



An
Coimisiún
Pleanála

Inspector's Report

PL-500655-DR-26

Development	Attic conversion with roof alterations, rooflights and dormer, and new vehicular entrance.
Location	24 Ferncarrig Avenue, Ferncarrig, Kilgobbin, Dublin 18, D18E2Y1
Planning Authority	Dun Laoghaire-Rathdown County Council
Planning Authority Reg. Ref.	D25A/0817/WEB
Applicant	Colm Mac Giolla Phadraig
Type of Application	Permission
Planning Authority Decision	Split Decision: Part Refusal/Part Permission
Type of Appeal	First Party v Part Refusal
Appellant(s)	Colm Mac Giolla Phadraig
Observer(s)	None

Date of Site Inspection

3rd April 2026

Inspector

Paul Christy

Contents

1.0 Site Location and Description	5
2.0 Proposed Development	5
3.0 Planning Authority Decision	5
3.1 Decision	5
3.2. Planning Authority Reports	6
3.3. Prescribed Bodies	7
3.4. Third Party Observations	7
4.0 Planning History.....	7
4.1. Subject Property.....	7
4.2. No.25 Ferncarrig Avenue (Other Semi-Detached Dwelling Adjoining Subject Property):.....	7
5.0 Policy Context.....	7
5.1. Development Plan: Dun-Laoghaire-Rathdown County Development Plan, 2022-2028	7
5.2. Natural Heritage Designations	9
6.0 EIA Screening.....	9
7.0 Water Framework Directive Screening	9
8.0 The Appeal	10
8.1. Grounds of Appeal	10
8.2. Planning Authority Response	11
8.3. Observations	11
9.0 Assessment.....	11
9.1. Overview	11

9.2. Proposed Access: Safety Considerations, and Compliance With Relevant Development Plan Policies 11

9.3. Private Garden Space 13

9.4. Other Matters 14

10.0 AA Screening 15

11.0 Recommendation 15

Appendix A – Form 1: EIA Pre-Screening

1.0 Site Location and Description

- 1.1. The subject site is located in a large, suburban area of south Dublin. The area is characterised by a typical suburban layout comprised of semi-detached dwellings.
- 1.2. The subject property is a two-storey, semi-detached hipped roof dwelling with a typical front and rear garden. The property is a corner plot and has road frontage to the front (west) and side (northern) of the property. The northern gable of the dwelling immediately abuts the public footpath and a boundary wall, inclusive of a pedestrian gate, extends in line with this gable along the rear garden perimeter. The wall extends for a distance of 7.39m to the rear boundary. Another pair of semi-detached dwellings is located beyond the rear boundary. These dwellings are orientated at right angles to the subject property, and are set back c.2.72m from the rear boundary of the subject property.

2.0 Proposed Development

- 2.1. The proposed development includes:
 - Conversion of 27.4m² of attic space.
 - A flat roof, box dormer on the rear roof plane.
 - Two small, velux-style windows on the front roof plane.
 - A vehicular access, inclusive of gates, on the northern rear garden boundary and dishing of footpath.

3.0 Planning Authority Decision

3.1 Decision

- 3.1.1. Split decision: Part Refuse and Part Grant permission, December 2025. The Refusal element as set out in bullet (ii) below is the subject of the appeal:
 - (i) Granted permission for the conversion of the existing attic space, rear dormer and addition of 2 no. rooflights to the front, subject to 2 no. standard conditions.
 - (ii) Refused permission for the proposed new vehicular entrance to the rear of the existing dwelling for the following reason:

'The Planning Authority considers that the proposed additional vehicular entrance onto Ferncarrig Rise is unnecessary and contrary to Section 12.4.8 Vehicular Entrances and Hardstanding Areas of the Dun Laoghaire-Rathdown County Development Plan, 2022-2028. The proposed development would introduce an additional access point onto the public road, giving rise to potential traffic and

pedestrian and traffic safety concerns. The development would therefore be contrary to the proper planning and sustainable development of the area and would set an undesirable precedent.'

3.2. Planning Authority Reports

3.2.1. [Planning Report]: One report on file dated 17th December, 2025. The report addresses the proposed vehicular entrance (as referenced in the appeal) in the sections headed 'Access, Parking and Transport'. Included in the key points contained therein are the following:

- No report received from the Transportation Planning section.
- The proposed would result in increased vehicular movements and potential conflict with pedestrian and traffic safety.
- Section 12.4.8 'Vehicular Entrances and Hardstanding Areas' of the Development Plan seeks to ensure that new vehicular entrances are designed to avoid traffic hazards and are justified having regard to road layout, traffic conditions and sightlines. The policy does not support unnecessary additional entrances where adequate access already exists. In this instance, the proposed development is considered contrary to these provisions.
- It is considered that the front entrance provides sufficient access to the property.

3.2.2. With regards to the other elements in the application, the following observations are contained in the Planner's report.

- Rooflights: No concerns.
- Attic Space: Notes that the intended use was not identified, and that the floor to ceiling height does not meet the minimum requirement for a habitable space.
- Rear Dormer Window: Bulk is acceptable with regard to the size of the roof plane. Refers to the width of the window (2.4m), and to the stipulation in Development Management Standard 12.3.7.1(iv) '*Alterations at Roof/Attic Level*' of the Development Plan that the '*level and type of glazing within a dormer extension should have regard to existing window treatments and fenestration to the rear at first floor level*'. States that the proposed window does not have regard to the existing fenestration and considers that '2 no. windows to match the existing' would be more appropriate. Whilst the Planner recommended a condition to reflect the aforementioned, the report was

subsequently notated to 'omit' this recommended condition, and such a condition was not included in the final decision of the Authority.

3.2.3. [Drainage Planning]: No objections, subject to standard conditions.

3.3. Prescribed Bodies

3.3.1. None.

3.4. Third Party Observations

3.4.1. None.

4.0 Planning History

4.1. Subject Property

- D99B/0079 Install 2 roof lights to the rear and side of existing and proposed roof, to provide a pedestrian entrance off Ferncarrig Rise and build a pitched roof, 2 storey: 1999 Grant, subject to standard conditions.
- D05B/0113 Single-storey extension to accommodate a kitchen and utility to the rear: 2005 Grant, subject to standard conditions.

4.2. No.25 Ferncarrig Avenue (Other Semi-Detached Dwelling Adjoining Subject Property):

- P.A. Ref. D25B/0347/WEB, ACP Ref. 323470 Conversion of attic space, raising of existing roof structure, two no. roof windows to the front and flat roof dormer to the rear. Two-storey side extension: 2025 Grant, subject to standard conditions.

5.0 Policy Context

5.1. Development Plan: Dun-Laoghaire-Rathdown County Development Plan, 2022-2028

5.1.1. Zoning: The subject site lies within Land Use Zoning Objective A. The relevant objective is: '*To provide residential development and improve residential amenity while protecting the existing residential amenities.*'

- 5.1.2. Existing Housing Stock – Adaptation: Policy Objective PHP19 (includes): *‘It is a Policy Objective to: Conserve and improve existing housing stock through supporting improvements and adaptation of homes consistent with NPO 34 of the NPF’.*
- 5.1.3. Residential Amenity: Policy Objective PHP20: *‘Protection of Existing Residential Amenity’ - ‘It is a Policy Objective to ensure the residential amenity of existing homes in the Built Up Area is protected where they are adjacent to proposed higher density and greater height infill developments.’*
- 5.1.4. (Residential) Alterations at Roof/Attic Level: Development Management Standard 12.3.7.1(iv.):
- *‘Dormer extensions to roofs, i.e. to the front, side, and rear, will be considered with regard to impacts on existing character and form, and the privacy of adjacent properties. The design, dimensions, and bulk of any roof proposal relative to the overall size of the dwelling and gardens will be the overriding considerations. Dormer extensions shall be set back from the eaves, gables and/or party boundaries. Dormer extensions should be set down from the existing ridge level so as to not read as a third storey extension at roof level to the rear.*
 - *The proposed quality of materials/finishes for dormer extensions will be considered carefully as this can greatly improve their appearance. The level and type of glazing within a dormer extension should have regard to existing window treatments and fenestration of the dwelling. However, regard should also be had to size of fenestration proposed at attic level relative to adjoining residential amenities.*
 - *Particular care will be taken in evaluating large, visually dominant dormer window structures, with a balance sought between quality residential amenity and the privacy of adjacent properties. Excessive overlooking of adjacent properties should be avoided.’*
- 5.1.5. Vehicular Access: Development Management Standards Section 12.4.8 ‘Vehicular Entrances and Hardstanding Areas’, 12.4.8.1 ‘General Specifications’:-
- ~ ‘Vehicle entrances and exits shall be designed to avoid traffic hazard for pedestrians and passing traffic. Where a new entrance onto a public road is proposed, the Council will have regard to the road and footway layout, the traffic conditions on the road and available sightlines and will impose appropriate conditions in the interest of public safety. In general, for a single residential dwelling, the maximum width of an entrance is 3.5 metres... Each car parking space for a residential dwelling shall have a minimum length of 5.5 metres depth to ensure the parked car does not overhang onto the existing public footway and a minimum width of 3 metres to allow for clearance from nearby wall/steps/boundary.*

~ Proper provision shall be made for sightlines at the exit from driveways in accordance with the requirements in DMURS, and as appropriate to the particular road type, and speed being accessed.

~ Automatic electronic gates into residential developments are not favoured and should be omitted. Electronic or automatic gates are not acceptable in terms of road safety unless the entrance is set back from the back of the footway, to avoid the roadway or footway being obstructed by a vehicle while the gate is opening. In general, outward opening gates will not be considered acceptable. A minimum of a 1.2 metres access path shall be provided for each dwelling.'

- 5.1.6. Private Garden Space for Houses: Development Management Standard 12.8.8.3(i): Includes a minimum private open space requirement of 75m² for houses with four bedrooms or more.

5.2. Natural Heritage Designations

- 5.2.1. The site is located: c.5km to the south-west of the South Dublin Bay and River Tolka Estuary Special Protection Area (Site Code 004024), the South Dublin Bay Special Area of Conservation (Site Code 000210), and the South Dublin Bay Proposed Natural Heritage Area (Site Code 000210); and c.5.4km to the north-east of the Wicklow Mountains SAC (Site Code 002122) and Wicklow Mountains SPA (Site Code 004040).

6.0 EIA Screening

- 6.1. The proposed development is not a class for the purposes of EIA as per the classes of development set out in Schedule 5 of the Planning and Development Regulations 2001, as amended. No mandatory requirement for EIA therefore arises and there is also no requirement for a screening determination. Refer to Form 1 in Appendix 1 of report.

7.0 Water Framework Directive Screening

- 7.1. The subject site is located: c.300m to the north of, and c.300m to the east of the Carrickmines Stream river waterbody (IE_EA_10C040350); and is situated over the Wicklow ground waterbody (IE_EA_G_076).
- 7.2. The main elements of the proposed development are set out at para. 2.1 above. In addition, it is proposed to dispose of surface water via an existing public sewer, and foul effluent via an existing public sewer.
- 7.3. No water deterioration concerns were raised in the planning appeal.

7.4. I have assessed the proposed attic conversion with roof alterations, rooflights, and dormer, and new vehicular entrance., and the proposed disposal of surface water via an existing public sewer and disposal of foul effluent to the existing public mains sewer, and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. 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 surface and/or groundwater water bodies either qualitatively or quantitatively.

- Whilst there is a potential hydrogeological pathway between the site and the Wicklow ground waterbody as a result of soil exposure during groundworks and excavation for the proposed access, given the small-scale of the proposed development and the assimilative capacity of the waterbody, which will dilute any potential effects, it can be concluded that there is no conceivable risk to this waterbody either qualitatively or quantitatively.
- The nearest surface waterbody, the Carrickmines Stream river waterbody, is located cc.300m to the west and south of the subject site, and there is no known hydrological connection between the two. Furthermore, it is proposed to dispose of effluent via an existing public sewer system.

7.5. Conclusion: I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives and consequently can be excluded from further assessment.

8.0 The Appeal

8.1. Grounds of Appeal

8.1.1. One no. appeal was received from the Applicant, Colm Mac Giolla Phadraig. The appeal is in relation only to the Authority's refusal of the proposed vehicular access. The grounds of appeal can be summarised as follows:

- The Applicant/Appellant is the caretaker in a local school and carries tools and equipment to and from his home to his workplace. He is currently bringing all tools and equipment through his home '*which is not ideal*'.
- The parking within the estate is '*to a maximum now as the estate has grown over the years*'.

- There is precedence for both pedestrian and vehicular access within the Ferncarrig Estate. Three instances are referenced at Nos. 23A Ferncarrig Ave., 1 Ferncarrig Court, and No.1 Ferncarrig Rise.

8.2. Planning Authority Response

- 8.2.1. Refers the Commission to the previous Planner's report and considers that the grounds of appeal do not raise any new matter which, in the opinion of the Authority, would justify a change of attitude to the proposed development.

8.3. Observations

- 8.3.1. None.

9.0 Assessment

9.1. Overview

- 9.1.1. Having examined the application details, and all other documentation on file including the submissions received in relation to the appeal, the reports of the local authority, and having inspected the site, and having regard to the relevant local policies and guidance, I consider that the substantive issues in this appeal to be assessed are as follows:

- The safety of the proposed access, and its compliance with the relevant policies of the Development Plan.
- The remaining private garden space after the proposed access is provided.

9.2. Proposed Access: Safety Considerations, and Compliance With Relevant Development Plan Policies

- 9.2.1. It is proposed to form a 2.8m-wide vehicular access to the rear garden of the property by removing part of the existing side perimeter wall. The access is to be served by a pair of gates. There is no clarification provided as to whether or not the gates are to be electronic. On the submitted plans it is indicated that the gates will generally be the same height as the existing wall, ie. c.2.1m high, and will open inwards. There is a footpath and grass verge between the existing wall and the road, and the existing wall immediately adjoins the public footpath. It is proposed to retain the remainder of the wall on the eastern side of the access after the junction is formed. The subject dwelling is situated immediately to the west of the proposed access.

- 9.2.2. The Development Management Standards contained in the Development Plan provides, inter alia, that: *‘Proper provision shall be made for sightlines at the exit from driveways in accordance with the requirements in DMURS, and as appropriate to the particular road type, and speed being accessed’*; *‘Vehicle entrances and exits shall be designed to avoid traffic hazard for pedestrians and passing traffic’*; and *‘Where a new entrance onto a public road is proposed, the Council will have regard to the road and footway layout, the traffic conditions on the road and available sightlines. Section 4.4.5 ‘Visibility Splays’ of the DMURS document¹ as referenced in the aforementioned Development Plan policies sets out how visibility splays are to be identified. It provides that visibility splays are composed of two elements: the ‘x distance’ and the ‘y distance’.*
- 9.2.3. The x distance is the distance along the minor arm (in this case the rear garden) from which visibility is measured. It is normally measured from the continuation of the line of the nearside edge of the major arm (in this case Ferncarrig Rise), including all hard strips or shoulders. In the subject case, this equates to the line of the perimeter wall ie. excluding the adjacent footpath, grass strip and kerb. The DMURS document provides that in urban areas, a maximum x distance of 2.4m should be provided but that this may be reduced to 2.0m ‘where vehicle speeds are slow and flows on the minor arm are low’.
- 9.2.4. The ‘y distance’ is the distance a driver exiting from the minor road (the subject garden) must be able to see to the left and right along the major arm (in this case Ferncarrig Rise) from the x distance setback point. The DMURS document stipulates that the Y distance should correspond to stopping sight distances (SSD’s) contained in Table 4.2 of the document, which distances are aligned with the ‘Design Speeds’ of a given road. Whilst at my site inspection I did not see any speed limit signs, it is reasonable to assume that the Design Speed for the minor residential Ferncarrig Rise road is either one of 20km/h, 30km/h, or 40km/h. The associated SSD’s for these design speeds are: 14m (for 20km/h); 23m (for 30km/h); and 33m (for 40km/h).
- 9.2.5. Even in the lowest speed scenario (20km/h), it can be seen that there is a requirement for a y distance of 14m either side of the proposed access junction from a point 2m back from the road edge/perimeter wall. Whilst the 2m y distance setback from the road edge can be achieved because of the intervening footpath and grass verge between the road edge and the line of the proposed access, achievement of the x distance is compromised by on-street parking on Ferncarrig Rise in close proximity to, and indeed across, the point where vehicles using the access would enter/exit the road. Casual on-street parking is enabled here due to the absence of

¹ ‘Design Manual for Urban Roads and Streets’ (DMURS), Dept. of Transport, 2013.

any parking restrictions on this road. There was significant on-street parking on Ferncarrig Rise on the day of my site inspection.

- 9.2.6. Two additional issues arise in relation to the proposal. Firstly, the access would immediately adjoin a public footpath. There would be no visibility to the footpath to the west due to the presence of the subject dwelling. I note also that the submitted plans did not contain any proposals to lower the height of the perimeter wall to the east of the proposed access. In the absence of any visibility to the public footpath, it can only be concluded that the proposed development would give rise to a pedestrian safety as a result of traffic manoeuvres generated by the access. Secondly, the dimensions of the rear garden are such that turning manoeuvres are not possible. This could result in vehicles exiting the site via the proposed access in reverse gear. The need to use reverse manoeuvres will only further increase the risk of pedestrian and/or vehicular collisions in light of the vision line constraints as already set out. In conclusion, the proposed access would create a significant pedestrian and traffic safety hazard and would therefore be contrary to the Development Plan standards for vehicular entrances as set out in para. 5.1.5 above.
- 9.2.7. I note the case set out in the Appeal documents in relation to the employment circumstances of the Applicant and the level of parking within the estate. However, these issues are insufficient to override the traffic and pedestrian safety concerns and policy contraventions as set out in the preceding paragraphs, in my opinion.
- 9.2.8. I also note the Agent's reference to three properties in the vicinity with rear garden access. As acknowledged by the Agent, two of the three cases are in relation to pedestrian access only and therefore do not give rise to the same safety issues as set out above. With regard to the third case, I note that a vehicular access has been provided at this site in circumstances similar to the subject case. However, permission for this site was first granted in 2003 ie. under a different development plan. Furthermore, the Commission and its predecessor has not adjudicated on any applications at that site. For these reasons, I am unable to give any weight to the neighbouring cases referenced in the Appeal.

9.3. Private Garden Space

- 9.3.1. As noted at para.5.1.6, Development Management Standard 12.8.8.3(i) of the Development Plan includes a minimum private open space requirement of 75m² for houses with four bedrooms or more. The subject house has 5 bedrooms². The amount of remaining garden space to the rear of the property would be c.13.5m² after the minimum parking space dimensions of 5.5m x 3m are provided for the proposed access (as required under the Development Plan Development

² As discerned from Planning Application Ref. D05B/0113.

Management Standards Section 12.4.8.1 'Vehicular Entrances and Hardstanding Areas'/'General Specifications) and the areas occupied by the two existing sheds are discounted. The scale of this shortfall is, in my opinion, significant and the issue is reflected in my recommendation.

9.4. Other Matters

- 9.4.1. Proposed Rear Dormer: The proposed dormer is set down marginally from the eaves level, and is also set back from the eaves, gable and party boundary. The dimensions of the overall dormer are 3.6m wide x 1.8m in height x 1.5m in depth, while the glazing within the structure measures 2.4m wide x 1m in height. I am satisfied that the proposed dormer will be generally in keeping with the character and form of the existing dwelling. The proposed will overlook the front garden of No.2 Ferncarrig Rise, with the party boundary being located c.7.5m from the rear elevation of the subject dwelling. However, having regard to the modest dimensions of the proposed glazing, to the suburban setting, and to the degree of overlooking already enabled by the existing first floor windows, I am satisfied that the proposed will not give rise to any unreasonably detrimental impact on the amenities of the adjacent property. For the aforementioned reasons, I am satisfied that the proposed dormer is generally in compliance with the relevant Development Plan Development Management Standards as contained at Section 12.3.7.1(iv.) '(Residential) Alterations at Roof/Attic Level'.
- 9.4.2. I note also that the dimensions of the proposed dormer are very similar to a rear dormer granted by the Commission in December, 2025 (ACP Ref. 323740-25) at No.25 Ferncarrig Avenue (the other semi-detached dwelling adjoining the subject property).
- 9.4.3. Attic Conversion: The proposed attic conversion is supported by Policy Objective PHP19 of the Development Plan, which Policy Objective includes support for improvements to and adaptation of existing homes. In this context, I have no objection to the proposed attic conversion. However, I note that the application is silent on the intended use of the space. This matter can be addressed by condition. The conditions should, in my opinion, restrict the use of the attic space for purposes connected with the existing dwelling, and ensure that the structure is not sub-divided in the interests of orderly development.
- 9.4.4. Proposed Rooflights: The proposed rooflights are modest in scale and I have no objection to this element of the application.
- 9.4.5. Development Contribution Scheme: The floor area of the proposed attic conversion is 27.4m². The Dun Laoghaire-Rathdown Development Contribution Scheme, 2023-2028 includes an exemption for '*The first 40m² of any domestic extension*' (Section 7.1(i) refers). As the proposed development is below the threshold at which

contributions become payable, my recommendation excludes any requirement for the payment of contributions.

10.0 AA Screening

- 10.1. I have considered the proposed attic conversion with roof alterations, rooflights, dormer window and new vehicular access at 24 Ferncarrig Avenue, Ferncraig, Kilgobbin, Dublin in light of the requirements S177U of the Planning and Development Act 2000 as amended. The subject site is located: c.5km to the south-west of the South Dublin Bay and River Tolka Estuary Special Protection Area (Site Code 004024), and the South Dublin Bay Special Area of Conservation (Site Code 000210); and c.5.4km to the north-east of the Wicklow Mountains SAC (Site Code 002122) and Wicklow Mountains SPA (Site Code 004040).
- 10.2. No nature conservation concerns were raised in the planning appeal.
- 10.3. 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 reasons for this conclusion are as follows:
- the nature of the works: small scale works to an existing dwelling with existing connections to public services;
 - the distance of the site from the nearest European site and the absence of any connections between the two.
- 10.4. I conclude that on the basis of objective information, the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects. Likely significant effects are excluded and therefore Appropriate Assessment (stage 2) (under Section 177V of the Planning and Development Act 2000) is not required.

11.0 Recommendation

11.1. I recommend:

(a) The GRANT of permission for the proposed development, except as set out at (b) below, based on the reasons and considerations marked (1) under and subject to the conditions set out below.

(b) The REFUSAL of Permission for the proposed vehicular access for the reasons set out at (2) below.

Reasons and Considerations (1)

Having regard to the residential land use zoning of the site in the Dun Laoghaire-Rathdown County Development Plan 2022-2028, the support in the Development Plan for improvements to and adaptation of existing homes, the development management criteria for alterations to roof profiles and dormers in Section 12.3.7.1 of the said Plan, and the location of the development and the pattern of development in the area, it is considered that the proposed attic use and design of the proposal is in keeping with the character of the dwelling and will not detract from the surrounding area or have a negative impact on the visual or residential amenities of the area. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

Conditions

1.	<p>The development shall be carried out and completed in accordance with the plans and particulars lodged with the application except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.</p> <p>Reason: In the interest of clarity.</p>
2.	<p>a. The proposed attic space shall be used for purposes associated with the host dwelling only.</p> <p>b. The subject dwelling shall be retained and operated as a single dwelling unit and shall not be sub-divided into two or more units.</p> <p>Reason: To clarify the terms of the permission.</p>
3.	<p>The external finishes of the proposed alterations to the existing dwelling shall be the same as those of the existing dwelling in respect of colour and texture. Samples of the proposed materials shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.</p> <p>Reason: In the interest of visual amenity.</p>
4.	<p>Surface water arrangements shall comply with the requirements of the planning authority for such services and works.</p> <p>Reason: In the interests of public health.</p>

5.	<p>Site development and building works shall be carried out between the hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 on Saturdays and not at all on Sundays and public holidays. Deviation from these times shall only be allowed in exceptional circumstances where prior written agreement has been received from the planning authority.</p> <p>Reason: To safeguard the residential amenities of property in the vicinity.</p>
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Reasons (2)

1. Sub-section 12.4.8.1 (General Specifications) of Section 12.4.8 (Vehicular Entrances and Hardstanding Areas) of the Dun Laoghaire-Rathdown County Development Plan, 2022-2028 requires, inter alia, that: 'Proper provision shall be made for sightlines at the exit from driveways in accordance with the requirements in the Design Manual for Urban Roads and Streets (Department of Transport, 2013), and as appropriate to the particular road type, and speed being accessed'; and 'Vehicle entrances and exits shall be designed to avoid traffic hazard for pedestrians and passing traffic'. Sightlines at the proposed entrance are compromised by the unregulated roadside parking regime for Ferncarrig Rise at the location of the proposed access. Having regard also to the need for vehicles to cross the pedestrian footpath located immediately adjacent to the proposed access, and the lack of capacity for a turning area within the site and the consequent need for reversing manoeuvres out of the site, it is considered that the proposed development would be prejudicial to traffic and pedestrian safety, and would thereby be contrary to the aforementioned provisions of the Development Plan. Accordingly, to permit the proposed development would thereby be contrary to the proper planning and sustainable development of the area.

2. Sub-section 12.8.3.3(i) (Private Open Space for Houses) of Section 12.8.3 (Open Space Quantity for Residential Development) of the Dun Laoghaire-Rathdown County Development Plan, 2022-2028 includes a minimum private open space requirement of 75m² for houses with four bedrooms or more. The private open space that would remain after the minimum parking space dimensions of 5.5m x 3m to serve the proposed access are provided, and after the areas occupied by the two existing sheds in the rear garden are discounted would be significantly below the specified minimum threshold. Accordingly, to permit the proposed development would provide for sub-

standard amenities serving the subject dwelling, would be contrary to the aforementioned provisions of the Development Plan, and would thereby be contrary to the proper planning and sustainable development of the area.

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 me, directly or indirectly, following my professional assessment and recommendation set out in my report in an improper or inappropriate way.

P. Christy

Paul Christy
Planning Inspector

15th April 2026

Appendix A: Form 1 EIA Pre-Screening

Case Reference	PL-500655-DR-26
Proposed Development Summary	Attic conversion with roof alterations, rooflights, and dormer, and new vehicular entrance.
Development Address	24 Ferncarrig Avenue, Ferncarrig, Kilgobbin, Dublin 18, D18E2Y1
IN ALL CASES CHECK BOX /OR LEAVE BLANK	
1. Does the proposed development come within the definition of a 'Project' for the purposes of EIA? <hr/> (For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	<input checked="" type="checkbox"/> Yes, it is a 'Project'. Proceed to Q2.
	<input type="checkbox"/> No, No further action required.
2. Is the proposed development of a CLASS specified in <u>Part 1</u>, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
<input type="checkbox"/> Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	State the Class here

<p>✓No, it is not a Class specified in Part 1. Proceed to Q3</p>	
<p>3. Is the proposed development of a CLASS specified in <u>Part 2</u>, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?</p>	
<p>✓No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994.</p> <p>No Screening required.</p>	
<p><input type="checkbox"/> Yes, the proposed development is of a Class and meets/exceeds the threshold.</p> <p>EIA is Mandatory. No Screening Required</p>	<p>State the Class and state the relevant threshold</p>
<p><input type="checkbox"/> Yes, the proposed development is of a Class but is sub-threshold.</p> <p>Preliminary examination required. (Form 2)</p> <p>OR</p> <p>If Schedule 7A information submitted proceed to Q4. (Form 3 Required)</p>	<p>State the Class and state the relevant threshold</p>

4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?

No ✓

Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector: Paul Christy

Date: 15th April 2026

P.Christy