

FINGAL COUNTY COUNCIL
PLANNING & STRATEGIC INFRASTRUCTURE DEPARTMENT REPORT

Register Reference: PART XI/001/19

Proposed Development: Multi-Purpose Youth Facility

Location: Rush Multi-Purpose Youth Facility, Mill Bank, Rush, Co. Dublin

Proposing Department: Architects Department

Application Type: Part XI/ Part 8

Information received by the Planning & Strategic Infrastructure (P&SI) Department from the Architects Department includes a Cover Letter, Internal Memo, Technical Note, *Drawing No. 11715-PP-1* ('Site Location Map'), *Drawing No. 11715-SK-8* ('Existing Site Layout Plan'), *Drawing No. 11715-SK-5* ('Site Layout Plan'), *Drawing No. 11715-SK-9* ('Existing Ground Floor Plan'), *Drawing No. 11715-SK-10* ('Existing First Floor Plan'), *Drawing No. 11715-SK-1* ('Ground Floor Plan'), *Drawing No. 11715-SK-2* ('First Floor Plan'), *Drawing No. 11715-SKP-2* ('Sketch Design').

Nature of development:

The proposed development comprises;

Internal Works

- Alterations to the ground floor of the building;

Extension(s)

- A two storey extension to the side of the building;
- A single storey extension/glazed entrance lobby to the front of the building;
- A single storey extension to the rear of the building;

Alterations to exterior

- Replacement of first floor windows;
- Signage;

Change of use

- Change of use of first floor of the building to a community facility;

Infrastructure and ancillary works

- Realignment of kerb to front of site, provision of dropped kerbs, reconfiguration of the road junction and replacement of tarmac surface with permeable paving/paved plaza area;
- Bicycle store (for 12 no. bicycles) to front of the building;
- Landscaping and seating area to front of the building;
- Surface water drainage to comprise storage under permeable paving with an overflow to public storm drain;
- Provision of 1 no. disabled car parking space to front of building and 5 no. car parking spaces to the rear of the building.

Site Location & Description:

The subject property (known locally as 'Martin's Shop') is located at Mill Bank, Rush, Co. Dublin in the centre of Rush. The subject property has a stated floor area of c. 307 sqm and comprises a two storey, vernacular building with a pitched roof. The external finishes of the subject property comprise exposed stone with brick details for the external walls and a slate roof.

The subject property is set back from the public road/Mill Bank with an area of hardstanding and a raised planter bed to the front of the subject property. Access to the rear of the subject property is provided via Channel Road which bounds the subject property to the south. The area to the rear of the subject property comprises an area of car parking and a small garden. There is a thatched cottage (occupied as a residence) to the north of the subject property, this property is a Protected Structure. A dwelling and glasshouses are located to the west of the subject property. Rush National School is located to the south of the subject property. An area of open space is located to the east of the subject property.

The subject property was previously used as a shop and as a residence until it was acquired by Fingal County Council and used as a community facility, including a café and a multipurpose space. Part of the subject property to the side and rear appears to have been demolished recently.

Planning History:

92B/0077 – Permission GRANTED for a single storey rear extension at Mill House, Channel Road, Rush, Co. Dublin. Applicant – J & L Martin.

Reports from Internal Sections of the Planning & Strategic Infrastructure Department :

Irish Water - no objection subject to requirements.

Water Services Engineering Section – no objection subject to requirements.

Conservation Officer – no report received.

Transportation Planning Section - no objection subject to requirements.

Parks and Green Infrastructure Division – no objection.

Relevant Policy:

Fingal Development Plan 2017-2023

Map Sheet 6B:

Land-use zoning:

The site is zoned '*TC 'protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities'* in the *Fingal Development Plan 2017-2023*.

The site is indicated on Sheet No. 14 'Green Infrastructure 1' of the *Fingal Development Plan 2017-2023* as being located within a '*Highly Sensitive Landscape*'.

There is an indicative cycle/pedestrian route to the south of the subject site along Channel Road.

The subject site is located within an Urban Framework Plan Area.

The property to the north is a Protected Structure (RPS Ref. 277 - late 18th Century or early 19th Century single storey thatched dwelling).

There is a Recorded Monument located to the north-east of the subject site (i.e. DU-008-012 - 'windmill' refers).

Written Statement:

In respect of Appropriate Assessment:

Objective DMS01

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a European site or sites are subject to Screening for Appropriate Assessment.

Objective DMS02

Ensure Local Authority development proposals are subject to environmental assessment, as appropriate, including Screening for Appropriate Assessment and Environmental Impact Assessment.

In respect of Community Infrastructure, Facilities and Services:

Objective PM66

Ensure provision of accessible, adequate and diverse community facilities and services in new and established areas to provide for the well-being of residents

Objective PM67

Ensure community facilities are flexible in their design and promote optimum usage.

Objective PM69

Ensure that proposals do not have a detrimental effect on local amenity by way of traffic, parking, noise or loss of privacy of adjacent residents.

In respect of Community Buildings:

Objective PM71

Support the provision of new community centres and facilitate the refurbishment and extension of facilities where there is a need for such works. Such facilities shall be accessible by a range of travel modes with an emphasis on walking, cycling and public transport use, while providing limited car parking facilities to meet anticipated demand of non-local visitors to the centre.

Objective PM73

Encourage the development of multi-functional buildings which are not used exclusively by any one group.

In respect of Protected Structures:

Objective CH20

Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, is compatible with the special character, and is appropriate in terms of the proposed scale, mass, height, density, layout, materials, impact on architectural or historic features, and junction with the existing Protected Structure.

In respect of Vernacular Heritage:

Objective CH33

Promote the sympathetic maintenance, adaptation and re-use of the historic building stock and encourage the retention of the original fabric such as windows, doors, wall renders, roof coverings, shopfronts, pub fronts and other significant features of historic buildings, whether protected or not.

Specific objectives in respect of Rush:

Objective RUSH 1

Facilitate the development of Rush as a vibrant town and retain its market gardening tradition.

Rush Urban Framework Plan (June 2018)

The Rush Urban Framework Plan sets out a strategy for the development and improvement of the area of Rush within the Urban Framework boundary (as depicted on Map Sheet 6B of the *Fingal Development Plan 2017 – 2023*). The subject site is not indicated as a specific development site within the Rush Urban Framework Plan and there are no specific objectives which directly relate to the subject site.

Details of Proposed Development:

The proposal entails a two storey extension to the side of the existing building, a single storey extension to the front and rear of the building, internal reconfiguration to the existing building, a change of use of the first floor of the building to a community facility, signage, the upgrading of the public realm to the front of the building including the partial realignment of the road junction and site development works. The proposed extension(s) will result in an additional c. 74 sqm of floor area, increasing the floor area of the subject property from 307 sqm to 381 sqm. Material finishes for the proposed extension are stated as comprising painted render and contrasting brick/tile cladding for the external walls. Windows are to comprise grey powder coated aluminium clad timber.

Assessment:

The primary issues for assessment include;

- Compliance with Zoning Objective/Development Plan objectives;
- Impact on amenity of property and amenity of adjoining area;
- Transportation issues;
- Water & drainage issues;
- Impact on Natura 2000 Sites/EIA Screening.

Compliance with Zoning Objective/Development Plan objectives:

The proposal comprises extensions and alterations to an existing building (which is occupied as a community/youth facility) and the change of use of the first floor of the building to a community facility. 'Community facility' use class is considered 'permitted in principle' under the 'TC' zoning objective of the *Fingal Development Plan 2017-2023* and the proposal is considered to accord with the applicable zoning objective. The proposal is also considered to comply with the objectives contained in the *Fingal Development Plan 2017 – 2023*.

Impact on amenity of property and amenity of adjoining area:

The scale and design of the proposal is considered acceptable. No undue impacts are anticipated on the amenity of adjoining property. The proposal will enhance the character of the area at this location and will allow for the continued use of a vernacular building.

Transportation issues:

The Transportation Planning Section has no objection to the proposed development (subject to a number of requirements). In relation to car parking, the report notes that the proposal to realign the kerb line bounding the property at the Mill/Channel Road junction complies with *DMURS* (Design Manual for Urban Roads and Streets 2013) and is acceptable. The Transportation Planning Section notes that the quantum of car parking is acceptable given the proximity of the property to an adjacent car park (i.e. 'Church Car Park'). The proposed development is acceptable in terms of sightlines.

The report raises an issue in relation to vehicular movements to the rear of the subject site, in particular possible confusion arising from the delineation of the car park and a pedestrian walkway and recommends that a shared surface is provide in lieu. The adequacy of space within the car park to facilitate reverse manoeuvres is unclear and the report recommends that evidence is submitted to demonstrate same. The report of the Transportation Planning Section raises the issue of pedestrian/vehicular visibility at the carpark entrance which is currently impeded by a c. 2 metre high boundary wall. The report recommends that part of this wall be lowered to a maximum height of 0.9 metres for a distance of 1 metre either side of the vehicular entrance.

Water & Drainage issues:

The Water Services Engineering Section has no objection to the proposed development. The report notes a number of requirements in relation to surface water drainage. The report of Irish Water notes a number of requirements in relation to obtaining connection agreements.

Impact on Natura 2000 Sites/EIA Screening:

The closest Natura 2000 sites (i.e. Rogerstown Estuary SAC and SPA c. 0.7 km to the south of the subject site, Malahide Estuary SAC and SPA c. 5.8 to the south of the subject site and Skerries Islands SPA c. 5.5 km to the north-east of the subject site). Having regard to the location of the proposed development and the nature of the proposal no negative impacts on Natura 2000 sites are anticipated.

The proposed development is not listed in Schedule 5 (Part 1 or Part 2) of the *Planning and Development Regulations 2001* as amended nor does the proposed development meet the requirements for sub-threshold EIA as outlined in *Section 103* of the *Planning and Development Regulations 2001* as amended. No Environmental Impact Assessment (EIA) is therefore required.

Conclusion:

The proposed development has been reviewed and assessed by the P&SI Department (with supporting reports from internal sections). Subject to the recommendations indicated below, the proposed development is considered to be in accordance with the proper planning and sustainable development of the area.

Recommendations:

The Planning & Strategic Infrastructure Department has no objection to the principle of proposed development at this location subject to the implementation of the recommendations below.

1. The following requirements in relation to foul sewer, surface water and water supply shall be carried out in full;

Foul Sewer:

- (i) Note that the Statutory Consultee in this regard is Irish Water, accordingly:
 - (a) Where the applicant proposes to connect directly or indirectly to a public wastewater network operated by Irish Water, the applicant must sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.
 - (b) In the interest of Public Health and Environmental Sustainability, Irish Water Infrastructure capacity requirements and proposed connections to the Water and Waste Water Infrastructure will be subject to the constraints of the Irish Water Capital Investment Programme.

Surface Water:

- (i) No surface water/rainwater shall discharge into the foul sewer system under any circumstances.
- (ii) The surface water drainage shall be in compliance with the "Greater Dublin Regional Code of Practice for Drainage Works Version 6.0" FCC April 2006.

Water Supply:

- (i) Note that the Statutory Consultee in this regard is Irish Water, accordingly:
 - (a) Where the applicant proposes to connect directly or indirectly to a public water network operated by Irish Water, the applicant must sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.
 - (b) In the interest of Public Health and Environmental Sustainability, Irish Water Infrastructure capacity requirements and proposed connections to the Water and Waste Water Infrastructure will be subject to the constraints of the Irish Water Capital Investment Programme.

2. The following requirements in relation to access and car parking for the proposed development shall be carried out in full;

- (i) The existing boundary wall along Channel Road shall be lowered to a maximum height of 0.9 metres for a distance of 1 metre either side of the vehicular entrance.
- (ii) Evidence shall be submitted that parked vehicles would have 6 metres available to reverse to enable safe egress from the car park.
- (iii) The footpath and kerb dishing details to Mill Bank shall be agreed with the Transportation Department prior to construction.

- (iv) Details of pedestrian footpath delineation shall be agreed with the Transportation Department prior to construction.
3. The development shall be designed and undertaken in a manner that does not have any adverse impacts on the adjoining Protected Structure and should be dealt with in a satisfactory manner as advised by the Conservation Officer.
4. The external finishes of the extension(s) shall comprise painted render and contrasting brick/tile cladding for the external walls. Details of the brick/tile cladding and the signage shall be agreed with the Planning & Strategic Infrastructure Department prior to commencement of development. Windows shall comprise grey powder coated aluminium clad timber.
5. All toilet windows shall be fitted and permanently maintained with obscure glass. The use of film is not acceptable.
6. All necessary measures shall be taken to prevent the spillage or deposit of any materials including clay rubble or other debris on adjoining roads during the course of development. In the event of any such spillage or deposit, immediate steps shall be taken to remove the material from the road surface.
7. The following requirements shall be met in full;
 - (i) The hours of operation on all construction sites shall be restricted to 8.00a.m. to 7.00p.m., Monday to Friday, and 8.00 a.m. to 2.00p.m. on Saturdays.
 - (ii) No activities shall take place on site on Sundays or Bank Holidays.
 - (i) No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, shall take place on site between the hours of 7.00pm and 8.00am.
8. All public services to the proposed development, including electrical, telephone cables and associated equipment shall be located underground throughout the entire site.

Fionnuala May.

Fionnuala May
County Architect

P. M. Byrne

Peter Byrne
Senior Planner

Margaret Geraghty

Margaret Geraghty
Director of Services
Housing & Community Department

Appendix 1

Copies of Reports from Internal Sections of the Planning & Strategic Infrastructure Department

PLANNING REPORT

Report of the Water Services Department

Reg Ref: PartXI/001/19

Development: Proposed Extension at Rush Multipurpose Youth Centre

Location: Mill Bank, Rush, Co. Dublin

Permission: Part XI

Foul Sewer: IW

Surface Water: NO OBJECTION SUBJECT TO:

1. No surface water/rainwater shall discharge into the foul sewer system under any circumstances.
2. The surface water drainage shall be in compliance with the "Greater Dublin Regional Code of Practice for Drainage Works Version 6.0" FCC April 2006.

Water Supply: IW

Officer: SK Endorsed: _____

Date: 10/01/19 Date: _____

FINGAL COUNTY COUNCIL INTERNAL CONSULTEE

PLANNING REPORT

Report of Parks Division

Reg Ref: PartXI/001/19

Development: Proposed Extension at Rush Multipurpose Youth Centre

Location: Mill Bank, Rush, Co. Dublin

Permission: Part XI

With reference to the above planning application, the Parks and Green Infrastructure Division's comments are as follows:

Landscaping

The proposed open space layout & landscaping is acceptable to the Parks & Green Infrastructure Division.

Officer: Mark Finnegan

Endorsed: _____

Date: 15/01/2019

Date: _____

Fingal County Council

Planning & Strategic Infrastructure Department

Transportation Planning Section

Register Reference: PARTXI/001/19

Development:
Proposal for Rush
Multi-Purpose
Youth Facility at

Location: Mill Bank,
Rush, Co. Dublin

Report Type: PartXI (Dev by State Authority)

Lodged:

Rec'd in Transport:

General

The proposed development is located in a 50km/hr speed limit. The development proposes the refurbishment and upgrade of the existing premises at Mill Bank, Rush, Co. Dublin (formerly "Martin's Shop").

Parking

The existing premises have a tarmac forecourt which is used for general uncontrolled car parking without delineation and open to the street on Mill Bank and Channel Road. The proposed development would provide a raised forecourt for pedestrian & cycling access only with a single parallel universal access parking space provided on Chanel Road. As part of the proposal the kerb line bounding the property through the Mill/Chanel Road junction would be realigned to comply with the current standard, DeMURS. This is acceptable to the Transportation Department.

There are currently 6 car parking spaces to the rear of the development of which 5 would be retained in the new development. This is one space below Fingal County Development plan standards. Considering the close proximity of a communal car parking facility at Church carpark, this is considered acceptable by the Transportation Department.

The new proposed configuration of the car park would be a shared surface and would include delineation of an at grade pedestrian walkway to the back of the building from the carpark entrance serving a fire escape. The width of the proposed walkway would be c.2.4m and take up most of the width of the available carpark entrance. It is understood that the main pedestrian entrance is to the front of the building and the rear entrance would be seldom used by pedestrians. However the delineation of the carpark surface may lead to confusion amongst vehicle drivers and pedestrians regarding right of way.

A shared surface would be preferable for the carpark omitting marking delineating a pedestrian walkway.

Fingal County Council

Planning & Strategic Infrastructure Department

Transportation Planning Section

It is not clear if adequate space is available to safely allow parked vehicles to reverse and exit the carpark. Evidence would be required that parked vehicles have adequate room to reverse and exit the carpark.

Sightlines

Sightlines at the existing entrance to the carpark required by the Design Manual for Urban Roads and Streets have not been indicated on the site layout plan, however they are achievable based on existing road layouts. However, pedestrian/car inter-visibility at the carpark entrance is impeded by the existing height of the boundary wall (1.8m minimum) to the carpark and the narrow width of the carpark entrance. The wall should be lowered to a maximum height of 900mm for a distance of 1m either side of the car park entrance.

Conclusion

The Transportation Planning Section has no objection to the proposed development subject to the following conditions

- 1) The existing boundary wall is lowered to a maximum height of 900mm for a distance of 1m either side of the car park entrance.
- 2) Evidence is submitted that parked vehicles have available 6m to reverse to enable safe egress of the car park.
- 3) The footpath and kerb dishing details to Mill Bank road shall be agreed with the Transportation Department prior to construction.
- 4) Details of pedestrian footpath delineation is agreed with the transportation department prior to construction.

Signed: _____

Endorsed: _____

Date: _____

Date: _____

Planning Dept,
Fingal County Council



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Irish Water Submission to Planning Authority

Planning Application No. PartXI/009/18
Date Lodged with Planning Authority: 11 January 2018
Date submitted to Planning Department:
Development: Proposed Extension at Rush Multipurpose Youth Centre

Location : Mill Bank, Rush, Co. Dublin



IW Recommendation:

No Objection (Class 1)

IW Observations:

IW has no objection to the proposal based on the plans and particulars included in the planning application, however;

- 1) Where the applicant proposes to connect directly or indirectly to a public water/wastewater network operated by Irish Water, the applicant must sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.
- 2) In the interest of Public Health and Environmental Sustainability, Irish Water Infrastructure capacity requirements and proposed connections to the Water and Waste Water Infrastructure will be subject to the constraints of the Irish Water Capital Investment Programme.

Signed on Behalf of Irish Water: Mr Sean Laffey

Date: 24 January 2019