

Comhairle Chontae Atha Cliath Theas

PR/0575/23

Record of Executive Business and Chief Executive's Order

Reg. Reference: SD22A/0352

Application Date: 08-Sep-2022

Submission Type: Additional
Information

Registration Date: 28-Apr-2023

Correspondence Name and Address:

MCOH Architects Old Church, Church Street,
Portlaoise, Co. Laois.

Proposed Development:

Construction of two new three storey primary school buildings for Gaelscoil na Camoige agus Gaelscoil Chluain Dolcain providing 16 classrooms each, a shared general purpose area, ancillary teaching and staff accommodation; The development will also consist of the construction of a new single storey PE Hall building for Colaiste Chilliain; The development will also include two new pedestrian access routes, with one located on New Nangor Road and with another located at the junction of New Nangor Road and Old Nangor Road; A new vehicle entrance and exit onto Old Nangor Road to provide a one-way vehicle route with a bus/vehicle set down zone, conversion of existing vehicle entrance to Colaiste Chilliain to an in-only entrance; 2 new hard play courts and play space at each primary school with site landscaping, bicycle parking spaces and car parking spaces for each primary school including accessible car parking spaces, internal refurbishment works to Colaiste Chilliain to facilitate the reintegration of teaching accommodation upon Gaelscoil Chluain Dolcain's move to the new school; Removal of the existing temporary changing room and relocation of car park at Gaelscoil Chluain to provide accessible parking spaces and associated works; Connections to public utility and drainage services, boundary treatments, installation of PV panels, alterations to existing drainage layout and associated site development works.

Location:

Colaiste Chilliain, Old Nangor Road, Clondalkin,
Dublin 22

Applicant Name:

Dublin and Dun Laoghaire Education and Training
Board

Application Type:

Permission

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(COS)

Description of Site and Surroundings

Site Area: stated as 4.87 Hectares on the application form.

Site Visit: 26th of October 2022.

Site Description

The subject site is located at Colaiste Chilliain, Old Nangor Road, Clondalkin. The site comprises the existing Colaiste Chilliain School building located on the eastern part of the site and fields in the western part. The Old Nangor Road is located south of the site and the New Nangor Road is located north of the site. An existing walkway linking the Old and New Nangor Roads, and the residential development of Millpark, is located along the eastern boundary of the site.

Proposal

Permission is sought for the following works:

- Construction of two new three storey primary school buildings for Gaelscoil na Camoige agus Gaelscoil Chluain Dolcain providing 16 classrooms each, a shared general purpose area, ancillary teaching and staff accommodation;
- The development will also consist of the construction of a new single storey PE Hall building for Colaiste Chilliain;
- The development will also include two new pedestrian access routes, with one located on New Nangor Road and with another located at the junction of New Nangor Road and Old Nangor Road;
- A new vehicle entrance and exit onto Old Nangor Road to provide a one-way vehicle route with a bus/vehicle set down zone, conversion of existing vehicle entrance to Colaiste Chilliain to an in-only entrance;
- 2 new hard play courts and play space at each primary school with site landscaping, bicycle parking spaces and car parking spaces for each primary school including accessible car parking spaces, internal refurbishment works to Colaiste Chilliain to facilitate the reintegration of teaching accommodation upon Gaelscoil Chluain Dolcain's move to the new school;
- Removal of the existing temporary changing room and relocation of car park at Gaelscoil Chluain to provide accessible parking spaces and associated works;
- Connections to public utility and drainage services, boundary treatments, installation of PV panels, alterations to existing drainage layout and associated site development works.

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Zoning

The subject site is zoned Zoning Objective 'RES': *To protect and/or improve residential amenity* under the 2022-2028 CDP.

Consultations

Water Services	Additional information requested.
Irish Water	Additional information requested.
Roads Department	Additional information requested.
Public Realm	Additional information requested.
Waste Management	No report received at the time of writing this report.
Heritage Officer	No report received at the time of writing this report.
County Architect	No report received at the time of writing this report.
Transport Infrastructure Ireland	Observation received.
National Transport Authority	Observation received.
Irish Aviation Authority	Observation received.

SEA Sensitivity Screening – the subject site overlaps with the following aviation layers Approach Surface, Take Off Climb Surfaces and Inner Horizontal Surface for Casement, Outer Horizontal Surface for Dublin and Bird Hazards.

Submissions/Observations/Representations

No third party submissions received.

Transport Infrastructure Ireland have submitted a letter stating that they have no observations to make.

National Transport Authority have submitted an observation stating the following:

1. Overview

Section 7.1.2 of the Transport Strategy for the Greater Dublin Area sets out Principles of Land Use and Transport Integration.

At the strategic level, the principles include:

'For all major employment developments and all schools, travel plans should be conditioned as part of planning permissions and be carried out in a manner consistent with existing NTA guidance.

At the local level, the principles state:

'that planning at the local level should promote walking, cycling and public transport by maximizing the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools'.

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2. Car Parking

Section 2.9 of the 'Planning Report' states that 26no. car parking spaces are provided for each new 16 classroom school which is in excess of the South Dublin County Development Plan standards which allow a maximum of 1 space per classroom. It is the view of the NTA that the provision of car parking, in excess of the Development Plan standards, should not be permitted as this serves to facilitate and to encourage travel to/from the school by car.

Car parking should be assessed in terms of the entire shared campus and that the applicant should demonstrate that provision does not exceed the maximum Development Plan standards for all staff and pupils within the combined campus.

Recommendation

The NTA recommends that:

- The number of car parking spaces provided should be reduced to comply with Development Plan standards*
- Car parking should be assessed in terms of the entire shared campus and that the applicant should demonstrate that provision does not exceed the maximum Development Plan standards for all staff and pupils within the combined campus.*

3. Local Walking and Cycling Network

It is not clear from the material submitted how the local walking and cycle network does, or will as the schools expand, cater for large numbers of children travelling to school in terms of providing safe and attractive infrastructure from their places of residence to the school campus. The NTA notes there are some improvements proposed but there is an absence of a coherent network and that this has not been analysed as part of the application.

Recommendation

The NTA recommends that permission is not granted until a full assessment is undertaken in relation to the cycling and walking infrastructural requirements for the proposed development to operate in a safe and sustainable manner, and a programme agreed for its delivery and funding.

4. Provision for Cyclists

The South Dublin County Development Plan 2022-2028 sets out standards for bicycle parking in Section 12.7.1 and requires the provision of a minimum of '1 per 5 staff' and '1 per 5 students' for schools. Section 2.8 of the Planning Report states that 100 spaces are being providing and that this meets the Development Plan standards equating to provision for approximately 20 staff and 480 students. As also stated in the 'Planning Report' the proposed application is part of a larger shared campus for which a management agreement exists. It is the view of the NTA that, in this regard, cycle parking should be assessed in terms of the entire shared campus and that the applicant should demonstrate that sufficient provision is made to meet the minimum Development Plan standards for all staff and pupils within the combined campus.

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All bicycle parking spaces shall be designed in accordance with the requirements of the National Cycle Manual, NTA (2011) or any superseding document and in this regard cycle parking should be covered and secure.

The proposed site layout shows the cycle parking located in such a manner that could require pupils to negotiate all of the road, set-down and car parking infrastructure without a clear and segregated route. Vulnerable road users, such as children on bicycles, require a safe route from the public road network to the cycle parking facility and this should be clearly marked.

The NTA supports the provision of the additional 2 no. pedestrian accesses which will provide additional permeability and will encourage travel to/from the school by walking. It is the view of the NTA that these should be 'Pedestrian and Cycle' accesses and should be designed in such a manner as to be safely and efficiently shared by both pedestrians and cyclists.

Recommendations

The NTA recommends the following:

- Cycle parking should be assessed in terms of the entire shared campus and that the applicant should demonstrate that sufficient provision is made to meet the minimum Development Plan standards for all staff and pupils within the combined campus.*
- Safe, secure cycle parking should be provided as part of the development of the site. There should be a clear, direct path from the school gates to the cycle parking facility.*
- For clarity, bicycle parking should comprise Sheffield-type stands, located 1.2m apart and be covered;*
- Cycle parking should also be provided for staff. Welfare facilities such as showers and lockers should be provided to encourage staff to travel by active modes;*

5. Drop-off / Set Down

The NTA notes the intention to provide an unspecified number of set-down areas within the school campus. The 'Proposed Road Layout' drawing (8064-2503) identifies these as 'Car & Bus Set Down' Area and they are located along the main access road which also leads to the car parking. Evidence has emerged in recent years that such facilities can cause a number of issues. These are set out in the Safe Routes to School Design Guide as follows:

- Set down areas encourage vehicles into the area with the highest intensity of children congregating;*
- Set down areas reduce air quality in areas with the highest intensity of children congregating;*
- Set down areas reduce the attractiveness of a Park & Stride;*
- Research shows set down areas require ongoing enforcement to operate effectively; and*
- On-site drop off zones use land that could be used for play/sport/educational buildings.*

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It is also noted that COS8 Objective 7 of the South Dublin Development Plan states the following: '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'.

The NTA are of the view that providing for a high number of set down spaces will encourage unsustainable travel behaviour and that, in this instance, the MMP does not sufficiently demonstrate that active travel modes have been prioritised. Given the size of the proposed school and the proposal that these set down areas are for both buses and cars, the NTA would caution that this drop-off facility may lead to greater traffic and transport issues than it seeks to address.

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.

In the event of a grant of permission, it is recommended that a condition is attached requiring the applicant to monitor the operations of the set-down area annually, in order to ensure the following:

- That conflict between motorists and children on foot and on bicycles does not occur;*
- That children living within walking and cycling distance are not being driven to school;*
- That the car trips attracted to the facility are not causing operational issues on the local road network, particularly for buses.*

In the event that these issues are emerging due to the presence of a dedicated drop-off facility, a mechanism for its removal in future is recommended for inclusion in any grant of permission.

6. Mobility Management Plan

The NTA notes the contents of the Mobility Management Plan (MMP) and is of the view that it needs to address the following:

- Clearly identify current travel patterns including mode share;*
- Set medium and long term mode share targets moving towards mode sustainable travel; and*
- Commit the applicant to the implementation of the measures identified in the MMP*

It is expected that some analysis of existing travel patterns will be provided with an explanation of how they have informed the proposed MMP measures. It appears that such an exercise has not been undertaken. The MMP should set out short and medium term mode share targets, consistent with the vision and objectives of the Transport Strategy, in that this should increase travel by walking, cycling and public transport and reduce car travel for staff and students. Furthermore, the MMP should set out a suite of measures with an implementation plan with associated timeframes.

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The NTA would like to take this opportunity to draw the applicant's attention to the following documents published in more recent years:

i. Toolkit for School Travel;

ii. Workplace Travel Plans – A Guide for Implementers; and

iii. Achieving Effective Workplace Travel Plans – A Guide for Local Authorities.

Together these documents provide a comprehensive template for high quality Travel Plans / MMPs based on the experience gained from the Green Schools Travel programme and Smarter Travel Workplaces and Campuses programme. They can inform a revised MMP.

Recommendation

The NTA recommends that a revised MMP is prepared addressing the issues raised about above in particular that:

- Clearly identifies current travel patterns including mode share;*
- Sets medium and long term mode share targets moving towards mode sustainable travel; and*
- Commits the applicant to the implementation of the Action Plan's behavioural change measures.*

Irish Aviation Authority have submitted a letter stating that they have no observations on this application from the Safety Regulation Division, Aerodromes.

These observations have been reviewed in full and taken into consideration in the assessment of the application.

Relevant Planning History

SD18A/0447

Modifications to existing grant of permission, Reg. Ref. SD17A/0035, consisting of: material change of roof finish for the construction of two new 3 storey primary school buildings for Gaelscoil na Camóige agus Gaelscoil Chluain Dolcáin and a material change of roof finish for the construction of the new single storey PE hall building for Coláiste Chillian; roof mounted photovoltaic (PV) panels for Gaelscoil na Camóige agus Gaelscoil Chluain Dolcáin and for the PE hall building; Gaelscoil na Camóige will accommodate PV panels on the east facing (rear roof); Gaelscoil Chluain Dolcáin will accommodate PV panels on the south facing (rear roof); the PE hall building will accommodate PV panels on the southwest facing (rear roof); the overall number of PV panels is 340 with an approximate area of 560sq.m. **Permission granted.**

SD17A/0035

Construction of two new 3 storey primary school buildings for Gaelscoil na Camóige agus Gaelscoil Chluain Dolcáin providing 16 classrooms each, a shared general purpose area, ancillary teaching and staff accommodation. The development will also consist of the construction of a new single storey PE Hall building for Coláiste Chillian.

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The development will also include two new pedestrian access routes, with one located on New Nangor Road and with another located at the junction of New Nangor Road and Old Nangor Road, a new vehicle entrance and exit onto Old Nangor Road to provide a one-way vehicle route with a bus/vehicle set down zone, conversion of existing vehicle entrance to Colaiste Chilliain to an in-only entrance, 2 new hard play courts and play space at each primary school with site landscaping, bicycle parking spaces and car parking spaces for each primary school including accessible car parking spaces, internal refurbishment works to Coláiste Chilliain to facilitate the reintegration of teaching accommodation upon Gaelscoil Chluain Dolcáin's move to the new school, removal of the existing temporary changing room and relocation of car park spaces at Coláiste Chilliain to provide accessible parking spaces and associated works. The development will also comprise of connections to public utility and drainage services, boundary treatments, alterations to existing drainage layout and associated site development works. **Permission granted.**

Relevant conditions

2. No development shall take place on site until the following requirements of the Roads Section, South Dublin County Council have been submitted for written agreement by the Roads Section;

(a) The existing two pedestrian accesses to the site (off the Old Nangor Road and off the pedestrian laneway to the north west of the site) shall be maintained, in addition to the two additional proposed pedestrian accesses.

(b) Footpath and kerb shall be dished and constructed to the satisfaction of South Dublin County Council and at the applicant/developer's expense. Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department. Under this Act, non-compliance constitutes an offence.

(c) Within six months of the opening of the schools and for the written approval of the Roads Department, the applicant/developer shall lodge with the Planning Authority an updated mobility management plan with goals, targets and modal splits updated with data collated from the school and a clear approach on how they will be achieved.

(d) Prior to development and for the written approval of the Roads Department, the applicant/developer shall lodge with the Planning Authority a Construction Traffic Management Plan. Once agreed the agreed information shall be lodged with the Planning Authority for compliance. No development shall take place until this lodgement has been acknowledged.

(e) Submit a revised site layout plan which shows the following;

i. Revise the exit layout that omits the existing entrance to Colaiste Chilliain. Also, to include all proposed works in the public realm.

ii. Provide raised platforms at the entrance and egress.

iii. Address the potential issue of pupils exiting buses in the set down area (right hand side of access road) and stepping into traffic.

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(f) Submit plans for the provision of advance warning signage for the school site.

(g) The applicant/developer shall provide a financial contribution of €15,000.00 for the refurbishment of the existing signal controlled pedestrian crossing on the Nangor Road to a Toucan Crossing

(h) Upon completion of the proposed development, submit a Stage 3 Road Safety Audit for the written approval of the Roads Department upon completion of the proposed development.

REASON: In the interests of traffic and pedestrian safety.

3, The proposed palisade fencing is not acceptable as a boundary treatment in the public realm. In this regard, no development shall take place under this permission until the applicant, owner or developer has lodged with the Planning Authority:

(i) Fully detailed revised plans providing for an alternative railing profile that is more visually appropriate;

(ii) A written commitment to carry out the development in accordance with the required revised plans and;

(iii) The receipt for all these requirements has been acknowledged in writing by Planning Authority.

REASON: In the interest of visual amenity.

SD15A/0304

(a) 4 temporary single storey adjoined buildings with a total floor area of 348sq.m, all with associated access ramps/steps and railings; each building which will consist of a classroom with individual toilet accommodation, shall be connected to the existing foul and surface water systems. (b) delineate 3 disabled car parking spaces by adjusting 6 existing car parking spaces. (c) relocate 7 existing car parking spaces. (d) construct 2 additional car parking spaces and 6 additional bicycle parking spaces. (e) all associated site works. **Permission granted.**

SD11A/0058

41sq.m. extension to the front entrance area of the existing Gaelscoil consisting of alterations to the entry area, a new general office and other ancillary works. **Permission granted.**

SD07A/0361

The construction of a 91 sq.m two storey boiler house on the north side of the existing school building, and the construction of a 22 sq.m extension to an adjacent entrance corridor.

Permission granted.

SD03A/0264

1) To install one no. all weather sports pitch. 2) To erect 4 no. 12 meter high floodlight columns. 3) To erect a single storey dressing room building. 4) All ancillary site works. **Permission granted.**

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SD02A/0348

Extension consisting of 5 new classrooms, 2 offices and some internal alterations. **Permission granted.**

S99A/0145

Small extension to existing school, incorporating staff room and toilets. To be built in existing internal courtyard. **Permission granted.**

Relevant Enforcement History

None identified in APAS.

Pre-Planning Consultation

No recent pre-planning consultations identified in APAS. The application states that pre-planning consultations were undertaken in 2016 in advance of submitting the 2017 application.

Relevant Policy in South Dublin County Council Development Plan 2022-2028

Policy GI1: Overarching

Policy GI2: Biodiversity

Policy GI3: Sustainable Water Management

Policy GI4: Sustainable Drainage Systems

Policy GI5: Climate Resilience

Policy QDP7: High Quality Design – Development General

Policy QDP7: High Quality Design – Street Frontage

Policy SM2: Walking and Cycling

SM2 Objective 7:

To promote walking and cycling for school trips by implementing the following measures:

- Identifying school sites that are as close as possible to the communities they serve;*
- Ensuring that multiple access points are provided to school sites for pedestrians and cyclists;*
- Ensuring that adequate and secure bicycle storage is provided within schools;*
- Promoting initiatives such as the Green Schools and Schools Streets projects;*
- Prioritising school routes for permeability projects and provision and enhancement of pedestrian and cycle ways;*
- Supporting the use of a range of physical measures to provide improved safety for pedestrians and cyclists at and close to schools.*

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Policy SM7: Car Parking and EV Charging

Policy COS8: Primary and Post Primary Schools

COS8 Objective 4:

To support and facilitate the extension of existing school facilities, based on identified needs, subject to appropriate safeguards in relation to safe travel to school, traffic management and the amenities of the area.

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;*
- 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 9:

To support the provision of adequate indoor and outdoor school sports facilities for all new and existing schools in the County, based on identified need and in line with the population of the school.

Policy IE2: Water Supply and Wastewater

Policy IE3: Surface Water and Groundwater

Policy IE4: Flood Risk

Policy IE7: Waste Management

12.3.1 Appropriate Assessment

12.3.3 Environmental Impact Assessment

12.4.2 Green Infrastructure and Development Management

12.5.1 Universal Design

12.5.2 Design Considerations and Statements

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12.5.3 Density and Building Heights

12.5.4 Public Realm: (At the Site Level)

12.7.1 Bicycle Parking / Storage Standards

12.7.4 Car Parking Standards

12.8.5 Education Facilities

Planning Applications for schools will be expected to demonstrate how the following issues are addressed:

- Location, Siting and Design – location should be accessible to public transport, walking and cycling; siting and design should maximise solar gain, work with site constraints and add visual interest and sense of place to the area;*
- Site Access – multiple site access points for pedestrians and cyclists should be provided to maximise permeability and connectivity with the surrounding area;*
- Universal Design – insofar as is feasible, this approach should be used in order to cater for diverse needs;*
- Impact on Residential Amenity – noise, traffic, parking, overlooking, sunlight and daylight, and other relevant matters should be addressed;*
- Mobility Management – mobility management plans will be required which prioritise walking, cycling and public transport above private car trips; traffic, parking and drop-off management should also be addressed;*
- Cycling – adequate and secure bicycle storage will be a requirement;*
- Landscape Proposals – these should include linking in with existing green infrastructure and proposals for native tree species and pollinator planting;*
- Sustainable Urban Drainage (SuDS) – measures include permeable paving, water butts, green roofs and walls, swales.*

12.11.1 Water Management

12.11.3 Waste Management

12.11.4 Environmental Hazard Management

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Relevant Government Guidelines

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

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

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).

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

OPR Practice Note PN01 Appropriate Assessment Screening for Development Management (March 2021).

Assessment

The main issues for assessment relate to:

- Planning History;
- Zoning and Council Policy;
- Archaeological Conservation;
- Visual Amenity;
- Residential Amenity;
- Access and Parking;
- Green Infrastructure and Landscaping;
- Infrastructure and Environmental Services;
- Waste Management;
- Environmental Impact Assessment; and
- Appropriate Assessment.

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Planning History

The site previously had planning permission for a similar development which has since expired, Reg. Ref. SD17A/0035. The applicant states that the new application is the same as the previously permitted development and includes a new pedestrian gate and paths to the north west of the site. Conditions attached to the previous permission included maintaining the existing pedestrian accesses, the removal of the existing vehicular access and of the proposed palisade fencing. There was an amendment application to this permission, Reg. Ref. SD18A/0447, that provided for changes to the roof materials and the inclusion of PV panels. PV panels are proposed as part of the subject application.

Zoning and Council Policy

The subject site is zoned Zoning Objective 'RES': *To protect and/or improve residential amenity* under the 2022-2028 CDP. 'Education' is Open for Consideration under this zoning. The site consists of an existing education use. The proposed development is to construct two new primary school buildings, a new sports hall and for works to the existing post-primary school building. It is therefore acceptable in principle subject to detailed assessment against the principles of proper planning and sustainable development, and the relevant policies, objectives and standards set out in the CDP.

Archaeological Conservation

An Archaeological Desktop Study has been submitted with the application. This states that no structures appear on the subject site until the Colaiste Cillian School (c.1981) as shown on the 2013 aerial photo. Standard archaeological conditions should apply in the event of a grant of permission.

Visual Amenity

The existing school building is single storey in height with hipped roof forms. The proposed development would involve internal refurbishment works to Colaiste Chilliain to facilitate the reintegration of teaching accommodation upon Gaelscoil Chluain Dolcain's move to the new school and the removal of the existing temporary changing room. No existing and proposed drawings, in particular floor plans and elevations, have been submitted of these buildings to show the proposed works. **This should be requested via additional information.**

The proposed school buildings are up to three storeys in height. They are located in the north and north-eastern part of the site. The buildings would be connected by a two storey element. The sports hall would be up to double height and located in the northern part of the subject site, between the existing and proposed school buildings.

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The proposed new school buildings and sports hall are of a contemporary design. The buildings would have flat and mono-pitched roofs. Proposed external materials and finishes include painted render and aluminium windows and other elements. The proposed buildings' layout and design is considered to be of a high quality and visually acceptable. It is considered that the overall proposal makes a positive contribution to the site in terms of use of space and design.

Along the front boundary the fence, which is stated as damaged, would be replaced with matching type. The site layout plan states that the existing northern 1.2m high boundary fencing would be replaced with 2.4m high palisade fencing. This differs to what is stated on the submitted landscape plans. It is not considered that 2.4m high palisade fencing onto the public realm would be visually acceptable. Details in relation to boundary treatment should be agreed via **condition**.

It is also noted that the COS8 Objective 8 of the Development Plan seeks to promote and support schemes that facilitate the shared use of school facilities, particularly at planning stage, such as sports halls, ball courts and all-weather pitches for community use outside of school hours. It is noted that limited information in relation to this has been provided and it is recommended that in the event of a grant of planning permission, a **condition** requiring the applicant to submit a statement detailing the measures to be taken to make the school facilities available outside of school hours.

Residential Amenity

The most proximate existing residential development to the site is on Old Nangor Road to the south and the Millpark estate to the east of the site. Given the location, scale and design of the proposal it is not considered that it would have any undue impact on residential amenity.

Access and Parking

The proposed development would involve the construction of two new vehicular accesses from Old Nangor Road to provide for a one way system through the site. The existing vehicular access off Old Nangor Road would be retained. The applicant states that this would be used as an entry only gate for the car park at Colaiste Chilliain. A connection is proposed to the new internal access road for vehicles exiting this car park.

The Roads Department have reviewed the proposed development and have concerns with the proximity of the proposed and existing eastern accesses to each other. They request that these two accesses are amalgamated into one dual access/egress. The Roads Department also states that they find the proposed western access satisfactory. They request that all vehicular accesses incorporate a raised table into the design. **This all can be addressed via additional information.**

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Two new pedestrian access routes are proposed from New Nangor Road and at the junction of New Nangor Road and Old Nangor Road. The new vehicular accesses from Old Nangor Road would also have pedestrian gateways. The increased permeability and connectivity with the surrounding area is to be welcomed. The retention of the existing pedestrian accesses should be guaranteed via condition.

The new northern pedestrian access would involve works outside the site (red) line within Council owned land. A letter of consent from SDCC, dated 9 May 2016, in relation to these works has been submitted with the application. The proposed site layout plan also indicates that car parking spaces along Old Nangor Road would be removed to facilitate sightlines. Given the date of the letter and the extent of works, the applicant should be requested to submit an up to date letter of consent that takes into account all proposed works within Council ownership/control. **This can be requested via additional information.**

In terms of car parking, a total of 106 no. car parking spaces for the overall site are proposed. This is broken down across the site as 26 no. for each new primary school. 10 no. adjacent to the proposed sports hall and 44 no. for the existing post-primary school. Of the total, 9 no. would be mobility impaired spaces. The applicant states that car parking would exceed the CDP maximum rate for the new schools. The new primary schools would each have 16 no. classrooms. It is not clear how many classrooms the existing post-primary school would have (after the internal works and Gaelscoil Chluain Dolcain's classrooms are moved from this building).

The Roads Department and National Transport Authority have raised concerns regarding the number of car parking spaces proposed. The overall car parking provision should be reviewed and reduced to the maximum CDP rate or lower if appropriate. The number of spaces should not exceed the maximum CDP provision. In this regard, the applicant should be requested to clarify the number of classrooms for the existing post-primary school. **This should be addressed via additional information.**

The proposal should prioritise and promote walking and cycling accessibility and infrastructure. 100 no. bicycle parking spaces are proposed. The Roads Department finds the bicycle parking provision satisfactory. However, NTA states that bicycle parking should be considered in terms of the overall site, including staff (including the existing post-primary school). They also state that clear and direct routes for cyclists through the site from the school gates should be provided. **This can be addressed via additional information.**

The applicant states that a Traffic and Transport Assessment (TTA) has been submitted. However, there does not appear to be one included with the application. **This should be requested via additional information.**

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A Mobility Management Plan (MMP) has been submitted with the application. In their observation NTA states that the MMP should be revised to include existing travel patterns, mode share targets, and measures for implementation. NTA recommends the applicant consults the *Toolkit for School Travel*, *Workplace Travel Plans – A Guide for Implementers*, and *Achieving Effective Workplace Travel Plans – A Guide for Local Authorities*. The Roads Department also recommends a condition that the MMP be implemented within 6 months of completion of the development. It is considered that a revised MMP can be agreed and implemented by way of **condition**.

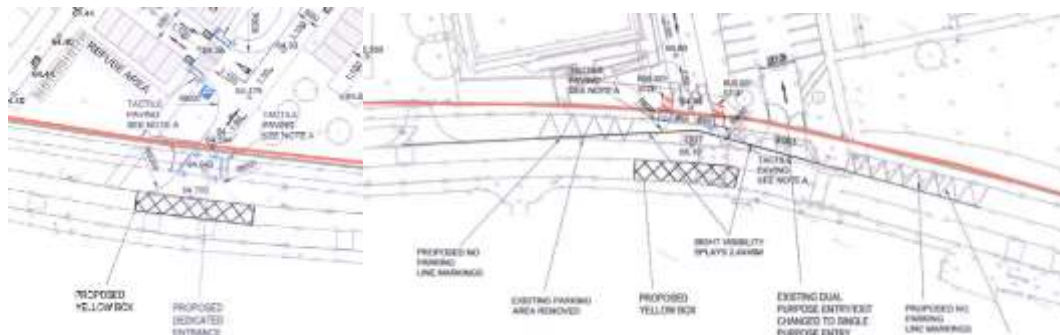
NTA also recommends that, in advance of a grant of permission, clarity is provided in terms of the quantum of drop-off spaces, their locations, and a full justification for the drop-off spaces, in terms of road safety and promotion of sustainable transport modes. **This can be requested via additional information.**

The full Roads Department report is included below for clarity:

Description:

1. *The development will also include **two new pedestrian access routes**, with one located on New Nangor Road and with another located at the junction of New Nangor Road and Old Nangor Road*
2. *A **new vehicle entrance and exit** onto Old Nangor Road to provide a one-way vehicle route with a bus/vehicle set down zone, conversion of existing vehicle entrance to Colaiste Chilliain to an in-only entrance*
3. *2 new hard play courts and play space at each primary school with site landscaping, **bicycle parking spaces and car parking spaces** for each primary school including accessible car parking spaces*
4. *Removal of the existing temporary changing room and **relocation of car park** at Gaelscoil Chluain to **provide accessible parking spaces** and associated works*

Access & Roads Layout:



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*The vehicle entrance to the west side of the Old Nangor Rd is satisfactory to the Roads Department. A **raised table to be incorporated into the entrance design – AI.***

*Roads have issue with the proposed layout on the east side. One dual access/egress will be satisfactory to Roads Department instead of the two proposed. Reason: Pedestrian safety. A **revised drawing to be submitted with amended layout showing one access/egress point instead of two.***

Pedestrian access:

Proposed gateway access at the corner of the site is welcomed by Roads Department. Have details been submitted to the LA re the gateway's design (i.e., type, ope width, mobility friendliness)?

Car Parking:

*Applicant states that the **maximum parking rates have been exceeded** (52no where 32no should be provided; plus 54no. to be relocated from the existing.*

*Roads Department require a clearer rationale and one that is in line with the **maximum** parking rates as per the CDP 2022-28.*

Bicycle Parking:

Bicycle parking rationale is satisfactory.

Taking in Charge:

Any areas to be offered for TIC to be identified by way of a TIC drawing.

Roads recommend that additional information be requested from the applicant:

- 1. Applicant to provide a Transport and Traffic Assessment.*
- 2. Applicant to provide a Stage 1 & 2 Road Safety Audit.*
- 3. Applicant to provide a revised drawing which shows raised tables at both proposed new entrance/egress points.*
- 4. A revised drawing to be submitted showing one access/egress point instead of two on the east side of the Old Nangor Road.*
- 5. Applicant to provide further detail regarding the new pedestrian access point (i.e., type, opening width, mobility friendliness).*
- 6. Roads Department require a clearer car-parking rationale, and one that is in line with the maximum parking rates as per the CDP 2022-28.*
- 7. A TIC drawing to be provided showing any locations that will be offered for TIC to SDCC.*

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

- 1. Any gates shall open inwards and not outwards over the public domain.*
- 2. All items and areas for taking in charge shall be undertaken to a taking in charge standard.*
- 3. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.*
- 4. Prior to commencement of development, the applicant shall submit:*
 - a. a developed Construction Traffic Management Plan for the written agreement of the Planning Authority*
 - b. Construction Waste and Demolition Waste Management Plan*
 - c. Public Lighting Design for the written agreement of the Planning Authority*
- 5. A Mobility Management Plan to be implemented within 6 months of completion.*
- 6. All road markings shall comply with Chapter 7 (ROAD MARKINGS) of the Traffic Signs Manual.*
- 7. All road signage shall comply with Chapter 5 (REGULATORY SIGNS) of the Traffic Signs Manual.*

The report from the Roads Department is noted. Additional information should be sought in relation to a TTA and car and bicycle parking provision. Given that these items are being sought it would be prudent for the layout to also be revised to address Road's concerns in relation to the western vehicular accesses. The other items can be addressed via condition in the event of a grant of permission.

Green Infrastructure and Landscaping

The subject site is located proximate to a Primary Green Infrastructure Corridor as identified on Figure 4.4: Green Infrastructure Strategy Map in the CDP. There are a number of existing trees onsite and along the boundaries. A tree survey report and drawings have been submitted with the application. The submitted site and landscaping plans indicate that some existing trees would be removed.

The Parks and Public Realm Department have reviewed the proposed development and raise the following concerns to be addressed via **additional information**:

- 1. Impacts of the proposed development on existing trees, hedgerows and local biodiversity.*
- 2. Ecological Impacts, particularly on bat commuting and foraging routes*

Green infrastructure is used for foraging bats and requires protection and enhancement. A bat survey is required. 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.
- 3. Does not comply with SDCC GI Strategy*

A GI Strategy has not been provided showing GI on site and the local context. The site lies within a Primary Green Infrastructure Link: (No. 5) The Camac River Corridor.

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4. *Green Space Factor not provided. The applicant has not submitted any information in relation to the Green Space Factor. This is a requirement of the SDCC County Development Plan 2022-2028.*

5. *Does not comply with SDCC SuDS Guidelines and Sustainable Water Management Policy*

The proposed system is not SuDS compliant. The proposals are dominated by hard surfaces. 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'. The four pillars of SuDS: amenity, biodiversity, water treatment and attenuation have not been delivered, i.e., SuDS should be multifunctional.

Infrastructure and Environmental Services

Water Services have reviewed the proposed development and request the following **additional information** in relation to surface water:

1.1 Submit a report to clarify the site area for the development. Clarify the areas of the different surface types such as Building, roads paths, permeable paving, grass and their respective run off coefficients. Water services estimate that the attenuation provided of 620m³ is undersized by approximately a factor of 2 or 3.

1.2 Clarify in report what attenuation in m³ is proposed and what attenuation in m³ is provided.

1.3 Submit a report and drawing showing what SuDS (Sustainable Drainage Systems) are proposed and what attenuation capacity each SuDS System has. Surface water attenuation should be provided by means of SuDS first and where this is insufficient then an alternative arched attenuation system can be considered.

Examples of SuDS and this is not an exhaustive list include:

- Green roofs or blue roofs*
- Permeable Paving*
- Grasscrete*
- Swales*
- Rain Gardens , Planter boxes*
- Filter drains*
- Other such SuDS*

Examples of SuDS can be found in South Dublin County Council Website at: [sdcc-sustainable-drainage-explanatory-design-and-evaluation-guide.pdf](#)

Submit a drawing in plan and cross section of each SuDS system.

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1.4 Submit a report and drawing showing a flow route analysis for the site.

1.5 Prior to submission of further information contact Water Services in South Dublin County Council to discuss above issues.

A flood risk assessment is submitted with the application. Water Services do not have any objections in relation to flood risk.

Irish Water have reviewed the proposed development and request additional information including a letter of feasibility for the proposed development and to submit a pre-connection enquiry. It is considered that these items can be addressed via condition.

Waste Management

An Outline Construction and Demolition Waste Management Plan has been submitted. Waste Management have reviewed the proposed development and advise that this Plan should be updated:

It is noted that the applicant has submitted an Outline Construction & Demolition Waste Management Plan, however, this plan has not been prepared in accordance with the recently updated EPA document, Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)

The scale and complexity of the works proposed in this development is greater than the thresholds stipulated in the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021). As a result, the development is classed as a Tier 2 Project as referred to in the Guidelines. Therefore, prior to the commencement of development, the developer or any agent acting on its behalf shall prepare a bespoke Construction and Demolition Resource Waste Management Plan (RWMP) including demonstration of proposals to adhere to best practice and protocols.

The RWMP shall:

- include specific proposals as to how the RWMP will be measured and monitored for effectiveness.*
- follow the requirements set out in Sections 4 & 5 and meeting the minimum content requirements set out in Appendix C of Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)*
- be submitted to the planning authority for written agreement prior to the commencement of development.*

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All records (including for waste and all resources) pursuant to the agreed RWMP shall be made available for inspection at the site office at all times.

The report from Waste Management is noted and should be **conditioned** in the event of a grant of permission.

Environmental Impact Assessment

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

Screening for Appropriate Assessment

The applicant has submitted a Stage 1 Appropriate Assessment Screening Report. This report concludes that a Stage 2 assessment is not required.

The subject site is not located within nor within close proximity to a European site. The development involves the construction of a school building and sports hall and other associated works.

Having regard to:

- the nature of the development,
- the location of the development in a serviced area, 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 considered to be acceptable in principle. **Additional information** should be requested in relation to works to the existing school building, addressing access and parking concerns, letter of consent for works, surface water and tree and bat surveys and assessments.

Recommendation

Request Additional Information.

Additional Information

Additional Information was requested on the 2nd of November 2022.

Additional Information was received on the 28th of April 2023 (not deemed significant).

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Additional Information Consultations

Water Services	Refusal recommended.
Irish Water	No objection subject to conditions.
Roads Department	Report received.
Public Realm	Refusal recommended.
H.S.E. Environmental Health Officer	No report received at the time of writing this report.
Property Management	No report received at the time of writing this report.

Assessment

Item 1 Requested

The proposed development would involve internal refurbishment works to the existing Colaiste Chilliain school building to facilitate the reintegration of teaching accommodation upon Gaelscoil Chluain Dolcain's move to the new school and the removal of the existing temporary changing room. The applicant is requested to submit existing and proposed drawings, in particular floor plans and elevations, of these buildings to show the proposed works.

Applicant's Response:

Floor plans and elevational drawings of the existing building have been submitted. The proposed work includes some minor internal renovations as detailed on drawing 20-13 P1202.

Assessment:

The proposed works to the existing Colaiste Chilliain school building are internal, minor works. This item has been satisfactorily addressed.

Item 2 Requested

The applicant is requested to submit a revised proposed development amalgamating the existing and proposed eastern vehicular access into one access/egress. All vehicular accesses should incorporate a raised table into the design.

Applicant's Response:

The existing eastern vehicular access is to be removed. Raised tables across the vehicular accesses have been incorporated.

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Assessment:

The Roads Department have reviewed the information submitted and state *'Roads are satisfied that the AI requirements have been met and would ask that Cycle South are advised of same'*.

The raised tables facilitate pedestrians crossing the vehicular accesses. SDCC has active travel proposals along Old Nangor Road to upgrade cycling infrastructure, including along the front of this school site. The Active Travel Section have reviewed the proposal and advise that they have no objection subject to a **condition** that prior to the commencement of development the applicant/developer submits plans of the proposed access and egress showing that they align with SDCC's active travel proposals and the National Cycle Manual, NTA (2011) or any superseding document. The applicant should liaise with SDCC's Active Travel Section to ascertain details of the revised layout along Old Nangor Road prior to submitting the revised plans.

The proposed layout shown on the submitted drawing Proposed Site Layout Plan Dwg. No. 20-13 P0003 differs from that on the submitted engineering drawings. The engineering drawings shows the existing access retained, the proposed site layout plan does not. The existing eastern vehicular access should be omitted. The development should be permitted as such, and updated engineering drawings submitted to reflect this. Revised drawings can be submitted for agreement through **condition**.

It is therefore considered that this item has been addressed subject to conditions in relation to cycling infrastructure and consistent drawings.

Item 3 Requested

The new northern pedestrian access would involve works outside the site (red) line within Council owned/controlled land. A letter of consent from SDCC, dated 9 May 2016, in relation to these works has been submitted with the application. The proposed site layout plan also indicates that car parking spaces along Old Nangor Road would be removed to facilitate sightlines. Given the date of the letter and the extent of works, the applicant is requested to submit an up to date letter of consent from SDCC that takes into account all proposed works within Council ownership/control.

Applicant's Response:

An updated letter of consent from SDCC dated the 5th of April 2023 has been submitted.

Assessment:

This item has been satisfactorily addressed.

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Item 4 Requested

(a) The Roads Department and National Transport Authority have raised concerns regarding the number of car parking spaces proposed. The overall car parking provision should be reviewed and reduced to the maximum CDP rate, or lower if appropriate. The number of spaces should not exceed the maximum CDP provision. In this regard, the applicant is also requested to clarify the number of classrooms for the existing post-primary school.

(b) The applicant is requested to review and provide bicycle parking in terms of the overall site, including the existing post-primary school (and including staff). Information should be submitted that identifies clear and direct routes for cyclists through the site from the school gates.

(c) The applicant is requested to clarify the quantum of drop-off spaces, their locations, and a full justification for the drop-off spaces, in terms of road safety and promotion of sustainable transport modes.

Applicant's Response:

(a) CDP provision of 1 no. car parking space per classroom not in line with staffing levels. The proposal would provide 41 no. car parking spaces for the post-primary school which would have 40 classrooms. This does not allow for parking for ancillary staff and visitors. There are also 9 no. prefabricated classrooms.

Gaelscoil Chluain Dolcain would retain the current staff level of 32 no.

Gaelscoil Na Camoige would have 16 no. classrooms together with 12 no. other staff.

Each primary school would have an allocation of 26 no. car parking spaces. Allows for 10 no. additional spaces for additional staff and visitors.

10 no. car parking spaces adjacent to PE hall, allows for 6 no. for PE hall and 4 no. visitor spaces.

A total of 103 no. car parking spaces proposed.

(b) Post primary school has 439 no. students and a total of 32 no. staff. Currently 24 no. bicycle parking space. Proposed development provides 108 no. bicycle parking spaces for the existing school, and 107 no. for each of the primary schools. Revised site layout plan indicates locations of bicycle parking spaces.

(c) The proposed drop off spaces are designed to ensure that any queues associated with drop off traffic at peak times will be accommodated within the site. Parents and buses currently park outside the school, results in congestion along Old Nangor Road.

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Assessment:

(a) The Roads Department have reviewed the information submitted and state *'Roads have gone through the figures provided in detail and understand that a provision of 103 spaces is being made for 81 classrooms. This proposed figure exceeds the maximum allowed, under the CDP 2022-28, by 22 car park spaces.*

The applicant has provided a rationale for why some, but not all, of this excess may be needed by providing a full list of staff who would be working at the three schools. Note this is nonstandard criteria for determining maximum carpark quantum and deviates considerably from normal practice.

Roads feel that what is proposed is not in keeping with the county's active travel plan, that the proposed figure of 103no spaces is excessive, and that this figure needs to be more closely aligned to the CDP maximum rates'.

Based on the information submitted the proposed 103 no. car parking spaces (reduction from 106 no.) are broken down as follows:

	Existing car parking no.	Proposed car parking no.	No. of classrooms
Existing Post-Primary School Colaiste Chilliaín	54	41	49
Proposed Primary School Gaelscoil Chluain Dolcain		26	16
Proposed Primary School Gaelscoil Na Camoige	0	26	16
Extra adjacent to PE hall	0	10	0
Total	54	103	81

The proposed no. of car parking spaces exceeds the maximum car parking rates by 22 no. Of the 49 no. classrooms of the existing Colaiste Chilliaín 9 no. are prefabricated classrooms, the lifetime of these classrooms is not clear. In terms of permanent classrooms there would be a total of 72 no., which would result in 31 no. car parking spaces being proposed over the maximum car parking rates.

The Roads Department and Planning Authority would still have concerns with the no. of car parking spaces proposed. Policy COS8 Objectives 6 and 7 of the 2022-2028 CDP includes to prioritise active travel modes and public transport, and provide infrastructure, facilities and measures to promote to travelling to school through walking, cycling and/or public transport.

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Policy COS Objective 7 specifically advises that provision of parking for staff and parents and 'drop-off- areas should only be facilitated 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. The no. of staff stated by the applicant does not appear to correlate with the no. of car parking spaces proposed.

Given the location and accessibility of the site and provision of walking and cycling facilities/infrastructure, the total no. of car parking spaces should be reduced. The total no. of car parking spaces should be reduced to a total of 89 no. (10% over maximum). Details how car parking would be reviewed/revised once the prefabricated classrooms reach the end of their lifetime should also be addressed. A revised car parking plan and strategy can be addressed by way of **condition**.

A revised mobility management plan that reflects this revision and prioritises active travel should be submitted for approval through **condition**.

(b) Total 322 no. bicycle parking spaces proposed.

The Roads Department have reviewed the information submitted and state *'The applicant has demonstrated that the minimum bicycle parking requirement under the CDP 2022-28 will easily be exceeded and Roads deem this element to be satisfactory. Routes that carry cyclists to the bicycle parking locations are clearly defined and allow for good permeability throughout the site'*.

This would exceed the minimum required and is acceptable. All bicycle parking spaces shall be designed in accordance with the requirements of the National Cycle Manual, NTA (2011) or any superseding document and in this regard cycle parking should be covered and secure. This can be addressed by way of **condition**.

(c) The no. of car set down area has not been reduced. The applicant states that the no. is required to facilitate car drop offs within the school site. The Roads Department consider the submitted rationale to be acceptable.

The Roads Department recommend that in the event of a grant of permission conditions are included in relation to ensuring pedestrian accesses are maintained, accesses are appropriately constructed, updated mobility management plan for approval, construction traffic management plan, advance warning signage and road safety audit.

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In line with the conditions on Reg. Ref. SD17A/0035 the Roads Department also advise that a financial contribution of €15,000.00 shall be provided. Previously under Reg. Ref. SD17A/0035 this financial contribution was in relation to the refurbishment of the existing signal controlled pedestrian crossing on the Nangor Road to a Toucan Crossing. Given the proposed cycle infrastructure upgrades to Old Nangor Road, the Roads Department have advised that the contribution should relate to improvement to cycle infrastructure.

It is therefore considered that this item has been satisfactorily addressed subject to conditions.

Item 5 Requested

The applicant is requested to:

(a) Submit a report to clarify the site area for the development. Clarify the areas of the different surface types such as building, roads paths, permeable paving, grass and their respective run off coefficients. Water services estimate that the attenuation provided of 620m³ is undersized by approximately a factor of 2 or 3.

(b) Clarify in report what attenuation in m³ is proposed and what attenuation in m³ is provided.

(c) Submit a report and drawing(s) showing what SUDS (Sustainable Drainage Systems) are proposed and what attenuation capacity each SUDS system has. SDCC does not approve of using underground tanks as part of SUDS schemes where the full natural potential of the site to manage surface water runoff has not been explored. The following additional information is requested:

i. A SUDS proposal that complies with SDCC SUDS Explanatory Design an Evaluation Guide and South Dublin County Development Plan 2022-2028.

ii. Additional natural SUDS features shall be incorporated into the proposed drainage system for the development such as blue/green roofs, SuDS Tree Pits, swales, rain gardens, channel rills, detention basins, filter drains, etc.

iii. 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.

iv. Plans showing existing and proposed flows.

v. Details on how each SuDS component function as part of the overall treatment train.

vi. Demonstrate the biodiversity, amenity, water quality and attenuation value of all SuDS features.

vii. Swales should be used for attenuation as well as conveyance of overland flow. They should also have an amenity and biodiversity value.

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

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The applicant is recommended to contact the Public Realm and Water and Drainage Department to discuss.

Submit a drawing in plan and cross section of each SuDS system.

(d) Submit a report and drawing showing a flow route analysis for the site.

Applicant's Response:

Engineering Services Report submitted.

A new surface water drainage system incorporating SuDS features will collect runoff from the proposed development.

SuDS proposed include permeable paving within car parking areas, petrol interceptor, hydrobrake, detention basin, tree pits, and dry swale/bioretention area.

Attenuated surface water will discharge to the existing 300mm diameter pipe within the road R134.

Assessment:

Water Services have reviewed the information submitted and recommend refusal in relation to surface water:

1.1 The areas (m²) of the different surface types such as building, roads paths, permeable paving, grass and their respective run off coefficients, has not been broken down and provided.

1.2 Attenuation volumes still appear to be undersized.

1.3 A report and drawing showing a flow route analysis for the site has not been provided. It is not clear which roofs and hardstanding areas drain where. Do they drain into swales taking them into wetland areas?

1.4 Slopes of the proposed swales/detention basins are unclear. Between engineering services report, Tobin drawings and Stephen Diamond Associates drawings they vary 1 in 2 to 1 in 4. The difference would substantially impact either the overall footprint of the swales/detention basins, or the volume which they store.

1.5 Wetland/Detention Basin in Northeast corner of the site contains 3 manholes and a petrol interceptor. It is unclear how this would work. Even with water tight covers, it would not be good design to have access to the drainage line underwater in a storm event. In any case, manhole cover/biscuit are likely to experience water ingress and adversely affect the working of the detention basins and petrol interceptor.

Water services recommend that proposed development be refused because the design has not been shown to comply with the policies and guidelines as outlined in South Dublin County Council's Development Plan/SuDs Explanatory Design and Evaluation Guide.

It is considered that the above can be addressed by way of **condition**.

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Item 6 Requested

The applicant is requested to submit:

(a) An updated tree and hedgerow survey to include a tree constraints/arboricultural impact plan and tree protection plan in accordance with British Standard 5837:2012. Show how it is proposed to protect existing trees and hedgerows during the construction phase and what the potential impacts of the proposed development on trees and hedgerows will be.

(b) A bat survey to assess roosting and feeding/foraging activities and assessing potential impact on these species arising from the proposed development. This should be undertaken by a qualified and experienced bat expert at the appropriate time of the year for the survey of species.

(c) Information to demonstrate how the proposed development complies with the Green Space Factor outlined in the South Dublin County Development Plan 2022-2028.

(d) Information to demonstrate how the plans contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements. The applicant is referred to the SDCC Green Infrastructure Strategy and the relevant policies and objectives of the South Dublin County Development Plan 2022-2028.

(e) A revised and fully detailed landscape plan with full works specification and a fully detailed planting plan that accords with the specifications and requirements of the Council's Public Realm Section. The landscape proposals shall include:

i. Full works specification, that accords with the specifications and requirements of the Council's Public Realm Section.

ii. Hard and soft landscape details including levels, sections and elevations, detailed design of SUDS features such as permeable paving, green roof(s), swales, rain gardens and integrated SUDS bioretention tree pits. Planting plan clearly setting out location of species types, schedule of plants noting species, planting sizes and proposed numbers/densities where appropriate.

iii. Details of boundary treatments.

iv. Car parking shall be combined with regular tree planting to reduce the hard urban impact of the proposed development; for biodiversity; green infrastructure; air quality and sustainable water management. Trees every 5 perpendicular or 2 parallel car park spaces is recommended.

v. Details of lighting and other underground services shall also be included on the landscape drawing to ensure that proposals are realistic, and planting is not precluded by the location of underground services and lighting.

Applicant's Response:

An updated tree survey including details on tree protection and arboricultural impact has been submitted.

Bat survey has not been submitted. Suggest that the bat survey could be a condition to planning and undertaken in the coming months.

SuDS incorporated into scheme.

Revised landscape plan submitted

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Assessment:

The Public Realm Section have reviewed the information submitted and recommend refusal:

Main Concerns:

1. *Ecological Impacts, particularly on bat commuting and foraging routes .*

BATs are a protected species and applicants must demonstrate that development will not have a negative impact on them.

Green infrastructure is used for foraging bats and requires protection and enhancement. A bat survey is required. 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.

2. *Does not comply with SDCC GI Strategy. This is a KEY Feature of the County Development plan and has not been addressed in this application*

A GI Strategy has not been provided showing GI on site and the local context. The site links within a Primary Green Infrastructure Link: (No. 5) The Camac River Corridor.

3. *Green Space Factor not provided. The applicant has not submitted any information in relation to the Green Space Factor. This is a requirement of the SDCC County Development Plan 2022-2028.*

4. *SDCC SuDS Guidelines and Sustainable Water Management Policy*

SuDS have four pillars: attenuation, water quality treatment, amenity and biodiversity and these have not been adequately provided. A SuDS proposal that complies with SDCC SUDS Explanatory Design and Evaluation Guide,

The current layout retains an extensive underground piped network. Water should be kept on the surface where possible. Applicant should demonstrate additional SUDS measures for amenity and biodiversity. A school site is ideal for additional SUDs as demonstrated in case study below.

Case studies (susdrain.org)

Additional Information received not sufficient. Applicant failed to submit the following requested information.

(a) A bat survey to assess roosting and feeding/foraging activities and assessing potential impact on these species arising from the proposed development. This should be undertaken by a qualified and experienced bat expert at the appropriate time of the year for the survey of species.

(b) Information to demonstrate how the proposed development complies with the Green Space Factor outlined in the South Dublin County Development Plan 2022-2028.

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c) Information to demonstrate how the plans contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements. The applicant is referred to the SDCC Green Infrastructure Strategy and the relevant policies and objectives of the South Dublin County Development Plan 2022-2028.

The Public Realm Section recommends the following:

The Public Realm Section has assessed the proposed development in accordance with the CDP and best practice guidelines and recommends Refusal based on the main concerns outlined above. In the event that the Planning Authority grants the application the following conditions should be requested:

1. Bat Survey

Prior to the commencement of development, a bat survey should be carried out to assess roosting and feeding/foraging activities and assessing potential impact on these species arising from the proposed development. This is to be undertaken by a qualified and experienced bat expert at the appropriate time of the year for the survey of species. Any mitigating measures should be agreed with the County Heritage Officer

2. Sustainable Drainage Systems

Prior to commencement of development the applicant shall contact the Public Realm and Water and Drainage Department to agree and submit amended SUDs plans

3. Green Space Factor (GSF)

Prior to the commencement of development, the applicant shall demonstrate compliance with the Green Space Factor. This is a pass/Fail; requirement

REASON: To ensure that new development makes a positive contribution to the local environment with respect to biodiversity, amenity, air quality, stormwater management, temperature regulation and other ecosystem services.

4. Green Infrastructure

Prior to the commencement of development, the applicant shall demonstrate how the plans contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements as part of the application submission, having regard to the following:

i. In the case of small-scale developments this may consist of a simple landscape plan which includes objectives to protect or restore existing on site GI assets, provides for connection to local or primary GI corridors or includes elements which allow the site to act as a local stepping stone;

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- 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 Stepping Stone 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:*
 - *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;*
 - *Site survey and analysis, identifying existing GI Infrastructure and key assets within the site;*
 - *Indicate how the development proposals link to and enhance the wider GI Network of the County;*
 - *Proposed GI protection, enhancement and restoration proposals as part of the landscape plan, where appropriate, for the site.*

REASON: To reduce fragmentation, protect and enhance the biodiversity and ecological value of South Dublin County's Green Infrastructure network

It is considered that the above can be addressed by way of **condition**.

Development Contributions

Primary school buildings 6,251sq.m

Exemption applies for non-fee paying schools.

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SEA monitoring

Building Use Type Proposed: Primary school buildings

Floor Area: 6,251sq.m

Land Type: Brownfield/Urban Consolidation.

Site Area: 4.87 Hectares.

Conclusion

Having regard to the: provisions of the South Dublin County Development Plan 2022-2028, 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 or of property 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 the 28th of April 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. Parking & Roads

(a) Prior to the commencement of development the applicant/developer shall submit revised architectural and engineering plans and drawings, for the written agreement of the Planning Authority, showing:

- i. The existing vehicular access/egress to the site omitted.
- ii. Revised plans for the proposed access and egress showing that they align with South Dublin County Council's active travel proposals and the National Cycle Manual, NTA (2011) or any superseding document. The applicant shall liaise with SDCC's Active Travel Section where necessary to ascertain details of the revised layout along Old Nangor Road prior to submitting the revised plans.
- iii. The total number of car parking spaces on the school site to be no more than 89 no. spaces or otherwise agreed with the Planning Authority. The plans shall demonstrate a car parking provision/strategy for when the lifetime of the temporary prefabricated classrooms cease.
- iv. Bicycle parking spaces designed in accordance with the requirements of the National Cycle Manual, NTA (2011) or any superseding document. Cycle parking shall be covered and secure.
- v. Provision of advance warning signage for the school site.
- vi. Construction details of all items to be taken in charge. All items and areas for taking in charge shall be undertaken to a taking in charge standard.

(b) Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, a Construction Traffic Management Plan. Once agreed the agreed information shall be lodged with the Planning Authority for compliance. No development shall take place until this lodgement has been acknowledged.

(c) The existing two pedestrian accesses to the site (off the Old Nangor Road and off the pedestrian laneway to the north west of the site) shall be maintained, in addition to the two additional proposed pedestrian accesses.

(d) Footpath and kerb shall be dished and constructed to the satisfaction of South Dublin County Council and at the applicant/developer's expense. Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department. Under this Act, non-compliance constitutes an offence.

(e) Within six months of the opening of the schools and for the written approval of the Roads Department, the applicant/developer shall lodge with the Planning Authority an updated mobility management plan with goals, targets and modal splits updated with data collated from the school and a clear approach on how they will be achieved.

(f) Upon completion of the proposed development, submit a Stage 3 Road Safety Audit for the written approval of the Roads Department upon completion of the proposed development.

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(g) The applicant/developer shall provide a financial contribution of €15, 000.00 for the improvement to cycle infrastructure.

(h) Any gates shall open inwards and not outwards over the public domain.

(i) All road markings shall comply with Chapter 7 (ROAD MARKINGS) of the Traffic Signs Manual.

(j) All road signage shall comply with Chapter 5 (REGULATORY SIGNS) of the Traffic Signs Manual.

REASON: In the interests of traffic and pedestrian safety.

3. Boundary

Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, fully detailed revised plans providing for an alternative boundary treatment that is more visually appropriate.

REASON: In the interest of visual amenity

4. Shared Use of School Facilities

Prior to the occupation of the development the applicant/developer shall submit for the written agreement of the Planning Authority a statement detailing the measures to be taken to make the school facilities available outside of school hours.

REASON: To comply with COS8 Objective 8 of the Development Plan.

5. Irish Water Connection Agreement.

Prior to the commencement of development the applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water.

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

6. Street Lighting

A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of works on site the applicant, owner or developer shall have lodged with the Planning Authority for written agreement:

A Public Lighting Scheme for the development as approved, designed to provide for high quality public lighting throughout the public realm of the site, prepared by competent public lighting design consultants to BS5489: European Lighting Standard EN13201 2013 or the latest NSAI (National Standards Authority of Ireland) versions approved, and the SDCC Specification for Public Lighting Installations in Residential and Industrial Developments: Revision 2 dated 14/10/2016.

Completed Lighting Design and Electrical designs to serve the entire development including details of the overall height of all proposed equipment shall be lodged with the Public Lighting Scheme. The public lighting scheme shall be contained within the public realm of the development as approved, entirely in areas to be offered for taking in charge or subject to the responsibility in perpetuity of an approved management company.

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Appropriate natural or artificial lighting or both shall be provided and maintained throughout car parking areas.

The external lighting scheme shall be designed to minimise potential glare and light spillage and shall be positioned and/or cowled away from residential properties. No lighting column shall be located within the eventual canopy spread of any proposed street tree or other tree as the case may be. The public lighting design consultants should consult with the Council's Parks section in this regard.

In addition, no dwelling unit/commercial unit shall be occupied on any street until the public lighting provided for that street is operational fully in accordance with the agreed Public Lighting Scheme for the overall development.

The applicant, owner or developer may consult with the Council's Public Lighting Section before lodging the required plan for agreement.

REASON: In the interests of public safety and amenity, to prevent light pollution and in the interests of the proper planning and sustainable development of the area.

7. Archaeological Conservation

(a) 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.

(b) Should archaeological material be discovered during the course of Archaeological Monitoring, the applicant shall facilitate the archaeologist in fully recording the material. The applicant shall also be prepared to be advised by the Department with regard to the appropriate course of action, should archaeological material be discovered.

(c) The archaeologist shall prepare and submit a report, describing the result of the Archaeological Monitoring, to the Local Authority and the Development Application Unit of the Department of Environment, Heritage and Local Government within six weeks following completion of Archaeological Monitoring.

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

8. 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.

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9. Inland Fisheries

The following requirements of Inland Fisheries Ireland shall be adhered to in full:

(a) The maintenance of any attenuation structures (e.g. de-silting operations) shall not result in the release of contaminated water to the surface water network. Only clean and uncontaminated surface water shall be discharged from the site to the local surface water network. Precautions shall be taken to ensure there is no entry of solids to the Camac catchment during the connection of pipework to the existing surface water system.

(b) The owner shall enter into an annual maintenance contract in respect of the efficient operation of the petrol/oil interceptor.

REASON: In the interests of water and fish protection.

10. Environmental Health

The following requirements of the HSE Environmental Health Officer shall be adhered to in full:

(a) Noise due to the normal operation of the proposed development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A) and shall not exceed the background level for evening and night time. Clearly audible and impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level. Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the neighborhood.

(b) If any unexpected contamination is encountered in soils or groundwater with visual or olfactory signs of contamination, works in that area shall cease immediately; examples of such materials include buried barrels or containers, soil or water with an unusual colour or odour, builders' rubble containing asbestos, or soil with a distinctive diesel or oil based component. A risk assessment shall be completed by a suitably qualified consultant to assess the risks to human health and the environment. Should unacceptable risks be identified then appropriate remedial works shall be conducted and agreement sought from the relevant regulatory bodies.

(c) The development shall be so operated that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials, no noise vibration on site as would give reasonable cause for annoyance to any person in any residence, adjoining unit or public place in the vicinity.

(d) A suitable location for the storage of refuse shall be provided during the construction and operational phase of the development so as to prevent a public health nuisance.

REASON: In the interests of public health.

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11. Construction and Demolition Resource Waste Management Plan

Prior to the commencement of development the applicant/developer shall submit for the written agreement of the Planning Authority a Construction and Demolition Resource Waste Management Plan that:

- include specific proposals as to how the RWMP will be measured and monitored for effectiveness.
- follow the requirements set out in Sections 4 & 5 and meeting the minimum content requirements set out in Appendix C of Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)

REASON: In the interest of appropriate waste management.

12. 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.

13. 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.

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Such noise sensitive locations should be provided with the following:

- Schedule of works to include approximate timeframes
- 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.

14. Drainage - Irish Water.

(a) The water supply and drainage infrastructure, shall comply with the requirements of Irish Water.

(b) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use. All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.

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.

15. Bat Survey

Prior to the commencement of development, the applicant/owner shall lodge, for the written agreement of the Planning Authority, a bat survey for bat usage carried out across the entire site and immediately adjoining sites to assess roosting and feeding/foraging activities and assessing potential impact on these species arising from the proposed development. No building, structure, feature or tree/hedgerow shall be altered, destroyed or removed prior to this assessment. The survey shall be undertaken by a qualified and experienced bat surveyor carrying professional indemnity insurance during the correct time of the year and under the weather conditions appropriate for a survey of such species. The requirements of the Heritage Officer shall be ascertained in this regard prior to commencement of development.

If bats are found to be present on the site or the immediately adjoining sites no development shall take place until the necessary permission/derogation licence has been obtained from the National Parks & Wildlife Service.

REASON: In the interests of bat protection as any interference with protected species such as bats and disturbance or destruction of their roosting sites, in particular, is a prosecutable offence under the EU Habitats Directive and S.I. No. 477 of 2011 (European Communities (Birds And Natural Habitats) Regulations 2011).

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16. Sustainable Urban Drainage Systems (SUDS)

Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, a full set of revised landscaping and drainage information, plans and drawings that demonstrate the following:

(a) The areas (m²) of the different surface types such as building, roads paths, permeable paving, grass and their respective run off coefficients broken down and provided.

(b) Adequate attenuation volumes.

(c) A report and drawing showing a flow route analysis for the site. It shall be clear which roofs and hardstanding areas drain where.

(d) Detail on the slopes of the proposed swales/detention basins.

(e) A revised design for the Wetland/Detention Basin in Northeast corner of the site, including revising the location of the manholes and detail on how the petrol interceptor would work.

(f) It demonstrated that the SUDS scheme and measures have been incorporated into the landscape plan(s) and provide for amenity and biodiversity.

REASON: To ensure that the development complies with the policies and guidelines as outlined in South Dublin County Council's Development Plan/SuD's Explanatory Design and Evaluation Guide.

17. Green Space Factor

Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, detail on compliance with the Green Space Factor as outlined in the South Dublin County Development Plan 2022-2028.

REASON: To ensure that new development makes a positive contribution to the local environment with respect to biodiversity, amenity, air quality, stormwater management, temperature regulation and other ecosystem services.

18. Green Infrastructure

Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, revised plans that demonstrate how the plans contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements as part of the application submission, having regard to the following:

i. In the case of small-scale developments this may consist of a simple landscape plan which includes objectives to protect or restore existing on site GI assets, provides for connection to local or primary GI corridors or includes elements which allow the site to act as a local stepping stone;

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);

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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:

- 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;

- Site survey and analysis, identifying existing GI Infrastructure and key assets within the site;

- Indicate how the development proposals link to and enhance the wider GI Network of the County;

- Proposed GI protection, enhancement and restoration proposals as part of the landscape plan, where appropriate, for the site.

REASON: To reduce fragmentation, protect and enhance the biodiversity and ecological value of South Dublin County's Green Infrastructure network

19. Trees

Tree Protection

(a) Existing trees shall be retained and protected from damage during building operations in accordance with a Tree Protection Plan agreed with the Planning Authority.

(b) Only those trees detailed for removal on said plan shall be removed. All other trees on the site shall be retained and protected from damage for the duration of the works on site, to the satisfaction of the Planning Authority in accordance with BS 5837: 2012.

(c) All existing trees to be retained shall be enclosed by stout protective fencing, located at a suitable distance as detailed in BS: 5837 – 2012 – 'Trees in Relation to Design, Demolition and Construction'. This protective fencing shall be erected before any materials are brought onto site and prior to the commencement of any works associated the proposed development.

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(d) The protective fencing shall be maintained intact and in good order for the duration of the construction works. Any damage caused to the protective fence shall be repaired immediately.

(e) No materials shall be stored, no rubbish dumped, no fires lit and no buildings erected inside the protective fence(s), nor shall any changes in ground level be made within the fence(s) unless previously agreed in writing by the Planning authority.

REASON: In the interest of visual amenity and of protection of existing trees and to ensure the continuity of amenity afforded by existing trees.

20. Implementation of Landscape Plan

(a) Prior to the commencement of development the applicant/developer shall submit, for the written agreement of the Planning Authority, revised Landscape Plan(s), Tree Constraints, Arboricultural Impact Assessment and Tree Protection Plan. These plans shall incorporate a surface water drainage and Sustainable Urban Drainage Systems (SUDS) scheme as agreed where necessary with South Dublin County Council's Water Services and Public Realm Sections. These plans shall incorporate any measures recommended as a result of a bat survey(s).

(b) The plans agreed under (a) above 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 buildings. All hard and soft landscape works shall be completed in full accordance with the approved Landscape Plan.

(c) Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within three years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted.

REASON: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

21. Landscape Architect

No development shall commence on this site until the developer has retained the professional services of a qualified Landscape Architect, as a Landscape Consultant, throughout the life of the site development works; and the developer shall notify the Planning Authority of that appointment in writing prior to commencement of works on site. The developer shall engage the Landscape Consultant to procure, oversee and supervise the landscape contract for the implementation of the permitted landscape proposals. When all landscape works are inspected and completed to the satisfaction of the Landscape Consultant, he/she shall prepare, sign and submit a Practical Completion Certificate (PCC) to SDCC Parks and Landscape Services, as verification that the approved landscape plans and specification have actually been fully implemented.

REASON: To ensure full and verifiable implementation of the approved landscape design proposals for the permitted development, to the approved standards and specification.

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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 arising are remedied immediately.

NOTE: A Roads Opening Licence must be obtained from South Dublin County Council prior to the commencement of any works in the public domain in order to comply with the Roads Act 1993, Section 13, paragraph 10. Under this Act, non-compliance constitutes an offence.

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

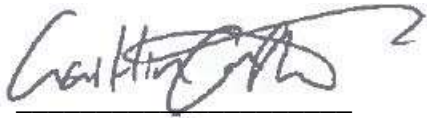
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REG. REF. SD22A/0352

LOCATION: Colaiste Chilliain, Old Nangor Road, Clondalkin, Dublin 22



**Caitlin O'Shea,
Executive Planner**



**Deirdre Kirwan,
Senior Executive 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: 25 May 2023



**Mick Mulhern, Director of Land
Use, Planning & Transportation**