



An
Coimisiún
Pleanála

Inspector's Report

ACP-322901-25

Development	The placing of street furniture on the area of pavement outside the front of the ground floor premises of units 3 to 9
Location	Castle House, 73-83 South Great George's Street, Dublin 2, D02 VY44
Planning Authority	Dublin City Council South
Planning Authority Reg. Ref.	WEB1773/25
Applicants	Future Properties Wicklow Limited
Type of Application	Permission
Planning Authority Decision	To refuse permission
Type of Appeal	First Party
Appellants	Future Properties Wicklow Limited
Observers	None
Date of Site Inspection	26 th August 2025
Inspector	Trevor Rue

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1.0 Site Location and Description

- 1.1. The application site, with a stated area of 0.004 hectares, is located on a main commercial thoroughfare in Dublin City Centre, about 260 metres to the south of the River Liffey. It comprises a rectangular area of pavement, 38.111 metres long by 1 metre wide, with an embedded light well, immediately in front of Castle House, a five-storey building. It is privately owned land which runs alongside the public footpath.
- 1.2. The ground floor of Castle House is divided into 12 units. The site abuts seven of these units, which are occupied by Boojam (a burrito bar); Euro Giant (a shop); I Love You So Much (a cocktail bar); Enable Ireland (a charity shop); and Kicky's (a restaurant). The next unit to the north serves as the entrance lobby of the Dublin Business School.

2.0 Proposed Development

- 2.1. It is proposed to put 15 two-person tables and 30 chairs on the site. Space would be left between tables to preserve pedestrian access to the restaurants and retail units. Each table would be enclosed on the outer side by a demountable screen to a maximum height of 1 metre and would have a centrally placed demountable parasol.

3.0 Planning Authority Decision

3.1. Decision

- 3.1.1. On 3rd June 2025, Dublin City Council decided to refuse planning permission for the following reason:

The proposed street furniture by reason of its location and area would have a negative impact on the public footpath, impacting on access for all, the pedestrian desire line, and creating pedestrian pinch points, and would be contrary to policies SMT11 and SMT18, and objective SMT02 which aims to maintain, protect, improve and expand the pedestrian network, strengthen permeability and ensuring accessibility for all. The development would set an undesirable precedent for similar type development in the area and would, therefore, be contrary to the proper planning and sustainable development of the area.

3.2. Planning Authority Reports

Planning Report

- 3.2.1. A planning officer's report dated 5th June 2025 provided the reasoning for the authority's decision. It recommended that, based on the information submitted with the application, the standards within the Development Plan and the technical report from the Transportation Planning Division, permission should be refused.

Other Technical Reports

- 3.2.2. The Council's Drainage Planning, Policy and Development Control Section had no objection, subject to a standard condition.

- 3.2.3. The Council's Transportation Planning Division made the following comments:

- A street furniture license was sought under Section 254 of the Planning and Development Act 2000 (as amended) in February 2023 for land in front of 73-89 South Great George's Street. This license was refused for pedestrian safety reasons.
- South Great George's Street (R114) is a key pedestrian route within the city centre providing a north-south connection as well as an east-west connection, in particular to the Grafton Street Quarter. Pedestrian footfall at the site location is very high, and a number of uses such as language schools with high concentration of lingering pedestrians are noted. There are three traffic lanes on most of South Great George's Street and heavy traffic including buses. A high number of cyclists are noted, in particular adjacent to the site leading to the signalised junction with Dame Street. There are no bus stops adjacent to the site. The site is adjacent to a very busy controlled pedestrian crossing linking to Exchequer Street.
- Although not shown on the submitted site level plan, bicycle stands are located outside Kicky's and Enable Ireland. The average width of a bike is 0.375 metres. When bicycles are parked at the stands, this would further reduce the [useable] footpath [width]. Other permanent street furniture in the form of bollards, light columns, bins and signage are noted on the submitted drawings.

- Notwithstanding the separation distances indicated as between 2.337 and 3.215 metres along the length of footpath between the permanent street furniture and the proposed seating area, there are serious concerns regarding the impact of chairs, tables, screens and umbrellas on pedestrian movements. The narrow 0.861-metre tables, particularly when used in conjunction with chairs and screens, pose a risk of encroaching further into the public realm. Site observations confirm that the existing footpath is already constrained, with pedestrians at times stepping into the carriageway. Any further reduction in available footpath width is likely to increase conflict between pedestrians and other road users, especially along this heavily trafficked section of the street.

3.3. Prescribed Bodies

- 3.3.1. Transport Infrastructure Ireland noted that the site falls within an area set out in a levy scheme for light rail established under Section 49 of the Planning and Development Act 2000 and that the scheme lists several exemptions where the levy does not apply.
- 3.3.2. No comments were received from Uisce Éireann, the National Transport Authority or the Department of Housing, Local Government and Heritage.

4.0 Planning History

4.1. South Great George's Street

- 4.1.1. **4037/18:** On 4th January 2019, Dublin City Council granted retention permission to Accountancy & Business College (Ireland) Limited for change of use of the second, third, fourth and fifth floors of Castle House from offices to educational.
- 4.1.2. **ABP-316272-23:** On 16th December 2024, An Bord Pleanála approved the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme which is to pass along South Great George's Street and terminate at Dame Street.

4.2. Nearby Sites

- 4.2.1. **4362/17:** On 23rd January 2018, the Council decided to refuse retention permission for a retractable steel glazed screen enclosing existing street furniture to the front of 63

South William Street on streetscape amenity grounds. Following an appeal (**ABP-300969-18**), An Bord Pleanála granted permission on 14th June 2018.

- 4.2.2. **SF/470:** On 5th December 2019, Dublin City Council decided to refuse a licence for an extension to the area for placement of street furniture outside a restaurant at 50-51 Dame Street. On 18th May 2020, An Bord Pleanála, contrary to its Inspector's recommendation, allowed an appeal against this decision (**ABP-306287-19**) and directed the Council to grant a licence for a three-year period.

5.0 Policy Context

5.1. Development Plan

- 5.1.1. Map E of the Dublin City Development Plan 2022-2028 shows the application site within Primary Land Use Zoning Category Z5, City Centre. The Z5 zoning objective, set out in Section 14.7.5 of the Plan, is to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.
- 5.1.2. Section 14.7.5 goes on to say that the primary purpose of this use zone is to sustain life within the centre of the city. The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night. Ideally, a mix of uses should occur both vertically through the floors of buildings as well as horizontally along the street frontage. A general mix of uses will be desirable throughout the area and active, vibrant ground floor uses promoted. The list of permissible uses includes restaurants.
- 5.1.3. Policy CCE1 of the Development Plan is, among other things, to promote and enhance the role of Dublin as the national economic engine and driver of economic recovery and growth, with the city centre as its core economic generator.
- 5.1.4. Figure 7.2 of the Development Plan shows South Great George's Street as a Category 2 street within the City Centre Retail Core, with pedestrian connectivity running from south to north. Policy CCUV16 is to provide for a mix of retail and other complementary uses on Category 2 streets [and] to promote active uses at street level on the principal shopping streets in the city centre retail core.

- 5.1.5. Policy CCUV30 of the Plan is to promote and facilitate the provision of cafés/restaurants and support their role in making the city more attractive for residents, workers and visitors and in creating employment. Policy CCUV32 states that proposals for outdoor dining/trading from premises extending into the street will be supported where they would not harm local amenity or compromise pedestrian movement, accessibility needs or traffic conditions.
- 5.1.6. Policy SMT11 of the Plan is to protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children. Objective SMT02 is to improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations in order to optimise safe accessibility for all users. Policy SMT18 is to continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.
- 5.1.7. Section 15.17.4 of the Development Plan considers outdoor seating and street furniture. It states that certain uses in the public realm, including elements of street furniture, can lead to problems of visual clutter and to obstruction of public footpaths for pedestrians, in particular people with disabilities. It is an objective of Dublin City Council to control the location and quality of these structures in the interests of creating a high-quality public domain. All street furniture provided by private operators including retailers, publicans and restaurateurs, should be to the highest quality, preferably of good contemporary design avoiding poor historic imitation and respect the overall character of the area and quality of the public realm and be so located to prevent any obstruction or clutter of all footpaths and paved areas including landings.
- 5.1.8. Section 15.17.4 states that street furniture requires either a licence under Section 254 of the Planning and Development Act 2000 or planning permission (including street furniture erected on private lands). In both instances, the applicant is required to submit details of the location, design, specification and quality of the proposed elements of street furniture. Street furniture should be designed to be accessible to disabled persons where possible.

5.1.9. Section 15.17.4 goes on to say that in considering applications for outdoor furniture, the planning authority shall have regard to the following:

- size and location of the facility;
- concentration of existing street furniture in the area;
- the visual impact of the structure, particularly in relation to the colour, nature and extent of advertising on all ancillary screens;
- impact on the character of the streetscape;
- the effects on the amenities of adjoining premises, particularly in relation to hours of operation, noise and general disturbance; and
- impact on access and visibility.

5.1.10. Section 15.14.7.2 of the Plan states that for proposals relating to outdoor dining, applicants will be required to demonstrate whether temporary or permanent outdoor dining facilities are provided. These areas should be fully contained within the site boundary. Temporary dining should ensure all fixtures and fittings are fully removable outside operating hours and should not impede access or create undue clutter or trip hazard in the streetscape.

5.2. Supplementary Development Contribution Scheme

5.2.1. The application site lies within the area to which Dublin City Council's Luas Cross City (St. Stephens Green to Broombridge Line) Supplementary Development Contribution Scheme applies. Paragraph 10 sets a rate of €38 per square metre for commercial/retail land uses. Paragraph 12 states that open storage / hard surface commercial space development, other than car parking, shall be liable for development contributions at one third of the commercial rate.

5.3. National Guidance

5.3.1. Section 4.3.1 of the Design Manual for Urban Roads and Streets (DMURS) states that minimum footway widths are based on the space needed for two wheelchairs to pass each other (1.8 metres). In densely populated areas and along busier streets, additional width must be provided to allow people to pass each other in larger groups.

The width of footways should increase from Suburbs (lower activity), to Neighbourhood (moderate activity) and to Centres (higher activity) and as development densities increase. The width of footways should increase according to function from Local (lower activity), Link (moderate activity), to Arterial streets (moderate to higher activity) as connectivity levels increase.

5.3.2. Figure 4.34 of DMURS illustrates the space needed for pedestrians to pass each other comfortably with reference to the anticipated levels of activity within a street. It says that these standards should be used to formulate the minimum footway widths:

- 1.8 metres is the minimum space for two people to pass comfortably in areas of low pedestrian activity.
- 2.5 metres is the desirable space for two people to pass comfortably in areas of low to moderate pedestrian activity.
- 3.0 metres is the minimum space for small groups to pass comfortably in areas of moderate to high pedestrian activity.
- 4.0 metres is the minimum space for larger groups to pass comfortably in areas of high pedestrian activity.

5.4. Natural Heritage Designations

5.4.1. The application site is not in any Natura 2000 site of European nature conservation importance. The nearest Natura 2000 sites are:

- South Dublin Bay and River Tolka Estuary Special Protection Area (SPA), about 2.9 kilometres to the north east, designated for various bird species;
- North Bull Island SPA, about 6 kilometres to the north east, also designated for various bird species;
- South Dublin Bay Special Area of Conservation (SAC), about 3.6 kilometres to the south east, designated for mudflats and sandflats, annual vegetation of drift lines, annuals colonising sand and mud and embryonic shifting dunes; and
- North Dublin Bay SAC, about 6 kilometres to the north east, designated for tidal mudflats and sandflats, annual vegetation of drift lines, annuals colonising sand and mud, salt meadows, shifting and fixed dunes, dune slacks and petalwort.

5.4.2. Table 10-2 of the Development Plan lists two other sites of international nature conservation importance in Dublin Bay, namely North Bull Island Ramsar Wetland

Site; and Sandymount Strand / Tolka Estuary Ramsar Wetland Site. It also lists North Bull Island National Special Amenity Area and North Bull Island National Nature Reserve.

- 5.4.3. The application site is not in or near any Natural Heritage Area (NHA). There are five proposed NHAs in the area served by Dublin City Council – North Dublin Bay; South Dublin Bay; Dolphins, Dublin Docks near Pigeon House Harbour; Grand Canal and Royal Canal.

6.0 Environmental Impact Assessment Screening

- 6.1. The proposed development is not a class for the purposes of EIA as per the classes of development set out in Schedule 5 of the Planning and Development Regulations 2001, as amended (or Part V of the 1994 Roads Regulations). No mandatory requirement for EIA therefore arises and there is also no requirement for a screening determination. Refer to Form 1 in Appendix 1 of report.

7.0 The Appeal

7.1. Grounds of Appeal

- 7.1.1. The appellants' evidence, including a report by transport planning consultants, may be summarised as follows:
- The application site is in the ownership of the appellant company, which was therefore required to seek planning permission rather than a street furniture licence. The appellants have addressed the Council's concerns which led to the licence being refused by reducing the proposed street furniture by 75% and confining it to the area within their ownership. A meeting took place prior to the lodgement of the application with the Council's Public Domain Officer, who indicated that the Office of City Co-ordination would be fully supportive of the proposed development.
 - The development would contribute positively to night-time economic activity through the provision of high-quality street furniture, which is currently absent in the street. The development would add significantly to visual amenity, vibrancy and animation. The footpath at this location is unsightly at points. The

streetscape is harsh with extensive use of concrete and brutalist architecture. The development would soften the street's aesthetic and make the city centre more habitable and attractive. The appellants, as significant property owners on the street, see this development as a first step towards enhancing the public realm with, in future, enhanced outdoor seating areas and greater pedestrianisation.

- The development proposal has been brought forward to expand the service offering of the three restaurants. The additional seating and outdoor setting would allow the operators to grow their businesses and attract more visitors to the area. This would help to increase employment and revitalise turnover following the Covid-19 pandemic. There would be spin-off benefits for other businesses and for tourism. The retention of expenditure within the city centre is understood to be a key priority for national and local government.
- The application site is not in close proximity to residential or other noise-sensitive uses. Dining by a maximum of 30 guests would not create undue noise or disturbance, having regard to other uses in the area.
- The proposed screens would provide the clientele with privacy and provide physical separation from the adjacent public footpath. No advertising or signage is proposed on the screens. All furnishings would be temporary and in place only from 6pm until the restaurants close. The educational and office uses on the upper floors of Castle House are likely to cease in the evening and Euro Giant and Enable Ireland are likely to be closed or winding down by 6pm. All operators of Units 3 to 9 support the development proposal.
- There are footpaths on both sides of South Great George's Street. In the vicinity of the site, they vary in width from about 2.0 metres to about 4.6 metres. Adjacent to the site, the width varies from about 3.9 metres to about 4.6 metres. Some of the widest sections of footpath on the street are in this area.
- A useable footpath width of 2.337 to 3.215 metres would be maintained, which would be appropriate in the late evening and at night time for moderate to high pedestrian activity in accordance with DMURS. During that period, the width of the footpath adjacent to the application site would be roughly similar to that of most footpaths in the vicinity. At no point would the proposed development

result in a footway width of less than 1.8 metres and prevent two wheelchairs from passing. The full footpath width, as existing, would be available at peak times and rush hours during the day. Therefore the development would not result in undue clutter or hazard. Moreover, the proposed furniture might not be put out at all times of the year owing to daily and seasonal weather and fluctuating business conditions.

- Pedestrian footfall data for College Street, the nearest street for which such data are available, indicates that in the 5pm to 6pm period it was on average about 9.7% busier than in the 6pm to 7pm period between 19th May and 8th June 2025. A similar reduction would be expected at the application site. The proposed street furniture would not affect pedestrian desire lines or result in a more circuitous route. It would not make journeys longer, less convenient, harder or less comfortable for pedestrians.
- Photographs taken at the site on 19th June 2025 around 6pm are included in the appellants' statement. Pedestrian footfall was observed to be relatively light with no conflicts between pedestrians, obstacles on the footpath and other road users. The light wells were generally not required by pedestrians. Instead, the area adjacent to Castle House was used by people loitering or stopping on the street to wait on others and/or navigate.
- It is likely that the cycle-parking facilities outside Kicky's and Enable Ireland are a recent extension to the stands outside the business school entrance. An updated street level plan showing those facilities was submitted with the appeal. It indicates that at the pinch point adjacent to the northern extremity of the proposed seating area, the useable footpath would remain 2.337 metres wide even when bicycles were parked. This measurement excludes the area to the east of the bicycle stands which is about 0.75 metres wide. The footpath width at this location is already restricted by the entrance to the business school and the cycle parking. If the Council had serious concerns in relation to this public footpath, it could have placed its own street furniture elsewhere.
- The red-line boundary of the approved Bus Connects scheme (316272) takes in the current application site in its entirety. (An extract from the relevant general arrangement drawing with the site superimposed is reproduced on

Page 7 of the appellants' statement.) The scheme layout appears to show the adjacent public footpath widened as part of the overall redesign of the street which involves a reduction in the number of vehicular lanes from three to two. Whilst it is not explicitly clear how much wider the footpath will be, it is likely that the increased footpath width will negate any potential impacts the proposed street furniture may have on the pedestrian environment. Any changes to footpath widths will need to take into account DMURS requirements.

- Street furniture is provided at similar locations in the city. There are such facilities to the north at Parliament Street and Dame Street, to the east within Drury Street and William Street South and to the south at Aungier Street. South William Street is a Category 2 shopping street. It accommodates high pedestrian footfall. It has a high frequency of permanent street furniture. At some points the footpath is inadequate to allow pedestrian movements in both directions simultaneously. Dame Street and Parliament Street are also Category 2 shopping streets and are frequented by tourists. Both streets accommodate various suites of street furniture, some of which are loose and lack separation from the public footpath. In places, there is significant disruption to pedestrian movement.
- In the appeal relating to 63 South William Street (ABP-300969-18), the Inspector's report noted that the Council's Roads and Traffic Division did not object to the retractable steel glazed screen and that the residual footpath width of 2.8 metres was adequate to allow for the unobstructed flow of pedestrians, prams and wheelchairs to the front of the premises. In allowing the appeal relating to 50-51 Dame Street (ABP-306287-19), An Bord Pleanála said it was satisfied that the street furniture would not represent a barrier/obstacle on Dame Street and would not cause an obstruction to pedestrians and pedestrian safety and, having regard to its minor and temporary nature, would not have a negative impact on the visual amenities of the area.
- Dublin City Council and An Bord Pleanála have set clear precedents by approving street furniture which is a greater impediment to pedestrian activity at locations of equal or greater footfall, at all times of the day.

7.2. Planning Authority Response

7.2.1. None

8.0 Assessment

- 8.1. Having inspected the site and considered in detail the documentation on file for this First Party appeal, it seems to me that the main planning issue is the effect of the proposed outdoor seating on pedestrian movement in the area.
- 8.2. The site is in a retail street within the city centre. The proposed outdoor seating area would add to the vibrancy of the area and facilitate increased economic activity in the street from 6pm onwards. The Dublin City Development Plan is positively disposed towards proposals for outdoor dining from premises extending into the street where they would not harm local amenity or compromise pedestrian movement, accessibility needs or traffic conditions.
- 8.3. Among the elements of Policy SMT11 of the Development Plan are protection of the pedestrian network and ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children. National guidance on minimum footway widths is set out in DMURS.
- 8.4. South Great George's Street is an arterial street in the city centre. From my observations at about 5.35pm and again just after 7pm on a Tuesday evening, I would characterise the pedestrian flow in both directions past the application site as moderate to high. I discerned no significant change in flow between those two times. According to DMURS, 3.0 metres is the minimum space for small groups to pass comfortably in areas of moderate to high pedestrian activity.
- 8.5. Only at the northern end of the site, outside Boojum and Euro Giant, would a footpath width of at least 3.0 metres be left for pedestrians with the proposed tables and seats in place. The street level plan, revised to take account of recently installed bicycle stands, shows the residual width for pedestrians at the southern end of the site as 2.337 metres. This is unchanged from the original version of the plan because a pre-existing bin already took up space on the footpath. I conclude that for much of its length, the proposed development would prevent the relevant DMURS pedestrian space standard being met. The footpath in proximity to the entrance to the business

school would become a pinch point. This would present particular difficulties for, among others, wheelchair users, who would be trying to navigate their way through moderate to high pedestrian flows.

- 8.6. There is another factor to which I attach importance. I agree with the Transportation Planning Division that there is a risk that street furniture could not in practice be confined to the very narrow site depicted on the submitted drawings. The street level plan shows a row of two-person tables placed tight to the shop fronts. There is no provision to accommodate parties of three or more diners at the same table and very little circulation space for people carrying food and drinks.
- 8.7. It seems almost inevitable that the seating area, once established, would encroach into the public realm well beyond the 1-metre strip. It is indicative of the appellants' original intentions that they did not confine their (ultimately unsuccessful) street furniture licence application to the area within their ownership. In any case, in my opinion a grant of planning permission relating only to the application site would place an unreasonable surveillance burden on the planning authority.
- 8.8. As the appellants have pointed out, there is a proliferation of outdoor seating in the general vicinity of the site. It seems possible that some of this seating is unauthorised. It is useful to compare the dimensions of the seating that has been authorised with what is now proposed. At 63 South William Street, the approved plans show a seating area 2.5 metres in width. At 50-51 Dame Street, the seating area licensed for three years in 2020 varied in width from 1.3 to 1.6 metres. These examples are consistent with the view that it would be impractical to restrict outdoor seating to a 1-metre strip.
- 8.9. It seems to me that the appellants' arguments about precedent must be approached with caution. Every planning application site has unique characteristics. Assessments of impacts on pedestrian movement call for site-specific judgements. I consider that comparisons with permissions or licences granted on other sites are of little assistance in assessing the likely effects of the proposed development.
- 8.10. I have examined the relevant general arrangement drawing for the Bus Connects scheme in South Great George's Street, which was approved by An Bord Pleanála. While it shows two vehicular lanes instead of the present three, it shows no obvious increase in the width of the footpath. It shows cycle tracks between the carriageway and the footpaths on both sides of the street. It shows a new bus stop in the vicinity of the application site and a

loading bay opposite. I am not persuaded that this scheme is likely to negate any potential impacts of the proposed street furniture on the pedestrian environment.

- 8.11. Although the proposed outdoor seating area would facilitate increased economic activity in the street and add to the vibrancy of this part of the city centre, I have concluded that it would have an unacceptable effect on pedestrian movement in the area and that, on balance, it should not be permitted.

9.0 Appropriate Assessment Screening

- 9.1. Having considered the nature, location and modest scale of the proposed development, the nature of the receiving environment as a built-up urban area, the nature of the foreseeable emissions therefrom, the availability of public piped services to accommodate the foul effluent arising therefrom, the distance from the nearest European site and the absence of any known hydrological link between the application site and any European site, I am content on the basis of objective information that the development is not likely to have a significant effect on any European site, either alone or in combination with other plans or projects. I therefore conclude that the carrying out of an appropriate assessment under Section 177V of the Planning and Development Act 2000 is not required.

10.0 Recommendation

- 10.1. I recommend to the Commission that planning permission be refused.

11.0 Reasons and Considerations

- 11.1. Having regard to the Dublin City Development Plan 2022-2028 and in particular to Policy SMT11 and Sections 15.14.7.2 and 15.7.4 thereof; to Figure 4.34 of the Design Manual for Urban Roads and Streets; to the substandard residual width for pedestrians at the southern end of the site; and to the unrealistically narrow width of the strip in which it is proposed to place tables and chairs, it is considered that the development would have a negative impact on pedestrian movement on South Great George's Street, especially by people with mobility impairment and/or disabilities, older persons

and people with children. The development 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.



TREVOR A RUE

Planning Inspector

1st September 2025

Appendix 1 – Form 1 EIA Pre-Screening

Case Reference	ACP-322901-25
Proposed Development Summary	Placing street furniture on the pavement
Development Address	73-83 South Great George's Street, Dublin 2, D02 VY44
	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)	☒ Yes, it is a 'Project'. Proceed to Q2.
2. Is the proposed development of a CLASS specified in <u>Part 1</u>, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
☒ 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?	
☒ 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.	
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)?	
No ☒	Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector: Trevor A Rue

Date: 1st September 2025

TREVOR A RUE