



An
Bord
Pleanála

Inspector's Report ABP321757-25

Development

To amend a previous permission (5320/22) for provision of a new house on Lansdowne Park located to the rear of no. 84 Northumberland Road (A Protected Structure), Ballsbridge, Dublin 4, D04 PY94.

Location

84 Northumberland Road, Ballsbridge, Dublin 4, D04PY9415.

Planning Authority

Dublin City Council.

Planning Authority Reg. Ref.

4377/24

Applicants

Vincent Duignan.

Type of Application

Permission.

Planning Authority Decision

Refusal of permission.

Type of Appeal

First Party

Appellant

Vincent Duignan.

Observer

None

Date of Site Inspection

18th March 2025.

Inspector

Derek Daly

1.0 Site Location and Description

- 1.1. The site is located in the southeastern suburbs of Dublin city and is to the rear of No.84 Northumberland Road, which is a protected structure and which is located on the eastern side of Northumberland Road. The appeal site is in effect the rear of the site and has a vehicular entrance onto Lansdowne Park. The property fronting onto Northumberland Road is a two-storey over basement terraced house which is currently in office use.
- 1.2. The rear of the site is currently being used for car parking. There is a single storey storage structure adjoining the rear boundary and there is a vehicular access and gateway providing access to the appeal site and parking area. Along part of the Lansdowne Park frontage there is a demarcated street parking space
- 1.3. To the north of the site fronting onto Lansdowne Park are 2 no. two storied dwellings of recent construction which have individual vehicular accesses to their sites.

2.0 Proposed Development

- 2.1. The proposed development as received by the planning authority on the 31st October 2024 is to amend a previous permission (5320/22) for provision of a new house on Lansdowne Park located to the rear of no. 84 Northumberland Road.
- 2.2. The proposed amendment includes the following;
 - 2.2.1. Reductions in the overall height of the proposed building (in accordance with the compliance conditions to permission 5320/22). Condition no. 4 (b) required that the development shall be revised that the overall height of the structure shall be reduced so that it more closely matches the adjoining 2 storey mews dwelling. The attic floor accommodation and roof deck shall be altered to reflect this change in the overall height. The current proposal provides for the reduction in ridge height by 350mm (as required by conditions attached to Reg. Ref. 5320/22. The dormer to the front and rooflights to front/rear have also been subsequently set-down lower. The proposal also includes minor alterations to the front and rear elevations as well as floor layout configurations within the previously permitted footprint.

- 2.2.2. The current proposal also provides for the relocation of the vehicular entrance/access by way of improvement of front boundary treatment to Lansdowne Park. In the current proposal it is proposed to reconfigure the layout of the previously permitted dwelling under Reg. Ref. 5320/22 in effect to mirror the previous layout. This in effect would result in the relocation of the previously permitted vehicular entrance/wayleave serving the parent building, to the south of the site adjoining the boundary of no. 86 Northumberland Road. It is indicated that the proposed reconfiguration of the dwelling would achieve a more favourable sunlight to the rear private open space serving the new dwelling.
- 2.2.3. The proposal also includes for a new boundary treatment onto Lansdowne Park comprising a 2700 mm wide entrance for the parent building and also a 1018 mm pedestrian entrance and 3000 mm wide vehicular entrance to serve the new dwelling. The report accompanying with the application notes that originally the two vehicular entrances and pedestrian access gate along the front boundary were shown to be more spread across the street frontage and it is now proposed to move them closer to one another so that there is room for an on-street parking space beside them. The front elevations provided illustrate this arrangement with an area to the front of the subject site extending to front of no. 82 (5.4m length) intended for a space for on-street car parking.
- 2.2.4. The applicant has submitted an Outline Conservation Specification and Method Statement with the application which relates to the historic stone boundary walls which complies with the requirements of condition 5 (a) (ii) of the permission P.A Ref. No 5320/22.
- 2.3. The gross floor space of existing buildings for demolition is stated as 41.1m² and the gross floor space of proposed works 306.2m².

3.0 Planning Authority Decision

3.1. Decision

- 3.1.1. The decision of the Planning Authority was to refuse planning permission. On reason was stated;

The proposed design amendments by virtue of the relocation of the vehicular entrance would result in the removal of on-street parking to accommodate private vehicular entrances, which would be contrary to the policy of the planning authority, as set out in Policy SMT25, Section 8.5.7 and Appendix 5, Section 4.1 of the Dublin City Development Plan 2022- 2028, which aims to manage on-street parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity, and accessible parking requirements. The reduced supply of on street parking would detract from the convenience of road users and the residential amenity of surrounding properties, would be contrary to the stated policy and would set an undesirable precedent for other similar developments in the area. The development would, therefore, be contrary to the proper planning and sustainable development of the area.

3.2. Planning Authority Reports

3.2.1. Planning Reports

The planning report dated the 18th December-2024 refers to the provisions of the current City Development Plan (CDP); the planning history of the site an assessment of the proposal referring to particular provisions of the Dublin City Development Plan 2022-2028 and that the proposed development is acceptable in principle subject to an assessment of the proposed amendments. The report focusses on the issue of the vehicular entrance and on street parking and reference is made to the vehicular entrance proposed and that the previous permission omitted a vehicular entrance and that the assessment of Transportation Planning Division is concurred with as the proposed development will require the removal of the existing on-street car parking bay which is contrary to Development Plan policy. It is further not considered acceptable that it would appear that attempts have been made to informally remove the existing on-street car parking bay with placement of a no-parking sign on the boundary to the subject site.

Refusal of permission was recommended.

3.3. Other Planning Authority reports

- 3.3.1. The Transportation Planning Division's (TPD) dated 29th November 2024 refers to the previous planning application and the issue of on street parking and the removal

Inspector's Report Page 5 of 24 ABP321757-25 of pay-and-display parking to facilitate the proposed vehicular entrances is not supported and contradicts the policies and objectives of the Dublin City Development Plan and recommends a refusal to the proposed development.

4.0 Planning History

4.1. P.A Ref. No 5320/22.

- 4.1.1. Planning permission granted for the demolition of the existing single storey storage building abounding Lansdowne Park; and the construction of 1 no. new 2 storey 4 no. bedroomed dwelling plus attic accommodation with 3 no. dormer windows to the front and a terrace to the rear at roof/attic level, with PV panels and rooflight above. The development will consist of a new boundary wall around the associated private open space to the rear; and a new boundary wall with vehicle and pedestrian entrances off Lansdowne Park to provide access to 2 no. off street car parking spaces to the front and all associated ancillary site development works. The proposal also provided for a drive through at ground floor level to allow for parking at the rear of the existing office building on Northumberland Road.
- 4.1.2. The grant of permission included the following conditions: Condition no. 4. The development shall be revised as follows:
- (a) The proposed off-street parking shall be omitted. Prior to the commencement of the development, revised plans detailing a pedestrian entrance serving the development from Lansdowne Park, and which shall not conflict with the existing on street parking bay, shall be submitted to the Planning Authority for written agreement.
 - (b) The overall height of the structure shall be reduced so that it more closely matches the adjoining 2 storey mews dwelling. The attic floor accommodation and roof deck shall be altered to reflect this change in the overall height.
 - (c) The proposed windows in the rear elevation servicing the ensuite bathroom, and the front elevation serving the ensuite bathroom shall be permanently glazed with opaque glass. Development shall not commence until revised plans, drawings and

particulars showing the above amendments have been submitted to and agreed in writing by the Planning Authority.

Reason: In the interest of orderly development and residential amenity

Condition no 5. The following requirements of the Planning Authority's Conservation Section shall be fully complied with in the proposed development:

- (a) The applicant shall submit the following architectural conservation details/revisions for the written approval of the Planning Authority prior to the commencement of development:
 - (i) Revised drawings reducing the height of the proposed structure to respect the established roofline of the immediately adjoining plots to the north and the two-storey structures further along the mews laneway.
 - (ii) A detailed method statement for any repair works to the stone walls to include repointing and interface details to include structural stabilisation as a result of the excavation of foundations for the new structure demonstrating the works will be carried out in accordance with best conservation practice.
- (b) A conservation expert with proven and appropriate expertise shall be employed to design, manage, monitor and implement the works and to ensure adequate protection of the retained and historic fabric during the works. In this regard, all permitted works shall be designed to cause minimum interference to the retained fabric and the curtilage of the Protected Structure.
- (c) The proposed development shall be carried out in accordance with the following:
 - (i) All works to the structure shall be carried out in accordance with best conservation practice and the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and Advice Series issued by the Department of Housing, Local Government and Heritage. Any repair works shall retain the maximum amount of surviving historic fabric in situ. Items to be removed for repair off-site shall be recorded prior to removal, catalogued and numbered to allow for authentic re-instatement.
 - (ii) All existing original features, in the vicinity of the works shall be protected during the course of the refurbishment works.
 - (iii) All repair of original fabric shall be scheduled and carried out by appropriately experienced conservators of historic fabric.

(iv) The architectural detailing and materials in the new work shall be executed to the highest standards so as to complement the setting of the protected structure and the historic area.

Reason: In order to protect the amenity, setting and curtilage of the Protected Structure and to ensure that the proposed works are carried out in accordance with best conservation practice.

Condition no. 6. The applicant shall comply with the following conditions from the Transportation Planning Division:

(a) Prior to commencement of development, and on appointment of a main contractor, a Construction Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, including traffic management, hours of working, noise and dust management measures and off-site disposal of construction/demolition waste.

(b) A minimum 6 cycle parking spaces shall be provided within the rear yard of no. 84 Northumberland Road. Cycle parking shall be secure, conveniently located, sheltered and well lit. Shower and changing facilities shall also be provided as part of the development. Key/fob access should be required to bicycle compounds. Cycle parking design shall allow both wheel and frame to be locked.

(c) All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

(d) The developer shall be obliged to comply with the requirements set out in the Code of Practice.

Reason: In the interest of proper planning and sustainable development.

5.0 Policy and Context

5.1. Development Plan

5.1.1. The statutory development plan is the Dublin City Development Plan 2022-2028.

- 5.1.2. The subject site has the land zoning Z2, 'To protect and/or improve the amenities of residential conservation areas'.
- 5.1.3. 5.1.3. No.84 Northumberland Road is included in the record of protected structures. RPS No: 5940
- 5.1.4. 5.1.4. Chapter 8 refers to Sustainable Movement and Transport and it is indicated that it is the Policy of Dublin City Council in policy SMT1 Modal Shift and Compact Growth To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.

It is the Policy of Dublin City Council: SMT25 On-Street Parking To manage on street car parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity and accessible parking requirements, and to facilitate the re-organisation and loss of spaces to serve sustainable development targets such as in relation to, sustainable transport provision, greening initiatives, sustainable urban drainage, access to new developments, or public realm improvements.

Car Parking in relation to Residential and Mixed Use Developments is referred to in Policy SMT27 (i) which seeks to provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards,

Volume 2, Appendix 5 so as to promote city centre living and reduce the requirement for car parking.

- 5.1.5. Chapter 11 - Built Heritage and Archaeology and Section 11.5.1 to the Record of Protected Structures Relevant policies include Policy BHA2 in relation to Development of Protected Structures Section, Policy BHA9 Conservation Areas and Policy BHA14 Mews.
- 5.1.6. 5.1.6. Chapter 15 outlines Development Standards and Section 15.13.5 refers to mews developments
- 5.1.7. 5.1.7. Volume 2, Appendix 5 'Transport and Mobility: Technical Requirements'

4.0 Car Parking Standards refers to there is a predisposition to consider residential off-street car parking, subject to design and safety criteria, particularly along Core Bus Corridors (CBCs) and to facilitate traffic management proposals. Car parking for housing developments can be provided in the form of on street or curtilage car parking. Car parking located on-street that is proposed to be taken in charge at a future time cannot be allocated to any specific use and are considered public car parking spaces.

Section 4.1 On Street Parking Public on-street parking is a necessary facility for shoppers and business premises and is necessary for the day-to-day functioning of the city. Dublin City Council will preserve available on-street parking, where appropriate. However, the space currently occupied by on-street parking may be needed in the future for strategic transportation projects or active travel infrastructure. There will be a presumption against the removal of on-street parking spaces to facilitate the provision of vehicular entrances to single dwellings in predominantly residential areas where residents are largely reliant on on-street car-parking spaces or where there is a demand for public parking serving other uses in the area. Where new residential developments result in the removal of on-street parking spaces or where no parking is provided for new residential developments, residents of these dwellings will not automatically be entitled to a parking permit. In this instance, the issuing of a parking permit will be based on the current capacity of the permit parking scheme in question.

Section 4.3.1 '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 and shall not have outward opening gates. Where a shared entrance for two residential dwellings is proposed, this width may increase to a maximum of 4 metres. 'The basic dimensions to accommodate the footprint of a car within a front garden are 3 metres by 5 metres. It is essential that there is also adequate space to allow for manoeuvring and circulation between the front boundary and the front of the building.

5.2. Natural Heritage Designations

5.3. The subject site is within and not proximate to any European site.

5.4. EIA Screening

5.5. The proposed development is not one to which Schedule 5 of the Planning and Development Regulations, 2001, as amended, applies.

6.0 The Appeal

6.1. Grounds of Appeal

6.1.1. The first party appeal in summary refers to;

- The appeal is in relation to the planning authority decision to refuse planning permission.
- Reference is made to the presumption of the removal of on street parking is incorrect.
- The proposed changes will not change the number of paid on street parking spaces along Landsdowne Park and the removal of any on street parking spaces is not suggested in the planning application.
- It will improve parking on the street by providing an additional off street parking space within the curtilage of 84 Northumberland Road.
- Reference is made to the previous planning permission on the site and the conditions included and notes that the current proposal shows only one off street parking space.
- The layout depicted is not misleading and is what was permitted and does not attempt to satisfy the compliance conditions of the permitted development.
- The assumption of the removal of on street parking is incorrect.
- The proposed entrance does not need to result in the loss of a street parking space and there is ample space to provide on street parking.

- The proposal will improve the parking situation by providing and off street parking space and relieve parking on Lansdowne Park and the need to take up on street parking by a resident's disc.
- Drawings to demonstrate this are indicated.
- Reference is made to the report submitted with the application which also demonstrates no loss of on street parking will arise in the current proposal. A
- report from a consulting engineer endorses the position outlined in the grounds of appeal

6.2. **Planning Authority Response**

The planning authority in a response dated the 11th February 2025 requests the Board to confirm its decision and if permission is granted to include conditions requiring the payment of a section 48 development contribution and a condition in relation to naming and numbering of the site.

7.0 **Assessment**

- 7.1. The main issues in this appeal are principle of the development and the grounds of appeal. Appropriate Assessment also needs to be considered. I am satisfied that no other substantive issues arise.

The issues are addressed under the following headings:

- The principle of the development
- Grounds of appeal.

7.2. **The principle of the development.**

- 7.2.1. The proposal as submitted is to amend a previous permission (5320/22) for provision of a new house on Lansdowne Park located to the rear of no. 84 Northumberland Road. The amendments in effect are to comply in part the requirements of conditions of the previous permission in particular condition nos. 4, 5 and 6 which requires that the proposed off-street parking be omitted, the overall height of the structure shall be reduced so that it more closely matches the adjoining 2 storey mews dwelling. The attic floor accommodation and roof deck shall be altered to reflect this change in the overall height amendments of the proposed windows in the rear elevation servicing

the ensuite bathroom, and the front elevation serving the ensuite bathroom shall be permanently glazed with opaque glass, submissions in relation to architectural conservation details/revisions reducing the height of the proposed structure to respect the established roofline of the immediately adjoining plots to the north and the two-storey structures further along the mews laneway, the submission of a detailed method statement for any repair works to the stone walls, management of the protection of the retained and historic fabric during the works.

- 7.2.2. The amendments as submitted in the current proposal provides for reductions in the overall height of the proposed building and the current proposal provides for the reduction in ridge height by 350mm, the dormer to the front and rooflights to front/rear have also been subsequently set-down lower and proposal also includes minor alterations to the front and rear elevations as well as floor layout configurations within the previously permitted footprint.

The current proposal also provides for the relocation of the vehicular entrance/access by way of improvement of front boundary treatment to Lansdowne Park. In the current proposal it is proposed to reconfigure the layout of the previously permitted dwelling under Reg. Ref. 5320/22 in effect to mirror the previous layout. In effect this amendment will result in the relocation of the previously permitted vehicular entrance/wayleave serving the parent building, to the south of the site adjoining the boundary of no. 86 Northumberland Road.

In relation to access the current proposal also includes for a new boundary treatment onto Lansdowne Park comprising a 2700 mm wide entrance for the parent building and also a 1018 mm pedestrian entrance and 3000 mm wide vehicular entrance to serve the new dwelling. The amendment provides a reconfiguration of the access points closer to one another so that there is room for an on-street parking space beside them.

- 7.2.3. The planning authority reports indicate no objections in principle to the amendments as they relate to the alterations and layout of the proposed dwelling as they reflect the requirements as set out in conditions attached to the previous grant of planning permission and it is noted that the conservation officer and planning report have raised no objections to the revised layout of the dwelling. Having examined the revised proposals in relation to the dwelling I would have no objections to the

proposals as submitted in relation to lowering of the overall height and amendments to the elevations.

- 7.2.4. The primary issue which arises is in relation to the provision of access to the overall property as reflected in the stated reason for refusal of the development and grounds of appeal.

7.3. Grounds of appeal

- 7.3.1. The primary issue raised in the appeal relates to the revised details submitted in relation to access for the property including the proposed dwelling and the retention of access to the rear of the property fronting onto Northumberland Road.
- 7.3.2. It is contended by the appellant that the proposed changes will not change the number of paid on street parking spaces along Landsdowne Park and the removal of any on street parking spaces is not suggested in the planning application; that it will improve parking on the street by providing an additional off street parking space within the curtilage of 84 Northumberland Road; the current proposal shows only one off street parking space; the proposed entrance does not need to result in the loss of a street parking space and there is ample space to provide on street parking; will improve the parking situation by providing an off street parking space and relieve parking on Landsdowne Park and the need to take up on street parking by a resident's disc.
- 7.3.3. Inspecting the site and a review of the documentation submitted indicates that the overall site frontage as indicated on the submitted drawings is 11.707 metres. There is a current vehicular access located adjoining the northern boundary which provides access for parking to the rear of 84 Northumberland Road and a pedestrian entrance serving the existing building/shed fronting onto Landsdowne Park in proximity to southern boundary of the site frontage. There is a dedicated on-street along the frontage between these two access points.
- 7.3.4. The current development plan provisions and policy of the planning authority, as set out in Policy SMT25, and Appendix 5, Section 4.1 of the Dublin City Development, which aims to manage on-street parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity to preserve available on-street parking and where appropriate with the presumption against the removal of on-street parking spaces to facilitate the provision of vehicular entrances to single

dwellings in predominantly residential areas where residents are largely reliant on on-street car-parking spaces or where there is a demand for public parking serving other uses in the area. This provision is, I consider, reasonable and as there is an on-street parking space along the site frontage and the retention of this parking space is also reasonable. It is noted that the first party does not dispute the retention of this on-street parking space.

- 7.3.5. The primary issue therefore to consider is whether the current proposal can facilitate the provision of two vehicular access points a pedestrian access and also retain the on-site parking space.
- 7.3.6. 7.3.6. In relation to standards for vehicular access points section 4.3.1 of appendix 5 in relation to dimensions and surfacing indicates that for a single residential dwelling, the vehicular opening proposed shall be at least 2.5 metres or at most 3 metres in width and shall not have outward opening gates. Where a shared entrance for two residential dwellings is proposed, this width may increase to a maximum of 4 metres.
- 7.3.7. The proposal provides for a new boundary treatment onto Landsdowne Park as indicated on drg.no. A959-1200 comprising a 2700 mm wide entrance for the parent building, an intermediate pier and then a 1018 mm pedestrian entrance, another intermediate pier and a 3000 mm wide vehicular entrance to serve the new dwelling. The drawing also indicates an off street parking space which overlaps with the adjoining site/property to the north. This drawing does not indicate the existing vehicular access serving this property but drawing A959-1203 illustrates an elevation indicating a space for an on-street parking space 5357mm in length between the proposed vehicular access and the access for the adjoining property which has a shared pedestrian and vehicular design where it serves a dual purpose of being used as a pedestrian and access and also facilitates a vehicular access. The on street parking space 5357mm in length does extend into the frontage of the adjoining property to the north on Landsdowne Park.
- 7.3.8. There is I consider sufficient frontage available on the appeal site frontage to accommodate two vehicular access points, to make provision for pedestrian access and provide for the retention of an on-site parking space without an incursion into the adjoining site frontage. This can be achieved by a number of options which could include elimination of the separate pedestrian access point and incorporating a

pedestrian access into the vehicular access. The width of the vehicular access could be reduced and the separation between the vehicular access and pedestrian access for the proposed dwelling could be reduced from the current approximate width of 500mm to a lower separation distance and similarly a smaller separation distance could be provided between the pedestrian access and the proposed vehicular access to serve 84 Northumberland Road.

7.3.9. I would consider the appropriate way to provide for the provision of two vehicular accesses and on-street parking along the appeal site frontage is the elimination of the separate pedestrian access with the potential to provide a single joint pedestrian/vehicular access point with a maximum width of 3 metres. In a grant of planning permission such a provision can be conditioned.

7.3.10. As indicated the proposal is to amend a previous permission P.A. Ref. No 5320/22 and reflects largely matters to comply with the conditions of the permission other than a revised access and on-site parking arrangement. A grant of planning permission can therefore be related to the original grant of planning permission and reflect conditions addressing matters raised in the grounds of appeal and the response of the planning authority.

8.0 Appropriate Assessment Screening

8.1. I have considered the proposal to amend a previous permission for the provision of a new house in light of the requirements S177U of the Planning and Development Act 2000 as amended. The subject site is an established residential site.

8.2. The proposed development comprises in effect relatively minor alterations to a previously permitted development as outlined in section 2 in the Inspectors report. 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 European Site. The reason for this conclusion is as follows; the nature of the development, the distance to designated sites and the absence of pathway to these sites.

8.3. I conclude that 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 and likely significant effects are excluded

and therefore Appropriate Assessment (stage 2) (under Section 177V of the Planning and Development Act 2000) is not required.

9.0 Recommendation

9.1. I recommend that permission be granted.

10.0 Reasons and Considerations

Having regard to the nature of the proposed development, the proposed residential use on the site; the design, nature and scale of the proposed development and the pattern and character of development in the vicinity; and to the policies of the Dublin City Development Plan 2016 – 2022, as well as national guidance including the ‘Architectural Heritage Protection Guidelines for Planning Authorities’ (2011); it is considered that, subject to compliance with the conditions set out below, the proposed development would not have a significant adverse effect on the character of the adjoining protected structure, would not detract from the character of the area, and would not seriously injure the amenities of adjacent residential property and would be acceptable in terms of traffic safety and convenience. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

11.0 Conditions

1.	<p>(a) The development shall be carried out and completed in accordance with the drawings and particulars as received by the Planning Authority on the 31st day of October 2024, except as may otherwise be required in order to comply with the following conditions. Where such conditions require points of detail to be agreed with the Planning Authority, these matters shall be the subject of written agreement and shall be implemented in accordance with the agreed particulars.</p> <p>(b) Otherwise, the development shall comply with the conditions of the grant of planning permission P.A Ref. No 5320/22.</p>
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	Reason: In the interest of clarity.
2.	<p>The development shall be revised as follows:</p> <p>(a) The proposed development shall provide for two vehicular entrances only.</p> <p>(b) The pedestrian entrance shall be omitted.</p> <p>(c) The vehicular entrances shall be a maximum of 3 metres in width.</p> <p>(d) The vehicular entrance serving the proposed dwelling can be designed to provide for the incorporation of a pedestrian entrance within the vehicular entrance.</p> <p>(e) The revised proposal shall incorporate the retention of an on-street parking space within the extent of the frontage of the site onto Landsdowne Park which shall be provided in accordance with the requirements of the Transportation Planning Division of the Planning Authority.</p> <p>The development shall not commence until revised plans, drawings and particulars showing the above amendments have been submitted to and agreed in writing by the Planning Authority.</p> <p>All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.</p> <p>Reason: In the interest of orderly development, residential amenity and retaining the provision of on-street parking.</p>
3.	<p>The applicant shall submit for the agreement of the Planning Authority a numbering scheme to serve the proposed development which shall reflect local historical, heritage or cultural associations associated with the area.</p> <p>The planning authority will approve the naming of residential developments in order to avoid confusion with similar names in the locality and other locations.</p> <p>Reason: In the interests of orderly street naming and numbering; to enhance urban legibility and to retain local place name associations</p>

4.	<p>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.</p> <p>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.</p>
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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.

. Derek Daly
Planning Inspector

4th April 2025

Appendix 1 - Form 1

EIA Pre-Screening

[EIAR not submitted]

An Bord Pleanála Case Reference	321757-25		
Proposed Development Summary	To amend a previous permission (5320/22) for provision of a new house on Lansdowne Park located to the rear of 84 Northumberland Road.		
Development Address	84 Northumberland Road, Ballsbridge, Dublin 4, D04 PY94.		
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (that is involving construction works, demolition, or interventions in the natural surroundings)		Yes	Tick if relevant and proceed to Q2.
		No X	Tick if relevant. No further action required
2. Is the proposed development of a CLASS specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended)?			
Yes	Tick/or leave blank	State the Class here.	Proceed to Q3.
No	Tick or		Tick if relevant. No

X	leave blank		further action required
3. Does the proposed development equal or exceed any relevant THRESHOLD set out in the relevant Class?			
Yes	Tick/or leave blank	State the relevant threshold here for the Class of development.	EIA Mandatory EIAR required
No X	Tick/or leave blank		Proceed to Q4
4. Is the proposed development below the relevant threshold for the Class of development [sub-threshold development]?			
Yes	Tick/or leave blank	State the relevant threshold here for the Class of development and indicate the size of the development relative to the threshold.	Preliminary examination required (Form 2)

5. Has Schedule 7A information been submitted?		
No	X	Screening determination remains as above (Q1 to Q4)
Yes	Tick/or leave blank	Screening Determination required

Inspector: Derek Daly Date: 4th April 2025