

**AFEC International
Unit 1, Airport Logistics Park
Dublin K67 N237**

Date : 08-Apr-2024

Reg. Ref. : SDZ22A/0011/C2(b)
Proposal : The proposed primary school will extend to c3, 355sq.m will be 2 storeys in height and will comprise 16 no. classrooms with an additional 2 classroom Special Educational Needs Unit; a General Purpose Hall and all ancillary teacher and pupil amenities and facilities. The proposed development also provides for hard and soft play areas, including 2 no. outdoor ball courts, bicycle parking, staff car parking, vehicle drop off and set down areas. Photovoltaic Panels (PV) are proposed on roofs in addition to EV Charging Points and a packaged Biomass heating plant. The proposed development also provides for all landscaping and boundary treatments and all associated site development works. Access to the site will be via a new junction and access road off Thomas Omer Way. The new access road will run south off Thomas Omer Way and then west into the site. The proposed access road is in accordance with the Clonburris Strategic Development Zone (SDZ) Planning Scheme and incorporates public lighting, footpaths and cycle tracks. A further pedestrian / cycle only connection to Thomas Omer Way is also proposed along the western green corridor, west of the proposed school building.

Condition 2(b) :

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

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

Location : Thomas Omer Way, Balgaddy, Lucan, Dublin
Applicant : Department of Education
Application Type: Compliance with Conditions

Dear Sir/Madam,

I refer to your submission received on 13-Feb-2024 to comply with Condition No 2(b) of Grant of Permission No. SDZ22A-0011-C2(b), in connection with the above.

In this regard I wish to inform you that the submission received is deemed **not** compliant.

Comments:

“Compliance submission:

The agent/applicant has submitted a cover letter stating that *‘AFEC are now looking to propose a new masterplan for the area, as a variation to the previously submitted drawing, see enclosed drawing SDP-AFEC-05-00-DR-A-1010 (A1) Following discussions with the client and noting the significant cost of providing a ramp structure adjacent to the new temporary entrance, it is now proposed to eliminate the proposed ramp as it is currently proposed, with stepped access only to be provided as part of the initial development. The masterplan will show the decommissioned entrance road to be reconfigured as a new ramped pedestrian access. It is our assertion that the development will not be diminished by the lack of a ramp at this entrance as the existing ramp is immediately adjacent to the existing controlled crossing currently on Thomas Omer Way, which leads to this development and the adjacent Kishoge Community College. The cost of providing the ramp structure is a doubling up of a significant cost to bridge the existing level differences which the temporary access road will do, and can be reconfigured at a minor cost in the future’.*

Drawing SDP-AFEC-05-00-DR-A-1010 has also been submitted showing a pedestrian access replacing the temporary access road.

Planner’s response:

The submitted cover letter states that it is now proposed to omit the proposed ramp structure adjacent to the temporary entrance and provide stepped access only at this location as part of the initial development. Condition 2(b) relates to details of what will happen to the temporary road when it is no longer required (once the permanent eastern access has been provided). This condition does not provide scope for the described proposed amendments to the permitted development.

In relation to the submitted masterplan showing what will happen to the temporary road when it is no longer required (drawing no. SDP-AFEC-05-00-DR-A-1010) the Public Realm Section state in their report that the landscape detail shown is inadequate to assess the submission. The Roads Department have also reviewed the plan and state in the report that *‘The future layout does not show set down parking contained within the red line, as the temporary arrangement does. The applicant is requested to show the set down area within the school site as per the temporary arrangements. There is a sliding gate identified in the future layout, can the applicant provide a rationale for the access’.*

The Planning Department also notes that Condition 2(b) is for prior to the cessation of the use of the temporary access road. It would be prudent to consider what will happen in place of the temporary road once the permanent eastern access is being considered or permitted, which it has not been to date. This eastern access is only indicative at this stage.

Having regard to the above, it is considered that insufficient detail on revised landscaping and set down areas has been provided in relation to what will happen to the temporary road when it is no longer required. It is also considered that the any forthcoming submission should have regard to the permanent eastern access once under consideration or permitted.

It is therefore considered that the submission is not in compliance with Condition 2(b).

Conclusion

The submission is **not** in compliance with Condition 2(b). “

Yours faithfully,

M.C.

for Senior Planner