



An
Coimisiún
Pleanála

Inspector's Report

PL-500245-DS-25

Development	RETENTION: For opening to front boundary to provide vehicular access with piers & gates.
Location	337, Clogher Road, Crumlin, Dublin 12 D12WD30.
Planning Authority	Dublin City Council.
Planning Authority Reg. Ref.	WEB2921/25.
Applicant(s)	Helen Power and James Grant.
Type of Application	Retention Permission.
Planning Authority Decision	Refuse Retention Permission.
Type of Appeal	First Party.
Appellant(s)	Helen Power and James Grant.
Observer(s)	None.
Date of Site Inspection	6 th February, 2026.
Inspector	Aiden O'Neill.

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1.0 Site Location and Description

- 1.1 The proposed development site, 0.02ha in area, comprises a mid-terrace 2-storey 2-bedroom dwelling (c. 70m²) with pitched roof, set back c. 9.745m from the public road. There are construction works underway at the dwelling on foot of the permission granted under PA Ref. No. WEB2039/24.
- 1.2 On the drawings submitted with the planning application, the area to the front of the dwelling is characterised by a driveway, footpath and small area of green space. The front boundary comprises a low wall, low vehicular entrance gate with capped piers, and a separate pedestrian gate with capped piers. The width of the site is c. 5m. The width of the public footpath between the front boundary of the site and the public road is c. 4.5m in width.
- 1.3 On the day of the site visit, hoarding has been erected along the front driveway area, with sheeting to the south-western boundary. Except for the uncapped low wall to the south-western boundary, the entrance gates to the front boundary to be retained has been removed to facilitate the construction works to the dwelling.
- 1.4 There is a mature tree on the pavement directly opposite the southernmost pier of the vehicular entrance, at the line of the property boundaries between 335 and 337 Clogher Road. There is no dished kerb with the public road outside 337 Clogher Road.

2.0 Proposed Development

- 2.1 The proposed development for which permission is sought consists of the retention of an opening to front boundary to provide vehicular access with piers & gates.
- 2.2 The vehicular entrance including gate and piers is 2.817m in width. The capped piers are 1.042m in height. The driveway has a depth of c. 6.10m, and the width of the off street parking bay is c. 3.70m.
- 2.3 The application cover letter refers to the precedent of the Commission (ACP Ref. No. ABP-320484-24) overturning Dublin City Council's refusal of permission (PA

Ref. No. 3708/24) for a similar development at the adjoining 335 Clogher Road to the south-west.

3.0 Planning Authority Decision

3.1 Decision

The Planning Authority refused permission on 13th October, 2025 for 1no. reason as follows:

1. The vehicular entrance and associated dishing at Clogher Road negatively impacts on the adjacent large public street tree and its root zone and is therefore contrary to Section 15.6.9, Appendix 5, Section 4.3.2 of the Dublin City Development Plan 2022-2028 and the Dublin Tree Strategy 2021 and seriously injures the amenities of property in the vicinity. The retention of the vehicular entrance would set an undesirable precedent for other similar developments, which would in themselves and cumulatively, be contrary to the proper planning and sustainable development of the area.

3.1.1. Conditions

N/A

3.2. Planning Authority Reports

3.2.1. Planning Reports

The report of the Planner dated 22nd August, 2025 notes the following:

- Retention Permission is sought for an existing vehicular entrance opening at an existing property. The front garden area has an overall depth of 6.1m and a width of 5.227m.
- The property is served by an existing pedestrian entrance and separate vehicular entrance. The vehicular entrance width is 2.817m.
- The existing pedestrian entrance is close to the boundary with No. 339 Clogher Road.
- Having regard to the concerns raised by the Transportation Planning Division, it is considered reasonable to recommend refusal.

- The retention of the vehicular entrance would be contrary to the provisions of the Dublin City Development Plan 2022-2028. Accordingly, permission should be refused.
- The Planner's Report is the basis for the Planning Authority's decision to refuse permission.

3.2.2. Other Technical Reports

The report of the Engineering Department – Drainage Division dated 8th September, 2025 recommended permission subject to conditions.

The Transportation Planning Division's detailed report dated 23rd September, 2025 notes the following:

- In front of the site is a c.4.5m wide footpath which is punctuated at intervals by street trees, including an existing tree in front of the boundary with 337 Clogher Road to the east of the site.
- The entrance width of c.2.8m accords with development plan standards.
- DCC Parks, Biodiversity and Landscape have been consulted and noted that there would be a minimum 2.5m clearance required for a vehicular entrance there and that is not present, the required dishing would directly affect the tree roots and trunk and therefore Park Services recommend a refusal of retention.
- Refusal of permission is recommended.

3.3. Prescribed Bodies

None.

3.4. Third Party Observations

None.

4.0 Planning History

4.1 The proposed development site is subject to the following planning application:

- WEB2039/24 PERMISSION & RETENTION: Retention for opening to front boundary to provide vehicular access with piers & gates and permission for a front porch, a ground floor extension to the rear, & conversion of attic with dormer to the rear of existing two storey terrace house. Split decision issued where the Retention of an opening to the front boundary to provide vehicular access with piers and gates refused for the following reason: ‘The vehicular entrance and associated dishing at Clogher Road would negatively impact on the adjacent large public street tree and its root zone and would therefore be contrary to Section 15.6.9, Appendix 5, Section 4.3.2 of the Dublin City Development Plan 2022-2028 and the Dublin Tree Strategy 2021 and would seriously injure the amenities of property in the vicinity. The development would set an undesirable precedent for other similar developments which, in themselves and cumulatively, would be contrary to the proper planning and sustainable development of the area.’

4.2 Relevant decisions of note in the vicinity include the following:

- ACP Ref. No. ABP-320484-24 (PA Ref. No. 3708/24): Permission to create a new vehicular access for off-street parking at 335 Clogher Road was granted by the Commission on 19th November, 2024, overturning the decision of Dublin City Council. The applicant included a revised entrance layout which provided an informal sketch illustrating that a proposed buffer of 2.5m from the tree trunk to the proposed pavement dishing is sufficient to protect the tree.
- ACP Ref. No. ABP-316828-23: Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme approved on 17th October, 2024 includes a bus lane and cycle lane along Clogher Road, and the loss of on-street car parking. Drawing no. BCIDA-ACM-ENV_LA-0809_XX_00-DR-LL-0044 Landscaping General Arrangement (Sheet 44 of 56) indicates that the existing street tree to the front of no. 337 Clogher Road is to be retained in the Scheme.

5.0 Policy Context

5.1 Development Plan

Dublin City Development Plan 2022-2028

In the Dublin City Development Plan 2022-2028, the site zoned as Land Use Zoning Objective Z1 – Sustainable Residential Neighbourhoods, the objective of which is ‘to protect, provide and improve residential amenities’.

Policy Objective G142 of Volume 1 of the Plan in relation to Tree Management: seeks ‘To adopt a pro-active and systematic good practice approach to tree management with the aim of promoting good tree health, condition, diversity, public amenity and a balanced age-profile and as per Dublin City Tree Strategy 2016.’

Policy Objective G144 of Volume 1 of the Plan in relation to Resilient Urban Forest seeks ‘To deliver and manage a resilient urban forest for the City to help increase resilience to the effects of climate change to consist of native and exotic trees and to target and prioritise locations in the city with a low canopy cover for an increased level of tree cover.’

Section 15.6.9 of Volume 1 of the Plan states that Dublin City Council will seek to protect existing trees and hedgerows when granting planning permission for developments.

Section 15.6.10 of Volume 1 of the Plan in relation to Development Management states that ‘Where a proposal impacts on trees within the public realm, a revised design will need to be considered to avoid conflicts with street trees. Where a conflict is unavoidable and where a tree, located on-street, requires removal to facilitate a new development or widened vehicular entrance and cannot be conveniently relocated within the public domain, then when agreed by Parks Services and the Planning Department by way of condition to a grant of permission, a financial contribution will be required in lieu. The financial contribution is calculated by the Capital Asset Value for Amenity Trees (CAVAT) by an Arboriculturist. The payment is required to be lodged with Dublin City Council before the tree can be removed’.

Appendix 5: Transport and Mobility: Technical Requirements:

- Section 4.3.1 of Appendix 5 in relation to Dimensions and Surfacing states that vehicular entrances shall be designed to avoid creation of a traffic hazard

for passing traffic and conflict with pedestrians. Where a new entrance onto a public road is proposed, the Council will have regard to the road and footway layout, the impact on on-street parking provision (formal or informal), the traffic conditions on the road and available sightlines. For a single residential dwelling, the vehicular opening proposed shall be at least 2.5 metres or at most 3 metres in width, the basic parking dimensions are 3m by 5m, and shall not have outward opening gates.

- Section 4.3.2 'Impact on Street Trees' states that: 'In all cases, the proposed vehicular entrance shall not interfere with any street trees. Proposals to provide a new entrance or widen an existing vehicular entrance that would result in the removal of, or damage to, a street tree will not generally be permitted and where permitted in exceptional circumstances, must be mitigated. Where a street tree is located in close proximity to a vehicular entrance, protective measures shall be implemented during construction to safeguard against any damage caused and a financial security required to cover any damage caused'. It is further stated that 'the extent of the associated dishing of the footpath and kerb for a vehicular entrance shall not negatively impact on existing street trees and tree root zone. A minimum clearance will be required from the surface of the tree trunk to the proposed edge of the dishing. In the event the minimum clearance cannot be achieved, consultation with the Parks, Biodiversity and Landscape Services Department will be required to ascertain the acceptability of the potential loss of a street tree as a result of the proposed development and associated dishing'. Figure 1 of Section 4.3.2 indicates that the minimum clearance from the surface of the tree trunk to the proposed edge of the dishing is 2.5m from a medium-sized tree.
- Section 4.3.5 'Treatment of Front Boundaries' states that: 'There are many different types of boundary treatment in existence. When considering any alterations, minimal interventions are desirable and proposals should aim to be complementary or consistent to others in the area which are of a high standard and in keeping with the overall character and streetscape. Vehicular entrances with splayed entrance walls or fences will not generally be

permitted. All boundary treatment shall take cognisance of the need to provide adequate visibility.'

- Appendix 5 also states that “in all cases, the proposed vehicular entrance shall not interfere with any street trees. Proposals to provide a new entrance or widen an existing vehicular entrance that would result in the removal of, or damage to, a street tree will not generally be permitted and where permitted in exceptional circumstances, must be mitigated.” Figure 1 outlines necessary buffer clearance to protect street tree and the root zone.

Dublin City Tree Strategy 2026-2036

A new 10-year tree plan, replacing the previous 2016-2020 Strategy, sets out objectives to include protecting existing trees, promoting healthy growth and development, creating a more sustainable urban tree canopy, and communicating with the public and stakeholders regarding trees, woodlands, and hedgerows.

5.2. Relevant National or Regional Policy / Ministerial Guidelines

N/A.

5.3. Natural Heritage Designations

The proposed development site is c. 5.2km to the west of the of the South Dublin Bay and River Tolka SPA (Site Code: 004024), the South Dublin Bay SAC (Site Code: 000210) and the South Dublin pNHA (Site Code: 000210), and is also 0.265km from the Grand Canal pNHA (Site Code: 002104).

6.0 EIA 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. 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

The First Party appeal prepared by the applicant's agent, Ceardean Architects, sets out the following grounds:

- The existing off street parking has been in existence for a number of years and can safely provide parking for the applicants rather than parking on the footpath. Almost all adjoining properties have off street parking.
- The site is accessed via a pedestrian access comprising a gated opening carried out about 6 years ago.
- There is an existing mature tree centrally located on the boundary between no. 337 and no. 335. The footpath is excessively wide, c. 4.7m deep, facilitating ad hoc parking on the footpath.
- The precedence for such development is well-established in the area:
 - PA Ref. No. WEB1040/18: Permission granted for the demolition of the existing piers, building up an existing opening and creating a new vehicular access at 385 Clogher Road.
 - ACP Ref. No. PL29S.320484 (PA Ref. No. 3708/24): Permission granted on appeal to create a new vehicular access at 335 Clogher Road. The then Board had regard to the pattern of parking on the public footpath, and the improvement that the proposed development would provide. The condition of the tree was also a consideration, and that the dishing of the footpath would not seriously affect the health of the tree.
 - ACP Ref. No. PL29S.320683 (PA Ref. No. WEB1781/24): Permission granted on appeal to create a new vehicular access with a 3.2m gate and dishing of the public footpath at 21 Clogher Road. The provision of off street car parking was considered to represent an improvement in traffic safety.

- Policy objectives G142, Tree Management; G144, Resilient Urban Forest and section 15.6.10 of Chapter 15 (Development Management Standards) in relation to Tree Removal refer.
- The Planning Officer has not provided any substantive opinion on the merit of the application and the decision is based entirely on the transportation division's recommendation.
- The transportation planning division's report has not considered the potential for traffic hazard of the alternative on footpath parking, and instead is based on the distance of the access dishing to the tree.
- The applicants purchased the property in 2023 not realising that planning permission was required for the existing vehicular access. Parking on the footpath is the only viable alternative and that has a greater impact on the trees and is potentially more hazardous.
- The off street parking space is already in existence and is successfully used without the necessity for the removal or any damage to the tree. Works can be completed to provide the associated dishing without damage and there is sufficient space from the tree without impact.
- The assessment by Dublin City Council has not taken into account the provision of the existing off street car parking for almost four years.
- It is noted that on the west side of Clogher Road between Rutland Avenue Junction and Parnell Road on the Grand Canal there are c. 75 dwellings and there remains 26 mature trees. Of these 26 trees, 24 have off street parking in gardens and dishing of the footpath is less than 3.5m. There is no impact on these trees.
- Recent precedents indicate that the provision of off street parking and the retention of adjacent trees can be successfully completed.
- The provision of the existing vehicular entrance has not affected the tree to the front of 377 Clogher Road. Proposed dishing can be provided to replace the existing kerb.

- The Commission is asked to overturn the refusal from Dublin City Council and grant permission.

7.2. Applicant Response

N/A

7.3. Planning Authority Response

None.

7.4. Observations

None.

7.5. Further Responses

None.

8.0 Assessment

8.1. I consider that the main issues in this appeal are as follows:

- Retention of the opening of the front entrance
- Impact on existing mature Street Tree

8.2 Retention of the opening of the front entrance

8.2.1 Permission is sought to retain the opening of the front entrance to 337 Clogher Road to facilitate off street parking.

8.2.2 The First Party Appeal makes the case that the entrance has been in place for approximately 6 years and that it has operated safely and without hazard, and that it also avoids parking on the wide footpath to the front of the site. As noted above, on the day of the site visit, the entrance gates of the front boundary to be retained have been removed to facilitate the permitted construction works to the dwelling.

8.2.3 It is further stated that no assessment of the merits of the proposed development has been carried out by the Planning Authority, and that the decision to refuse permission is not based on a traffic hazard issue.

8.2.4 I have had regard to Sections 4.3.1 and 4.3.5 of Appendix 5 of the Dublin City Development Plan 2022, which do not prohibit the creation of a vehicular entrance.

- 8.2.5 Section 4.3.1 of the Plan states that for a single residential dwelling, the vehicular opening shall be at least 2.5 metres or at most 3 metres in width, the basic parking dimensions are 3m by 5m, and shall not have outward opening gates. As noted above, the vehicular entrance to be retained is 2.817m in width; the driveway has a depth of c. 6.10m; and the width of the off street parking bay is c. 3.70m. In addition, the gates are not outward opening. In this context, the proposed vehicular entrance is supported by the provisions of the Plan. I also note that the report of the Transportation Planning Division states that the entrance accords with Development Plan standards.
- 8.2.6 The applicant also states that almost all adjoining properties have off street parking. Attention is drawn in the appeal to a number of precedents, in particular 335 Clogher Road which adjoins 337 Clogher Road, where permission for a new vehicular entrance was granted by the Commission on appeal, overturning Dublin City Council's decision to refuse permission (ACP Ref. No. PL29S.320484 (PA Ref. No. 3708/24)). As noted at the site visit, there are a number of dwellings in the vicinity which have the benefit of off-street parking.
- 8.2.7 The vehicular access to 337 Clogher Road is aligned with Section 4.3.5 of the Plan, which states that proposals for the treatment of front boundaries should aim to be complementary or consistent to others in the area which are of a high standard and in keeping with the overall character and streetscape.
- 8.2.8 It is also considered that the vehicular entrance to be retained does not create a traffic hazard for passing traffic or a conflict with pedestrians. In this context, I would agree with the applicant that the alternative of parking on the footpath would have more potential to create a traffic hazard and a conflict with pedestrians.
- 8.2.9 The reason for refusal cited the undesirable precedent that a grant of permission would result in, however having regard to the pattern of development in the vicinity, I do not agree that permission would have this effect, nor, in the context of the applicable Z1 zoning objective, would it have a negative impact on the amenities of property in the vicinity. I am also mindful of the permission for the Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme which requires the removal of on-street car parking.

8.2.10 The principle of the retention of the opening of the front entrance to 337 Clogher Road to facilitate off street parking is therefore acceptable.

8.3 Impact on existing mature Street Tree

8.3.1 The substantive reason for refusal is the concern that the proposed vehicular access will negatively impact the adjacent large public street tree and its root zone, such that the development to be retained would be contrary to Section 15.6.9, Appendix 5, Section 4.3.2 of the Dublin City Development Plan 2022-2028 and the Dublin Tree Strategy 2021.

8.3.2 The applicant argues that the existing off street parking space is successfully used without the necessity for the removal or any damage to the tree. It is also stated that works can be completed to provide the associated dishing without damage and there is sufficient space from the tree without impact.

8.3.3 Reference is made by the applicant to the precedent established by ACP Ref. No. ABP-320484-24 (PA Ref. No. 3708/24) at 335 Clogher Road granted by the Commission, overturning the decision of Dublin City Council to refuse permission.

8.3.4 In that instance, the Inspector noted the nature of the existing street tree currently surrounded by a concrete pavement with no evidence of tree damage. In recommending permission, with which the Commission agreed, the Inspector considered that the proposed works required to provide for the widening of the entrance and dishing of the footpath can be accommodated at 2.5m buffer subject to an appropriate method statement. At the site visit, it was observed that the permitted development at no. 335 Clogher Road had not been implemented.

8.3.5 As noted above, the site is c. 5m in width, the footpath between the front boundary of the site and the public road is c. 4.5m in width, and the mature tree on the pavement is directly opposite the southwestern-most pier of the vehicular entrance to be retained, generally in line with the boundary between 335 and 337 Clogher Road.

8.3.6 Section 4.3.2 of the Plan in relation to 'Impact on Street Trees' states that the proposed vehicular entrance shall not interfere with any street trees or would result in the removal of, or damage to, a street tree. It is noted that a minimum clearance

of 2.5m for a medium-sized tree will be required from the surface of the tree trunk to the proposed edge of the dishing.

- 8.3.7 Having regard to section 4.3.2 of the Plan, the existing entrance to be retained does not interfere with the street tree, nor does it result in its removal, or damage to it. As also noted by the Inspector in case reference ACP Ref. No. ABP-320484-24 (PA Ref. No. 3708/24) at 335 Clogher Road, the street tree is surrounded by a concrete pavement with no evidence of tree damage. I further note that the tree will not be affected by the bus lane and cycle lane works for Clogher Road that form part of the permitted Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.
- 8.3.8 However, unlike the precedent at 335 Clogher Road (ACP Ref. No. ABP-320484-24 (PA Ref. No. 3708/24)) cited by the applicant, no design proposals have been provided by the applicant to demonstrate that the required dishing works can be carried out without potential to impact negatively on the existing mature tree.
- 8.3.9 Having inspected the site, and having regard to the width of the vehicular access, the width of the public footpath and the location of the tree generally at the boundary line between nos. 335 and 337 Clogher Road, and in the absence of such details, it is not possible to establish if the required dishing would accord with the minimum clearance distance referred to in section 4.3.2 of the Plan. It is not clear that the dishing works can be implemented without such impacts.
- 8.3.10 The onus is on the applicant in this instance to satisfactorily address these concerns.
- 8.3.11 The Commission may wish to invite the applicant to submit such details, however, in the absence of same, and based on the available information, it is not possible to conclude that the required dishing for the vehicular entrance will not negatively impact on the adjacent mature street tree and its root zone.
- 8.3.12 In this context, I recommend that the decision of the Planning Authority is upheld. I recommend a refusal of permission based on the available information, that the retention of the vehicular entrance as currently configured, with no details on how the required dishing complies with the minimum clearance distance referred to in section 4.3.2 of Appendix 5 of the Dublin City Development Plan 2022-2028, is therefore contrary to Section 15.6.9 of Volume 1, and Section 4.3.2 of Appendix 5,

of the Dublin City Development Plan 2022-2028 and the Dublin Tree Strategy 2021 (as updated in 2026), would seriously injure the amenities of property in the vicinity, and would, therefore, be contrary to the proper planning and sustainable development of the area.

9.0 AA Screening

- 9.1. I have considered the retention of the opening to front boundary to provide vehicular access with piers & gates new front vehicular access with a dropped kerb at 337, Clogher Road, Crumlin, Dublin 12 D12WD30 in light of the requirements S177U of the Planning and Development Act 2000 as amended.
- 9.2 The proposed development site is c. 5.2km west of the South Dublin Bay and River Tolka Estuary SPA (Site Code: 004024), and the South Dublin Bay SAC (Site Code: 000210).
- 9.3 The proposed development comprises the retention of the opening to front boundary to provide vehicular access with piers & gates at 337, Clogher Road, Crumlin, Dublin 12 D12WD30.
- 9.4 No nature conservation concerns were raised in the planning appeal.
- 9.5 In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the information considered in this AA screening, I conclude that the proposed development individually or in combination with other plans or projects would not be likely to give rise to significant effects on the South Dublin Bay and River Tolka Estuary SPA (Site Code: 004024), and the South Dublin Bay SAC (Site Code: 000210) in view of the conservation objectives of these sites and is therefore excluded from further consideration. Appropriate Assessment is not required.

This determination is based on:

- The modest scale of the works and the nature of the development
- Location - distance from nearest European site and lack of connections

- 9.6 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.
- 9.7 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.
- 9.8 Likely significant effects are excluded and therefore Appropriate Assessment (under Section 177V of the Planning and Development Act 2000) is not required.

10.0 Water Framework Directive

- 10.1 The subject site is located in an established residential environment at Clogher Road, Crumlin, D12. The nearest relevant water body is the Poddle, code IE_EA_09P030800, c. 0.402km to the east, the status of which is 'At Risk'.
- 10.2 The proposed development comprises the retention of the opening to front boundary to provide vehicular access with piers & gates at 337, Clogher Road, Crumlin, Dublin 12 D12WD30.
- 10.3 No water deterioration concerns were raised in the planning appeal. I have assessed the proposed development of the retention of the opening to front boundary to provide vehicular access with piers & gates at 337, Clogher Road, Crumlin, Dublin 12 D12WD30., and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any surface and/or groundwater water bodies either qualitatively or quantitatively.
- 10.4 The reason for this conclusion is as follows:
- The nature and scale of the development proposed.
 - Distance from the nearest relevant water body, and the lack of hydrological connections.

10.5 Conclusion

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 recommend the Commission refuse permission for the reasons and considerations set out below.

12.0 Reasons and Considerations

Based on the available information, with no details on how the required dishing complies with the minimum clearance distance from the existing street tree referred to in section 4.3.2 of Appendix 5 of the Dublin City Development Plan 2022-2028, the retention of the vehicular entrance is considered to be contrary to Section 15.6.9 of Volume 1, and Section 4.3.2 of Appendix 5, of the Dublin City Development Plan 2022-2028 and the Dublin Tree Strategy 2021 (as updated in 2026). The retention of the vehicular entrance would seriously injure the amenities of property in the vicinity, and would, therefore, be contrary to the proper planning and sustainable development of the area.

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

Aiden O'Neill
Planning Inspector

9th February, 2026

Appendix A: Form 1 EIA Pre-Screening

Case Reference	ACP-500245-DS-25
Proposed Development Summary	Retention of the opening to front boundary to provide vehicular access with piers & gates
Development Address	337, Clogher Road, Crumlin, Dublin 12 D12WD30
IN ALL CASES CHECK BOX /OR LEAVE BLANK	
1. Does the proposed development come within the definition of a 'Project' for the purposes of EIA? (For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	<input checked="" type="checkbox"/> Yes, it is a 'Project'. Proceed to Q2.
	<input type="checkbox"/> No, No further action required.
2. Is the proposed development of a CLASS specified in <u>Part 1</u>, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
<input type="checkbox"/> Yes, it is a Class specified in Part 1 . EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	
<input checked="" type="checkbox"/> No, it is not a Class specified in Part 1. Proceed to Q 1	
1. Is the proposed development of a CLASS specified in <u>Part 2</u>, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	

<input checked="" type="checkbox"/> No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994. No Screening required.	
<input type="checkbox"/> Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
<input type="checkbox"/> Yes, the proposed development is of a Class but is sub-threshold. Preliminary examination required. (Form 2) OR If Schedule 7A information submitted proceed to Q4. (Form 3 Required)	
2. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?	
Yes <input type="checkbox"/>	
No <input type="checkbox"/>	

Inspector: _____

Date: 9th February, 2026