

# Comhairle Chontae Atha Cliath Theas

**PR/0739/23**

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

**Reg. Reference:** SD22A/0461      **Application Date:** 16-Dec-2022  
**Submission Type:** Additional      **Registration Date:** 02-Jun-2023  
Information

**Correspondence Name and Address:** Oppermann Associates Unit D1, The Steel Works,  
Foley Street, Dublin 1

**Proposed Development:** A new two storey extension linked to the existing primary school consisting of a new 2 Classbase Special Educational Needs facility with ancillary accommodation on ground floor and additional teaching rooms to first floor. (total area 842sq.m); Associated ancillary siteworks to include revised carparking layout (total no. 31), the demolition of existing external & bin store with new external & bin store to be located near main entrance gate (total area 25.5sq.m), existing bicycle shelter to be relocated next to new external store with provision for additional bicycle spaces to be included and any accompanying landscaping works; The provision of 12sq.m of photovoltaic panels to extension roof.

**Location:** Esker Educate Together National School, Lucan, Co Dublin

**Applicant Name:** The Minister for Education & Skills

**Application Type:** Permission

(SW)

### **Description of Site and Surroundings**

Site Area: stated as 0.2355 Hectares on the application form.

### **Site Description**

The subject site is an existing school located off Esker Lane, Lucan. It is situated adjacent to two existing schools to the east and west (Gaelscoil Naomh Padraig and Colaiste Cois Life). Residential development lies to the west. There are also some residential properties to the north, along Esker Lane.

The existing school building is white with yellow and blue panels.

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### **Proposal**

Permission is sought for the following works:

- A **new two storey extension** linked to the existing primary school consists of a new 2 Classbase Special Educational Needs facility with ancillary accommodation on ground floor and additional teaching rooms to first floor. (total area 842sq.m);
- Associated ancillary siteworks to include revised carparking layout (total no. 31),
- The demolition of existing external & bin store with new external & bin store to be located near main entrance gate (total area 25.5sq.m),
- Existing bicycle shelter to be relocated next to new external store with provision for additional bicycle spaces to be included and any accompanying landscaping works;
- The provision of 12sq.m of photovoltaic panels to extension roof.

### **Zoning**

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

CDP Maps: Outer horizontal surface (Dublin), Bird hazards, Conical surface (Weston), Conical Surface (Casement)

### **Consultations**

Roads: *additional information requested.*

Water Services: *additional information requested.*

Irish Water: *no objections, subject to conditions.*

Parks: No comments.

TII: *no report received at time or writing.*

NTA: *no report received at time or writing.*

EHO: *no objections, subject to conditions.*

SEA Sensitivity Screening – no overlap

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

No third party submissions received.

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### **Relevant Planning History**

SD14A/0010 Single storey addition to the approved main school building which consists of 6 no. resource rooms, storeroom, disabled access WC and ancillary works. **Grant Permission (SDCC)**

SD11A/0266 Demolition of the existing two storey house and associated siteworks. The site works shall include the removal of all drainage, pathways, foundations and debris from site. **Grant Permission (SDCC)**

SD11A/0181 New two storey, sixteen classroom primary school consisting of 16 classrooms; ancillary accommodation and associated siteworks. The site works shall include two entrances from Esker Lane; gate controlled entrance from Castle Avenue; vehicular setdown/pick-up areas; staff parking; hard play areas and new boundary treatment all at Esker Lane Depot site. **Grant Permission (SDCC and ABP)**

SD11A/0180 One classroom naoinra with parking and hard surface play area. The site works shall include one entrance from Esker Lane, one gate controlled entrance from Castle Road, vehicular setdown/pick-up areas, staff parking, hard play area and new boundary treatment all at Esker Lane 'Depot' site. **Grant Outline Permission (SDCC)**

### **Relevant Enforcement History**

None identified in APAS.

### **Pre-Planning Consultation**

PP088/21

### **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*

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*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.*

*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.*

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*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 needs 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*

*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;*

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- *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*

#### **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:

- Zoning and Council Policy;
- Visual Amenity;
- Residential Amenity;
- Access and Parking;
- Green Infrastructure and Landscaping;
- Infrastructure and Environmental Services;
- Environmental Impact Assessment; and
- Appropriate Assessment.

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#### ***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 an extension to the existing school. The proposed development is acceptable in principle.

#### ***Visual Amenity***

The existing school building is generally two storey and there are some single storey elements.

The proposed two storey extension would be to the north of the site and visible from Esker Lane. The extension would be white with brown panels and have a similar height and roof profile to the existing school. Hit and miss fencing is proposed, this would be located to the rear and would not generally be visible. There are no other changes proposed to boundary treatment.

The relocated bike store would be located closer to the main entrance and the bin stores would be located behind this. There are no objections to this in terms of visual amenity.

The impact on visual amenity is considered to be acceptable.

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 extension would result in the education development moving closer to the residential properties to the north, however, it would remain over 30m away and would not have any significant impacts in terms of daylight / overshadowing, overlooking or being overbearing. Only parking is proposed between the extension and the northern boundary. The impact on residential amenity is considered acceptable.

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***Access and Parking***

The Roads Department has stated:

*“Proposed car park looks very congested; only 5m provided behind perpendicular parking; no turning head at the end; access/egress to mobility impaired spaces looks awkward; carpark footpath is pinched in as it approaches roundabout (no dimension); carpark widths not shown; footpath between mobility impaired spaces and proposed extension is very tight (no dimension). Car parking – need to provide a parking rate rationale based on student and staff numbers that is consistent with the CDP 2022-28*

*Bicycle parking – need to provide a minimum parking rate rationale based on student and staff numbers that is consistent with the CDP 2022-28*

*Access & Roads Layout:*

*No amendments are proposed to the granted access, or the main entrance road.*

*Permeability*

*There is already good pedestrian permeability throughout the subject site with the option of using 4no pedestrian gates. The only concern roads have in this regard is for pedestrians accessing the northern gate (beside roundabout) and that pupils may opt to walk across the roundabout rather than walk to the pedestrian crossing point. This needs to be addressed in the RSA (Road Safety Audit)”.*

**Additional information** has been requested.

***Green Infrastructure and Landscaping***

Parks and Public Realm Department has no comments on the proposed development.

The site is on the edge of Strategic Corridor 4. It is considered that the requirement for a landscape plan is met through the layout plan. Additional information has been requested regarding SuDS.

***Infrastructure and Environmental Services***

Water Services has requested **additional information**.

Irish Water has no objections, subject to conditions.

The EHO has raised no objections, subject to conditions.



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

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 roads matters and SuDS.

**Recommendation**

Request additional information.

Additional information requested: 20 February 2023

Additional information received: 2 June 2023

Consultations:

Water Services: no objections, subject to conditions.

Irish Water: no objections, subject to conditions.

Roads: request clarification of additional information.

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### **Assessment:**

Item 1:

- a. The applicant is requested to provide a Road Safety Audit which addresses:
  - the proposed car-parking arrangement
  - pedestrian activity after entering through the northern pedestrian gate
  - narrow footpath widths around proposed extension.
- b. The applicant is requested to provide a revised layout which shows:
  - minimum of 6m spacing behind all perpendicular parking
  - a turning head/means for turning for cars that cannot find parking
  - clear dimensions for all footpath widths, carpark space widths and all other relevant dims
  - footpaths of min width 1.8m
  - min 5% of carparking to be provided for mobility impaired
  - min 10% of carparking to be provided for EV charging
  - 100% of carpark spaces to be ducted for the future provision of EV charging
- c. The applicant is requested to provide an AutoTRAK analysis showing how:
  - cars using spaces 1, 20, 21, 27, and "Mobility Impaired" spaces can be safely accessed and egressed
  - how two vehicles will pass each other at carpark pinch-point near roundabout
  - emergency & refuse vehicles will access the site
- d. The applicant is requested to provide staff and student numbers, and a subsequently:
  - car parking rationale consistent with the CDP 2022-28, table 12.25
  - bicycle parking rationale to CDP 2022-28, table 12.23

*Applicant's response:*

*a. road safety report provided*

*b. see revised site plan*

*c. see autotrack*

*d. currently have 31 car park spaces. Have 70 cycle spaces and providing an additional 30*

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#### Assessment:

The Roads Department report states:

a. *"The RSA provided does not concentrate on the items that were emphasised by the Roads AI request.*

1. *Roads request that the traffic movements within the carparking area are carefully considered and assessed as a core issue of a revised RSA.*
2. *Roads have concerns for pedestrians accessing the school grounds through the northern gate (beside roundabout) and that pupils may opt to walk across the roundabout rather than walk to the pedestrian crossing point. This needs to be addressed in the RSA (Road Safety Audit) and possible measures proposed.*
3. *Applicant has addressed this item with 1.8m footpaths proposed". **Clarification of additional information is requested.***

b. *"MID spaces should be located as per original drawing on the condition that the parking rationale is in line with the CDP 2022-28". **Clarification of additional information is requested.***

c. Roads are satisfied with the submission.

d. *"The carparking provision is existing, and though it exceeds the maximum parking rate under CDP 2022-28, Roads are satisfied with the proposal.*

*Bicycle proposal is satisfactory. Applicant to provide a revised drawing showing where the additional bicycle parking spaces will be located (and confirmation that they will be covered)".*

**Clarification of additional information is requested.**

#### Item 2:

a. The applicant is requested to submit a report showing surface water attenuation calculations for the existing and proposed development. The applicant is requested to show in m<sup>2</sup> the surface water types, such as , green roofs, roads, permeable paving and green areas. Show how much attenuation is required and how much is provided in m<sup>3</sup>. Examine if concrete footpaths can be changed to permeable paving.

b. The applicant is requested to submit in a report and drawing showing how much surface water attenuation is provided in m<sup>3</sup>

c. The applicant is requested to submit a drawing to show what SuDS (Sustainable urban Drainage Systems) features for the proposed development such as but not limited to the following:

- Green roofs
- Raingarden /planters with overflow connection to a public surface water sewer
- Swales and rill channels
- Grasscrete
- The applicant should refer to SDCC SuDS guidance.

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d. The applicant is requested to contact Water Services in SDCC prior to submission of revised drawings and documents.

*Applicant's response:*

*a. surface water attenuation report provided.*

*b. surface water attenuation report provided.*

*c. see raingarden calculations and surface water attenuation report.*

*d. Brian Harkin contacted.*

Assessment:

Water Services has raised no objections, subject to conditions.

**Conclusion**

The proposed development is considered to be acceptable in principle. **Clarification of additional information** should be requested in relation to roads matters.

**Recommendation**

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

1. 1. Roads request that the traffic movements within the carparking area are carefully considered and assessed as a core issue, and that a revised RSA is submitted
2. Roads have concerns for pedestrians accessing the school grounds through the northern gate (beside roundabout) and that pupils may opt to walk across the roundabout rather than walk to the pedestrian crossing point. This needs to be addressed in the RSA (Road Safety Audit) and possible measures proposed.
3. MID (mobility impaired driver) spaces should be located as per original drawing (on the condition that the parking rationale is in line with the CDP 2022-28).
4. Applicant to provide a revised drawing showing where the additional 30no. bicycle parking spaces will be located (and confirmation that they will be covered).

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REG. REF. SD22A/0461

LOCATION: Esker Educate Together National School, Lucan, Co Dublin

*Colm Harte*

Colm Harte,  
Senior Executive Planner

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

Dated: 29/06/23

*Gormla O'Corrain*

Gormla O'Corrain, Senior Planner