



An
Bord
Pleanála

Inspector's Report

ACP-322935-25

Development

The development will consist of the provision of a 3.5m wide vehicular entrance to the front of the property

Location

14 Saint Columbanus' Road,
Dundrum, Dublin 14, D14HC97

Planning Authority

Dun Laoghaire Rathdown County
Council

Planning Authority Reg. Ref.

D25A/0237/WEB

Applicant(s)

Sarah Reid

Type of Application

Permission

Planning Authority Decision

Grant permission

Type of Appeal

Third Party

Appellant(s)

Patrick Kavanagh

Observer(s)

None

Date of Site Inspection

17th August 2025

Inspector

Killian Harrington

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Appendix 1 – Form 1: EIA Pre-Screening

1.0 Site Location and Description

The subject site is approximately 0.019 ha and located on Saint Columbanus Road in Dundrum in an established residential area. The site consists of a two-storey terraced dwelling with a pitched roof. The property is set back from the road and parking is provided on-street. The front of the property is similar to others in the terrace with a small semi-paved front garden bounded by low perimeter railing and shrubs. The rear of these houses contain larger gardens that back onto a long vehicular lane that serves as a secondary access to houses on Saint Columbanus Road and Farranboley Park. The subject property is bounded by no. 16 and no. 12 Saint Columbanus Road and 14A – a bungalow to the rear, which was granted permission in 2003. All dwellings are similar in form and appearance. The estate is located just to the east of the R117 that runs north-south from Miltown to Dundrum. There is a Luas stop c. 200m to the west.

2.0 Proposed Development

The proposal seeks to remove a part of the front boundary railing and add dishing to the pavement and partially convert the front garden to a permeable hardstanding providing space for 1 no. parked car and the provision of a 3.5m wide vehicular entrance to the front of the property

3.0 Planning Authority Decision

3.1. Decision

Dun Laoghaire Rathdown County Council decided to grant permission with 2 no. standard conditions attached.

3.2. Planning Authority Reports

3.2.1. Planning Reports

The planning report found that the principle of the proposal was acceptable and in accordance with the residential zoning of the site. However, on 19th May 2025, a Further Information Request was made stating the following:

‘The Applicant shall submit revised drawings and details which accurately demonstrate the existing and proposed site layouts and site dimensions, including the existing front porch. The dimensions of the proposed hardstanding area shall also be demonstrated in accordance with Section 12.4.8.1, Vehicular Entrances and Hardstanding Areas - General Specifications of the current DLRCC County Development Plan 2022-2028.’

Following receipt of this information, the applicant demonstrated on revised drawings showing the existing porch and dimensions for the car parking space measuring a length of 5.5 metres in depth and 3m in width to allow for clearance from nearby wall/steps/boundary.

3.2.2. Other Technical Reports

- Transportation Planning requested further information to demonstrate existing and proposed site layouts and dimensions as the drawings did not show the existing porch and also demonstrate correct dimensions for hardstanding areas as above contained in Section 12.4.8.1 above.
- Drainage report dated 31/01/25 concluded no objection subject to standard drainage condition

3.3. Prescribed Bodies

- None

3.4. Third Party Observations

A total of 2 no. third party submissions were received and raised the following points:

- Insufficient provision of garden space
- Drawings are inaccurate

- Proposal causes issues for on-street parking

4.0 Planning History

Subject site

Reg. Ref. D02A/0710 – Permission granted by the planning authority for bungalow with mansard roof and vehicular access at rear of property.

Adjacent properties

8 Saint Columbanus Road Dublin 14

Reg. Ref. D22A/0053 – Permission was granted by the planning authority for proposed alterations and single storey extension/first floor extension over existing extension to rear of property together with provision of vehicular access and associated works

5.0 Policy Context

5.1. Guidelines for Planning Authorities

Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024)

SPPR 3 – Car Parking

It is a specific planning policy requirement of these Guidelines that:

- (i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.
- (ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

5.2. Development Plan

Under the Dun Laoghaire-Rathdown County Development Plan 2022-2028 the site is subject to the Land Use Zoning 'Objective A', which seeks to provide residential development and improve residential amenity while protecting the existing residential amenities. The following are relevant Development Plan policies and objectives:

Chapter 12 (Development Management)

Section 12.8.7.2 Boundaries

Boundaries located to the front of dwellings should generally consist of softer, more open boundary treatments, such as low-level walls/railings and/or hedging/planted treatments.

Section 12.4.8 Vehicular Entrances and Hardstanding Areas

Section 12.4.8.1 General Specifications

Vehicle entrances and exits shall be designed to avoid traffic hazard for pedestrians and passing traffic. Where a new entrance onto a public road is proposed, the Council will have regard to the road and footway layout, the traffic conditions on the road and available sightlines and will impose appropriate conditions in the interest of public safety. In general, for a single residential dwelling, the maximum width of an entrance is 3.5 metres. For a shared entrance for two residential dwellings, this may be increased to a maximum width of 4 metres. Each car parking space for a residential dwelling shall have a minimum length of 5.5 metres depth to ensure the parked car does not overhang onto the existing public footway and a minimum width of 3 metres to allow for clearance from nearby wall/steps/boundary

Proper provision shall be made for sightlines at the exit from driveways in accordance with the requirements in DMURS, and as appropriate to the particular road type, and speed being accessed. Automatic electronic gates into residential

developments are not favoured and should be omitted. Electronic or automatic gates are not acceptable in terms of road safety unless the entrance is set back from the back of the footway, to avoid the roadway or footway being obstructed by a vehicle while the gate is opening. In general, outward opening gates will not be considered acceptable. A minimum of a 1.2 metres access path shall be provided for each dwelling. Sufficient space shall also be provided for refuse storage and service metres (Section 12.3.4.7) cycle storage (Section 12.4.6) and urban greening and SUDS (see Section 12.4.8.3)

12.4.8.2 Visual and Physical Impacts

Vehicular entrances and on-curtilage parking should not normally dominate a property's frontage. In areas characterised predominantly by pedestrian entrances and few, if any, vehicular entrances, proposals for driveways and on-curtilage parking will be assessed on their own merits but should be resisted. Applications for double-width entrances will normally be resisted. Impacts on features like boundary walls and pillars, and roadside grass verges and trees outside properties will require to be considered, and entrances may be relocated to avoid these. Any boundary walls, entrance piers and gates and railings shall normally be finished to harmonise in colour, texture, height and size to match the existing streetscape

There can be negative cumulative effects from the removal or creation of front boundary treatments and roadside elements in terms of area character and appearance, pedestrian safety, on-street parking, drainage and biodiversity – and these will be assessed in the consideration of applications. Proposals for off street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of overall traffic flows and car parking in the vicinity.

Section 12.4.8.3 Driveways/Hardstanding Areas

A minimum of one third of front garden areas should be maintained in grass or landscaped in the interest of urban greening and SUDS. In the case of smaller properties - such as small terraced dwellings this requirement may be relaxed. Each driveway, parking and hardstanding area shall be constructed in accordance with SuDS and include measures to prevent drainage from the driveway entering onto the public. Where unbound material is proposed for driveway, parking and hardstanding

areas, it shall be contained in such a way to ensure that it does not transfer on to the public road or footpath on road safety grounds.

Section 12.4.5 Car Parking Standards

Car parking proposals will be assessed having regard to their impact on place making as well as providing residents with adequate and safe access to their private vehicle. Any surface carparking should be suitably integrated into the site with soft landscaping proposals and have regard to SuDS. Table 12.5 sets out car parking standards of 2 spaces per 3 bedroom house near public transport in Zone 2.

Section 12.8.3.3 Private Open Space for Houses

All houses (terraced, semi-detached, detached) shall provide a minimum area of good quality usable private open space behind the front building as follows:

- 1-2 bedroom 48 sq. m.
- 3 bedroom 60 sq. m.
- 4 bedroom (or more) 75 sq. m.

5.3. Natural Heritage Designations

The site is c. 3.4km west of South Dublin Bay SAC, South Dublin Bay proposed NHA, Booterstown Marsh proposed NHA & South Dublin Bay and River Tolka SPA and 7km south of North Dublin Bay SAC and North Bull Island SPA and c. 12 km from Howth Head SAC

6.0 EIA Screening

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. 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

- Inaccurate dimensions of front garden on plans
- Similar driveways inserted by homeowners in the area have increased traffic congestion
- There is sufficient communal parking available and no need for a driveway
- An ESB pole is directly in the path of the proposed driveway
- There should be distance from the tree outside the garden

7.2. Applicant Response

The applicant response sets out the following points:

- The proposal is in compliance with Section 12.4.8.1 of the Development Plan
- The existing tree remains unaffected by the proposal
- Precedent has been established in the area
- The parking space is required for an electric car-charging socket

7.3. Planning Authority Response

The planning authority state that the grounds of appeal do not raise any new matters which would justify a change of attitude to the proposed development

7.4. Observations

None

7.5. Further Responses

None

8.0 Assessment

- 8.1.** Following a review of the file, assessment of the relevant planning policies and inspection of the site, I conclude that the key issues raised by this appeal are (1) the principle of the proposal (2) design matters and (3) other matters.
- 8.2.** The proposed driveway is currently a front garden bounded by a low-lying perimeter railing and has a gated pedestrian access at the centre with a hardstanding path leading to the front door of the dwelling. The proposal seeks to remove a part of the front boundary railing and add dishing to the pavement and partially convert the front garden to a permeable hardstanding providing space for 1 no. parked car and the provision of a 3.5m wide vehicular entrance to the front of the property
- 8.3.** The property is located in a block of even numbered properties 10-16. These properties have smaller front gardens than other rows of houses on Saint Columbanus Road but benefit from larger rear gardens and also on-street communal residents parking. On the day of the site inspection, this residents parking area was fully occupied. It is also worth noting that nearby 8 Saint Columbanus Road, although having a larger front garden, was recently granted planning permission for alterations to the front including the provision of a parking space within the curtilage (Reg. Ref D22A/0053). Some of the dwellings in the block 18-40 Saint Columbanus Road also have front driveway parking within the curtilage (e.g. 20 Saint Columbanus Road Reg. Ref. D08A/0766)
- 8.4.** The principle of providing vehicular entrance is acceptable and the proposal accords with the residential zoning of the site and the car parking standards contained in the Development Plan for Zone 2.
- 8.5.** In terms of design, following the response to the FI Request, the drawings demonstrate compliance with Section 12.4.8.1 Vehicular Entrances and Hardstanding Areas – General Specifications where each car parking space for a residential dwelling shall have a minimum length of 5.5 metres in depth and 3 metres in width to allow for clearance from nearby wall/steps/boundary. Following an

examination of the drawings and an inspection of the site, the clearance has been achieved.

- 8.6.** Planting shall be used on the boundary treatments in order to give visual definition to the extent of the front garden and the proposal retains the existing low level fencing for the rest of the front perimeter complying with Section 12.8.7.2 and Section 12.4.5 of the Development Plan. The proposed hardstanding area would be constructed of permeable paving to provide good rainwater surface water run-off attenuation and shall be in compliance with the Department of Environmental, Heritage and Local Government Guidelines for Planning Authorities Flood Risk Management
- 8.7.** The appeal raises concern over the physical constraints namely an electricity pole and mature tree that are located on the residents parking area but very close to the site boundary of the property. The proposed car park space is on the northern half of the front garden. On the submitted plans, the existing electricity pole is just to the side of the proposed entrance and does not pose any access problems for the driveway. This is accurately reflected in the submitted plans and elevations and a site inspection confirmed that it would not be in the path of a vehicle trying to enter or exit the driveway. Vehicular access would be protected. The clearance of the vehicular access from the tree would exceed 2.5m from the surface of the tree trunk to the proposed edge of the dishing/access in accordance with requirements as set out by the Parks, Biodiversity and Landscape Services of the Dun Laoghaire Rathdown County Council Development Plan.
- 8.8.** There was also the issue of traffic congestion raised in the appeal. As noted from the site inspection, the on street parking is heavily used at present. It is not considered that an off-street car parking space for one vehicle would contribute to traffic congestion given the location approximately 200 metres from a Luas stop. The proposal is in line with what other properties have achieved along Saint Columbanus Road and the Transportation Planning section raised no concerns in that regard. It is acknowledged that the property requires access to charging socket for an electric

vehicle. It is not considered that there would be any significant loss or impact on the shared parking conditions on this street.

- 8.9.** In terms of other matters, the appeal raises concerns about the accuracy of the site plans and the front garden being misrepresented. However the existing and proposed dimensions of the front garden and perimeter on the drawings match and there is no discrepancy. From a site inspection it was apparent that there would be sufficient space for a vehicle. There is also adequate rear garden remaining to provide policy compliant private amenity space for the residents.
- 8.10.** Overall, I am satisfied that the creation of a new vehicular entrance at this property would not have any undesirable effects and would therefore fully comply with Objective A zoning as set out in the Dun Laoghaire-Rathdown County Development Plan 2022-2028 and would be acceptable in planning terms.

9.0 AA Screening

- 9.1.** I have considered the proposed development in light of the requirements S177U of the Planning and Development Act 2000 as amended. The subject site is located in an established residential area c. 3.4km west of South Dublin Bay SAC & South Dublin Bay and River Tolka SPA and 7km south of North Dublin Bay SAC and North Bull Island SPA and c. 12 km from Howth Head SAC. The proposed development comprises the provision of a 3.5m wide vehicular entrance to the front of the property as per Section 2.0 of this report. No nature conservation concerns were raised in the planning appeal.
- 9.2.** Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because it could not have any effect on a European Site. The reason for this conclusion is as follows:
- Nature of works
 - Location in an established residential area
 - Lack of connections to nearest European sites

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

10.0 Recommendation

I recommend to GRANT permission

11.0 Reasons and Considerations

Having regard to the location of the application site on lands zoned for residential development, the policies and objectives contained in the Dun Laoghaire-Rathdown County Development Plan 2022-2028 and the pattern of development in the area, it is considered that the proposed development would be in keeping with the residential character of the area and would not be injurious to the amenities of other residential properties or cause any hazard for road traffic in the immediate vicinity, thereby according with the provisions of the current Dun Laoghaire-Rathdown County Development Plan 2022-2028 and with the proper planning and sustainable development of the area.

12.0 Conditions

1.	The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars. Reason: In the interest of clarity.
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2.	Any changes to parking and hardstanding areas shall be constructed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study for sustainable urban drainage systems (SuDS) i.e. permeable surfacing, and in accordance with the relevant policy of the local authority. Appropriate measures shall be included to prevent runoff from driveways entering onto the public realm as required. Where unbound material is proposed for driveway, parking or hardstanding areas, it shall be contained in such a way to ensure that it does not transfer on to the public road or footpath on road safety grounds Reason: In the interest of public health
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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.

Killian Harrington
Planning Inspector
25 August 2025

Appendix 1 - Form 1

EIA Pre-Screening

[EIAR not submitted]

An Bord Pleanála Case Reference	322935-25		
Proposed Development Summary	The development will consist of the provision of a 3.5m wide vehicular entrance to the front of the property		
Development Address	14 Saint Columbanus' Road, Dundrum, Dublin 14, D14HC97		
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (that is involving construction works, demolition, or interventions in the natural surroundings)		Yes	X
		No	
2. Is the proposed development of a CLASS specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended)?			
Yes			Proceed to Q3.
No	X		Tick if relevant. No further action required
3. Does the proposed development equal or exceed any relevant THRESHOLD set out in the relevant Class?			
Yes			EIA Mandatory EIAR required
No			Proceed to Q4
4. Is the proposed development below the relevant threshold for the Class of development [sub-threshold development]?			
Yes	Tick/or leave blank		Preliminary examination required (Form 2)

5. Has Schedule 7A information been submitted?

No		Screening determination remains as above (Q1 to Q4)
Yes		Screening Determination required

Inspector:

Date: 25 August 2025

