water attenuation should be provided by SuDS in so far as this is possible.

(b) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use.

(c) All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

REASON: In the interests of public health, the proper planning and sustainable development of the area and in order to ensure adequate water supply and drainage provision.

6. Hours of Operation.

The applicant shall encourage use of GP hall, open space area and associated facilities outside of school hours/ term time.

REASON: To maximise community gain and in the interest of the proper planning and sustainable development of the area.

7. Roads.

a. Prior to the commencement of development, a Public Lighting Design for the development shall be submitted and agreed by the Public Lighting team of SDCC.

b. Prior to the commencement of development, a developed demolition and waste management report shall be submitted for the written agreement of the Planning Authority.

c. Prior to the commencement of development, a construction traffic management plan shall be submitted for the written agreement of the Planning Authority.

d. Prior to the commencement of development A developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority.

e. Prior to the commencement of development, 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.

REASON: In the interest of sustainable transport.

8. Mobility Management.

The Applicant shall ensure the Mobility Management Plan is updated accordingly after year 1 and that mode share targets for sustainable modes are revised upwards as the subject measures are implemented and the catchment area of the school reduces over time and the surrounding area develops.

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REASON: In the interest of sustainable transport.

9. Signage

No advertising sign(s) or structure(s) (including any signs installed to be visible through windows), banners, canopies, flags, or other projecting elements shall be erected, except those which are exempted development, without the prior approval of the Planning Authority or An Bord Pleanála on appeal.

REASON: In the interest of visual amenity, compliance with development plan policies and the proper planning and sustainable development of the area.

10. Minimise Air Blown Dust

During the construction and or demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances. The applicant/developer shall comply with British Standard B.S. 5228 Noise Control on Construction and Open sites and British Standard B.S. 6187 Code of Practice for demolition.

REASON: In the interest of public health and to uphold the Council's policies set out in the South Dublin County Council Development Plan.

11. Construction Noise and Hours

To control, limit and prevent the generation of unacceptable levels of Environmental Noise Pollution from occurring during construction activity, no Equipment or Machinery (to include pneumatic drills, on-site construction vehicles, generators, etc.) that could give rise to unacceptable levels of noise pollution as set out generally for evening and night-time in S.I. No. 140/2006 - Environmental Noise Regulations 2006 shall be operated on the site before 7.00 hours on weekdays and 9.00 hours on Saturdays nor after 19.00 hours on weekdays and 13.00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.

Any construction work outside these hours that could give rise to unacceptable levels of noise pollution shall only be permitted following a written request to the Planning Authority and the subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unacceptable noise outside the hours stated above. In this respect, the applicant or developer shall also comply with BS 5228:2009 Noise and Vibration Control on Construction and Open Sites, and have regard to the World Health Organisation (WHO) – Guidelines for Community Noise (1999).

The applicant or developer shall also endeavour to engage in local consultation in respect of any noise sensitive location within 30 metres of the development as approved prior to construction activity commencing on site. Such noise sensitive locations should be provided with the following:

- Schedule of works to include approximate timeframes

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- Name and contact details of contractor responsible for managing noise complaints
- Hours of operation- including any scheduled times for the use of equipment likely to be the source of significant noise.

REASON: In the interest of public health by the prevention of unacceptable levels of noise pollution which could interfere with normal sleep and rest patterns and/or when people could reasonably expect a level of quietness, the proper planning and sustainable development of the area and to uphold the Council's amenity policies set out in the South Dublin County Council Development Plan.

12. Archaeological Monitoring.

The applicant/developer shall employ a qualified Archaeologist, licensed to carry out Archaeological Monitoring of all sub-surface works carried out within the proposed development site. This will include the archaeological monitoring of the removal of topsoil, the excavation of trenches for foundations, services, access roadway, etc. associated with the proposed development.

REASON: To facilitate the recording and protection of any items of archaeological significance that the site may possess.

13. Services to be Underground.

All public services to the proposed development, including electrical, information and communications technology (ICT) telephone and street lighting cables and equipment shall be located underground throughout the entire site. There shall also be provision for broadband throughout the site in accordance with the Planning Authority's policy and requirements.

REASON: In the interests of the visual amenities of the area, the proper planning and sustainable development of the area and compliance with the Council's Development Plan.

14. Bat Mitigation

The recommendations and mitigation measures contained within the Bat Survey Report prepared by Ecofact shall be implemented in full by the applicant.

REASON: In the interest of protecting the Environment.

15. SuDS.

Prior to the commencement of development, the applicant shall contact the drainage engineer and landscape architect (lcolleran@sdblincoco.ie and bharkin@sdblincoco.ie) to agree alterations to the drainage scheme required to comply with SDCC Guidance on Sustainable Drainage. Following agreement of these measures, they shall be submitted to the Planning Authority for agreement in writing.

REASON: In the interests of public health, the proper planning and sustainable development of the area and in order to ensure adequate drainage provision

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16. Implementation of Landscape Plans

The Landscape Plans (including Suds) once agreed, shall be implemented in full, within the first planting season following completion of the development (completion of construction works on site) and prior to occupation of the new school.

REASON:In the interest of amenity, biodiversity and climate action, compliance with Development Plan Policy, the provision, establishment and maintenance of a reasonable standard of landscape and proper planning and sustainable development of the area.

17. Retention of Arborist/Tree Protection

The arborist shall visit the site at a minimum on a monthly basis, to ensure the implementation of all of the recommendations in the tree reports and plans.

Prior to the submission of the Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site, the arborist shall submit a Tree Protection Plan and submit photographs and confirmation that fencing for retained trees meets BS5837:2012. Trees in Relation to Design, Demolition and Construction – Recommendations for the written agreement of the Public Realm Section..

REASON: To ensure and give practical effect to the retention, protection and sustainability of trees and hedgerows during and after construction of the permitted development biodiversity, climate action and visual amenity

18. Retention of Landscape Architect

i) Prior to the commencement of any permitted development, the developer shall appoint and retain the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant, throughout the life of the construction works.

A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the planning authority in accordance with the permitted landscape proposals.

Installation of attenuation tree pits shall be supervised by the project landscape architect.

REASON:In the interests of sustainable development, climate action and residential and visual amenity and to ensure full and verifiable implementation of the approved landscape design.

NOTE: The applicant is advised that under the provisions of Section 34 (13) of the Planning and Development Act 2000 (as amended) a person shall not be entitled solely by reason of a permission to carry out any development.

NOTE: The requirements of the HSE Environmental Health Officer shall be ascertained prior to the commencement of development in the interest of public health.

NOTE: The applicant or developer should ensure that all necessary measures shall be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works and to ensure that any such instances

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arising are remedied immediately.

NOTE: Notwithstanding any grant of planning permission; if an applicant requires permission to access local authority land (e.g. public footpaths, public open space or roadways) in order to access utilities, or for any other reason; please apply via <https://maproadroadworkslicensing.ie/MRL/> for a licence from the Local Authority to carry out those works.

NOTE: The applicant shall notify the Irish Aviation Authority and the Department of Defence regarding any cranes likely to penetrate ICAO surfaces.

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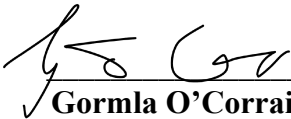
Record of Executive Business and Chief Executive's Order

REG. REF. SDZ22A/0011

LOCATION: Thomas Omer Way, Balgaddy, Lucan, Dublin



Colm Harte,
Senior Executive Planner



Gormla O'Corrain,
Senior Planner

ORDER: A decision pursuant to Section 34(1) of the Planning & Development Act 2000, as amended, to Grant Permission for the reasons set out in the First Schedule above, in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule above, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule is hereby made.

Date: 16 Feb 2023



Mick Mulhern, Director of Land
Use, Planning & Transportation