

DEPUTY PLANNING OFFICER

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| APPLICATION NO.  | WEB2103/26                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| PROPOSAL         | <p>RETENTION &amp; PERMISSION: Located to the west of Jones's Road and bounded by residential properties along Robert Street to the south and properties backing onto Clonliffe Road to the north, with vehicular access from Jones's Road.</p> <p>The development seeking retention permission consists of the provision of a car parking facility.</p> <p>The development seeking permission will consist of:</p> <ul style="list-style-type: none"> <li>• the extension of the existing car parking facility,</li> <li>• the erection of a 2.4 metre high boundary fence along the perimeter of the site,</li> <li>• the installation of an entry/exit access barrier and ticket kiosk,</li> <li>• the provision of a pedestrian access gate,</li> <li>• and all associated site development works, including lighting and drainage.</li> </ul> |
| LOCATION         | Vacant Former Methodist Church site, Jones's Road, Drumcondra, Dublin 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| APPLICANT        | Liam Healy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| DATE LODGED      | 06-May-2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| ZONING           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| APPLICATION TYPE | Permission                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**10/06/26**Site Notice **Inspection**

Site notice checked and in order on day of inspection.

**Description of Site and Surroundings**

The site (stated area 0.084 Ha) is located on the western aspect of Jones's Road close to the junction with Clonliffe Road. The site is bounded by the site of a semi-detached dwelling at No. 3 Jones Road and No. 2 Robert Place to the south, a laneway running to the rear of a residential terrace at No. 173 – 181 Clonliffe Road to the north and the site of No. 1 Robert Place which is an end of terrace dwelling to the west. Croke Park Stadium is located on the opposite side of the street to the east. The site was vacant on the day of inspection and is currently up for sale with the sales brochure pitching the site as *'suited for residential development, with strong potential for an apartment scheme, duplexes, or a bespoke residential project (subject to the necessary planning permissions).'* The site formerly accommodated an historic Methodist Church building and warehouse which was partially demolished in 2008 and largely destroyed by a fire in 2013 and was subject to planning enforcement proceedings.

**Proposed Development**

The development seeking retention permission for a vehicular entrance surface car parking facility.

Permission is also sought for the following:

- extension of the existing car parking facility,
- erection of a 2.4 metre high boundary fence along the perimeter of the site
- installation of an entry/exit access barrier and ticket kiosk,
- provision of a pedestrian access gate,
- and all associated site development works, including lighting and drainage.

## **Zoning**

The subject site is located on lands zoned Z1 (Sustainable Residential Neighbourhoods), with a land use zoning objective '*To protect, provide and improve residential amenities*'. A '*park and ride facility*' is listed as an open for consideration use under the zoning. A 'car park' is not listed as a use that is permissible or open for consideration. Section 14.3 (Permissible, Non-Permissible and Unzoned Lands) states that there will be a presumption against uses not listed under the permissible or open for consideration categories in zones **Z1**, Z2, Z6, Z8, Z9, Z11, Z12 and Z15. Other uses will be dealt with in accordance with the overall policies and objectives in this plan.

## **Pre-Planning Consultation**

None indicated.

## **Relevant and Recent Planning History**

None found for subject site.

### Recent / Relevant / In the surrounding area

#### **WEBLRD**

6089/26-S3 (Westward House, 10, 10A and 10B, Russell Street, Dublin 1) (summary)  
The proposed development will consist of a mixed-use Large-Scale Residential Development comprising 54 no. residential apartment units, 365 no. purpose-built student accommodation bedspaces, 2 no. commercial units and a cultural / community use all in 3 no. blocks ranging in height from 1-14 storeys (above lower ground floor level) with associated bicycle parking, car parking, public plaza, communal open spaces, internal amenity spaces and all ancillary works.  
Decision: Live application.

4101/23 Planning permission for a change of use at a site on the corner of No. 2A Jones Road, Dublin 3 and No. 173 Clonliffe Road, Dublin 3. Change of use proposed is from the current residential unit at No. 173 Clonliffe Road, Dublin 3 with an ancillary granny flat at 2A Jones Road, Dublin 3 to retention of the residential unit at No. 173 Clonliffe Road, Dublin 3 and a change of use from ancillary granny flat at 2A Jones Road to an independent residential unit, thus creating two independent residential units on the site.  
Decision: Refused by the planning authority and subsequently granted by An Coimisiún Pleanála (ref. 319172-24), subject to conditions.

WEB1220/20 (No. 12-14 Jones's Road) Permission sought for (i) Widening of existing pedestrian entrance wall & railings (ii) Alterations to existing front elevation to include a new front façade (comprising of traditional timber style panelling & pilasters, new signage, and reformation & widening of existing window / door ope), and all associated site works necessary to facilitate the development.  
Decision: Granted subject to conditions.

## **Relevant Enforcement History**

E0412/04 Building change of use to a church  
Status: Closed

E1122/08 Former Methodist Church demolished with planning permission.  
Status: Closed

## **Consultations**

### Internal Consultees:

- Drainage Division: Consider the extent of the proposed SuDS measures is not acceptable and require nature-based SuDS devices are to be incorporated into the management of surface water runoff.
- Transportation Planning Division: Recommends that permission and retention permission is refused on the basis that the proposal would give rise to commuting by private vehicles and would be inconsistent with National Climate ambitions.

### Prescribed Bodies

- Uisce Éireann: No submission received
- Irish Rail: No comments received.

## **Submissions/Observations /Representations**

None received

## **Relevant Policies, Objectives and Standards Dublin City Development Plan 2022 – 2028**

Chapter 7 | The City Centre, Urban Villages, and Retail

- Policy CCUV22 - Intensification

Chapter 8 | Sustainable Movement and Transportation

- Section 8.5.7 - Car Parking
- Policy SMT1 - Modal Shift and Compact Growth'
- Policy SMT26 - Commuter, Shopping, Business and Leisure Parking
- Objective SMOT1 - Transition to More Sustainable Travel Modes
- Objective SMT024 - Control Supply and Price of Public Parking
- Objective SMT026 - Surface Parking in the City

Chapter 13: Strategic Development Regeneration Areas

- SDRA 10 - SDRA Northeast Inner City

Chapter 14 | Land Use Zoning

- Section 14.7.1 Sustainable Residential Neighbourhoods – Zone Z1

Appendix 5 | Transport and Mobility: Technical Requirements

Dublin City Council Climate Action Plan 2024 - 2029

Climate Action Plan 2025, Department of Climate, Energy and the Environment

## **Planning Assessment**

Having reviewed the documentation submitted, including the submissions/observations received in relation to the proposed development, and inspected the site, and having regard to the relevant local/regional and national policies and guidance, it is considered that the main issues for assessment relate to:-

- Principle of Proposed Development
- Access, Movement and Parking
- Services and Drainage

## **Principle of Proposed Development**

The development seeking retention permission for a vehicular entrance and surface car parking facility.

Permission is also sought for the following:

- extension of the existing car parking facility,
- erection of a 2.4 metre high boundary fence along the perimeter of the site
- installation of an entry/exit access barrier and ticket kiosk,
- provision of a pedestrian access gate,
- and all associated site development works, including lighting and drainage.

As noted under the Dublin City Development Plan 2022-2028, the site is subject to zoning objective Z1 with a land use zoning objective '*to protect, provide and improve residential amenities*', under which A '*park and ride facility*' is listed as an open for consideration use under the zoning. A 'car park' is not listed as a use that is permissible or open for consideration. Section 14.3 (Permissible, Non-Permissible and Unzoned Lands) states that there will be a presumption against uses not listed under the permissible or open for consideration categories in zones **Z1**, Z2, Z6, Z8, Z9, Z11, Z12 and Z15. Other uses will be dealt with in accordance with the overall policies and objectives in this plan. The application site is considered fall under the category of a 'Transitional land use zone' being surrounded to the north and east with residential dwellings with a land use zoning 'Z2' (Residential Neighbourhoods (Conservation Areas) with an objective '*to protect and/or improve the amenities of residential conservation areas.*' Section 14.6 of the Development Plan would be applicable in this instance and notes that it is important to avoid abrupt transitions in scale and land-use between zones. In dealing with development proposals in these contiguous transitional zone areas, it is necessary to avoid developments that would be detrimental to the amenities of the more environmentally sensitive zones. For instance, in zones abutting residential areas or abutting residential development within predominately mixed-use zones, particular attention must be paid to the use, scale, density and design of development proposals, and to landscaping and screening proposals, in order to protect the amenities of residential properties.

With regard to the principle of the proposal, the planning authority has serious concerns with the proposed retention and expansion of a surface car park, particularly given the central location of the site which is in close proximity to numerous forms of sustainable transport infrastructure. Further serious concerns have been raised by the Transportation Planning Division (TPD) which is discussed further below.

### Evaluation

The existing site layout indicates an existing vehicular entrance and 8no. parking spaces surrounded by dense vegetation around the perimeter of the site. On the day of inspection on a recent midweek morning the site was locked and vacant and a for sale sign was erected on site. The proposed site layout plan indicates the site will be cleared of vegetation and finished in hardstanding with 21no. marked car parking spaces facilitated. With regard to the hardstanding area and clearance of vegetation, the Drainage Division consider the proposed lack of adequate SuDS measures is not acceptable and require nature-based SuDS devices are to be incorporated into the management of surface water runoff in accordance with SI24, and Appendices 5 and 12 of the Dublin City Development Plan 2022 - 2028. The comments of the Council's Drainage Division are noted.

The existing entrance is shown to be retained and an access-controlled barrier is proposed to replace the existing vehicular entrance gate. A new pedestrian access gate is proposed to the south of the existing entrance from Jones's Road leading a parking ticket kiosk. It is proposed to retain 2.4m high galvanised steel fencing to the front boundary at Jones's Road and new 2.4m high galvanised steel fencing around the remaining site boundaries. 7no. lighting poles (4.5 m in height) are indicated around the site, 2no. of which are located directly along the southern boundary adjacent to

residential dwellings at No. 3 Jones Road and No. 2 Robert Place. The end users of the car park have not been stated within the plans and particulars.

Section 8.5.7 of the Development Plan relates to car parking policy where it is stated that the implementation of strong car parking policy in Dublin city has been instrumental in changing travel behaviour and promoting sustainable development and sustainable living. Policy SMT26 seeks to discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses. It is also an objective of the Development Plan under (Objective SMT024) to control the supply and price of public and permit parking in the city in order to achieve sustainable transportation policy objectives and encourage modal shift. The planning authority also has regard to the Dublin City Council Climate Action Plan 2024 – 2029 and the Department of Climate, Energy and the Environment Climate Action Plan 2025.

As noted previously the site was vacant on the day of inspection and is currently up for sale with the sales brochure pitching the site as *‘suited for residential development, with strong potential for an apartment scheme, duplexes, or a bespoke residential project (subject to the necessary planning permissions.’* The subject site is shown on the 2026 Residential Zoned Land Tax (RZLT) Map which identifies vacant serviced lands suitable for residential / mixed use purposes for new housing supply. There is a major national, regional and local government level policy emphasis on densifying our urban centres and activating infill sites, for much needed mixed use development and housing supply in particular. To permit commuter parking, and particularly that which is unrelated to a particular use in the city, would not contribute to responsible climate change action, the consolidation of the city centre and would undermine the positive modal change that Dublin City Council has affected over the past decade. It is considered that the retention and expansion of a surface car park on this substantial and central infill site is not acceptable as it would not accord with the zone 1 zoning objective of the site, nor would it be consistent with the proper planning and sustainable development of the area and should be refused.

### **Access, Movement & Parking**

The file has been reviewed by the Transportation Planning Division (TPD) who consider the application site can be categorised under table 3.8 as a ‘High-Capacity Public Transport Node or Interchange’ under Compact Settlement Guidelines, 2024. The following is also noted in their report:-

TPD note that the submitted cover letter provides no justification for the existing car parking area or for the additional car parking spaces on site. Nor has information has been provided to assess the application against the standards under Table 2 Volume 2, Appendix 5 of the Dublin City Development Plan 2022 – 2028. In addition, Section 4.0, Vol 2, Appendix 5 states:

*‘For any land use not outlined in Table 2, the default parking rate will be calculated based on those of a comparable use and/or determined as part of a Transport and Traffic Assessment and/or Mobility Management Strategy.’*

No Transport and Traffic Assessment or Mobility Management Strategy has been provided. As such, the TPD cannot determine if the existing and proposed quantum of car parking is justified.

Notwithstanding the above and having regard to the characteristics of the development where no other use is proposed (e.g residential, office, shops) on site, the provision of additional off-site car parking for other potential uses elsewhere is contrary to the policies and objectives within the Dublin City Development Plan 2022-2028. The development is therefore considered to be contrary to Policy SMT1 ‘*Modal Shift and Compact Growth*’ of the City Development Plan, which seeks to continue promoting the modal shift from

private car use towards sustainable transport, Objective SMT01 '*Transition to More Sustainable Travel Modes*', which seeks to achieve a city mode share of 17% private vehicle (car / van / HGV / motorcycle) use, and Policy SMT26 '*Commuter, Shopping, Business and Leisure Parking*', which seeks to discourage commuter parking.

TPD also concur with the planning authority assessment, that the existing and proposed development is, would also be inconsistent with National Climate ambitions and the relevant provisions of the most recently approved Climate Action Plan where there is a need to reduce total kilometres travelled in cars, a reduction in daily car journeys and a significant increase in sustainable transport trips and modal share.

As such, notwithstanding the lack of information supporting the development, the principle of the proposed development is unacceptable, and the Transportation Planning Division recommends the existing and proposed developments are refused. The planning authority note and concur with the comments and recommendation of the TPD.

### **Services and Drainage**

The file was referred to the Council's Drainage Division whom consider the extent of the proposed SuDS measures is not acceptable and require nature-based SuDS devices are to be incorporated into the management of surface water runoff by way of additional information. The comments of the Drainage Division are noted, however it is considered that the submission of additional information could not reasonably overcome the fundamental concerns regarding the principle of retention and expansion of such as use in this instance.

### **Screening for Appropriate Assessment**

Having regard to the nature and scale of the proposed development, and the distance to the nearest European site, it is considered that significant effects are not likely to arise, either alone or in combination with other plans and projects that will result in significant effects to any Natura 2000 area. A full Appropriate Assessment of this project is therefore not required.

### **Environmental Impact Assessment**

Having regard to the nature and scale of the proposed development and the distance of the site from nearby sensitive receptors, there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore be excluded at preliminary examination and a screening determination is not required.

### **Conclusion**

The use of this site as a car park does not constitute a use which would sustain vitality in the area, rather the car park constitutes an undesirable use that attracts private cars into the centre of the city, an area that is served by excellent public transport links. This car parking use proposed to be retained discourages modal change, promotes and facilitates long-term commuter car parking and encourages commuting by private car which is unsustainable, and is contrary to current development plan and national climate policy. The proposal if permitted would set an undesirable precedent where more and more vacant sites in the city centre could revert to surface car parking.

Having regard to the 'Z1' land-use zoning objective and the relevant policies, and objectives of the Dublin City Development Plan 2022 – 2028 and National Guidelines, it is considered the proposal would materially contravene Policy SMT1 (Modal Shift and Compact Growth), Objective SMT01 (Transition to More Sustainable Travel Modes) and Policy SMT26 (Commuter, Shopping, Business and Leisure Parking). The existing and proposed development at this highly accessible urban location within Dublin City, would also be inconsistent with National Climate ambitions and the relevant provisions of the most recently approved Climate Action Plan where there is a need to reduce total kilometres travelled in cars, a reduction in daily car journeys and a significant increase in

sustainable transport trips and modal share and as such would not accord with the proper planning and sustainable development of the area, and it is therefore recommended that retention and planning permission be **refused**.

**Recommendation:**

- **It is recommended that retention permission and permission be refused for the following reason(s):**

1. The existing site is categorised as a 'High-Capacity Public Transport Node or Interchange' location under the Compact Settlement Guidelines, 2024 and national policy seeks to promote modal shift from private car to more sustainable forms of transport and to discourage long term commuter car parking in the city centre. The proposed retention of the existing car park and expansion and associated ancillary site works would therefore be contrary to national climate policy and the policies and objectives of the Dublin City Development Plan (2022 – 2028) including Policy SMT1 (Modal Shift and Compact Growth), Objective SMT01 (Transition to More Sustainable Travel Modes) and SMT26 (Commuter, Shopping, Business and Leisure Parking) of Chapter 8 (Sustainable Movement and Transport) all of which seek to discourage commuter parking and promote a modal shift to sustainable transport means. The proposed retention and expansion of the car park would therefore be contrary to the proper planning and sustainable development of the area.

2. The proposed retention of the existing car park and its extension, in a location where there is a need to reduce daily car journeys and significantly increase sustainable transport trips and modal share would be contrary to the Z1 zoning objective which seeks to provide sustainable residential neighbourhoods and 'protect, provide and improve residential amenities'. The development would set an unacceptable precedent for similar sites and uses in the city, and within Z1 areas, and would be contrary to the proper planning and sustainable development of the area.