

DEPUTY PLANNING OFFICER

APPLICATION NO.	WEB2039/26
PROPOSAL	The development will consist of the provision of a pedestrian gate in the boundary wall/fence to the south side/rear of the property.
LOCATION	1, Brookwood Park, Dublin 5, D05 H220
APPLICANT	Fran Benson
DATE LODGED	30-Apr-2026
ZONING	
APPLICATION TYPE	Permission

15/06/2026Site Notice **Inspection**

Checked on 28.05.2026. In place and in order

Description of Site and Surroundings

No. 1 Brookwood Park is a two-storey semi-detached dwelling with a relatively large front garden (over 22 metres in width at its maximum point) accommodating off-street car parking, a garage and lawn area. the rear garden is long (50m approx) and relatively narrow (approx 8m). The subject site currently avails of a vehicular access from Brookwood Park, which also allows access for pedestrians.

The subject site is located at the junction of Brookwood Park and Brookwood Road. The proposal seeks a pedestrian access gate from 1, Brookwood Park, Dublin 5, D05 H220 to a laneway to the south. From GIS records this laneway appears to be in private charge.

Following a site visit it was noted that the location of the proposed access gate comprises a narrow gravel verge with lighting at regular intervals and a kerb upstand between the verge and the carriageway. No footpath is provided on the north side of the laneway in which the proposed pedestrian gate is to be sited. A footpath is provided on the south side of the laneway.

The site is bounded by a recently constructed housing development, 50 – 56 (incl) Brookwood Park, consisting of 7no. two-storey + dormer dwellings located to the south (Brookwood Park) in the form of two separate terraces. The development is served by a footpath on the southern site of the laneway and a verge area on the northern side.

The property is separated from this new development by way of a rendered boundary wall of circa 2 metres in height. It is in this wall that the applicant is proposing a new pedestrian access leading from the application property's rear garden directly onto the roadway of the new development.

The site is located adjacent to the proposed Coolock to Clontarf Active Travel Route

Proposed Development

The proposed development comprises the following:

- the provision of a pedestrian gate in the boundary wall/fence to the south side/rear of the property.

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

None on site

Adjoining of relevance

3920/20 at 1a, Brookwood Park, Artane, Dublin 5, D05 R5F1

Application for a) Demolition of existing two storey detached dwelling, (b) construction of 9 no. new dwellings comprising the following (i) 3 no. 4 bed (Type A) three storey semi-detached houses, (ii) 4 no. 4 bed (Type A1) three storey semi-detached houses, (iii) 1 no. 4 bed + study (Type B) three storey semi-detached house, (iv) 1 no. 5 bed (Type C) three storey detached house, (c) the provision of a new access road and associated footpaths, all associated site development works including foul & surface water drainage, boundary treatment and landscaping. Permission Granted subject to conditions including the following:

Condition 5. *This permission is for seven dwellings in total forming two terraces, one to the front of the site and one to the rear as shown on the submitted revised proposed site plan.*

Reason: *To clarify the scope of this permission.*

Condition 6. *The development shall comply with the following requirements of Transportation Planning Division of Dublin City Council:*

a) Driveway entrances for Houses 1-4 shall not exceed 3.0 metres in width and shall not have outward opening gates.

b) Footpath and kerb to be dished and entrances provided to the requirements of the Area Engineer, Roads Maintenance Division.

c) 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 a detailed traffic management plan, hours of working, noise and dust management measures and off-site disposal of construction/demolition waste.

d) At the main access road, measures shall be implemented including contrasting materials, signage and road markings to ensure that vehicles entering/leaving the development are aware that pedestrians/cyclists have priority across the site entrance and that vehicles must yield right-of way. Details of the proposed main entrance arrangements shall be agreed with the Road Maintenance Division and Transport Advisory Group (TAG) of the Planning Authority prior to the completion of the development.

e) Prior to commencement of works, the developer shall contact the Public Lighting Services at Dublin City Council to seek written agreement for the relocation of the exiting street lighting column situated on the public footpath adjacent to the site.

f) Details of the materials proposed in public areas shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council and agreed in detail with the Road Maintenance Division.

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

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

Reason: *To ensure a satisfactory standard of development in the interest of public safety.*

Relevant Enforcement History

None for subject site

Consultations

Internal Consultees:

- Transport Planning Division: Report dated 03/06/2026 recommending Refusal by reason of traffic hazard.
- Drainage Division: Report dated 08.06.2026. No objection .

External Consultees:

- Uisce Eireann: No submission
- Irish Rail: No submission

Submissions

5no. third-party submissions on file from 50, 54, 56 Brookwood Park and Brookwood Management Company Limited, 101 The Stiles Road, Clontarf.

Comments include; the lack of footpath provision at the proposed pedestrian entrance, posing risk to road safety and the entrance opening out onto a private laneway not in control of the applicant

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

Section 14.3 Permissible, Non-Permissible Uses and Unzoned Lands

Section 14.7.1 Sustainable Residential Neighbourhoods – Zone Z1

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
- Traffic and Pedestrian Safety
- AA and EIA

Principle of Proposed Development

The proposed development comprises the

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.

11.2 Traffic and Pedestrian Safety

The proposal seeks a pedestrian access gate from 1, Brookwood Park to a laneway to the south. From GIS records this laneway appears to be in private charge.

The proposal outlines the access gate is ‘intended solely for pedestrian access and convenience.’

The provision of a pedestrian gate is, in the main, considered a minor development and in many circumstances is deemed exempt, although not in circumstances where a traffic hazard may result. The safety of pedestrians, motorists and cyclists must not be endangered as a result of this development type. In this instance there are serious concerns with regard to the absence of a footpath directly outside of the proposed pedestrian gateway. The proposal has been assessed by the Transport Planning Division. The division has recommended a refusal, reporting as follows:

The subject site currently avails of a vehicular access from Brookwood Park, which also allows access for pedestrians. From satellite imagery it appears that the rear garden of the subject site can be access via a pedestrian access to the south of the dwelling which itself has direct access to Brookwood Park. The proposed pedestrian gate opens into the laneway to the south. Following a site visit it was noted that the location of the proposed access gate comprises a narrow gravel verge with lighting at regular intervals and a kerb upstand between the verge and the carriageway. No footpath is provided on the north side of the laneway in which the proposed pedestrian gate is to be sited. A footpath is provided on the south side of the laneway. Given the proposed access gate opens out onto an area which contains no footpath on a narrow verge and contains no appropriate or safe crossing point to the adjacent footpath, it is considered that the proposed entrance would endanger public safety by reason of traffic hazard.

The assessment of the TPD is concurred with. A Refusal is recommended.

Appropriate Assessment (AA) Screening Determination

The subject site is located circa 1km from the South Dublin Bay and River Tolka Estuary SPA and circa 1.4km from the North Dublin Bay SAC. 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 to be retained 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 (EIA) 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

It is considered that the proposal would constitute a traffic hazard and therefore it is recommended that permission be Refused.

Recommendation

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

The proposed pedestrian access point opens out directly onto a narrow verge and existing laneway carriageway. Given the absence of a footpath or appropriate crossing point to the adjacent footpath on the southern side of the laneway, it is considered that the proposed arrangement would endanger public safety by reason of traffic hazard on the laneway and on roads in the vicinity of the site. The proposed development would therefore set an undesirable precedent for other sites along or abutting the laneway, and would, therefore, be contrary to the proper planning and sustainable development of the area.