



An
Bord
Pleanála

Inspector's Report ABP-314398-22

Development	New vehicular entrance and driveway for off-street car parking.
Location	58 Saint Attracta Road, Cabra, Dublin 7
Planning Authority	Dublin City Council
Planning Authority Reg. Ref.	4118/22
Applicant(s)	Una Mc Carthy and Peter Szchechina
Type of Application	Permission
Planning Authority Decision	Refuse
Type of Appeal	First Party
Appellant(s)	Una Mc Carthy and Peter Szchechina
Observer(s)	None
Date of Site Inspection	December 16 th , 2022
Inspector	Lorraine Dockery

1.0 **Site Location and Description**

- 1.1. The application site comprises an end of terrace property within this mature street residential area.

2.0 **Proposed Development**

- 2.1. Permission is sought for a new vehicular entrance and driveway to provide for off-street car parking.

3.0 **Planning Authority Decision**

3.1. **Decision**

The planning authority decided to REFUSE permission for the following reason:

1. The provision of a vehicular entrance, by reason of location, width and access/egress manoeuvring would have a negative impact on-street parking provision for residents within the cul-de-sac, Saint Attracta Road. The development is considered contrary to the Dublin City Development Plan 2016-2022, Appendix 5 and the document 'Parking Cars in Front Gardens'. The development would therefore, by itself and by reason of the undesirable precedent it would set for other similar development in the area, be contrary to the proper planning and sustainable development of the area

3.2. **Planning Authority Reports**

3.2.1. Planning Reports

The main points of the planner's report include:

- Considered that the proposed development would not be consistent with the Dublin City Development Plan 2016-2022 or with the proper planning and development of the area
- Refusal recommended

3.2.2. Other Technical Reports

Roads and Traffic Planning Division- refusal recommended

Drainage Division- no objections, subject to conditions

4.0 Prescribed Bodies

Transport Infrastructure Ireland

If the application is successful and not exempt, a condition relating to a levy in respect of the Section 49 Contribution Scheme Levy should be included

5.0 Planning History

No recent planning history.

6.0 Policy and Context

6.1. Development Plan

The Dublin City Development Plan 2022-2028 is the operative Development Plan for the area.

Zoning: 'Objective Z1' which seeks 'To protect, provide and improve residential amenities'.

Appendix 5: Transport and Mobility: Technical Requirements

Section 4.3 of Appendix 5 Parking in Front Gardens

6.2. Natural Heritage Designations

None

6.3. EIA Screening

Having regard to the nature and scale of the development proposed, the site location within an established built-up urban area which is served by public infrastructure and

outside of any protected site or heritage designation, the nature of the receiving environment and the existing pattern of residential development in the vicinity, and the separation distance from the nearest sensitive location, there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

7.0 **The Appeal**

7.1. **Grounds of Appeal**

The main points of the appeal are:

- No loss of on-street parking; outlines need for parking space
- Precedent established on other streets

7.2. **Planning Authority Response**

None

7.3. **Observations**

None

7.4. **Further Responses**

None

8.0 **Assessment**

8.1. I highlight to the Board that a new City Development Plan has been adopted, since the decision of the planning authority issued.

8.2. I have read all documentation attached to this file including inter alia, the appeal and the report of the Planning Authority, in addition to having visited the site. I note the following:

- No other property within the cul-de-sac have any vehicle access to their properties and that all parking is provided by on-street parking. The proposal therefore has the potential to create a precedent for further similar developments on the street, with the potential loss of existing spaces.
- While off-street parking may be provided on other streets in vicinity, it is unclear if these have the benefit of planning permission.
- I concur with the opinion of the planning authority that the provision of a vehicular entrance, by reason of location, width and access/egress manoeuvring would have a negative impact on existing on-street parking provision for residents within the cul-de-sac. While I acknowledge that there is undesignated parking on one side of the street only, manoeuvring into/out of the proposed space would be difficult and the proposed vehicular access would effectively result in the removal of an existing space (on opposite side), given the limited road width. Section 4.1 of Appendix 5 of the operative City Development Plan notes that there will be a presumption against the removal of on-street parking spaces to facilitate the provision of vehicular entrances to single dwellings in predominantly residential areas where residents are largely reliant on on-street car-parking spaces. On this street, given that no property has off-street parking spaces/vehicular accesses, all residents with a need for car parking are reliant on these existing on-street spaces.
- The proposal would, if permitted, set an undesirable precedent for similar sites both within this cul-de-sac and the general area.

8.3. Having regard to the above, it is considered that the proposed development would not be consistent with the operative Dublin City Development Plan or with the proper planning and sustainable development of the area.

9.0 **Appropriate Assessment Screening**

9.1 Having regard to the nature and scale of the proposed development, the location of the site within an adequately serviced urban area, the physical separation distances to designated European Sites, and the absence of an ecological and/ or a hydrological connection, the potential of likely significant effects on European Sites

arising from the proposed development, alone or in combination effects, can be reasonably excluded.

10.0 **Recommendation.**

10.1. I recommend permission be REFUSED

11.0 **Reasons and Considerations**

1. The provision of a vehicular entrance, by reason of location, width and access/egress manoeuvring would have a negative impact on-street parking provision for residents within the cul-de-sac, Saint Attracta Road. The development is considered to be contrary to the Dublin City Development Plan 2022-2028, Appendix 5, in particular section 4.3 Parking Cars in Front Gardens. The development would therefore, by itself and by reason of the undesirable precedent it would set for other similar development in the area, be contrary to the proper planning and sustainable development of the area

Lorraine Dockery
Senior Planning Inspector

20th December 2022