



An
Coimisiún
Pleanála

Inspector's Report ACP-322984-25

Development

The development will consist of the provision of a single storey prefabricated Drivers welfare facility to incorporate a self-cleansing unisex WC, this facility is approx. 7.13 square metres together with all associated site works.

Location

Site adjacent to bus stop 5171, Kingston, Brehon Field Road, Ballinteer, Dublin 16

Planning Authority

Dún Laoghaire Rathdown County Council

Planning Authority Reg. Ref.

D24A/0967

Applicant(s)

Dublin Bus.

Type of Application

Permission

Planning Authority Decision

Grant Permission

Type of Appeal

Third Party

Appellant(s)

Ian Duckenfield (Kingston Residents Association)

Observer(s)

None

Date of Site Inspection

1st September 2025

Inspector

Yolande McMahon

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1.0 Site Location and Description

- 1.1. The application site is located on the southern side of Brehon Field Road, in Ballinteer, Dublin 16. Brehon Field Road links with Grange Road to the west while to the east it links with the roundabouts that provide access to Junction 13 of the M50 motorway.

The site is located to the north of an established residential development known as the Kingston estate. There is a traffic light system in place to enter and exit the estate and a pedestrian crossing. The estate comprises of 2-storey semi-detached dwellings with large areas of public open space, including a large, grassed area to the west and a mature landscaped area to the north of the estate. A boundary wall separates the estate from the public footpath and Brehon Field Road. This section of Brehon Field Road is defined by an open space area, footpath and grass verge.

The application site is located to the west of an existing glass bus shelter - bus stop 5171 (which currently serves bus routes 16, 74 and S8) and within an open space area which comprises of mature trees and planting. There is also a bus stop located on the opposite side of the road (bus stop 2975).

2.0 Proposed Development

- 2.1. The proposed development comprises:
- A single storey Dublin Bus driver's welfare facility to incorporate a self-cleaning unisex W.C.
 - The facility is approx. 7.13 sq metres and c. 3 metres in height.
 - Materials proposed include powder coated aluminium panels in anthracite grey.

3.0 Planning Authority Decision

3.1. Decision

Dún Laoghaire Rathdown (DLR) County Council granted planning permission for the proposed development on the 16th June 2025 subject to seven (7) conditions. The decision was made following a request for Further Information (FI) and the response to the further information was deemed to be significant and required new public

notices. Details in relation to the further information request are set out under section 3.2 of this report.

The seven conditions attached to the grant of permission are summarised below:

Condition 1 – standard condition.

Condition 2 – to address visual amenity, the development to be kept free of advertising signage or any other signage unrelated to the function of the structure as a WC/welfare facility.

Condition 3 – to ensure the public footpath is not obstructed and the proposed access door to be inward opening.

Condition 4 – requirement for a construction management plan.

Condition 5 – standard condition in relation to orderly development.

Condition 6 – detailed landscape plan to be submitted.

Condition 7 – qualified Landscape Architect required for the duration of the development works.

While the majority of the conditions are considered to be necessary and relevant, I propose to assess Condition 7 further in section 7.15 of this report, in terms of its relevance to the proposed development.

3.2. Planning Authority Reports

3.2.1. Original Planner's Report – summarised as follows:

- The principle of the proposed development and the design were considered acceptable.
- However, concerns were raised regarding the choice of location for the proposed development, having regard to the Council's Parks and Landscaping Department which raised concerns about the impact on the tree line along the Brehon Field Road. A Further Information request was issued by the local authority on the 5th February 2025 as follows:

1. The Applicant is invited to review the proposed location of the welfare facility, with regard to the Parks Department's concerns related to impacts on the tree line and

landscaping at the currently proposed location. A suggested site location for the welfare facility is c. 63 metres West from the proposed site location by Iarnród Éireann infrastructure on Brehon Field Road and positioned adjacent to bus stop 5171. The Applicant's response to this item shall include a detailed written assessment and rationale that justifies the ultimate choice of location for the proposed welfare facility.

2. The Applicant is requested to provide information regarding how the proposed welfare facility will be managed to ensure its use by bus drivers and associated public transport staff only, as well as measures taken to ensure that the facility will be hygienically maintained, etc.

3.2.2. Second Planner's report, summarised as follows:

- The applicant addressed Item No. 1 of the FI request by submitting revised drawings which proposed a new location for the WC closer to Bus Stop 5171. The revised location was considered acceptable to the planning authority and addressed the concerns with regard to impacts on landscaping and the tree line at the originally proposed location.
- The applicant provided a rationale for selecting the revised location with regard to proximity to the adjacent bus stop on Brehon Field Road and mitigation of the visual impact of the facility.
- In relation to Item No. 2 of the FI request, the applicant provided information relating to the daily cleaning and maintenance of the facility, as well as the restriction of access to public transport staff only via the use of a keypad code. The response to this item was considered acceptable to the planning authority.
- Based on the FI submitted, the planning authority recommended a grant of permission for the proposed development.

3.2.3. Other Technical Reports

Parks and Landscape Department – The first report from this department raised concerns with the position of the proposed development and its impact on a group of trees on Brehon Field Road that are subject to a specific objective in the County Development Plan (CDP) to be protected; the impact of the hardstand of the proposed

development on a tree's critical root zone; reference was made to the DLR Trees Strategy 2024-2030 and the need to protect and preserve trees throughout the County; Further Information (FI) was sought on a revised site location, with an alternative location c. 63 metres west of the proposed site location and adjacent to bus stop 5171 proposed by the Parks and Landscape Department; the revised location was considered to reduce the visual impact by grouping the proposed development beside the existing bus shelter 5171; the submission of a landscape plan was recommended as an F.I. item, but was removed by the planning authority, and instead was conditioned as part of the decision.

The second report from the Parks and Landscape Department considered the F.I. request to be acceptable in terms of the revised site location for the proposed development.

Transportation Planning – The Transportation Planning report had no objection to the proposed development subject to conditions including no obstruction of the public footpath and the requirement for the access door to open inwards; the submission of a construction management plan which would include a traffic management plan, to be submitted prior to the commencement of development.

Drainage Planning – The Drainage report stated no objection subject to standard conditions relating to surface water runoff and Sustainable Drainage Systems (SuDS).

Environmental Enforcement/Waste Management – no objection to the proposal.

3.3. Prescribed Bodies

Not referred.

3.4. Third Party Observations

3.4.1. Three third party observations were made to the Planning Authority on the original application. The main issues raised were as follows:

- Inappropriate location on a busy main road.
- Proposed site is not at a bus terminus.
- It should be incorporated with a bus shelter.
- Alternative locations should be considered.
- Will attract anti-social behaviour.

- Will be used as a drop off point for drugs.
- Will result in an eyesore.
- Toilet door will not always close resulting in litter around the area.
- Health and safety issue with bus drivers having to cross a busy road to use the facility.
- Confusion around the exact location of the proposed facility.
- Lack of clarity around size, number, materials and maintenance of the proposal.
- Lack of a coherent plan by Dublin Bus.

3.4.2. Two observations were noted on file following the FI request. The issues raised were broadly similar to the issues raised above, with some additional issues noted below:

- Insufficient time to consider the SFI.
- One of the three original 3rd party residents not informed of the SFI decision.
- A location east of the proposed position would be preferable.
- Long distance buses such as this route have toilets on board and this option should be considered.
- Bus drivers should have proper toilet facilities but not at the expense of residents.

4.0 Planning History

The planner's report notes no planning history on the subject site. I have carried out a review of planning history within the immediate vicinity of the site and note no applications of relevance to the proposed development.

5.0 Policy Context

5.1. National and Regional Policy

5.1.1. National Planning Framework First Revision April 2025

National Strategic Outcome 5 of the National Planning Framework (NPF) First Revision addresses sustainable mobility, with the National Sustainable Mobility Policy aiming to provide a well-functioning, integrated sustainable transport system. The National Development Plan makes provision for transformational investment in public transport and sustainable mobility solutions. The Transport Strategy for the Greater Dublin Area 2022- 2042 identified key public transport objectives by investing in projects such as MetroLink, DART+, Luas and BusConnects.

5.1.2. **Regional Spatial & Economic Strategy – Eastern and Midland Regional Assembly (RSES)**

Regional Policy Objective (RPO) 5.2 of the RSES supports the delivery of key sustainable transport projects, including BusConnects.

As supporting/ancillary infrastructure to facilitate the rollout of the BusConnects project, it is considered that the provision of staff welfare facilities, such as that proposed, would accord with the objectives of the NPF and RSES.

5.2. **Local Policy**

5.2.1. **Dún Laoghaire-Rathdown County Development Plan 2022-2028 (CDP)**

As shown on Land Use Zoning Map 5 of the CDP, the site is subject to zoning objective F, which seeks *‘to preserve and provide for open space with ancillary active recreational amenities*. A WC/toilet facility is considered to fall under the definition of “Public Services” (Section 13.2 Definition of Use Classes, Chapter 13 of the CDP), which is defined as follows:

A building or part thereof, a roadway or land used for the provision of ‘Public Services’. ‘Public Services’ include all service installations necessarily required by electricity, gas, telephone, radio, telecommunications, television, data transmission, water, drainage and other statutory undertakers; it includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste composting facilities, etc.

‘Public Services’ do not include commercial data centres

‘Public Services’ are ‘Open for Consideration’ on lands subject to zoning objective ‘F’ (Table 13.1.9, Chapter 13 of CDP) subject to the Planning Authority being satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects, and would otherwise be consistent with the proper planning and sustainable development of the area.

5.3. Relevant CDP policies and objectives

5.3.1. Chapter 5 Transport and Mobility

This Chapter of the CDP sets out the overall policy approach for a compact and connected County. BusConnects Dublin is a programme of integrated projects being progressed by the National Transport Authority, which seeks to overhaul the current bus system in the Dublin area. The Council will support the provision of bus services planned under the BusConnects Network Redesign and co-operate with the National Transport Authority (NTA) to facilitate the implementation of the BusConnects programme.

5.3.2. The *dlr Tree Strategy A Climate for Trees 2024-2030* sets out a strategy on the role of trees and the role of the urban forest in addressing climate action, mitigation and adaptation.

5.3.3. Chapter 9 – Open Space, Parks and Recreation

5.3.4. Section 9.3.1.3 Policy Objective OSR7: Trees, Woodland and Forestry

It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an ‘urban forest’, and include a holistic ‘urban forestry’ approach.

5.3.5. Tree protection – There is a tree symbol shown on the open space area on Zoning Map 5, which seeks ‘to protect and preserve trees and woodlands.’

5.4. Natural Heritage Designations

- Wicklow Mountains SAC 002122 – 4.56 km
- South Dublin Bay SAC 000210 – 5.75 km
- South Dublin Bay and River Tolka Estuary SPA 004024 – 5.75 km
- Fitzsimons Wood pNHA 001753 – 0.87 km
- South Dublin Bay pNHA 000210 – 5.75 km

6.0 The Appeal

6.1. Grounds of Appeal

One 3rd party appeal has been received from Ian Duckenfield, Chair of the Kingston Residents Association against the decision of the planning authority to grant planning permission for the proposed development. The appeal describes the work of the resident's association, which includes keeping the estate tidy and involves grass cutting and the planting of flowers and shrubs.

The issues raised in the appeal are summarised below:

- Issue 1: Proposed Structure** – The appellant considers the proposed structure to be a large ugly black box with no consideration given to its location, which is considered to be a sensitive area at the entrance to the Kingston estate.
- **Issue 2: Insufficient time to consider the proposal** - The appellant considers that following a Significant Further Information request, the residents were not given sufficient time to examine the new documents and seek professional advice prior to submitting a new submission.

 - The original submission dated December 2024 showed a number of locations for the W.C. which was considered confusing and the drawings submitted in May 2024 showed a location not included in the original submission.
 - The new submission made following the Further Information request is contradictory as the application map on the DLR website shows the WC on the south side of the wall whereas the other drawing shows it on the north-side.
- **Issue 3: Fundamental Requirement for a WC** – The appellant refers to a letter received from the Director of Public Transport Services at the National Transport Authority (NTA) which refers to a network re-design for the BusConnects network, with route 16 being withdrawn when phase 9 is launched, which is currently planned for September 2026. The appeal states that as the main need for a welfare facility is to accommodate the long-distance

bus driver – i.e. the 16 bus which will no longer exist, therefore there is no need for the welfare facility.

6.2. Planning Authority Response

The Planning Authority consider that the grounds of appeal do not raise any new matter which, in the opinion of the Planning Authority would justify a change of attitude to the proposed development.

6.3. Applicant Response

The applicant has submitted a response to the issues raised in the third-party appeal, which follows the order in which the issues are set out in the appeal. These are summarised below:

Issue No. 1: Proposed Structure

- Requirement of Condition No. 6 (detailed landscape plan) will screen the proposal with native trees and hedgerows mitigating potential visual impact on the area.
- Proposal connected to water, power and mains drainage with feasibility of connections included in the site assessments.
- Unit are self-cleaning stand-alone structures with structural and finish integrity with photographs of similar facilities provided by the applicant.

6.4. Issue No. 2: Insufficient time to consider the proposal:

- Procedural issues are in accordance with chapter 2 of the Planning and Development Regulations and were deemed in order by Dún Laoghaire Rathdown County Council.
- Reference made to drawing no. 51.3.444 P 103 which contains the site location map with the north point shown as per OSI data;
- Floor plan drawing no. 51.3.444 P104 shows the north point in the opposite orientation.
- Reference made to the contextual section B-B on drawing no. 51.3.444 P104 View no. 3 which shows the unit on the roadside of the boundary wall.

6.5. Issue No. 3: Fundamental Requirement for a WC:

- Detailed rationale on the need for the proposed development within the wider context of the BusConnects programme.
- Dublin Bus, on behalf of the NTA is carrying out a project to provide the Public Service Operators (PSO) drivers with welfare facilities in Dublin.
- Due to the increase in service frequency envisaged by the BusConnects project, there is a need to provide a suitable working environment for drivers and other staff members.
- A key part of the infrastructure enhancements is the delivery of a dedicated welfare facilities network for the drivers and other public transport road staff.
- The applicant states that while Route 16 is scheduled for withdrawal as part of the BusConnects network redesign, the introduction of the new Route 80 which will terminate at Brehon Field Road, will take place simultaneously, and this route will operate on a 24-hour basis, seven days a week, with approximately one hundred departures per day.
- Brehon Field Road will continue to operate as a significant terminus within the public transport network.
- Route 80 will extend over more than twenty-three kilometres before reaching its opposite terminus at Liffey Valley. During peak periods, it is anticipated that drivers may require over two hours to complete the journey prior to accessing welfare facilities.
- The applicant states that the approach to provide dedicated welfare facilities, rather than on-board facilities, is in line with established practices of urban transport operators internationally, including cities such as London, Barcelona and Madrid.
- The provision of welfare facilities is stated to respond to operational needs and with Human Rights to Dignity, Health and Sanitation and Clean Water.

7.0 Assessment

7.1. Having examined the application details and all other documentation on file, including the submission received in relation to the appeal, the applicant's response to the appeal, the report/s of the local authority, and having inspected the site, and having regard to the relevant local/regional/national policies and guidance, I consider that the substantive issues to be considered in this appeal are as follows:

- Design and Location of the proposed development
- Procedural Matters & Drawings
- Need for the proposed development
- Planning Authority conditions

7.2. Design and location of the proposed development

7.3. The appellant has raised concerns about the design of the proposed development, including the proposed location which is considered to be a sensitive area at the entrance to the Kingston estate. I propose to address firstly the design of the proposed development and then to assess the proposed location.

7.4. Firstly, the design of the proposed development comprises of a single storey prefabricated structure which will be constructed of powder coated aluminium panels in anthracite grey, depending on the type of pre-fabricated unit chosen. Photographs of similar type welfare facilities have been provided by the applicant in their response submission. The examples shown were considered to be located in more visually and environmentally sensitive areas, and as such had bespoke designs. I consider the design of the proposed development to be functional for its use. Having regard to the size (approx. 7.13 sq m) and single storey nature and limited palette of materials proposed, I consider the design to be acceptable for this type of facility. I do not consider the suburban location warrants a more bespoke design for the proposed development.

7.5. The proposed toilets will be self-cleaning and will be maintained by a service contractor on a daily basis. The doors will be automatically operated and only public

transport drivers will have access to the facilities, to be opened by means of a keypad or similar device.

- 7.6. In relation to the proposed location of the welfare facility, I note that the entrance to the Kingston estate and open space areas within the estate are well maintained and kept in a tidy manner. However, I would not consider the Brehon Field Road or the estate to represent a visually sensitive area and is typical of many suburban locations. The CDP has not designated this area as an Architectural Conservation Area or other such sensitive designation.
- 7.7. In terms of the location of the proposed development, I note the Planning Authority's concerns about the visual impact of the proposal at the original location, at a distance from bus stop 5171, and its impact on the treeline and critical tree root zone. A new location was proposed c.63 metres to the west of the original location, as part of the further information response. I consider the revised location to be a more suitable location in terms of reducing visual impacts and protecting existing trees, particularly as there is a specific development plan objective '*to protect and preserve trees and woodlands*' at the open space area.
- 7.8. There is a pedestrian crossing to the west of bus stop 5171, which will allow bus personnel to safely cross from the bus terminus on the northern side to the proposed development on the southern side.
- 7.9. I note the applicant's rationale for selecting the revised location as part of the FI request. A number of locations were reviewed based on visual impact, location of water, wastewater and power utilities, impact on existing infrastructure and the purpose of the proposed facility. A location beside bus stop 2975 on the northern side of Brehon Field Road was considered, but was discounted due to space constraints as a result of the cycle path and safety issues due to the proximity to the road edge for both road and toilet users; the open space area located between The Heath and The Heights residential developments was also considered but discounted due to visual impact.
- 7.10. While I note that the revised location is closer to the Kingston entrance than the original location, the proposed development will be located approx. 48m to the east of the estate entrance and will not impact directly on the entrance or its landscaping.

Therefore, I do not consider that the proposed development will impact negatively on the entrance to the Kingston estate.

7.11. I note the appellant's concerns regarding the removal of existing planting as a result of the proposed development and the impact this will have on the estate entrance. It is acknowledged that some existing planting will need to be removed to accommodate the proposed development. However, I do not consider the extent of removal to be significant, particularly given the level of existing planting that will remain within the open space area. The existing boundary wall and mature landscaping within the Kingston estate will screen the proposed development and allow it to be assimilated into its surroundings. Furthermore, the inclusion of Condition 6 of the grant of permission, requires a detailed landscape plan to be submitted prior to commencement of development. This will ensure that replacement planting will be provided and will ensure that the proposed development is suitably screened and maintained.

7.12. On balance, taking into consideration the planner's reports, the Parks and Landscaping reports, the rationale set out by the applicant, and the concerns raised by the appellant, I consider the revised location to be acceptable for the proposed development. Having regard to the existing and proposed planting at this location, and its proposed location beside an existing bus stop, I do not consider that the proposed development will impact negatively on the Kingston estate or on the wider surroundings.

7.13. **Procedural Matters & Drawings**

Procedural matters

I note that the appellant raised the issue around having insufficient time to respond to the statutory timelines for the Further Information request. Statutory timelines for responding to Further Information and Significant Further Information requests are set out in the Planning and Development Regulations 2001, as amended, and the procedures were deemed to be complied with by the planning authority. Therefore, the matter does not require any further consideration. Therefore, the matter does not require any further consideration.

Drawings

The appellant states that they found the drawings submitted with the application to be confusing and they were unclear whether the proposed facility was to be located to the north or south of the existing wall which separates the Kingston estate from the public footpath.

I have examined all drawings submitted as part of both the original planning application and as part of the Further Information request. I am satisfied from reviewing the submitted drawings that the proposed facility is to be located on the southern side of Brehon Field Road, to the north of the existing boundary wall which separates the Kingston estate from the public footpath. Drawing nos. 51.3.444 P101 and 51.3.444 P102 indicate the original location for the proposed facility, while drawing nos. 51.3.444 P103 and 51.3.444 P104 indicate the revised location following the Further Information request. I am satisfied that the drawings clearly indicate the location of the proposed facility. At no stage of the planning application process was the proposed development to be located within the Kingston estate.

References made by the appellant to the original submission dated December 2024 which showed a number of locations for the W.C. relate to the pre-planning process and is not considered relevant to the appeal.

7.14. Need for the proposed development

- 7.14.1. The appellant queried the need for the proposed development with the withdrawal of route 16. The appellant refers to a letter received from the Director of Public Transport Services at the NTA which refers to a network re-design for the BusConnects network. However, as this letter has not been included as part of the appeal submission, I cannot comment any further on its contents.
- 7.14.2. A rationale on the need for the proposed development has been provided by the applicant. While the number 16 bus route is proposed to be withdrawn as part of the BusConnects redesign, a new route 80 will be introduced simultaneously that will operate on a 24-hour basis, seven days a week. A key part of the infrastructure enhancements, which form part of the delivery of BusConnects, is the delivery of

dedicated welfare facilities network for the drivers and other public transport road staff which is acknowledged by the NTA. I consider welfare facilities to be an integral part of the BusConnects infrastructure.

- 7.14.3. Having reviewed the information provided by the applicant, I am satisfied that the introduction of the new route 80 will require the provision of welfare facilities, and the need for the proposed development has therefore been established.

7.15. Planning Authority Conditions

I have reviewed the planning authority conditions and consider the majority of them to be necessary, clear and relevant to the proposed development. However, in relation to Condition No. 7, I recommend omitting this condition as a detailed landscape plan will be submitted under Condition No. 6, and I consider this condition to be sufficient in terms of ensuring a satisfactory landscape treatment of the site that will enhance the appearance of the surrounding area.

8.0 EIA Screening

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 EIA is not required.

9.0 AA Screening

- 9.1. I have considered the proposed development in light of the requirements of S.177U of the Planning and Development Act 2000, as amended. The subject site is located within an established urban area, c. 4.56 km to the north-east of the Wicklow Mountains Special Area of Conservation (002122) and c.5.75 km to the south-west of

the South Dublin Bay Special Area of Conservation the Special Protection Area for South Dublin Bay and River Tolka Estuary (004024)

- 9.2. No further nature conservation concerns were raised in the planning appeal.
- 9.3. 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:

- The nature of the works.
 - The distance from the nearest European site and the lack of connections.
- 9.4. 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.
- 9.5. Likely significant effects are excluded and therefore Appropriate Assessment (under Section 177V of the Planning and Development Act 2000, as amended) is not required.
- 9.6. Having regard to the nature and small scale of the proposed development and the distance from the nearest European site, no Appropriate Assessment issues arise, and it is not considered that the proposed development would be likely to have a significant effect, individually, or in combination with other plans or projects, on any European site.

10.0 Water Framework Directive (WFD)

- 10.1. The subject site is located on zoned open space to the west of bus stop number 5171, on the southern side of Brehon Field Road, Ballinteer, Dublin 16. The proposed development comprises the provision of a single storey welfare facility and all associated site works. No water deterioration concerns were raised in the planning appeal. I have assessed the development seeking permission 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 water and 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 any surface and/or groundwater water bodies either qualitatively or quantitatively.

10.2. The reason for this conclusion is as follows:

- Nature of works e.g. small scale and nature of the development.
- Location-distance from nearest water bodies and/or lack of hydrological connections.

10.3. 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.

11.0 Recommendation

11.1. I recommended that planning permission be granted for the reasons and considerations set out below.

12.0 Reasons and Considerations

Having regard to the overall size and scale of the proposed development, to its location beside an existing bus stop, to the existing mature landscaping along the southern side of Brehon Field Road, it is considered that subject to compliance with the conditions set out below, the proposed development would be acceptable and would not impact negatively on the visual amenity of the streetscape of Brehon Field Road or on the Kingston estate. The proposed development would accord with the national and local objectives as they relate to transport infrastructure. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

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.
2.	The subject development shall be kept free of advertising signage, or any other signage unrelated to the function of the subject structure as a WC/welfare facility for public transport staff. REASON: In the interest of visual amenity.
3.	The subject development shall not obstruct the public footpath and the proposed access door shall be inward opening. REASON: In the interest of maintaining unimpeded movement along the adjoining footpath.
4.	Prior to commencement of development, the Applicant shall submit a construction management plan for the proposed development for the agreement of the Planning Authority which shall include a traffic management plan to be agreed with DLRCC Traffic Section in order to mitigate potential impacts to the surrounding road network. REASON: In the interest of pedestrian, cyclist, and vehicular safety, and in the interest of orderly development.
5.	All necessary measures shall be taken by the Applicant and Contractor to: a) prevent any mud, dirt, debris or building material being carried onto or placed on the public road or adjoining properties as a result of the site construction works, b) repair any damage to the public road arising from carrying out the works,

	c) avoid conflict between construction activities and pedestrian/vehicular movements on the surrounding public roads during construction works. REASON: In the interest of pedestrian, cyclist, and vehicular safety, and in the interest of orderly development.
6.	Prior to commencement of development, the Applicant shall provide detailed landscape plans for the agreement of the Planning Authority. The Landscape Plans, once agreed with DLR Parks and Landscape Services, shall be implemented in full within the first planting season following completion of the development (completion of construction works on site) and prior to occupation of the new building. a) All hard and soft landscape works shall be completed in full in accordance with the approved Landscape Plan. b) All trees, shrubs and hedge plants supplied shall comply with the requirements of BS: 3936, Specification for Nursery Stock. All pre- planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of BS: 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces). c) All new tree plantings shall be positioned in accordance with the requirements of Table 3 of BS5837: 2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'. d) Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within three years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted. REASON: To ensure satisfactory landscape treatment of the site which will enhance the character and appearance of the site and the area, in accordance with the policies and objectives contained within Sections 12.8.3 and 12.8.5 of the County Development Plan 2022-2028, relating to Public Open Space Design.

7.	The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme. Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.
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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.

Yolande Mc Mahon

Planning Inspector

15th September 2025

Form 1 - EIA Pre-Screening

Case Reference	ABP-322984-25
Proposed Development Summary	Dublin Bus Welfare Facility
Development Address	Adjacent to bus stop number 5171, Brehon Field Road, Ballinteer, Dublin 16.
	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.
	☐ 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)?	
☐ Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	State the Class here
☒ 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.	
☐ Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
☒ 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)	Class 10 (iv) Infrastructure project: Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

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 ☐	Screening Determination required (Complete Form 3)
No ☒	Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector:

Date:

Form 2 - EIA Preliminary Examination

Case Reference	ABP-322984-25
Proposed Development Summary	Dublin Bus Welfare facility
Development Address	Adjacent to bus stop number 5171, Brehon Field Road, Ballinteer, Dublin 16
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 welfare facility (W.C.) and all associated works. The size is small-scale. The development would not be exceptional in the context. The development would not result in the production of significant waste, emissions, or pollutants.
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 location is a suburban environment, in a built-up area. The development would not have the potential to significantly impact on an ecologically sensitive site or location.
Types and characteristics of potential impacts (Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).	There are no likely significant effects on the environment.

Conclusion	
There is no real likelihood of significant effects on the environment.	EIA is not required.

Inspector:

Date:

DP/ADP: _____ Date: _____

(only where Schedule 7A information or EIAR required)