

DEPUTY PLANNING OFFICER

APPLICATION NO. WEB2308/26
 PROPOSAL Planning permission to remove existing street tree to enable the widening of the existing pedestrian entrance in order to create a new vehicular entrance that will facilitate off street parking and EV charging
 LOCATION 7, Coolatree Road, Beaumont, Dublin 9, D09W861
 APPLICANT Brian and Sinead Somers
 DATE LODGED 29-May-2026
 ZONING
 APPLICATION TYPE Permission

17/07/2026**Site Notice Inspection**

Site notice in place and in order 26th June 2026.

Description of Site and Surroundings

No. 7 Coolatree Road, Beaumont, Dublin 9, D09 W861, is an existing, two storey terrace house. The property is serviced by a pedestrian entrance, with a width of c.1m. The depth of the front garden is c.8.5m. There is a street tree on the footpath in front of the property which is c.2.9m from the southern pillar of the pedestrian entrance, and 2.1m from the front wall. Coolatree Road is 30km/h speed limit. The width of the property is c.6.3m.

Proposed Development

The proposed development comprises the following:

- Planning permission to remove existing street tree to enable the widening of the existing pedestrian entrance in order to create a new vehicular entrance that will facilitate off street parking and EV charging

Land-Use Zoning

The subject site is located on lands zoned Sustainable Residential Neighbourhoods – Z1 with a land use zoning objective '*To protect, provide and improve residential amenities*'.

Pre-Application Consultation

None indicated.

Relevant and/or Recent Planning History

A planning history search has been conducted using DCC's online planning portal, there has been a previous valid planning application made on site.

There has also been a variety of domestic applications approved in the local area, including vehicular entrances.

<i>Relevant Planning Applications –on the proposed development site</i>	
<u>Reg. Ref</u>	<u>Decision/Description</u>
4214/24	Permission to widen existing pedestrian entrance to create a new vehicular entrance to facilitate off street parking and EV charging., Decision: Permission Refused

	Reason: 1. Having regard to the location of a medium size, mature on-street tree adjacent to the subject site, it would not be possible to create a shared vehicular/pedestrian entrance and dishing without negatively impacting on the tree root zone of the existing street tree. As such, the proposed development, due to its impact on the street tree located in front of the property would be contrary to Section 15.6.10 of the Dublin City Development Plan 2022-2028 and the Dublin City Tree Strategy and, contrary to Section 4.3.2 in Appendix 5 of the City Development Plan. The proposed development, in itself and by the precedent a decision to grant permission would set for similar undesirable development in the vicinity, would result in serious injury to the amenities of the area, contrary to the proper planning and sustainable development of the area.
--	--

Relevant Enforcement History

None for subject site

Consultations

Internal Consultees:

- **Transportation Division:** Report dated 10/07/2026 – Recommends refusal of permission
- **Drainage Division:** Report dated 09/07/2026 - No objection subject to standard conditions.

External Consultees:

- **Uisce Eireann:** No report received.

Submissions

None received

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

GIO41 Dublin City Tree Strategy 2016

To support the implementation of the Dublin City Tree Strategy 2016 and any future revision thereof, which sets a vision for the long-term planting, protection and maintenance of trees, hedgerows and woodlands within Dublin City.

Chapter 14: Land-Use Zoning

- Section 14.3 Permissible, Non-Permissible Uses and Unzoned Lands
- Section 14.7.1 Sustainable Residential Neighbourhoods – Zone Z1

Appendix 5 – Transport and Mobility: Technical Requirements

- Section 4.3.1 Dimensions and Surfacing

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. A proposal will not be considered acceptable where there is insufficient area to accommodate the car safely within the garden without overhanging onto the public footpath, or where safe access and egress from the proposed parking space cannot be provided, for example on a very busy road, opposite a traffic island or adjacent to a pedestrian crossing or traffic junction or where visibility to and from the proposed access is inadequate. In certain circumstances, applicants may be required to demonstrate that vehicles can turn within the site and exit in forward motion.

Any works to the public road to facilitate the provision of an entrance including the removal or relocation of utility poles/boxes and public lighting are carried out at the applicant/developers own expense to the requirements of the relevant utility provider and Dublin City Council. Applications for new vehicular entrances or works to existing entrances shall clearly delineate in the submitted drawings the location of any existing street trees, utility boxes/poles, public lighting and other relevant infrastructure located in the immediate vicinity of the entrance.

- Section 4.3.2 Impact on Street Trees

In all cases, the proposed vehicular entrance shall not interfere with any street trees. Proposals to provide a new entrance or widen an existing vehicular entrance that would result in the removal of, or damage to, a street tree will not generally be permitted and where permitted in exceptional circumstances, must be mitigated. Where a street tree is located in close proximity to a vehicular entrance, protective measures shall be implemented during construction to safeguard against any damage caused and a financial security required to cover any damage caused (see Chapter 15 for further details).

The extent of the associated dishing of the footpath and kerb for a vehicular entrance shall not negatively impact on existing street trees and tree root zone. A minimum clearance will be required from the surface of the tree trunk to the proposed edge of the dishing. Figure 1 illustrates the various minimum clearance distances required, based on the maturity of the street tree. In the event the minimum clearance cannot be achieved, consultation with the Parks, Biodiversity and Landscape Services Department will be required to ascertain the acceptability of the potential loss of a street tree as a result of the proposed development and associated dishing.

- Section 4.3 Parking in Front Gardens

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 4.3.4 Sustainable Urban Drainage**

The combined effect of paving a number of gardens in a street or area increases the risk of flooding and pollution (oil, brake dust, etc.). The use of Sustainable Drainage Systems (SuDS) can help remove pollutants from surface water runoff and reduce overall flood risk in the city while also enhancing amenity and biodiversity.

In accordance with Policy SI22, proposals should indicate how the design aims to control surface water runoff in a sustainable fashion through the use of permeable or porous surfaces such as gravel and green areas etc. rather than excessive hard surfacing (for further design guidance please refer to Sustainable Drainage Design and evaluation Guide (2021) which is summarised in Appendix 12. Large unrelieved areas of paving or other impermeable surface treatments will not be considered acceptable. Precast or natural slabs, setts, cobble or other such materials are preferable to the use of concrete or tarmacadam for the paved area. This minimises the visual impact when the car is not parked in the garden. Where unbound material is proposed for driveway, parking and hardstanding areas, it shall be contained in such a way to ensure that it does not transfer on to the public road or footpath on road safety grounds.

Planning Assessment

Having reviewed the documentation submitted, visited the site and having regard to the relevant policies and guidance, it is considered that the main issues for assessment relate to:

- Land-Use Zoning and the Principle of Proposed Development
- Impact on, and protection of, Street Trees and Traffic and Pedestrian Safety
- AA and EIA

Land-Use Zoning and Principle of Proposed Development

The proposed development consists of the following:

- Planning permission to remove existing street tree to enable the widening of the existing pedestrian entrance in order to create a new vehicular entrance that will facilitate off street parking and EV charging

As per Section 14.7.1 of the development plan, the subject site is located on lands zoned Sustainable Residential Neighbourhoods – Z1 with a land use zoning objective ‘*To protect, provide and improve residential amenities*’. The proposed development is permissible in this zoning. A permissible use is one which is generally acceptable in the relevant zone, but which is subject to normal planning considerations, including the policies and objectives outlined in the development plan.

Impact on, and protection of, Street Trees and Traffic and Pedestrian Safety

Transportation Division Comments

In terms of the vehicular entrance in the front boundary wall, the principle is considered acceptable in this instance having regard to the characteristics of the area and pattern of vehicular entrances.

The proposed width is 3m which is the maximum [Section 4.3.1] allowed and considered appropriate, subject to detailed design and consideration of on-street features.

The tree has been identified as a medium sized tree by DCC Parks. The proposed development with the street tree would not comply with Figure 1 of Appendix 5 which requests that there is a 2.5m separation between the street tree and the edge of the dish. As dish requirements for DCC are 0.8m there would be a requirement of a 3.3m separation between the street tree and the vehicular entrance. In this regard the proposed vehicular entrance would negatively impact on the existing street tree and, as such, would be contrary to the provisions of the Development Plan.

Additionally, there is insufficient space on the opposite side of the tree to accommodate the required minimum 2.5 m wide entrance together with the additional 3.3 m buffer.

It is noted that the applicant has proposed the removal or relocation of the street tree. However, following consultation with the Parks, Biodiversity & Landscape Services Division, it has been confirmed that the tree is in good health, and the Division does not support its removal or relocation.

The Transportation Planning Division therefore recommends that planning permission is refused.

The comments from the TPD are noted. The Planning Authority agrees with the above assessment and does not consider that the issues raised can be addressed by way of further information. It should be noted that a similar development was refused on this site recently – see planning history above – and it is not considered that any substantive amendments have been made in this current applicant to warrant a grant of permission in this instance.

Appropriate Assessment Screening Determination

The subject site is located circa 2.64km from the South Dublin Bay and River Tolka Estuary SPA and circa 4.30km from the North Dublin Bay SAC. The proposed development is located within an established residential area and comprises alterations to a house. Having regard to:

- The small scale and nature of the development
- The location of the development in a serviced urban area so that any construction surface water runoff will be managed via the existing drainage system
- The consequent absence of a pathway to the European sites

It is considered that the proposed development would not be likely to have a significant effect individually, or in combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

Environmental Impact Assessment Pre-Screening

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

Having regard to the provisions of the Dublin City Development Plan 2022-2028 and the comments from the Transportation Planning Division, it is considered that there is insufficient space available to avoid negatively impacting the existing street tree. The proposed development would therefore contravene the relevant policies and objectives of the Dublin City Development Plan 2022-2028.

Recommendation

It is recommended that Permission be Refused for the following reasons:

1. Having regard to the location of a medium-sized, mature street tree adjacent to the subject site, it is not considered possible to create a new vehicular entrance in accordance with Development Plan standards and dishing without the negatively impacting on the tree root zone or removal of the existing street tree. As such, the proposed development, due to its detrimental impact on the street tree located in front of the property, would be contrary to Section 15.6.10 (Tree Removal), Policy GIO41 (Dublin City Tree Strategy 2016) and to Sections 4.3.1 (Dimensions and Surfacing) and 4.3.2 (Impact on Street Trees) under Appendix 5 of the City Development Plan 2022 - 2028. The development would set an undesirable precedent, would prove seriously injurious to property in the vicinity, and would, therefore, be contrary to the proper planning and sustainable development of the area