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Representing: Blanchardstown-Castleknock-Clonsilla-Mulhuddart

On line submission regarding
planning application FW15A/0074,
Powerstown Schools

22 June 2015

A Chara

On behalf of DUBLIN 15 COMMUNITY COUNCIL I wish to make the following observations about planning application FW15A/0074 for the building of two primary school buildings in Powerstown.

The Dublin 15 Community Council welcomes the plans to build permanent buildings for two temporary buildings. For many years we have campaigned for additional primary and secondary schools in Dublin 15 to satisfy ever growing demand.

We have examined the planning application from a transport perspective.

Bicycle Parking

It is good to see that the proposed development will provide approximately parking for approximately 200 bicycles (Schedule of Accommodation section in the *Mobility Management Plan*).

The type of parking is important for the security of the bicycles. Schools often provide poor quality bicycle parking stands that make it difficult to lock a bicycle to. Page 5 of the *Landscape Report* shows the Sheffield Stand (inverted U shape) type of bicycle parking stand. These are an excellent bicycle parking stand. We encourage the use of the Sheffield Stand in the development. The size of the Sheffield Stand used should be reviewed to ensure it is not too tall or wide for the bicycles used by the children.

Local Speed Limit

Section 5.2 (Sight Lines & Site Access) of the *Engineering Assessment Report* says that the site is located within a 55km/h zone. As this school will ultimately house approximately 960 children, we suggest changing the speed limit to 30km/h.

The one way system is a great way to enhance safety within the car park. So too is the moving of the vehicle entrance further away from the pedestrian crossing point from Curragh Hall Crescent.

Parking

In Section 5.3 (Parking) it says that 54 spaces is in line with the Fingal County Council Development Plan. These all appear to be designated staff car spaces (32 + 26 = 58!)

The plans show an extensive Drop Off Zone and this is welcome and should help keep things moving.

Having said that, we are concerned that the effectiveness of the Drop Off Zone may be lessened as parents of younger children (e.g. Junior and Senior Infants) and children with special needs will need to park for a period longer than the estimated 4 minutes ("5 times in the 20 minutes prior to school opening). These younger children are often brought to the classroom so their parents cannot use the Drop Off Zone and will need car park spaces.

In a best case scenario, with 28 children in a class, 2 classes (2 x Junior Infants), 65% in a car (this figure from section 5.3), this means that 36 car park spaces are needed. This leaves 18 spaces for the rest of the school. This is a best case scenario.

Furthermore, drop off is easy as the children can be dropped off prior to school opening and the parents drive off. School closing is different as parents will likely arrive early or at school closing time and wait for their children. There will not be as many repeat uses of the Drop Off Zone as at school opening. Managing this is something for the Mobility Manager.

Staggered Opening Times

The Mobility Management Plan states that the school opening times are staggered by 20 minutes to reduce the effects of traffic on the surrounding road network.

It may be worth considering changing this to 30 minutes for when the schools are at capacity and the number of car trips increases proportionally. St Patrick's NS in

Carpenterstown starts 30 minutes before St Mochta's NS, a legacy timing from when they shared the St Mochta's NS campus.

Conclusion

We welcome the well thought out design in the proposed development. We have the following suggestions:

- Use Sheffield Stands for the bicycle parking.
- Reduce the speed limit on Powerstown Road to 30km/h.
- Review the parking arrangements to allow for parents of young children that need assistance and will park for extended periods.
- Consider changing the staggered opening hours to 30 minutes.

Yours sincerely,

Damien Carbery, Chairperson,
Dublin 15 Community Council