



An
Bord
Pleanála

Inspector's Report ABP-321083-24

Development	Demolish temporary classroom block annex (730sqm) and construct a standalone school extension building (4,055sqm) & external link to the school and all associated works.
Location	Saint Aidan's CBS, Collins Avenue Extension, Whitehall, Dublin 9
Planning Authority	Dublin City Council North
Planning Authority Reg. Ref.	3635/24
Applicant(s)	Board of Management, St. Aidan's CBS
Type of Application	Permission
Planning Authority Decision	Grant with Conditions
Type of Appeal	Third Party
Appellant(s)	Gregory & Geraldine Wilson
Observer(s)	Mr. Brian Golden, with the support of Gaeltacht Park Residents Association
Date of Site Inspection	16 December 2024
Inspector	Paula Hanlon

1.0 Site Location and Description

- 1.1. The appeal site, which has a stated area of 1.707ha (hereafter referred to as “the site”) is the established grounds of St. Aidan’s CBS Secondary School. It is located on a corner site, adjoining the southern side of Collins Avenue (R103) and the northwestern corner of Falcarragh Road, approximately 460m west of the Swords Road/Collins Avenue Road junction, in Whitehall, Dublin 9.
- 1.2. The site adjoins the rear gardens of 6(no) two-storey residences and an ESB substation, located along Falcarragh Road (east) and is bound by Collins Avenue (north), Dublin City University’s campus and Christian Brother House (west) and shared sporting facilities (south).
- 1.3. The school itself consists of a series of five blocks which are in single storey or two storey form. These include the Main School Building, annex building to front of Main Building, library building (north of main building) sports hall (east of main building) & changing rooms (east of sports hall). It also includes a surfaced ball court area (northeast), in-curtilage car parking (to the front and along its western side) and a dedicated, unsheltered bicycle parking area (between the Main School Building & adjoining annex building). A predominantly linear (east-west) grassed area extends along the site’s southern boundary.
- 1.4. The school allows the use of its facilities outside of school hours to a range of local community groups and clubs.
- 1.5. A low, capped wall and above railing, with a row of large mature trees along its inner face align the site’s frontage onto Collins Avenue (north). The site lies open with the adjoining Christian Brother’s House, and is substantially screened with mature planting along the remainder of its western boundary. It also lies open along its southern boundary, save for enclosed fencing associated with a synthetic pitch on adjoining lands.
- 1.6. The site is substantially screened along its eastern boundary by way of a boundary fence which aligns with the adjacent rear boundary treatment of adjoining gardens on Falcarragh Road, along with a single storey changing rooms structure, polytunnel and some individual mature trees along its inner face.

- 1.7. Currently, the site is served by a vehicular access (in-out) onto Collins Avenue which accommodates 32(no) on-site staff parking spaces and 5(no) visitor parking spaces. This vehicular access also provides shared access to adjacent properties, notably to sporting facilities (south) and to the Christian Brother's House (northwest) with 5(no) car parking spaces. An existing access serving pedestrians/bicycles is located onto Falcarragh Road.

A bus shelter sited along Collins Avenue lies to the east of the school's existing vehicular access. There is no dedicated set down area for cars associated with pupil drop-offs/collects within the school grounds or along the adjacent roadside.

The adjoining road (Collins Avenue) is served by street lighting, footpaths, public bus service and a 24hr. cycle track which extends in a westerly direction from the school site.

Collins Avenue is within a 50kph speed limit zone while a 30kph speed limit applies to Falcarragh Road.

- 1.8. The site's topography falls gently in an easterly and southerly direction, with a level difference of 1.2 metres (approx.) at the location of the proposed extension.

2.0 Proposed Development

- 2.1. The proposed development comprises the following:

1. Demolition of existing (c.1964) annex building consisting of a standalone prefabricated classroom block [9(no) classrooms, 4(no) SET rooms, caretaker rooms & project art store] (730m²), which is sited to the front of the Main School building.
2. Construction of a new standalone school extension (4,055m²) and external link to the existing Main School Building. The proposal would result in an overall increase in student and staff numbers from the school's current enrolment of 720 pupils and 56 staff to 850 students and 65 staff. It would provide an overall increase in floor area for all structures within the school grounds to 9,047m² (currently 5,772m²).
 - The extension would be sited to the front of the Main School building and front onto Collins Avenue. It would vary in both its massing and height, transitioning from two-storey (west) to three-storey form (east). The

proposed main entrance into the new school building is along the northern (front) elevation, and the building would incorporate a green roof and PV arrays.

- The extension is sought to accommodate the following:

4(no) classroom Special Education Needs Unit with all associated facilities, 15(no) general classrooms, 5(no) SET rooms, 2(no) science laboratories, music room, constructions studies space, art room, design, communications & graphics room, multimedia room, staff room and ancillary accommodation & circulation space.

- The external finishes include textured render (upper floors), self-coloured blockwork, split face graphite coloured block (ground floor level), fibre cement board (central areas and in part at ground floor level) and aluminium windows.
- The proposed link connecting the existing Main School building with the proposed new extension is shown as a canopy within the school's central area. It extends in a north-south direction between the outer approach to the existing entrance hall within the Main Building and the outer (southern) approach to the proposed entrance into the new extension.

3. Revisions to existing access arrangements. The development description outlines the proposed inclusion of 2(no) new pedestrian access gates onto Collins Avenue and 2(no) reconstructed vehicular access gates, one which exits onto Collins Avenue and one of which exits onto Falcarragh Road.

- The 2(no) pedestrian access points to be provided off Collins Avenue would be located to the east of the proposed vehicular access. The pedestrian/bicycle access at the eastern most end provides direct access to the school's proposed bicycle parking area.
- Revisions to the site's existing access and internal traffic movement arrangement include a set down area adjacent to the proposed SEN unit along with a one-way traffic system within the school grounds, with vehicular ingress only off Collins Avenue (north of site) and vehicular egress onto Falcarragh Road (east of site). Vehicular egress onto Falcarragh Rd. is

sought by way of widening and replacing the site's existing access which currently serves pedestrians and bicycles.

4. New Signage comprising of a wall mounted metal signage above the main building entrance.
5. Relocation of existing bicycle spaces providing 2(no) separate cycle areas with an overall total of 348(no) cycle spaces, and relocation of car parking providing 50(no) car parking spaces (currently 42(no) spaces).
6. All associated ancillary site development and landscaping works.

2.2. The application was accompanied by the following documentation of note -

- Planning Report – Civil and Structural Engineering REV 2 (March 2024)
- Aviation Glint and Glare Assessment (August 2024) Received at Further Information stage
- Architectural Design Statement (June 2023)
- Visualisation
- Environmental Impact Assessment Screening Report (January 2024)
- Screening for Appropriate Assessment Screening Report (January 2024)
- Compliance Assessment on Building Regulations (Dec. 2023)
- Arboricultural Impact Assessment.

3.0 Planning Authority Decision

3.1. Further Information

The Planning Authority requested further information on 28 June 2024, which was informed by, and reflects the recommendations of the Planning Officer, contained within the accompanying Planning Reports and as summarised in Section 3.3.1 below.

3.2. Decision

By Order dated 30 September 2024, Dublin City Council issued a Notification of decision to grant planning permission subject to 9 conditions. The conditions were mainly standard, and the following condition in particular is of note:

- Condition 2: Transport Requirements (works to public road).

3.3. Planning Authority Reports

3.3.1. Planning Reports

2(no) Planner Reports dated 18 June 2024 and 25 September 2024 are attached to the file.

The initial Planner Report considered it necessary to seek further information on the following items;

- Glint and Glare Assessment (Aviation) & Engagement with IAA & Air Nav Ireland
- Further details on vehicular access onto Falcarragh Road - controlling adjacent car parking (as raised within the accompanying Road Safety Audit) and provide swept-path analysis for a variety of vehicles, incl. any vehicle emergency access.

The second Planner Report, following receipt of the further information and in considering a report from the Transportation Section, concluded that the matters raised were sufficiently addressed. It recommended that a number of conditions be attached to a grant of permission, including a condition which required further engagement in regard to all works to the public road.

3.3.2. Other Technical Reports

- Transportation Planning Division (18/09/24): Recommended that 3(no.) conditions be attached, following receipt of further information (03/09/24).
- Drainage Division (11/06/24): No Objection, subject to conditions.
- Environmental Health Officer (27/05/24): No Objection.

3.3.3. Conditions

I am generally satisfied that all conditions attached by the PA in its decision to grant permission are standard conditions insofar as they relate to development works of a school. A specific condition which requires that the applicant contact the Traffic Advisory Group (TAG) to ascertain their requirements regarding all works to the public road is also attached (Condition 2). Consideration will be given to the attachment of this condition within my assessment below [Refer Section 7].

3.4. Prescribed Bodies

None received by the PA. I note that the applicant directly engaged with the Irish Air Navigation Service as part of their response to further information sought by the PA and that no objection is noted.

3.5. Third Party Observations

The PA received 3(no) third-party submissions during the course of their determination, all of which were from concerned residents in the surrounding area. The matters raised were predominantly based on roads & traffic concerns and associated impacts arising both during school hours and outside of school hours.

4.0 Planning History

Pl. Ref. 2239/16: Conditional permission granted for the use of the sports hall as a sessional service childcare facility.

Pl. Ref. 2266/14: Conditional permission granted for a full size synthetic soccer pitch and floodlights.

Pl. Ref. 3473/10: Conditional permission granted for a sports hall, relocate bike storage area and works to boundary.

Pl. Ref. 1285/06: Conditional permission granted for a single storey school structure and associated covered walkways.

5.0 Policy Context

5.1. Development Plan

5.1.1. The Dublin City Development Plan 2022-2028 (CDP) which came into effect 14 December 2022 is the operative Development Plan.

5.1.2. The site is in an area zoned 'Objective Z15 – Community and Social Infrastructure' with the land use zoning objective 'to protect and provide for community uses and social infrastructure'.

Education is a permissible use under the land use zoning attached to this site.

5.1.3. The following policies and objectives are relevant in the consideration of this appeal:

Social Infrastructure & Shared Use of Facilities

Policy QHSN51: Ensure that all areas of the city deliver social infrastructure (incl. schools) in accordance to an agreed phasing programme to ensure large neighbourhoods are not left isolated without essential services.

Policy QHSN53: Education Provision

- (i) To support the provision of new schools and the expansion of existing school facilities having regard to the requirements of the DES.
- (ii) To protect and retain the entire curtilage of school sites, including buildings, play areas, pitches and green areas, that may be required for the expansion of school facilities in the future, unless the Council has determined in agreement with the Dept. of Edu. that the use of the site for school provision is no longer required.
- (iii) To support the ongoing development and provision of third level education, further education and lifelong learning in the city.

Policy QHSN54: Shared Use of Educational Facilities

- (i) To encourage the co-location of schools/education facilities as part of education campuses and with other community uses to create community hubs.
- (ii) To support the shared use of school or college grounds and facilities with the local community, outside of core hours, anchoring such uses within the wider community.

Policy GI48: Multiple Use of Sports and Recreational Facilities

To maximise the multiple use of sports and recreation facilities by encouraging the co-location of services between sports providers, schools, colleges and other community facilities.

Policy GI49 (Protection of Existing and Established Sport and Recreational Facilities)

Transport and Parking

Policy SMT1 Modal Shift and Compact Growth

To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport...

Policy SMT16: Walking, Cycling and Active Travel

To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.

Policy SMT20: Walking and Cycling for School Trips

- (a) To prioritise and target a significant increase in the number of children walking and cycling to and from schools;
- (b) To promote walking and cycling for school trips to all educational facilities;
- (c) To promote and support initiatives such as "Safe Routes to School", the 'Green Schools' and 'Schools Streets' projects, and to prioritise school routes for permeability projects and provision and enhancements of pedestrian and cycle ways

Policy SMT21: Accessibility and Design at Schools

To ensure that the development of new schools or expansion of existing schools demonstrate accessibility by sustainable transport options and that the layout and design shall be optimised to prioritise permeability and safe routes for pedestrians, cyclists and users of all abilities.

Policy SMT34: Street and Road Design

Seeks to ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.

Policy SMT25 On-Street Parking

To manage on-street car parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity and accessible parking requirements, and to facilitate the re-organisation and loss of spaces to serve sustainable development targets such as in relation to, sustainable transport provision, greening initiatives, sustainable urban drainage, access to new developments, or public realm improvements.

Table 2, Section 40 Car Parking Standards: 1 parking space per classroom.

5.2. **Design Manual for Urban Roads and Streets (2013 (Updated 2019) - DMURS**

The Design Manual for Urban Roads and Streets (DMURS) sets out design guidance for new and existing urban roads and streets in Ireland, incorporating good planning and design practice. It places a strong focus on the needs of pedestrians, cyclists and public transport and on improving the safety of streets and enhancing placemaking.

5.3. Safe Routes to School (SRTS) Design Guide, NTA 2021 (updated 2022).

Technical guidance is provided on design principles and considerations to create safer, calmer, more attractive routes to school and front of school environments.

5.4. Natural Heritage Designations

The site is not located on or within proximity to any designated Natura 2000 site(s) or Natural Heritage Area/pNHA. The nearest designated site is Santry Demesne pNHA located approx. 1.5km north of the site. South Dublin Bay and River Tolka Estuary SPA (004024) being the nearest Natura 2000 site is located in excess of 3.3 kilometres southeast and North Dublin Bay SAC (000206) being the next nearest Natura 2000 site is located in excess of 5.5 kilometres southeast of the site.

5.5. EIA Screening

I refer the Board to completed Form 1 and Form 3 which is appended to this report. Having regard to the nature, size and location of the proposed development and to the criteria set out in Schedule 7 of the Regulations, I have concluded that there is no real likelihood of significant effects on the environment arising from the proposed development. The preparation and submission of an Environmental Impact Assessment report (EIA) therefore is not required.

6.0 The Appeal (Third-Party)

One number third-party appeal was received, submitted by Mr. Gregory Wilson and Ms. Geraldine Wilson (hereafter “the appellant”), being concerned residents in the area. The appellant welcomes the school upgrade to accommodate SENU facilities, however the grounds of appeal are premised on road & traffic matters and impacts on neighbours. A summary of the matters raised is set out below.

6.1. Grounds of Appeal

- The proposed one-way vehicular traffic system lacks consideration in terms of design and impacts on neighbours in the Gaeltacht Park Estate.
- The use of the school by third parties and outside of school hours (including the health and safety of users) was not addressed.
- Misleading terminology used in regard to existing access onto Falcarragh Rd.
- Insufficient details and considerations undertaken on traffic volume from the school (in its entirety) and the impact of the proposed vehicular exit outside of school hours.
- The potential intensification of use of the adjoining soccer pitch would further exacerbate concerns raised in this case.
- Compliance with the Traffic Management Guidelines (& road hierarchy for urban and non-national roads) is raised in regard to proposed vehicular egress.

6.2. Applicant Response

So as to avoid duplication, I have summarised the applicant's response under subheadings, as below.

Third Party Use of School facilities

- Third party users (listing of third-party users for 2023/2024 provided)
 - are not the focus of this application for a number of stated reasons.
 - third party trips would be significantly lower than those of the fully operational school
 - no new out of hours sporting facilities are sought in this application.
 - any intensification of use of the soccer pitch lies outside of this application
- The dual use of schools (and associated parking) as community facilities is supported by policy (national/regional/local level) and Department of Education Guidance document (2024).

One Way Traffic System exiting onto Falcarragh Road

- No expert advice is provided to refute the applicant's expert evidence or the reports of the Local Authority.
- The school's Falcarragh Rd. access was used by vehicular traffic in the past. The revisions sought are in the school's best interest & public good, will improve accessibility to the school for all users and improve the managing of vehicular trips and parking.
- The school has never undertaken a record on the number of vehicles attending the school, after school hours and this information was not sought by the PA.
- The aim is to improve facilities for pedestrians & cyclists and address historic road layout and parking issues.

Impacts On Neighbours

- There would be no adverse impacts in terms of noise (operational & construction stage), dust and visual impact for a number of stated reasons.

Other Matters

- The submitted application is not misleading.
- The proposed development is a public good on a long-established school site.

6.3. Planning Authority Response

None Received

6.4. Observations

1(no) observation which was made by a concerned resident, with the support of Gaeltacht Park Residents Association was received. The observer is opposed to the proposed car exit onto Falcarragh Road and contends that it should be onto Collins Avenue.

In summary, the concerns raised in relation to the proposed vehicular exit relate to road capacity issues, proximity of exit to the Collins Avenue Junction, impacts of traffic movements at busy times and impacts of school-drops near a junction.

The observer considers that car driver convenience is being prioritised and is of the view that an alternative exiting arrangement can be achieved.

7.0 Assessment

Having examined the application details and all other documentation on file, including the third-party appellant's submission (the subject matter of this appeal), observation, undertaking a site inspection and having regard to the relevant policies, objectives, and guidance, I am satisfied that the main issues to be considered are those raised in the grounds of appeal, and I am satisfied that no other substantive issues arise.

The main issues in determining this appeal are as follows:

- Compliance with Policy and Standards & Justification
- Design & Layout
- Roads & Traffic
- Third Party Uses & Impacts
- Impacts on Residential & Visual Amenities
- Other Matters.

7.1. Compliance with Policy & Justification

The proposed development relates to a long-established Secondary School site on suitably zoned lands - 'Z15 Community and Social Infrastructure', with the land use zoning objective 'to protect and provide for community uses and social infrastructure.

The application is clear in stating that the proposed development is sought to facilitate the identified needs of St. Aidan's CBS. I note that the Development Plan (CDP) recognises the importance in delivering social infrastructure, and in protecting school sites and their buildings & play areas (policies QHSN51 & QHSN53). The plan also supports the shared use of school grounds & facilities outside of school hours, and encourages the co-location of services between schools, sports providers and other community facilities so as to maximise their use (policies QHSN54 & G148). I am satisfied that the principle of the proposed development is consistent with the relevant

policies of the CDP, subject to normal planning considerations, including road & traffic safety and the proper planning and sustainable development of the area.

7.2. Design & Layout

The expansion of school facilities and design of the proposed new building is not disputed by any party, however an issue was raised by a third party on the lack of design consideration in this case. In reviewing the submitted drawings along with accompanying Architectural Design Statement submitted, I am satisfied that a clear rationale for the overall design & layout has been demonstrated. The proposal, in my view constitutes an optimum design and layout in accommodating the expansion of the school, on lands within its ownership. It would provide a strong urban edge along Collins Avenue whilst allowing for the retention of a ball court and play area and would accommodate the identified access needs attached to the school and adjoining Christian Brother's House.

7.3 Roads and Traffic

The proposed vehicular egress onto Falcarragh Rd. and associated impacts on the surrounding area is a primary issue of concern by third parties.

I wish to highlight in the outset that the principle of changing the current operational use of the school's existing exit gates onto Falcarragh Rd. is not a reason on its own which would warrant a refusal for the vehicular egress now sought at this location. Furthermore, whilst the appellant contends that the proposed vehicular exit is contrary to the Traffic Management Guidelines (TMG), it is relevant to note that these guidelines are required to be implemented as a whole. It therefore would be incorrect to rule out the proposed vehicular exit solely on the basis of the classification of a road hierarchy, or in isolation of other traffic planning and traffic management issues which exist in this case.

The provision of a set down area to accommodate needs attached to the proposed new SEN unit is in my view, reasonable and appropriate, the on-site car parking sought is consistent with standards set within the CDP which allow for 1(no) parking space per classroom and there is a shared access need attached to the adjoining Christian

Brothers House. Given this, in conjunction with the site's configuration, I am satisfied that there is a clear and reasoned planning rationale for the new one-way traffic system now sought to serve the school's needs.

I propose to examine the appropriateness of the proposed vehicular exit in accordance with the Design Manual for Urban Roads and Streets (2013, updated 2019) (DMURS) which is the relevant document on guidance and standards, applicable to this case and the provisions of the CDP.

7.3.1 Compliance with DMURS

The proposed vehicular exit would be located at the northern (top) end of Falcarragh Rd. and all adjoining residences along the western side of this street lie to the south of the exit sought. It is recognised within DMURS that reduced forward visibility increases driver caution and reduces vehicle speeds. In regard to a raised concern regarding the proximity of the proposed exit to the Collins Avenue/Gaeltacht Park Road junction, I note that the Standard Stopping Distance of 23m would be achieved (Table 4.2, DMURS). I further submit that the existing road width at c.5.5m from kerb to kerb, complies with the standard carriageway width for a local street, as set out within DMURS (Section 4.4.1, DMURS). The Swept Path Analysis provided at further information stage demonstrates the safe right turning movements out of the school grounds for a variety of vehicles, including a fire engine are achievable.

In considering any potential risk associated with accessibility for emergency vehicles, I wish to highlight that the proposed development in itself will not obstruct access for emergency vehicles, and I note the extent of permeability within and adjoining Gaeltacht Park, with access provided via 3 separate access points, two of which are off Collins Avenue and one of which is off the Swords Road. I am therefore satisfied that the proposed egress onto Falcarragh Rd. meets required DMURS standards and would not pose a risk to road safety on the grounds of its design and siting.

7.3.2 Parking Provision along Falcarragh Road

There is no on-street car parking/controlled parking regime in the form of pay and display along Falcarragh Rd. I further note that the majority of residences along

Falcarragh Rd. have in-curtilage car parking. The availing of adhoc, on-street informal parking, including the mounting of kerbs along this street, is in my opinion, to the detriment of other road users. In light of this, and so as to ensure the achievement of required turning movements from the proposed egress point will not be obstructed by adhoc, informal roadside car parking, I see no reason to dispute the conclusions reached and requirements of the PA in regard to the inclusion of road markings and signage so as to prevent parking along the northern extent of Falcarragh Rd. I submit that the preventing of car parking is based on the submitted Swept Path Analysis which would allow for safe egress out of the school grounds and I note that this matter was highlighted within the application's accompanying RSA.

I therefore consider it reasonable, and I recommend that a similarly worded condition to condition number 2 of the PA's decision to grant permission be attached, should the Board be minded to grant permission in this case. This condition would allow for engagement with the PA in respect of the required works along a public road and the incurring of costs, which should be borne by the applicant.

7.3.3 Traffic Volume

The appellant raises concern on the sufficiency of details and considerations undertaken on traffic volume from the school.

I submit that the submission of a Traffic and Transport Assessment is not specifically required within the provisions of the CDP. I further note that this information was not sought by DCC's Transportation Section or PA and that no documentary evidence has been provided by any third party to support the matters raised on roads and traffic in this case.

On inspecting the site, I observed traffic flow movements at the end of the school day on 16 December 2024. On this date, I noted that the majority of students travelled by bicycle or on foot, with only a small number of students collected outside of the school grounds by car. I further noted that car traffic generated from the staff car park onto Collins Avenue was staggered, with no significant delays or congestion onto the adjoining road network.

Whilst it is my opinion that through traffic generated onto Falcarragh Rd. from the proposed exit would most likely be attracted to the more direct route onto Collins Avenue which is designed to cater for more moderate speeds, with a speed limit of 50km/h, I also acknowledge that additional traffic may arise as a result of this development within Gaeltacht Park.

Based on the nature and scale of the proposed development, including the provision of a total of 50(no) parking spaces and that aside from the set-down area attached to the SEN unit, there is no provisions sought to accommodate students travelling by car within the site, it is my opinion that the increase in traffic volume onto Falcarragh Rd. and the Gaeltacht Park area would not be so significant so as to warrant a reason for refusal of this development which is deemed necessary for the school. In regard to its potential to generate traffic on exiting onto Falcarragh Rd. and Gaeltacht Park, I wish to highlight that the minimising of vehicular queuing and delay so as to lessen traffic congestion is no longer a priority, with the focus on promoting a modal shift from the private car to more sustainable transport modes (Section 1 (Figure 1.1), DMURS).

7.3.4 Prioritising Sustainable Travel

I do not share the observer's view that car driver convenience is being prioritised in this case. As previously stated, the provision of a set down area to accommodate needs attached to the proposed new SENU is in my view, reasonable and appropriate, the on-site car parking sought is consistent with standards set within the CDP and there is a shared access need attached to the adjoining Christian Brothers House.

I consider that the focus is on prioritising pedestrians & cyclists and public transport. The layout proposed maximises pedestrian permeability and improves cycle linkage with the adjoining road network, with Collins Avenue, being the main artery route serving the school's catchment area. In noting the location of the existing bus stop to the front of the school, there is also a dedicated cycle track along Collins Avenue, westwards from the school and whilst there is no certainty given in regard to the progress of cycle tracks in an easterly direction, I note that cycle plans for the Greater Dublin Area indicate that a cycle route (primary orbital) is indicated along the full length of Collins Avenue (reference NTA 2022 Greater Dublin Area Cycle Network). In regard

to Falcarragh Rd., I note that cyclists share the road space, with no dedicated cycle infrastructure within Gaeltacht Park.

On balance overall, it is my view that the access arrangements sought were carefully considered as part of an overall integrated design approach for the school site and its surrounding road network, and that it would balance the access needs of all users, associated with the school and adjoining residences, if permitted.

7.3.5 Examination of Alternatives

I am not convinced that the alternative traffic arrangement by way of alternating times for the use of an access onto Collins Avenue, which was put forward by the observer, could be achieved without posing a conflict to traffic safety at the school junction onto Collins Avenue and within the grounds of the school. I confirm that I have examined the planning merits of the proposal submitted. Accordingly, given my reasoned conclusion that the layout proposed is acceptable from a road safety and proper planning & sustainable development perspective, it is my view that there are no further outstanding matters in this case which necessitates a need to examine alternative arrangements on access/egress.

7.4 Third Party Uses & Impacts

The appellant raises an issue that third party use of the school outside of school hours has not been addressed as part of the submitted application. The applicant's appeal response states that third party users are not the focus of the application and contends that third party trips would be significantly lower than those of the fully operational school.

I refer the Board to the applicant's appeal response which includes a list of all third party users along with their associated hours of use of school facilities for 2023-2024. I note that the list of users includes St. Kevin's AFC and that their hours of use include Mondays to Fridays 5.30pm -10.30pm, weekend (all day) and during school holidays, by arrangement. I submit that the operational use of the sporting facilities which adjoin the site's southern boundary, being outside of the delineated site's red and blue line boundaries lies outside of the parameters of this case.

In terms of traffic volume generated on the school grounds, outside of school hours as a result of the shared use of facilities (including car parking), as previously stated, I am satisfied that the proposed traffic system with egress onto Falcarragh Rd. would not pose a risk to traffic safety. It is of relevance to also note that DMURS highlights that research has shown that there is no significant difference in the collision risk attributable to more permeable street layouts in urban areas and that more frequent and less busy junctions need not lead to higher numbers of accidents. I wish to also highlight that there is provision to use other, more sustainable modes of transport to access the school grounds and adjoining sporting facilities outside of normal school hours and that traffic movements arising from the use of these facilities outside of school hours are likely to occur outside of the peak traffic periods.

In light of this, it is my view that traffic safety cannot be solely premised on traffic volume & congestion, and the operational use of the one-way traffic system outside of school hours. I concur with the applicant's overall aim in ensuring that the traffic system sought works better for everyone, with the prioritising on sustainable travel modes, which in turn will assist in managing and reducing congestion on the overall road network which surrounds the school. I am therefore satisfied that the use of the vehicular egress point onto Falcarragh Rd. by third parties, if so required would not in itself, pose a risk to traffic safety.

I refer the Board to Section 7.5 of this assessment below which assesses concerns raised in regard to noise, nuisance and impacts on residential amenities due to the nature and extent of this development, including third party use of school grounds and facilities.

7.5 Impacts on Residential & Visual Amenities

7.5.1 Noise & Nuisance

I submit that there are no national mandatory noise limits relating to development projects. Most environmental noise guidance documents issued across Europe derive limits from guidance issued by the World Health Organisation (WHO). The time, place, nature of the sound and people affected by noise generated, requires consideration in determining likely impacts as a result of environmental noise.

In this context and in assessing the development proposed, it is relevant to note that the local noise environment in this case is urban in character with the predominant noise source being road traffic predominantly on Collins Avenue/Falcarragh Rd., and student activity within the subject site. The residences within Gaeltacht Park are set back approximately 7 metres from the adjoining roadside by way of adjoining public footpath and in-curtilage car parking and/or front garden space and enclosed by a front boundary. Given the street layout and urban context, whilst traffic generated may decide to take the circuitous route through Gaeltacht Park as opposed to the more direct route onto Collins Avenue, I am of the view that potential traffic generated would not give rise to significant noise or nuisance from that which already exists so as to have a significant negative impact on the residential amenities of residents within the Gaeltacht Park area.

I further note that the appellant's property is sited along a row of established dwellings and is bisected from the proposed vehicular exit by way of an adjoining residential dwelling and substation, both of which are sited to the north of the appellants house. Whilst the school grounds adjoin the western (rear boundary) of the appellants house, I concur with the applicant that the proposed one-way traffic system will not significantly impact on the appellants residential amenities, given that a solid barrier adjoins the appellant's western (rear) boundary, with an existing changing room structure to be retained as part of the proposed development sited between the appellants property and the new school access/parking layout. Furthermore, there is a 15m (approx.) separation distance with intervening urban development, notably substation and residential house between the proposed exit onto Falcarragh Rd. and the appellant's house.

Separately, in terms of noise and dust at demolition & construction stage, which is short-term & temporary, I concur with the applicant that these matters can be appropriately managed through the implementation of a Construction Environmental Management Plan (CEMP) in the normal manner.

7.5.2 Overlooking

Whilst the matter of overlooking has not been specifically raised by third parties, I wish to clarify that the proposed development will not give rise to any overlooking of the

first-floor rear windows on adjoining residential properties, due to the nature and extent of the proposed development.

7.5.3 Visual Impact

In my opinion, the proposed development, including access arrangements onto Falcarragh Rd. are typical in form and design for its intended use, in this urban area. The proposal would integrate successfully into the surrounding street and would not have a detrimental impact on the visual amenities of the area. Furthermore, the proposal will not detract from the visual amenities or setting on the appellant's property, given the site's context at the northern most end of this residential street and separation distance, c. 15 north of the appellant's property.

7.6 Other Matters

Whilst an error is shown within the submitted documentation in regard to the current operational use of the existing access gate onto Falcarragh Rd., I am satisfied that this matter did not prevent concerned parties from making representations.

This assessment represents my de novo consideration of all planning issues material to the proposed development.

8.0 AA Screening

In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the information considered in this AA screening, I conclude that the proposed development individually or in combination with other plans or projects would not be likely to give rise to significant effects on any European Site and is therefore excluded from further consideration. Appropriate Assessment is not required.

This determination is based on:

- Nature of works - Demolition of existing annex school buildings and construction of a new extension (4,055sqm) & external link to the school and all associated works.

- Location - Distance from nearest European site and lack of connections. [This is an established, serviced site within an urban area and is located in excess of 5.3km from the nearest European site.
- Taking into account the Screening for AA report that accompanies the application
- Taking into account screening determination by the PA.

[Refer: Template 2 Screening the need for Appropriate Assessment Finding of no likely significant effects report form attached to this assessment].

9.0 Recommendation

It is recommended that permission be granted subject to conditions.

10.0 Reasons and Considerations

Having regard to the nature of the proposed development, which is an extension to an existing school and the provisions of the Dublin City Development Plan 2022-2028, the proposed development including revised access design would not adversely affect the residential or visual amenities of the area, would not give rise to the creation of a traffic hazard in the vicinity and would not have any significant effects on the environment. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

11.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars submitted on the 03 September 2024, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. This permission pertains solely to development works which are delineated within the redline boundary on the plans and particulars submitted and as stated within the development description contained within the public notices.

Reason: In the interest of clarity.

3. Prior to the occupation of the permitted development, the applicant shall engage with the Traffic Advisory Group (TAG) of Dublin City Council to ascertain and comply with their requirements in respect of all works to the public road. All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of development, shall be at the expense of the developer.

Reason: In the interest of pedestrian and road safety and orderly development.

4. The demolition and construction works shall be managed in accordance with an updated Construction Environmental Management Plan (CEMP), which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

The CEMP shall include but not be limited to construction phase controls for dust, noise and vibration, waste management, protection of soils, groundwaters, and surface waters, site housekeeping, emergency response planning, site environmental policy, traffic management arrangements/measures and project roles and responsibilities.

Reason: In the interest of environmental protection, residential amenities and public safety.

5. A plan containing details for the management of waste (and, in particular, recyclable materials) within the development, including the provision of facilities for the storage, separation and collection of the waste and, in particular, recyclable materials and for the ongoing operation of these facilities shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, the waste shall be managed in accordance with the agreed plan.

Reason: To provide for the appropriate management of waste and, in particular recyclable materials, in the interest of protecting the environment.

6. Details of the materials, colours and textures of all the external finishes (including signage) to the proposed development shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of visual amenity.

7. All service cables associated with the proposed development shall be located underground. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development.

Reason: In the interests of visual amenity.

8. The attenuation and disposal of surface water shall comply with the requirements of the planning authority for such works and services.

Reason: In the interest of public health.

9. Site development and building works shall be carried out only between the hours of 0700 to 1800 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the residential amenities of property in the vicinity.

10. The demolition and construction works shall be carried out in such a manner as to ensure that the adjoining streets are kept clear of debris, soil and other material and if the need arises for cleaning works to be carried out on the adjoining public roads, the said cleaning works shall be carried out at the developer's expense.

Reason: To ensure that the adjoining roadways are kept in a clean and safe condition during construction works in the interest of orderly development.

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

Paula Hanlon
Planning Inspector

31 January 2025

Form 1

EIA Pre-Screening

An Bord Pleanála Case Reference	ABP-321083-24		
Proposed Development Summary	Demolish temporary classroom block annex (730sqm) and construct an extension (4,055sqm) & external link to the school and all associated works.		
Development Address	Saint Aidan's CBS, Collins Avenue Extension, Whitehall, Dublin 9, D09 XT54		
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (that is involving construction works, demolition, or interventions in the natural surroundings)		Yes	X
		No	
2. Is the proposed development of a CLASS specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended)?			
Yes	X		Proceed to Q3.
No			
3. Does the proposed development equal or exceed any relevant THRESHOLD set out in the relevant Class?			
Yes			EIA Mandatory EIAR required
No	X	Class 10(b) (iv) Infrastructure Projects	Proceed to Q4
4. Is the proposed development below the relevant threshold for the Class of development [sub-threshold development]?			

Yes	X	Whilst the proposed development is classed as urban development, it would involve an area of 1.707ha which is significantly less than the relevant area (10ha) for mandatory EIA, as it is located outside of the business district and in an area which can be defined as 'other parts of a built-up area' as set out within Class 10(b)(iv), Part 2, Schedule 5 of the P&D Regulations 2001 (as amended). The predominant land use in this area is residential use along with education, sport & recreation and some commercial.	
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5. Has Schedule 7A information been submitted?		
No		Pre-Screening determination remains as above (Q1 to Q4)
Yes	X	Screening Determination required

Inspector: _____ **Date:** _____

Form 3 - EIA Screening Determination

A. CASE DETAILS			
An Bord Pleanála Case Reference	321083		
Development Summary			
	Yes / No / N/A	Comment (if relevant)	
1. Was a Screening Determination carried out by the PA?	No	The need for EIA was excluded at preliminary examination stage.	
2. Has Schedule 7A information been submitted?	Yes		
3. Has an AA screening report or NIS been submitted?	Yes	A Screening for Appropriate Assessment Report accompanied this application.	
4. Is a IED/ IPC or Waste Licence (or review of licence) required from the EPA? If YES has the EPA commented on the need for an EIAR?	No		
5. Have any other relevant assessments of the effects on the environment which have a significant bearing on the project been carried out pursuant to other relevant Directives – for example SEA		Noted that a SEA and AA (NIS Report) were undertaken in respect of the Dublin City Development Plan 2022-2028	
B. EXAMINATION	Yes/ No/ Uncertain	Briefly describe the nature and extent and Mitigation Measures (where relevant) (having regard to the probability, magnitude (including population size affected), complexity, duration, frequency, intensity, and reversibility of impact) Mitigation measures –Where relevant specify features or measures proposed by the applicant to avoid or prevent a significant effect.	Is this likely to result in significant effects on the environment? Yes/ No/ Uncertain

This screening examination should be read with, and in light of, the rest of the Inspector's Report attached herewith			
1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning)			
1.1 Is the project significantly different in character or scale to the existing surrounding or environment?	No	<p>The proposed development is contained within an already established school site. The scale of the development is broadly consistent with its urban area, with DCU's university campus on adjoining lands to the west and primarily two-storey semi-detached housing to the east and north.</p> <p>The proposed development would provide for the expansion of educational facilities at this urban location that is not regarded as being of a scale or character significantly at odds with the existing school site and surrounding pattern of development in this area.</p>	No
1.2 Will construction, operation, decommissioning or demolition works cause physical changes to the locality (topography, land use, waterbodies)?	No	Standard measures proposed to address potential impacts on surface water and groundwaters in the locality.	No
1.3 Will construction or operation of the project use natural resources such as land, soil, water, materials/minerals or energy, especially resources which are non-renewable or in short supply?	No	Construction materials will be typical for an urban development of this nature and scale.	No
1.4 Will the project involve the use, storage, transport, handling or production of substance which would be harmful to human health or the environment?	No	Construction activities will require the use of potentially harmful materials, such as fuels and other such substances. Use of such materials would be typical for construction sites. Any impacts would be local and temporary in nature. The implementation of standard construction practice measures outlined in the Outline CEMP would satisfactorily mitigate potential impacts. No	No

		operational impacts in this regard are anticipated.	
1.5 Will the project produce solid waste, release pollutants or any hazardous / toxic / noxious substances?	No	Construction activities will require the use of potentially harmful materials, such as fuels and other similar substances and give rise to waste for disposal. The use of these materials would be typical for construction sites. Noise and dust emissions during construction are likely. Such construction impacts would be local and temporary in nature, and with the implementation of the standard measures outlined in the Construction Environmental Management Plan, the project would satisfactorily mitigate the potential impacts. Demolition and Operational waste would be managed through a waste management plan to obviate potential environmental impacts. Other operational impacts in this regard are not anticipated to be significant.	No
1.6 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	No	Operation of the standard measures listed in the outline Construction Environmental Management Plan will satisfactorily mitigate emissions from spillages during construction and operation. The operational development will connect to mains services and discharge to surface waters only after passing through fuel interceptors and SUDS. Surface water drainage will be separate to foul services within the site.	No
1.7 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	No	The predominant noise sources are road traffic predominantly on Collins Avenue/Falcarragh Road, and student activity within the subject site. Noise generated by way of traffic would be	No

		<p>consistent with the local noise environment in an urban area.</p> <p>There is potential for construction activity to give rise to noise and vibration emissions. Such emissions will be localised and short term in nature, and their impacts would be suitably mitigated by the operation of standard measures listed in the Construction Environmental Management Plan.</p>	
1.8 Will there be any risks to human health, for example due to water contamination or air pollution?	No	Construction activity is likely to give rise to dust emissions. Such construction impacts would be temporary and localised in nature and the application of standard measures within the Construction Environmental Management Plan would satisfactorily address potential risks on human health. No significant operational impacts are anticipated for the piped water supplies in the area.	No
1.9 Will there be any risk of major accidents that could affect human health or the environment?	No	No significant risk is predicted having regard to the nature and scale of the development. Any risk arising from demolition and construction will be localised and temporary in nature.	No
1.10 Will the project affect the social environment (population, employment)		Development of this site would accommodate educational needs and enhance existing school facilities that would serve towards meeting an anticipated demand in the area.	No
1.11 Is the project part of a wider large scale change that could result in cumulative effects on the environment?	No	-	No

2. Location of proposed development			
<p>2.1 Is the proposed development located on, in, adjoining or have the potential to impact on any of the following:</p> <ul style="list-style-type: none"> • European site (SAC/ SPA/ pSAC/ pSPA) • NHA/ pNHA • Designated Nature Reserve • Designated refuge for flora or fauna • Place, site or feature of ecological interest, the preservation/conservation/ protection of which is an objective of a development plan/ LAP/ draft plan or variation of a plan 	No	The nearest European sites are listed in Section 5.4 & Template 2 the latter of which is appended to this report. Other designated sites are referenced in the application's accompanying AA Screening Report. Protected habitats or habitat suitable for substantive habituating of the site by protected species were not found on site. The proposed development would not result in significant impacts to any protected site(s).	No
2.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, for example: for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	No	The proposed development would not result in significant impacts to protected, important or sensitive species	No
2.3 Are there any other features of landscape, historic, archaeological, or cultural importance that could be affected?	No	No evidence of archaeological features on the site	No
2.4 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, for example: forestry, agriculture, water/coastal, fisheries, minerals?	No	No such features are in this urban location, with the site separated from agricultural areas and water/coastal areas by intervening urban lands and road infrastructure.	No
2.5 Are there any water resources including surface waters, for example: rivers, lakes/ponds, coastal or groundwaters which could be affected by the project, particularly in terms of their volume and flood risk?	No	The development will incorporate a green roof and implement SUDS measures to control surface water run-off. The development would not increase risk of flooding to downstream areas with surface water to discharge at greenfield runoff rates.	No

		No surface water features in the vicinity of the site.	
2.6 Is the location susceptible to subsidence, landslides or erosion?	No	-	No
2.7 Are there any key transport routes(eg National primary Roads) on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?		The site's immediate area is served by a regional road (Collins Avenue) and adjoining local road network. The use of the site is established. There are sustainable transport options available to serve this site. While additional traffic will be generated along Falcarragh Road (a local residential street) and the adjoining street network due to the revised one-way traffic system proposed in this case, no significant contribution to traffic congestion is anticipated to arise from the proposed development.	
2.8 Are there existing sensitive land uses or community facilities (such as hospitals, schools etc) which could be affected by the project?	No	This is an established school site that adjoins DCUs university campus (west). The nearest hospital is located a distance of approximately 700m (as the crow flies) to the east of this development and its campus is east of the Swords Road. There is no negative impact anticipated on any existing sensitive land uses or community facilities as a result of the proposal.	No
3. Any other factors that should be considered which could lead to environmental impacts			
3.1 Cumulative Effects: Could this project together with existing and/or approved development result in cumulative effects during the construction/ operation phase?	No	No existing or permitted developments have been identified in the immediate vicinity that would give rise to significant cumulative environmental effects with the subject project.	No
3.2 Transboundary Effects: Is the project likely to lead to transboundary effects?	No	-	No
3.3 Are there any other relevant considerations?	No	-	No
C. CONCLUSION			

No real likelihood of significant effects on the environment.	Agreed	EIAR Not Required
Real likelihood of significant effects on the environment.	-	-

D. MAIN REASONS AND CONSIDERATIONS

EG - EIAR not Required

Having regard to: -

1. the criteria set out in Schedule 7, in particular
 - (a) the nature and scale of the proposed development, on an established school site served by public infrastructure (including public transport) in an urban area
 - (b) the absence of any significant environmental sensitivity in the vicinity, and the location of the proposed development outside of any designated archaeological protection zone
 - (c) the location of the development outside of any sensitive location specified in article 109(4)(a) of the Planning and Development Regulations 2001 (as amended)
2. the results of other relevant assessments of the effects on the environment submitted by the applicant including a Screening for Appropriate Assessment Report and Screening for EIA Report

The Board concluded that the proposed development would not be likely to have significant effects on the environment, and that an environmental impact assessment report is not required.

Inspector _____
 Approved (DP/ADP) _____

Date _____
 Date _____

Template 2: Screening the need for Appropriate Assessment Finding of no likely significant effects

Appropriate Assessment: Screening Determination (Stage 1, Article 6(3) of Habitats Directive)

I have considered the proposed development which comprises in light of the requirements of S177U of the Planning and Development Act 2000 as amended.

The proposed development comprises:

- Demolition works of existing temporary classroom block annex (730sqm)
- Construct an extension (4,055sqm) & external link to the school
- All associated works.

The site is an established, serviced site within a built, urban area which is in use for educational purposes. Its topography slopes gently in an easterly and southerly direction, with a level difference of 1.2 metres (approx.) at the location of the proposed extension

There are no protected habitats on the proposed development site and the majority of habitats present are typical of a school site, notably Buildings and Artificial Surfaces, Amenity grassland and mature trees.

No issues were raised by prescribed bodies during the consultation process.

The PA determined that the proposed development is not likely to give rise to significant effect on a Natura 2000 site.

European Sites

The proposed development site is not located within or immediately adjacent to any site designated as a European Site, comprising a Special Area of Conservation or Special Protection Area (SPA). The boundary of the nearest European Site is in excess of 3.3km from the proposed development.

- South Dublin Bay and River Tolka Estuary SPA (004024)

This SPA being the nearest to the subject site is located in excess of 3.3 kilometres southeast of the site. Its qualifying interests include Light-bellied Brent Goose (*Branta bernicla hrota*), Oystercatcher (*Haematopus ostralegus*), Ringed Plover (*Charadrius hiaticula*), Grey Plover (*Pluvialis squatarola*), Knot (*Calidris canutus*), Sanderling (*Calidris alba*), Dunlin (*Calidris alpina*), Bar-tailed Godwit (*Limosa lapponica*), Redshank (*Tringa totanus*), Black-headed Gull (*Chroicocephalus ridibundus*), Roseate Tern (*Sterna dougallii*), Common Tern (*Sterna hirundo*), Arctic Tern (*Sterna paradisaea*) and Wetland and Waterbirds.

Its conservation objective is to maintain its favourable conservation condition for its qualifying interests. It notes that Grey Plover is proposed for removal from the list of Special Conservation Interests.

- North Dublin Bay SAC (000206)

This SAC being the next nearest to the subject site is located in excess of 5.3 kilometres southeast of the site. Its qualifying interests include

Mudflats and sandflats not covered by seawater at low tide, Annual vegetation of drift lines, Salicornia and other annuals colonising mud and sand, Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*), Mediterranean salt meadows (*Juncetalia maritimi*), Embryonic shifting dunes, Shifting dunes along the shoreline with *Ammophila arenaria* (white dunes), Fixed coastal dunes with herbaceous vegetation (grey dunes), Humid dune slacks, and *Petalophyllum ralfsii* (Petalwort).

Its conservation objective is to maintain the favourable conservation condition and to restore the conservation interest of qualifying interests which are defined by a list of attributes and targets.

There is no direct or indirect physical, hydrological or ecological linkage connecting the project site to any European site (including South Dublin Bay and River Tolka Estuary SPA (004024) and North Dublin Bay SAC (000206).

Likely impacts of the project (alone or in combination)

The proposed development works will be contained within an already developed site. Wastewater generated to be discharged and treated within the public wastewater network and surface water to be attenuated on site and to drainage network. There are no watercourses or drains on the site. No changes are proposed to the ecological function of the site and no disturbance impacts or habitat loss are identified.

- Given the nature, siting and scale of the development, at both construction and operation stage, on serviced lands within an urban area, coupled with separation distance to the nearest European Site, a distance in excess of 3.3km from the nearest Natura 2000 site and in examining the qualifying interests of these sites and their conservation objectives, the proposed development is not likely to impact either directly or indirectly on any European site as no physical, hydrological or ecological linkage exists between the project site any European site.

No ex-situ effects are likely having regard to the characteristics of the site which consists of an established built site. The proposed school extension and link will be located within the general area of the existing school buildings. The site is surrounded by established urban development on serviced lands between the site and North Dublin Bay SAC (000206) and South Dublin Bay and River Tolka Estuary SPA (004024).