



An
Bord
Pleanála

Inspector's Report

ABP-322178-25

Development	2 storey house with new entrance on a subdivision of the site of existing house and all associated site works.
Location	54 Clonsilla Road, Blanchardstown, Dublin 15, D15 AXV6
Planning Authority	Fingal County Council
Planning Authority Reg. Ref.	FW25A/0007E
Applicant(s)	Veronica Curmei
Type of Application	Permission
Planning Authority Decision	Refuse
Type of Appeal	First
Appellant(s)	Veronica Curmei
Observer(s)	None
Date of Site Inspection	23/06/2025
Inspector	Darragh Ryan

1.0 Site Location and Description

- 1.1. The existing site is located to the rear of 54 Clonsilla Road with an existing access onto Roselawn Road. 54 Clonsilla Road and adjacent site are currently under construction for refurbishment of existing dwelling and construction of a two storey dwelling which is referred to in the applicant drawings as 54 A Clonsilla Road.
- 1.2. The area is generally characterised by semi-detached and terrace type dwellings with large rear gardens. The site as proposed is to be located between 54 Clonsilla Road and 2 Woodview Grove. The site area is stated at .066ha.

2.0 Proposed Development

- 2.1. Permission is sought for the construction of a two -storey dwelling:
 - Proposed dwelling height: 7m (ridge height)
 - Site width: 10m; dwelling width: 8.6m; depth: 9.1m
 - Hipped roof design with rendered finish
 - No fenestration to side elevations
 - Setback of 3m from Roselawn Road

3.0 Planning Authority Decision

3.1. The planning authority issued a Decision to refuse for two reasons:

1. The proposed dwelling by virtue of its layout, form and design, would result in overdevelopment of the corner site of no 54 Clonsilla Road, would be contrived within the restricted plot and would fail to have cognisance of the character of the local area. In addition the proposal would be considered inappropriate backland development at odds with the surrounding pattern of development and the visual amenity of the area. Furthermore, the proposed dwelling by virtue of its proximity and massing would result in an adverse overbearing, domineering and overshadowing impact on the rear amenity space serving nos 54 & 54 A Clonsilla Road. Therefore, the proposal would seriously injure the residential amenities of the existing and future occupants

of nos 54 & 54 A Clonsilla Road and depreciate the value of the properties in the vicinity. As such, the proposal would contravene the “RS” Residential zoning objective, Section 14.10.4, Objectives DMS 31 & DMS 032 and Table 14.4 of the Fingal Development Plan 2023 -2029 and would therefore be contrary the proper planning and sustainable development of the area.

2. Based on the information submitted, the Planning Authority is not satisfied that adequate sightlines in relation to the proposed means of vehicular access can be achieved. In addition, the proposed access to the car parking space does not provide sufficient intervisibility in regard to pedestrians on the footpath and would contravene objective DMS 032 of the Fingal Development Plan 2023-2029. The proposed development would endanger public safety by reason of traffic hazard and would therefore be contrary to the proper planning and sustainable development of the area.

3.2. Planning Authority Reports

- 3.2.1. There is a single planning authority report on file. The primary areas of consideration are with regard to design and site access. The planning assessment can be summarised as follows:

- Subject site is zoned residential – the principle of sub-division of site and construction of dwelling is considered acceptable.
- Impact on visual and residential amenity – the proposed site is considered an infill site. The planning authority acknowledges there is a recently approved dwelling within the curtilage of the site to the north -east side of 54 Clonsilla Road. The planning authority has concerns regarding overdevelopment of the corner plot.
- Concerns regarding the proposed dwellings position to the rear of nos 54 & 54 A Clonsilla Road as it significantly reduces their rear garden depths to c 7-10 meters which is inconsistent with the character of the area and is not appropriate.
- The proposed dwelling is two-storey in scale has a depth of 9.1 meters, a width of 8.6 meters and a height of 7.0 meters..... the proposal results in an

uninteresting, incongruous design which poorly integrates with the Roselawn street scene. The readily visible location of the proposed dwelling along Roselawn Road exacerbates visual amenity and is not appropriate.

- Regarding sightlines, the required sightlines are not achievable due to the high boundary walls. The applicant does not have control over the adjacent boundary wall to the southeast to make amendments to achieve required sightlines.

3.2.2. Other Technical Reports

3.2.3. Parks & Green Infrastructure Division

- The 1no. street tree located on the grass verge to the front of the site along Clonsilla Road shall be retained. The grass verge and street tree must be protected from damage during construction works.
- This includes preventing building materials, skips and vehicles being parked or stored on the grass verge to the front of the site.
- ii. A tree bond of €1000 is to be lodged with the Council prior to the commencement of development in order to ensure that the street tree along the Clonsilla Road is protected and maintained in good condition throughout the course of development. This bond will be held by Fingal County Council for a period of 1 year post construction which may be extended in the event of possible construction related defects.

3.2.4. Transportation Planning Section

- A sightline drawing has not been provided. A sightline drawing should be provided for the proposed vehicular access. The sightlines should be measured from a 2.0m setback from the road edge in the centre of the access to the near side edge of carriageway for a distance of 45m to both sides of the entrance in accordance with DMURS. It is not clear if sightlines can be achieved.
- Pedestrian and vehicle inter-visibility should be provided for any new development when exiting a car port. The pedestrian visibility splay is a 2m x 2m intervisibility splay to the back edge of the footpath. This requires a 4.0m

access width minimum that allows for intervisibility to either side as a car exits from the middle of the access point

- The Transportation Planning Section would consider the proposed development to be a potential traffic hazard as the submission has not provided sufficient details in relation to the required sightlines for the vehicular access. The proposed access to the carparking space does not provide sufficient intervisibility between pedestrians on the footpath and a vehicle exiting the parking space and to achieve these significant changes to the layout would be required. The Transportation Planning Section recommends a refusal.

3.2.5. Water Services Department

- The surface water drainage proposal contains no sustainable drainage systems (SuDS) elements which is contrary to the objectives of the County Development Plan and the principles of the Greater
- Dublin Strategic Drainage Study. Prior to commencement of construction the developer shall submit an acceptable surface water drainage design and details. All new areas contributing to rainwater runoff shall be discharged to commensurate and appropriate SuDS (sustainable drainage systems) devices, in accordance with the GDSDS (Greater Dublin Strategic Drainage Study, 2005).
- 2. No surface water / rainwater is to discharge into the foul water system under any circumstances.
- 3. The surface water drainage must be in compliance with the Greater Dublin Regional Code of Practice for Drainage Works, Version 6.0, FCC, April 2006

3.3. **Prescribed Bodies**

- None

3.4. Third Party Observations

- None

4.0 Planning History

- FW 24A/0231: Permission granted for the construction of a 2 storey, 4 bedroom detached house on a subdivision of the existing site and the demolition of (the existing garage, the original garage now a sitting room, part of the existing kitchen and gable chimney) of the existing 2 storey 3 bedroom semi-detached house to be retained, existing 3m gate entrance reused for proposed house and new 3m gate entrance for existing house.
- FW12B/0004: Permission granted for the construction of a 28sqm single storey rear extension with pitched roof including 3 no roof lights and internal ground floor alterations to existing layout.

5.0 Policy Context

5.1.1. Project Ireland 2040: National Planning Framework, 2018:

The National Planning Framework (NPF) is a long-term strategic planning framework intended to shape the future growth and development of Ireland out to the year 2040, a key objective of which is the move away from unsustainable “business as usual” development patterns and towards a more compact and sustainable model of urban development. It provides for a major new policy emphasis on renewing and developing existing settlements, rather than the continual expansion and sprawl of cities and towns out into the countryside at the expense of town centres and smaller villages. In this regard, it seeks to achieve compact urban growth by setting a target for at least 40% of all new housing to be delivered within the existing built-up areas of cities, towns and villages on infill and/or brownfield sites.

A number of key ‘National Policy Objectives’ are as follows

- NPO 1(b): Eastern and Midland Region: 490,000 - 540,000 additional people, i.e. a population of around 2.85 million.

- NPO 3(a): Deliver at least 40% of all new homes nationally within the built-up footprint of existing settlements.
- NPO 3(b): Deliver at least half (50%) of all new homes that are targeted in the five cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.
- NPO 4: Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- NPO 13: In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.
- NPO 27: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
- NPO 33: Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.
- NPO 35: Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.

5.1.2. **Housing for All - A New Housing Plan for Ireland, 2021:**

This a multi-annual, multi-billion euro plan to 2030 which aims to improve Ireland's housing system and deliver more homes of all types for people with different housing needs (with Ireland needing an average of 33,000 No. homes to be constructed per annum until 2030 to meet the targets set out for additional households outlined in the NPF). The Plan itself is underpinned by four pathways:

1. Pathway to supporting homeownership and increasing affordability;

2. Pathway to eradicating homelessness, increasing social housing delivery and supporting inclusion;
3. Pathway to increasing new housing supply; and
4. Pathway to addressing vacancy and efficient use of existing stock.

5.1.3. **Climate Action Plan 2024**

Outlines measures and actions by which the national climate objective of transitioning to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by 2050 is to be achieved. These include the delivery of carbon budgets and reduction of emissions across sectors of the economy. Of relevance to the proposed development, is that of the built environment sector. The Board must be consistent with the Plan in its decision making.

5.1.4. **National Biodiversity Plan 2023-2030**

Includes five objectives by which the current national biodiversity agenda is to be set and the transformative changes required to ensure nature is valued and protected is delivered. Of relevance to the proposed development, are the targets and actions associated with Objective 2 on achieving the conservation and restoration needs of environmental designations. Section 59B(1) of the Wildlife (Amendment) Act 2000, as amended, requires the Board to have regard to the objectives and targets of the Plan in the performance of its functions.

5.1.5. **Section 28 Ministerial Guidelines:**

The following list of Section 28 Ministerial Guidelines are of relevance to the proposed development. Specific policies and objectives are referenced within the assessment where appropriate.

- Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities, 2024, (Compact Settlement Guidelines). Applicable policy for the proposed development includes:
 - Section 3.3: contains Table 3.1 which defines categories of urban areas within Dublin City and suburbs (which the appeal site is located within). City – Urban Neighbourhoods are described as town centres designated in a statutory development plan, and lands around existing or planned high capacity public

transport nodes or interchanges. For such locations, the guidelines state that densities in the range of 50dph-250dph should be applied.

- Section 3.4: outlines a two-step density refining process, based firstly on a determination of accessibility (in accordance with definitions in Table 3.8) and secondly on site-specific criteria (impacts on character, historic environment, protected habitats and species, daylight/ sunlight of residential properties, and water services capacity).
- Section 3.4: contains Policy and Objective 3.1 which requires that the recommended density ranges set out in Section 3.3 are applied in the consideration of individual planning applications, and that these density ranges are refined further, where appropriate, using the criteria set out in Section 3.4.
- Section 4.4: contains Policy and Objective 4.1 which requires the implementation of principles, approaches and standards in the Design Manual for Urban Roads and Streets, 2013, including updates (DMURS).
- Section 5.3: includes achievement of residential standards as follows:
 - SPPR 1 – Separation Distances which requires a minimum of 16m between opposing windows serving habitable rooms at the rear or side of apartment units above ground floor level.
 - SPPR 2 – Minimum Private Open Space for apartments remains in accordance with the Apartment Guidelines.
 - Policy and Objective 5.1 which recommends a public open space provision of between 10%-15% of net site area, exceptions to this range are outlined.
 - SPPR 3 – indicates that for urban neighbourhoods, car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations shall be 1 no. space per dwelling.
 - SPPR 4 – Cycle Parking and Storage which requires a general minimum standard of 1 no. cycle storage space per bedroom (plus visitor spaces), a mix of cycle parking types, and cycle

- storage facilities in a dedicated facility of permanent construction (within or adjoining the residences).
 - Section 5.3.7 – Daylight indicates that a detailed technical assessment is not required in all cases, regard should be had to standards in the BRE 209 2022, a balance is required between poor performance and wider planning gains, and compensatory design solutions are not required.
- Sustainable Urban Housing, Design Standards for New Apartments, Guidelines for Planning Authorities (2023). Applicable policy for the proposed development includes:
 - Standards and requirements of SPPR 3 (minimum floor areas, and by reference to Appendix 1, minimum storage, private open space areas for 1–3-bedroom units).
 - SPPR 4 (50% to be dual aspect units in intermediate/ suburban areas).
 - SPPR 5 (minimum 2.7m requirement for ground level floor to ceiling height).
 - SPPR 6 (maximum of 12 apartments per floor level per core).
- Urban Development and Building Height, Guidelines for Planning Authorities (2018).
 - Section 1.8 outlines that maximum building heights in city and town centre areas have tended towards the range of six to eight storeys.
 - Section 2.5 highlights taller buildings can bring much needed additional housing and economic development to well-located urban areas and assist in reinforcing and contributing to a sense of place within a city or town centre.
 - Section 3.1 states there shall be a presumption in favour of buildings of increased height in our town/ city cores.
 - SPPR 3 requires a development management criteria test be undertaken for schemes with buildings taller than the prevailing height of those buildings in the receiving area.
- Design Manual for Urban Roads and Streets (December, 2013) (as updated) (including Interim Advice note Covid-19 May, 2020)

- Childcare Facilities – Guidelines for Planning Authorities 2001 and Circular PL3/2016 – Childcare facilities operating under the Early Childhood Care and Education (ECCE) Scheme.
- The Planning System and Flood Risk Management (including the associated Technical Appendices) (2009).
- Appropriate Assessment of Plans and Projects in Ireland – Guidelines for Planning Authorities (2009).
- The Architectural Heritage Protection, Guidelines for Planning Authorities (2011).
- Regulation of Commercial Institutional Investment in Housing, Guidelines for Planning Authorities, 2021, updated 2023 (Commercial Institutional Investment Guidelines).
 - Section 3 requires restrictions on the first occupation of houses and duplexes to individual purchasers or persons eligible for social and/ or affordable housing, excludes corporate entities.
- Development Management, Guidelines for Planning Authorities, 2007 (Development Management Guidelines).
 - Section 7.3 outlines the criteria for conditions

5.2. Fingal County Development Plan 2023-2029

- Objective DMSO31 – Infill Development New infill development shall respect the height and massing of existing residential units. Infill development shall retain the physical character of the area including features such as boundary walls, pillars, gates/gateways, trees, landscaping, and fencing or railings.
- Objective DMSO32 – Infill Development on Corner / Side Garden Sites Applications for residential infill development on corner/side garden sites will be assessed against the following criteria:
 - Compatibility with adjoining structures in terms of overall design, scale and massing. This includes adherence to established building lines, proportions, heights, parapet levels, roof profile and finishing materials.

- Consistency with the character and form of development in the surrounding area. " Provision of satisfactory levels of private open space to serve existing and proposed dwelling units.
- Ability to safeguard the amenities of neighbouring residential units. " Ability to maximise surveillance of the public domain, including the use of dual frontage in site specific circumstances.
- Provision of side/gable and rear access arrangements, including for maintenance. " Compatibility of boundary treatment to the proposed site and between the existing and proposed dwellings. Existing boundary treatments should be retained/ reinstated where possible.
- Impact on street trees in road-side verges and proposals to safeguard these features.
- Ability to provide a safe means of access and egress to serve the existing and proposed dwellings.
- Provision of secure bin storage areas for both existing and proposed dwellings
- Objective DMSO27 – Minimum Private Open Space Provision Ensure a minimum open space provision for dwelling houses (exclusive of car parking area) as follows:
 - 3 bedroom houses or less to have a minimum of 60 sq. m. of private open space located behind the front building line of the house.
 - Houses with 4 or more bedrooms to have a minimum of 75 sq. m. of private open space located behind the front building line of the house.
 - Narrow strips of open space to the side of houses shall not be included in the private open space calculations.
- Objective DMSO28 – Minimum Private Open Space Provision for Townhouses . Allow a reduced standard of private open space for one and two bedroom townhouses only in circumstances where a particular design solution is required such as to develop small infill/ corner sites. In no instance

will the provision of less than 48 sq m of private open space be accepted per house.

- Objective DMS071: Avoidance of undue overshadowing of private open space.
- Section 14.10.1 and Table 14.4: Development Management Standards

5.3. Natural Heritage Designations

Rye Water Valley/Carlton SAC – 4km to southwest

6.0 EIA Screening

See completed form 2 on file. The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development and the types and characteristics of potential impacts, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required.

7.0 The Appeal

7.1. Grounds of Appeal

This is a first party appeal against the Decision of Fingal County Council to refuse permission. The issues raised directly address the reasons for refusal. The issues can be summarised as follows:

7.1.1. Reason No 1 –

The proposed house is a 2 storey family house with a pitched roof which reflects the design of all houses in the area. The front façade of the dwelling is in alignment with adjacent houses. The eaves and pitch of the roof also reflect the adjacent houses and those opposite. As in many suburban estates of this period, the original generous back gardens have given rise to one side of Roselawn Road being made up of sole back garden walls of the two houses on the opposing corners of Clonsilla

Road and Woodview Grove. This has resulted in an unattractive one sided road at odds with the general development of the area.

It is considered the development when taken in conjunction with recently approved house on the corner will contribute to the local area. It is recommended to provide a slight revision in the design to reduce the visibility of the gable wall of the proposed dwelling house. The revision narrows the front portion of the houses which breaks the gable and reduces its mass. This also lowers the ridge of the roof.

The new Guidelines for private amenity Space as Set out in the Compact Settlement Guidelines, support smaller back gardens for more sustainable development. Post Development the back garden of No 54 A Clonsilla Road is 65sqm and no 54 is 71sqm which are still generous. The proposed development does not impact upon midday to evening sun.

The Development responds comprehensively with the objectives of Table 14.4 of the Fingal Development Plan. The design of the house reflects architectural form, building height, plot width and building line. In accordance with Table 14.4 makes a positive contribution to an otherwise blank one-sided streetscape with no adverse impact on waste management, parking or services.

7.1.2. Reason No 2 –

The access to the parking space for the proposed house is via an existing dishd access to an existing garage. This is accessed through a 2m high gate similar to vehicular access to a garage on adjacent property. The access is improved by the replacement of solid gates with a 2m high boundary wall with an open access and a 800mm high boundary wall. The improved sightlines are shown on revised site plan submitted with the appeal.

A drivers sightline to the near kerb on the left is greater than the recommendation set out in Table 4.2 in DMURS. The sightline on the right is less than the recommendation set out in Table 4.2 however this should be considered in the context of an improvement of an existing situation.

7.2. **Planning Authority Response**

The planning authority submitted a response to the appeal on the 25th of April 2025.

- There are still issues regarding design and impact on residential amenity
- Design concerns have not been adequately addressed.
- Still an issue with sightlines and pedestrian intervisibility.

7.3. **Observations**

- None

7.4. **Further Responses**

- None

8.0 **Assessment**

8.1. Having examined the application details and all other documentation on file, including the appeal, and having inspected the site and having regard to the relevant national and local policy guidance, I consider the main issues in relation to this appeal are as follows:

- Principle of Development
- Design & Layout
- Site Access
- Other Matters
- Appropriate Assessment

8.2. Principle of Development

The site is within the development boundary of Blanchardstown which is governed by the policies and objectives of the Fingal County Development Plan 2023 to 2029. Blanchardstown (which incorporates Clonsilla Road) is recognised within Fingal's Settlement Hierarchy (table 2.20) as being located within "Dublin City and Suburbs Consolidation Area". The appeal site is subject to zoning objective 'RS' residential which with the stated objective to 'Provide for residential development and protect and improve residential amenity.'

Section 14.10.1 of the Fingal Development Plan encourages the development of infill housing on underutilised infill and corner sites within established residential areas. I consider that the principle of providing a dwelling on the proposed site which can be classified as infill development is permitted under the land use zoning objective for the area and permitted in principle subject to Development management criteria as set out within other sections/ policies of the Fingal Development Plan 2023 – 2029.

8.2.1. Design & Layout

The planning authority considered the proposed dwelling to be overdevelopment of the site and is a form of inappropriate backland development which is at odds with the surrounding pattern of development and the visual amenity of the local area. It is considered the proposed development will seriously injure the residential amenities of the existing and future occupants of nos. 54 & 54A Clonsilla Road. The proposal contravenes Section 14.10.1, Objective DMS 031 & Objective DMS 032 and Table 14.4 of the Fingal Development Plan 2023 – 2029 and is not acceptable, in this regard. A refusal was recommended on this basis.

8.2.2. The applicant sets out as part of their appeal that the proposed development is capable of satisfactory assimilation into the local area, owing to the large rear garden plots and potential for an access onto Roselawn Road. It is stated that the design and sitting of the proposed development which opens onto Roselawn Road would be a positive contribution to the streetscape which otherwise would have a blank interface. It is further stated the proposal accords with Table 14.4 of the Fingal Development Plan as the house reflects the architectural form, building height, and building line of the area.

8.2.3. The appeal site comprises a corner plot at No. 54 Clonsilla Road, located at the junction of Old Clonsilla Road and Roselawn Road. The proposal seeks permission for the construction of a detached, two-storey, three-bedroom dwelling to the rear of No. 54 Clonsilla Road. Proposed dwelling height: 7m (ridge height)

- Site width: 10m; dwelling width: 8.6m; depth: 9.1m
- Hipped roof design with rendered finish
- No fenestration to side elevations
- Setback of 3m from Roselawn Road

The proposed dwelling is to be accessed directly from Roselawn Road and will result in the demolition of an existing garage currently associated with the main dwelling.

It is noted that a separate planning permission (Ref. FW24A/0231) has already been granted for a two-storey, four-bedroom detached dwelling within the side garden (northeast) of the property – 54 A Clonsilla Road. This is currently under construction. The current application, when considered cumulatively with the permitted development, results in significant subdivision of the existing site.

8.2.4. The site is zoned under Objective "RS" Residential, where the objective is to provide for residential development and protect and improve residential amenity. The assessment of the proposed development is guided primarily by the following provisions of the Fingal Development Plan 2023–2029:

- Objective DMS031: Ensure infill development respects the scale and character of surrounding area.
- Objective DMS032: Ensure infill development does not result in overdevelopment.
- Objective DMS027: Requirement for adequate private open space.
- Objective DMS071: Avoidance of undue overshadowing of private open space.
- Section 14.10.1 and Table 14.4: Development Management Standards

8.2.5. The proposed dwelling constitutes a form of backland development that is not characteristic of the established pattern of residential development in the area. The surrounding development primarily comprises semi-detached and terraced housing. The insertion of a detached two-storey dwelling with separate vehicular access onto Roselawn Road is considered incongruent with the prevailing built form and layout. The proposal fails to respect the existing urban grain and would appear visually isolated and disconnected from the existing housing pattern.

8.2.6. While the applicant contends that the proposal will positively address the blank interface along Roselawn Road, it is considered that the introduction of a detached dwelling in this location would not contribute positively to the streetscape. The dwelling would be the only dwelling on this side of Roselawn road therefore there is

no context for its provision. It would represent a standalone incongruous development in the context of the streetscape. The proposal does not reflect the prevailing scale, massing, or architectural form of the area, contrary to the guidance set out in Table 14.4 and Objectives DMS031 and DMS032.

8.2.7. Cumulatively, with the permitted dwelling under FW24A/0231, the proposal results in a significant intensification of development on the site. The extent of site coverage, at approximately 50%, is excessive and represents overdevelopment when assessed against the pattern of development in the area. The proposed dwelling appears as an overbearing feature within the rear curtilage of No. 54 Clonsilla Road and would compromise the visual and spatial quality of the residential environment.

8.2.8. The proposed dwelling will be located to the south of both the existing dwelling at No. 54 and the permitted unit at 54A Clonsilla Road. In this context, the potential for overshadowing of the private rear gardens of these units is considered significant. While private open space provision (75sqm for No. 54, 67.64sqm for No. 54A, and 63sqm for the proposed dwelling) complies with the minimum standards under Objective DMS027, the qualitative aspect of amenity is called into question. No sunlight/daylight analysis has been submitted as part of the appeal documentation. In the absence of such analysis, and having regard to the proposed orientation and scale, it cannot be demonstrated that the development would not unduly overshadow the private open space of adjoining properties, contrary to Objective DMS071.

Regarding loss of amenity, I consider there is potential overlooking into rear gardens along a significant length of the rear of dwellings along Clonsilla Road and Woodfield Grove. In this regard, I do not consider the development proposal to be appropriate.

8.2.9. While the principle of infill development on appropriately located sites is supported in the Development Plan, the proposed development does not meet the necessary criteria for acceptability. The scheme, when considered cumulatively with existing permissions, represents an overdevelopment of the site and introduces a scale and form of development that is inconsistent with the prevailing character of the area. Furthermore, the absence of sufficient analysis to demonstrate that residential amenity will not be negatively impacted raises serious concerns. The proposed development is considered to materially contravene Objectives DMS031, DMS032,

DMS071, and the qualitative guidance contained in Table 14.4 and Section 14.10.1 of the Fingal Development Plan 2023–2029.

8.3. Site Access

- 8.3.1. The second reason for refusal cited by the Planning Authority concerns the inadequacy of the proposed vehicular access in achieving appropriate sightlines. It was considered that the proposed car parking space would fail to provide sufficient intervisibility with pedestrians using the adjacent footpath. As such, the proposal is deemed to contravene Objective DMS032 of the Fingal Development Plan 2023–2029, which requires safe vehicular access that does not compromise pedestrian safety.
- 8.3.2. The applicant contends that the proposed new vehicular access, replacing the existing one, would result in an improved situation. Specifically, the proposal involves the replacement of existing solid gates and a 2-metre-high boundary wall with a boundary wall of only 800mm in height. Although this modification is likely to improve visibility in the northerly direction, sightlines to the south remain below the recommended standards set out in the Design Manual for Urban Roads and Streets (DMURS).
- 8.3.3. The existing access currently serves as a secondary entrance to the rear garden and garage of No. 54 Clonsilla Road. It is infrequently used and not considered a primary residential access. However, the proposed development would lead to a significant intensification of use, converting it to a regular point of ingress and egress for residential purposes.
- 8.3.4. According to Section 14.17.5 of the Fingal Development Plan 2023–2029, any new residential access must comply with DMURS standards. Table 4.2 of DMURS specifies that for roads with a 30km/h speed limit, sightlines of 45 metres in both directions from a setback of 2.0 metres from the road edge must be achieved. While the applicant has demonstrated compliance with this requirement to the north, the sightlines to the south remain restricted, even with the proposed reconfiguration and removal of boundary hedging.
- 8.3.5. The Planning Authority has considered the restricted southern sightline to be of significant concern. I concur with their assessment. While the applicant argues that the proposed access represents an improvement over the existing arrangement, this

does not mitigate the fact that the existing access is currently used infrequently. The proposed change would result in increased vehicular movements on a daily basis, thereby increasing potential conflict with pedestrians and other road users.

Furthermore, the Roads and Transportation Department of Fingal County Council has advised that, in the absence of adequate sightlines, the proposed development would constitute a traffic hazard.

- 8.3.6. In conclusion, I find that the proposal fails to comply with the required DMURS sightline standards and is therefore contrary to Section 14.17.5 and Objective DMS032 of the Fingal Development Plan 2023–2029. The proposed intensification of use without provision of appropriate and safe access would pose an unacceptable risk to road and pedestrian safety.

8.4. Other Matters

8.4.1. Water Framework Directive

I have assessed the proposed development for the construction of a single dwelling on zoned lands at Clonsilla and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to a surface water

8.4.2. The reason for this conclusion is as follows:

- The limited nature of construction on brownfield lands and number of best practice standard measures that will be employed to prevent groundwater and surface water pollution from the site.
- The brownfield nature of the development

I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives and consequently can be excluded from further assessment.

8.5. Appropriate Assessment

- 8.5.1. I have considered the proposed development at 54 Clonsilla Road, Blanchardstown, Dublin 15, in light of the requirements S177U of the Planning and Development Act, 2000, as amended.

The subject site is located c 4km northeast of Rye Water Valley/Carlton SAC Irish (001398). There are no drainage ditches or watercourses in the vicinity of the development site that provide direct connectivity to European sites. Article 10 of the Habitats Directive and the Habitats Regulations 2011 place a high degree of importance on such non-Natura 2000 areas as features that connect the Natura 2000 network. Features such as ponds, woodlands and important hedgerows were taken into account in the decision process.

- 8.5.2. The proposed development comprises the construction of a dwelling on lands on a within the residential setting of Clonsilla, Blanchardstown Co. Dublin .

- 8.5.3. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any European Site. The reason for this conclusion is as follows;

- The nature and small scale of the development,
- The location of the development site and distance from nearest European site(s), and the weakness of connectivity between the development site and European sites.
- Taking account of the screening report/determination by the Planning Authority.

- 8.5.4. I conclude that on the basis of objective information, that the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects.

- 8.5.5. Likely significant effects are excluded and therefore Appropriate Assessment (stage 2) (under Section 177V of the Planning and Development Act, 2000) is not required

9.0 Recommendation

I recommend that permission be refused for the following reasons:

10.0 Reasons and Considerations

1. The proposed dwelling by reason of its layout, form and design, would result in overdevelopment of the corner site of no 54 Clonsilla Road. The proposal , within a restricted plot and would fail to have cognisance of the character of the local area. In addition the proposal would be considered inappropriate backland development at odds with the surrounding pattern of development and the visual amenity of the area. In this regard it is considered the proposed development would be at variance with Objective DMS031 of the Fingal Development Plan 2023 -2029 which seeks to ensure infill development respects the scale and character of surrounding area and Objective DMS032 of the Fingal Development Plan 2023 -2029 which seeks to ensure infill development does not result in overdevelopment of existing sites.

Furthermore, the proposed dwelling by virtue of its proximity and massing would result in an adverse overbearing, domineering and overshadowing impact on the rear amenity space serving nos 54 & 54 A Clonsilla Road. Therefore, the proposal would seriously injure the residential amenities of the existing and future occupants of nos 54 & 54 A Clonsilla Road. As such, the proposal would contravene Objective DMS071 which seeks to ensure avoidance of undue overshadowing of private open space of the Fingal Development Plan 2023 -2029 and would therefore be contrary the proper planning and sustainable development of the area.

2. Based on the information submitted, it is considered that adequate sightlines in relation to the proposed means of vehicular access can be achieved. In addition, the proposed access to the car parking space does not provide sufficient intervisibility in regard to pedestrians on the footpath and would be at variance with objective DMS 032 of the Fingal Development Plan 2023-2029 which seeks to ensure a safe means of access and egress to serve the

existing and proposed dwellings. The proposed development would endanger public safety by reason of traffic hazard and would therefore be contrary to the proper planning and sustainable development of the area.

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.

Darragh Ryan
Planning Inspector

25th of June 2025

Form 1 - EIA Pre-Screening

Case Reference	322178-25
Proposed Development Summary	Construction of detached 2 storey dwelling
Development Address	54 Clonsilla Road, Blanchardstown, Dublin 15
	In all cases check box /or leave blank
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	<input checked="" type="checkbox"/> Yes, it is a 'Project'. Proceed to Q2.
	<input type="checkbox"/> No, No further action required.
2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
<input checked="" type="checkbox"/> Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	Class 10(b) Infrastructure Projects
<input type="checkbox"/> No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	

<input type="checkbox"/> No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994. No Screening required.	
<input type="checkbox"/> Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
<input checked="" type="checkbox"/> Yes, the proposed development is of a Class but is sub-threshold. Preliminary examination required. (Form 2) OR If Schedule 7A information submitted proceed to Q4. (Form 3 Required)	<p>Appropriate thresholds in accordance with Class 10(b): -</p> <p>Class 10(b)(i) – more than 500 dwelling units.</p> <p>Class 10(b)(iv) – urban development in an area greater than 10ha.</p>

4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?	
Yes <input type="checkbox"/>	
No <input checked="" type="checkbox"/>	Pre-screening determination conclusion remains as above (Q1 to Q3) <i>[Delete if not relevant]</i>

Inspector: _____ Date: _____

Form 2 - EIA Preliminary Examination

Case Reference	322178-25
Proposed Development Summary	Construction of detached single storey dwelling
Development Address	54 Clonsilla Road, Blanchardstown, Dublin 15
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	Construction of a single dwelling. The proposal requires the sub-division of existing site on zoned lands in the Clonsilla area. The area is exclusively residential. There would be no construction impacts beyond that for the construction of a single dwelling.
Location of development (The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).	The site is located at a distance removed from any water body. The site is 4km from nearest European site. There is no likely significant effect on any European site as a result of the proposed development.
Types and characteristics of potential impacts (Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and	The site is located within a greenfield site within an urban environment. There is no concern in relations to a cumulative or transboundary effect owing to nature and size of the proposed development which is located on a limited site.

complexity, duration, cumulative effects and opportunities for mitigation).	
Conclusion	
Likelihood of Significant Effects	Conclusion in respect of EIA
There is no real likelihood of significant effects on the environment.	EIA is not required.
There is significant and realistic doubt regarding the likelihood of significant effects on the environment.	
There is a real likelihood of significant effects on the environment.	

Inspector: _____ Date: _____

DP/ADP: _____ Date: _____

(only where Schedule 7A information or EIAR required)