

An  
Bord  
Pleanála

## Inspector's Report

ABP-320809-24

<b>Development</b>	Construction of a two-storey, two bedroom detached dwelling (123sqm) with a first floor rear (south) facing terrace (12sqm) and ancillary site development works.		
<b>Location</b>	Rear of 32 & 33 Palmerston Road (access via Beechdale Mews), Dublin 6.		
<b>Planning Authority Ref.</b>	Dublin City Council (South).		
<b>Applicant(s)</b>	Raymond O'Malley.		
<b>Type of Application</b>	Permission	<b>PA Decision</b>	Grant permission with conditions.
<b>Type of Appeal</b>	Third Parties	<b>Appellant</b>	Gerald Moloney & Others.  James Fennelly.
<b>Observer(s)</b>	None on file		
<b>Date of Site Inspection</b>	11.12.2024	<b>Inspector</b>	Des Johnson

### 1. Site Location/ and Description.

1.1 The site is located to the rear of properties on the western side of Palmerston Road, Dublin 6. Access to the site is via a narrow laneway called Beechdale Mews. Beechdale Mews extends west from Palmerston Road before branching to the north and south, serving the rear of properties on Palmerston Road. The appeal site has frontage along the southern branch of the laneway, whereas the northern section gives access to some mews properties. In close proximity, to the north of

the appeal site, at the point where Beechdale Mews branches north and south, is Treville Mews and two other two-storey dwellings. The southern branch also appears to provide access to a vehicular gate to the rear of 34, Palmerston Road. No. 25A Cowper Road is a substantial dwelling on a large site adjoining to the west of the appeal site.

1.2 The appeal site is overgrown and unmaintained. It is elevated by the disposal of substantial amounts of garden cuttings etc.

## **2. Proposed development.**

2.1 The proposal is for the construction of a two-storey two bedroom detached dwelling (123sqm) with a first floor rear (south) facing terrace (12sqm) and ancillary site development works (no off-street parking being provided) on a plot to the rear of Nos. 32 & 33 Palmerston Road.

2.2 The total site area is stated to be 190sqm. Proposed plot ratio is 1:0.65, and the site coverage is stated to be c.45%.

2.3 Access is proposed via Beechdale Mews, that is between Nos. 29 and 30 Palmerston Road.

2.4 It is proposed to connect to public services. Irish Water has confirmed that connections are feasible subject to upgrades.

2.6 By way of the submission of Further Information the proposed development was amended as follows:

- The maximum height was reduced from 6.4m to 5.775m
- The overall floor area was reduced from 123sqm to 109sqm
- Proposed balcony was omitted and replaced by a Juliette balcony
- Window serving bedroom 2 is reduced in size. Larger window serving the master bedroom is retained as there is no potential for overlooking or loss of amenity
- It is confirmed that refuse would be collected from Palmerston Road.
- It is confirmed that Beechdale Mews is 3.1m in width and wide enough for a fire truck (2.43m in width). If required a fire hydrant could be provided close to the site boundary with the laneway.
- There is no plan to widen the laneway and no vehicular access is proposed
- Downlighters are proposed on the laneway abutting the site, and on the side of the proposed dwelling

## **3. PA's Decision**

3.1 The Planning Authority decided to grant permission subject to 10 conditions.

3.2 In addition to standard compliance and development contribution conditions, other notable conditions relate to drainage requirements, resurfacing the laneway,

requirement for Construction Management Plan, noise control during construction and demolition phases, and hours of site and building works.

3.3 The Planner's report states that the site is zoned Z2 which seeks to protect and/or improve the amenities of residential conservation areas (NB This appears to be an error). The proposal is acceptable in principle. The main cause of concern is the width of the lane at 3.2m. Given the location, the proposal is considered to be for infill development. Further Information (FI) is recommended.

Following the submission of FI, the report considers the proposed development to be more appropriate in its size and features to the site, and its context. The FI addresses the concerns of the Transportation Section which now recommends permission with conditions. External finishes are considered to be reasonable and of good quality, and will not detract from the lane or neighbouring properties. There would be no undue negative impacts on the visual or residential amenity of the immediate neighbouring houses. Four submissions were received.

3.4 The Transportation Planning Division has no objection (following FI) subject to conditions.

The Drainage Section has no objection subject to specific requirements being complied with.

#### **4. Planning History.**

**Reg. Ref: 3565/01** – Outline permission refused for single storey dwelling on west side of laneway at rear of Nos. 32 & 33, Palmerston Road for reasons that the proposal would contravene a condition of a previous planning permission (No. 1113/92), which limits the use of any structure on the site to purposes incidental to the enjoyment of the main dwelling house, and excludes the use of the site for specified uses including residential purposes, inadequate width of access laneway, and inconsistent with Development Plan 1999 General Site Development Standards.

**Reg. Ref: 2641/73** – permission refused for dwelling house at the rear of 32, Palmerston Road. Refused by the Minister in 1974.

**Reg. Ref: 1917/76** Permission refused for Mews at rear of 32/33 Palmerston Road. Refused by the Minister in 1977.

**Reg. Ref: 1067/85** – Permission refused for the conversion of approved garages and store to residential accommodation at rear of 32/33 Palmerston Road.

**Reg. Ref: 1113/92** – Permission granted for garages and stores, WC and loft store to rear of 32/33 Palmerston Road. A condition required the entire structure to be used for purposes incidental to the enjoyment of 32, Palmerston Road.

**Reg. Ref: 2391/92** – Permission refused for erection of residential mews dwelling to the rear.

## **5.1. Planning Policy**

### **5.1.1 National Planning Framework**

Objective 3a – Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.

Objective 3b – Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway, and Waterford, within their existing built-up footprints.

5.1.2 - The Dublin City Development Plan 2022-2028 came into effect on 14<sup>th</sup> December 2022.

The site is in an area zoned Z1 Sustainable Residential Neighbourhoods, with the objective ‘to protect, provide and improve residential amenities’.

Section 2.3 Settlement Strategy - Compact growth will be promoted throughout the city through appropriate infill development and consolidation of brownfield sites and targeted growth along key transport corridors.

Policy QHSN6 Urban Consolidation To promote and support residential consolidation and sustainable intensification through the consideration of applications for infill development, backland development, mews development, re-use/adaption of existing housing stock and use of upper floors, subject to the provision of good quality accommodation.

Policy QHSN10 Urban Density To promote residential development at sustainable densities throughout the city in accordance with the core strategy, particularly on vacant and/or underutilised sites, having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.

Policy BHA2 Development of Protected Structures It is policy that development will conserve and enhance protected structures and their curtilage.

Policy BHA9 Conservation Areas. It is policy to protect the special interest and character of all Dublin’s Conservation Areas – identified under Z8 and Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps.

Appendix 5 Section 4.3.8 refers to Mews Parking. Car free mews developments may be permitted in certain circumstances where there are specific site constraints and where alternative modes of transport are available. Each development will be assessed on a case by case basis.

Potential mews laneways must provide adequate accessibility in terms of private vehicular movements, emergency vehicles and refuse vehicles. A minimum carriageway of 4.8m in width (5.5m where no verges or footpaths are provided) is required. In circumstances where these widths cannot be provided, safe access and egress for all vehicles and pedestrians must be demonstrated.

## **5.2 Natural Heritage Designations**

- South Dublin Bay SAC & pNHA – c. 3.4km to the east
- South Dublin Bay & River Tolka SPA – c. 3.4km to the east.

## **6. The Appeal**

### **6.1 Third Party Appeals.**

6.2 There are two Third Party appeals lodged on behalf of:

- James Fennelly, 25A Cowper Road
- Gerald Moloney & Kathleen Collins, 32, Palmerston Road & Others

The grounds of appeal may be summarised as follows:

#### **James Fennelly**

- The proposal is in contravention of the zoning objective which seeks to protect existing residential amenity. It will significantly impact on the visual and residential amenity of the appellants property, and does not integrate with the surrounding area. It is overbearing in height (5.775m) and scale and will facilitate direct overlooking and of the appellants private amenity space.
- The proposal does not facilitate a unified approach to mews development as per section 15.13.5 of the Development Plan. Fenestration on the northern elevation would facilitate unacceptable levels of overlooking if additional mews development would occur. The proposal contravenes mews development guidance in the Development Plan, and would result in piecemeal development.
- The laneway is unsuitable for traffic conditions. It is narrow and would provide future occupants with poor levels of amenity. The laneway already suffers from congestion caused by the parking of vehicles.
- The proposed development is out of character and represents overdevelopment of the site. The proposed design is inappropriate, out of

character in this area, and would set an undesirable precedent. It is excessive in height and would be overbearing and visually obtrusive.

- Due to the restrictive width of the laneway, pedestrians would be impacted. There is no evidence that construction and delivery vehicular access can be facilitated.
- The proposed design does not have regard to Protected Structures on Palmerston Road.
- The proposed development would result in devaluation of property, and impact on the development potential of the development capacity of lands along the laneway.

**Gerald Moloney & Kathleen Collins & Others** (John Gleeson & Zita Reihill, Andrew O’Riordan, Mary Pyle, Suzanne Cosentino & Kevin Kellehan)

- The site is extremely modest (190sqm), and is not in use.
- This is an architecturally sensitive environment. The proposed development on a restricted site lacks precedent, offends refusal issued in other cases both on this site and nearby, and changes a justified policy of proportionate and ancillary use in respect of mews type sites along the laneway.
- The proposed development would have a negative impact in terms of the concept of setting, curtilage and attendant grounds of Protected Structures and Z2 Conservation areas. Reference is made to Policies BHA9 and BHA2.
- The permitted development would have an unduly intrusive impact on the rear garden and artist’s studio located in the garden of No.34, Palmerston Road, a Protected Structure. It would form an incongruous element in relation to the rear of other existing residential properties, and would conflict with Development Plan policy in relation to the safeguarding the amenity and setting of Protected Structures and Residential Conservation Area.
- The Planning Authority previously refused permission for a dwelling on the site -Reg. Ref: 2391/92 and Reg. Ref: 3565/01. No standalone dwelling has been granted permission on this lane for many decades, and the three elements of residential permitted along the northern branch of the lane are required to remain part of the accommodation provided by the main house on Palmerston Road. Permission would set a precedent for other laneway dwellings and a highly disordered outcome.

- The laneway is well short of meeting the Development Plan requirement of minimum width of 4.8m. The proposed development would endanger the safety of persons occupying the structure, and conflict with the provisions of the Development Plan. It would lead to increased traffic flow along a very substandard laneway to the detriment of the amenity of the adjoining Residential Conservation Area. The laneway is especially substandard with respect to access for a fire tender. The location c.80m from the public road, would be inaccessible to many fire tenders. The development would endanger public safety by reason of traffic hazard.
- The proposal to place waste collection bins at the entrance from Palmerston Road would lead to a hazardous and unsightly concentration of bins in a sensitive location.
- Noise and disturbance during construction would seriously injure the amenities of residential property in the vicinity.
- The applicant's legal interest in the laneway is not sufficient to carry out the proposed development, including drainage, water supply, and other works. Over The rights of way of the owners of houses on Palmerston Road over the laneway are ignored. Conditions 4a and 6 respectively ignore these rights. When the applicant sold No.32 in 1995, the rights enjoyed by the combined property, including the appeal site, did not remain with the appeal site.
- The appellants are concerned regarding the potential outworking of Conditions 3, 4, and 6, due to the applicant's insufficient interest in the laneway. Existing residents should have the right to comment on any Construction Management Plan.

## 6.2 Responses

6.2.1 The Planning Authority request the Board to uphold the decision. If the Board is minded to grant permission, the following conditions should be applied:

- Section 48 development contribution
- Payment of contribution in lieu of the open space requirement being met (if applicable)
- Social housing condition
- Naming & numbering condition.

6.2.2 The First Party response may be summarised as follows:

- Most of the Protected Structures have constructed some development within their rear gardens.

- In total, Beechdale Mews laneway provides vehicular access to 20 properties, including the appeal site. All of the appellants use the laneway on a daily basis, while raising concerns about its suitability for the proposed car-free house development.
- The proposed development complies with all Development Plan standards. The appeal site is zoned Z1.
- An approved development under Reg. Ref: 1113/92 comprised 2 garages, a garden store, a solid fuel store, WC and a further store at first floor level, and showed connection to foul and surface water drainage connections in the laneway. This confirmed that it was possible and acceptable to provide vehicular access to the appeal site.
- The appeal site did not form part of either 32 or 33, Palmerston Road in 1892. The setting that concerns the appellants have already been subject to development. The rear garden of no.30 Palmerston Road was hacked off to construct Treville Mews. A conservatory and shed are constructed to the rear of No.31, a 2-storey extension and detached playroom/studio are constructed to the rear of No.32, and a studio and games room has been constructed in the rear garden of No.34. The appeal site has always been independent of Nos. 32 and 33 Palmerston Road and there is no requirement for any permission to be linked to those properties.
- In the permitted plans, the window to the Master bedroom is over 12m setback from the boundary with No.34, and an en-suite window has non-transparent glazing. The window to bedroom 2 is over 7.5m from the boundary with No.34, and does not directly overlook the primary amenity space at the rear of No.34, and the rear elevation of the 2-storey extension to that property is c.24m away, and will not be overlooked.
- The proposal is consistent with Objectives 3a and 3b of the National Planning Framework.
- The issues of waste collection and fire tender access were addressed in the submission of FI. Any emergency vehicle attending the appeal site can use Beechdale Mews.
- The professional use of the studio to the rear of No.34 appears contrary to the requirements of Condition 2 of Reg. Ref: 5380/05.
- The applicant has sufficient legal interest. The proposed development will not affect rights of way.



- The proposed development would not negatively impact of surrounding properties, and will enhance the visual amenity of Beechdale Mews laneway. There would be no overlooking, overshadowing, or overbearing visual impact. The proposed scale and design are consistent with the residential character of the area. The proposed height matches the ridge height of Beechdale Mews.
- If the Board is concerned about the proposed Juliette balcony, it is welcome to require its removal by condition and the replacement of the master bedroom window with a window consistent with that in bedroom 2.
- There is no evidence to demonstrate that there would be a devaluation of property in the vicinity.

## **7. EIA Screening**

7.1 Schedule 5, Part 2, Paragraph 10 of the Planning & Development Regulations 2001, as amended, relates to Infrastructural Projects, and includes *Construction of more than 500 dwellings*. As such, the proposed development may be considered sub-threshold. Having regard to the nature, scale and location of the proposal, and to the criteria set out in Schedule 7 of the Regulations, I conclude at preliminary examination that there is no real likelihood of significant effects on the environment arising from the proposed development. EIA therefore, is not required.

## **8. AA Screening**

Having regard to the modest nature and scale of development, location in an established residential area, connection to existing services and the separation from, and absence of connectivity to European sites, it is concluded that no Appropriate Assessment issues arise as the proposed development would not be likely to have a significant effect individually or in combination with other plans or projects on a European site.

## **9.0 Assessment**

9.1 The proposal is for the construction of a two-storey, two bedroom detached dwelling (123sqm) with a first floor rear (south) facing terrace (12sqm) and ancillary site development works. The Planning Authority granted permission for development, amended by way of the submission of FI, and as described in section 2.6 of this report. The site area is stated to be 190sqm. Third Party appeals are submitted by the residents of 25A Cowper Road, and 31-34 (incl.) of Palmerston Road.

9.2 I submit that the key issues to be addressed in this appeal are as follows:

- Planning History

- Policy
- Access
- Visual & Residential Amenity
- Legal Interest
- Appropriate Assessment

## **Planning History**

9.3 There is a dated planning history relating to this site. The most recent planning decision relating to this site is dated 2002 (Reg. Reference 3565/01). Outline permission was refused by the Planning Authority for a single storey dwelling on west side of laneway at rear of Nos. 32 & 33, Palmerston Road for reasons that the proposal would contravene a condition of a previous planning permission (No. 1113/92), which limits the use of any structure on the site to purposes incidental to the enjoyment of the main dwelling house, and excludes the use of the site for specified uses including residential purposes, inadequate width of access laneway, and inconsistent with Development Plan 1999 General Site Development Standards. Section 4 of this report gives details of other earlier decisions relating to the site.

9.4 The previous decisions were made in accordance with Policies and the Development Plan provisions then in effect. The current proposal should be considered in the context of current National Policy, and the provisions of the Dublin City Development Plan 2022-2028.

## **Policy**

9.5 National policy, as set out in the National Planning Framework promotes compact development in existing urban settings. The proposed development is on a compact infill site in an established residential area, where public services are available. I conclude that the proposed development is consistent with this policy.

9.6 The Dublin City Development Plan 2022-2028 is the statutory Plan for the area. In the Plan the site is zoned Z1 Sustainable Residential Neighbourhoods, with the objective 'to protect, provide and improve residential amenities'. Properties on Palmerston Road, immediately adjoining the appeal site to the east are zoned Z2 Residential Neighbourhoods (Conservation Areas), with the objective 'to protect and/or improve the amenities of residential conservation areas. The houses along the western side of Palmerston Road are Protected Structures.

9.7 The Settlement Strategy set out in the Plan promotes compact growth throughout the city through appropriate infill development, and targets growth along key transport routes. The appeal site is a convenient walking distance to the Luas line at Cowper. There are also public bus routes in the vicinity. In principle, I submit that the proposed development is consistent with the promotion of compact growth on an infill site in an established residential area, and with the zoning objective set for the area.

9.8 Assessment of the proposed development should also consider possible impacts on the adjoining zoning objective Z2, and the Protected status of the houses on Palmerston Road. It is Plan policy to conserve and enhance Protected Structures and their curtilage, and to protect the special interest and character of Conservation Areas. The appeal site is physically separated from the rear gardens of Nos. 32 & 33 Palmerston Road by a laneway. It is shown on the 1892 Ordnance Survey map submitted with an appeal to be separate from those properties. From observations at the time of inspection I consider that the appeal site does not have any obvious functional relationship to Nos.32 & 33, or any other houses fronting on to Palmerston Road.

9.9 The established pattern of development in the vicinity includes Treville Mews, Beechdale Mews (x2), and Mews buildings to the rear on Nos. 26-28 Palmerston Road, and served by the northern branch of the laneway. There are also structures constructed in the rear gardens to Nos. 30 & 31, Palmerston Road (these structures appear to relate to the residential use of the main houses).

9.10 Having regard to the nature and scale of the permitted development, the physical separation of the appeal site from the rear gardens of Palmerston Road houses, and to the established pattern of development in the area, I conclude that the permitted development would not have a negative impact on any Protected Structure or its curtilage, or on the interest or character of the adjoining Conservation Area.

### **Access**

9.11 Beechdale Mews is narrow and restricted. At its eastern end it provides access to Nos. 29 & 30, Palmerston Road, and further to the west it is used as access to Treville Mews, Beechdale Mews (x2) and the rear of properties along the northern section of the laneway. It is substandard to provide vehicular access in accordance with the minimum Development Plan standard of 4.8m in width (5.5m where no verges or footpaths are provided). The permitted development does not provide for vehicular parking. Under Appendix 5, section 4.3.8, car free mews developments may be permitted where there are site specific constraints, and where alternative modes of transport are available.

9.12 There are clearly site-specific constraints in this case, but also locational advantages in terms of access to public transport. The appellants raise the issue of access of emergency vehicles, and I note that the Transportation Planning Division of the Planning Authority has no objection to the permitted development, subject to conditions. I submit that any emergency vehicle that could access the other dwellings in the vicinity would also be able to service the subject permitted development.

### **Visual & Residential Amenity**

9.13 Having regard to the height, scale and design of the permitted development, and to the established pattern of development in the vicinity, I conclude that the permitted development would not have a detrimental impact on the visual amenities of the area.

9.14 The height and design of the original proposed development was amended by way of FI, and it was the amended proposal that was the subject of permission by the Planning Authority. The key amendments include reduction in maximum height from 6.4m to 5.775m, reduction in floor area from 123sqm to 109sqm, omission of first floor balcony and replacement by a Juliette balcony, and amendments to fenestration.

9.15 The permitted height (36.22m) is roughly the same as the ridge height of the adjoining property to the north (36.79m). Proposed finishes include timber cladding, and selected brick. I conclude that the height and design of the permitted development are acceptable, and would not be visually obtrusive or negatively impact on the visual amenities of the properties in the vicinity or on the wider area.

9.16 The permitted development has two bedrooms and two en-suites at first floor level. The en-suites are to be fitted with obscure glazing. Bedroom 2 has a south facing window 7.677m from the boundary with no.34, Palmerston Road, marked by a high fence. There would be no direct overlooking from this window. The Master Bedroom has one small north facing window, and glazed doors on to a Juliette balcony facing south. There would be no direct overlooking from this arrangement, but there could be potential for angled overlooking of the adjoining 25A Cowper Road to the west. On balance, in the event of permission being granted, I recommend omission of the Juliette balcony and glazed doors, and replacement with a window similar in style to the main window serving Bedroom 2. There would be no direct overlooking of private amenity space attached to 25A Cowper Road.

9.17 I conclude that the permitted development, subject to the recommended amendment described above, would not be injurious to the residential amenities of property in the area. The appellants contend that the development would lead to a devaluation of property in the vicinity, but this is not supported by any convincing evidence.

### **Legal Interest**

9.18 There are conflicting claims regarding legal interest, which would allow the 1<sup>st</sup> Party to carry out the development, if permitted by the Board. In particular, appellants raise concerns regarding the potential outworking of Conditions 3, 4, and 6, due to the applicant's insufficient interest in the laneway. On this issue, I refer the Board to section 34(13) of the Planning & Development Act 2000, as amended, which states that *a person shall not be entitled solely by reason of a permission under this section to carry out any development*. I submit that the issue of legal interest in this case is appropriately a matter for resolution through the Courts.

### **Appropriate Assessment**

9.19 I have considered the permitted 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, separated from designated European sites as detailed in

Section 5 of this report. The proposed development consists of the construction of a modest two-story Mews type dwelling on an infill site. No nature conservation concerns are raised. Having regard to the nature and scale of development, location in an existing residential area, and separation from and absence of connectivity to European sites, it is concluded that no Appropriate Assessment issues arise as the proposed development would not be likely to have a significant effect individually or in combination with other plans or projects on a European site.

## **10. Recommendation**

I recommend that planning permission be granted.

## **Reasons & Considerations**

Having regard to the nature and scale of the development, the provisions of the Dublin City Development Plan 2022-2028, including the zoning objective for the site, and to the established pattern of development in the area, it is considered that, subject to compliance with the following conditions, the development would represent an acceptable form of compact development on an infill site, would not be injurious to the visual or residential amenities of the area, or the adjoining Conservation Area and Protected Structures and their curtilages, would not endanger public safety by reason of traffic hazard, and would 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 planning authority, as amended by the Further Information submitted on 29/07/2024, save as may be required by the following conditions.

**Reason:** In the interest of clarity

2. The glazed doors and Juliette balcony serving the Master Bedroom at first floor level shall be omitted and replaced by a window of similar design to the window serving Bedroom 2. Details of the revised arrangement shall be submitted to the planning authority for written approval before development commences, and the window shall be constructed in accordance with the agreed written details.

**Reason:** In the interest of residential amenity.

3. Standard Development Contribution condition

**Reason:** It is considered reasonable that the payment of a development contribution should be made in respect of the public infrastructure and facilities benefiting development in the area of the planning Authority.

4. Before development commences details of the following matters shall be submitted to the planning authority for written agreement:

- All external finishes.
- Drainage system which shall include a completely separate foul and surface water system with a combined final connection discharging into Uisce Éireann's combined sewer system
- Surface water management that shall incorporate Sustainable Drainage Systems
- Resurfacing of the laneway to the front of the permitted dwelling, which shall be completed before first occupation of the dwelling, and shall be carried out at the expense of the developer.
- The storage of refuse bins within the site boundary.

The development shall be carried out in accordance with the agreed written details.

**Reason:** In the interests of visual amenity, orderly development, and pedestrian and road safety

5. Prior to the commencement of development, the developer shall submit details of a Construction Management Plan for the written agreement of the planning authority. The Plan shall provide details of intended construction practice for the development, including traffic management, working hours, noise and dust management, and off-site disposal of construction waste. The development shall be carried out in accordance with the written agreed details.

**Reason:** In order to ensure a satisfactory standard of development, in the interests of residential amenity and public safety.

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Des Johnson

Planning Inspector

16.12.2024.

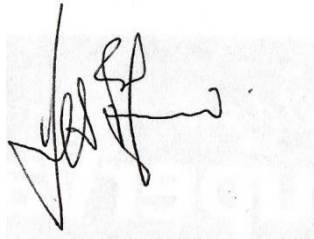
I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

**Form 2**  
**EIA Preliminary Examination**

<b>An Bord Pleanála Case Reference Number</b>	<b>ABP- 320809-24</b>	
<b>Proposed Development Summary</b>	Mews dwelling	
<b>Development Address</b>	Rear 32-33 Palmerston Road, Dublin 6.	
<p><b>The Board carried out a preliminary examination [ref. Art. 109(2)(a), Planning and Development regulations 2001, as amended] of at least the nature, size or location of the proposed development, having regard to the criteria set out in Schedule 7 of the Regulations.</b></p> <p><b>This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.</b></p>		
Construction of a two-storey, two bedroom detached dwelling (123sqm) with a first floor rear (south) facing terrace (12sqm) and ancillary site development works.	The development has a modest footprint, on an infill site in an established residential area, comes forward as a standalone project, does not require any significant demolition works, does not require the use of substantial natural resources, or give rise to significant risk of pollution or nuisance. The development, by virtue of its type, does not pose a risk of major accident and/or disaster, or is vulnerable to climate change. It presents no risks to human health.	
<b>Location of development</b> Rear of 32 & 33, Palmerston Road (Protected Structures). Served by narrow laneway. Adjoins a designated Conservation Area. Proposal to link to public services. Established residential area.	Briefly comment on the location of the development, having regard to the criteria listed Established residential area. Proposed connection to public services. Access via existing laneway.	
<b>Types and characteristics of potential impacts</b> No significant impacts on the wider environment. Localised impacts resulting from infill nature of development. No significant negative impacts.	Having regard to the characteristics of the development and the sensitivity of its location, consider the potential for SIGNIFICANT effects, not just effects. No potential for significant effects. There is no potential for significant effects on the environmental factors listed in section 171A of the Act.	
<b>Conclusion</b>		
<b>Likelihood of Significant Effects</b>	<b>Conclusion in respect of EIA</b>	<b>Yes or No</b>
There is no real likelihood of significant effects on the environment.	EIA is not required.	EIA not required



There is significant and realistic doubt regarding the likelihood of significant effects on the environment.	Schedule 7A Information required to enable a Screening Determination to be carried out.	
There is a real likelihood of significant effects on the environment.	EIAR required.	



Inspector:

Date: \_\_17.12.2024\_\_

DP/ADP: \_\_\_\_\_  
(only where Schedule 7A information or EIAR required)

Date: \_\_\_\_\_