

1 Coolnahinch,
Dundrum Road,
Dublin 14

08.10.2026

An Coimisiún Pleanála
64 Marlborough Street,
Dublin 1,
D01 V902

Re: Planning Appeal – 1 Coolnahinch, Dundrum Road, Dublin 14 (D26A/0556/WEB)

A Chara,

I would like to appeal the Planning Authority's decision to REFUSE Permission for the above development.

1.0 Subject of Appeal.

The proposed development was REFUSED PERMISSION for the following reasons;

1. Having regard to the scale bulk and massing of the proposed rear dormer, it is considered that the proposed works would be excessive, visually incongruous in the roofscape and would result in significant negative visual impact on the character of the streetscape. Therefore, the proposed development fails to comply with Section 12.3.7.1 Extensions to Dwelling (iv) Alterations at Roof/Attic level of the Dún Laoghaire Rathdown County Development Plan 2022-2028 and would set an undesirable precedent for similar development within the area. The proposed development would therefore be contrary to the proper planning and sustainable development of the area.

2. Having regard to the restricted dimensions of the front curtilage and the inability of vehicles to enter and exit the proposed parking space in a safe manner, it is considered that the proposed vehicular entrance and associated off street parking arrangement would result in unsafe vehicular manoeuvring and would adversely impact upon road and pedestrian safety. The proposal would therefore be contrary to Sections 12.4.8 and 12.4.8.2 of the Dún Laoghaire Rathdown County Development Plan 2022 to 2028 and contrary to the proper planning and sustainable development of the area"

2.0 Site Description and Proposal

The proposed extension has been designed to a high standard and finish. The scale, massing and treatment of the proposed dormer has been carefully considered in order to protect the residential amenity of the neighbouring residents, while providing adequate accommodation for a young family. Directly adjoining neighbours were consulted and issued final design drawings prior to submitting this application.

3.0 Relevant Development Standards

The subject site is zones Objective A; *to provide residential development and improve residential amenity while protecting the existing residential amenities.*

This proposal seeks to improve the residential amenity of this dwelling, along with an improvement in the existing parking scenario on the Dundrum Road.

4.3.1.2 Policy Objective PHP19: Existing Housing Stock – Adaptation

Conserve and improve existing housing stock through supporting improvements and adaption of homes consistent with NPO 34 of the NP.

12.3.7.1 Extensions to Dwellings

4.0 Planning History and Reasons for Appeal

The property is a family home. We have lived here since 2020 and since then, family and circumstances have evolved, and we find ourselves looking to adapt the house to suit our needs.

The property is positioned on a site with has a large garden to the rear and backs on to open green space on Patrick Doyle Road, in Rathmines Great, so there is no property immediately behind us.

This house has limited floor area. Most families need to maximise their residential amenity – the practice of “trading up” is now unrealistic for most homeowners. Creating a usable space in the attic by way of a rear dormer window to increase the height is a sensible, cost effective and established approach to increasing the space and amenity within a home. It represents a method of “compact growth” which is supported by the development plan.

The planning authority is not opposed to a dormer window but want it reduced in size.

Any further reduction in size however, would have a significant negative impact on the functionality of the space given the narrow width of the house and the space required for a stairs. The planning authorities’ decision to refuse permission for the dormer structure and the other aspects of this development fails to consider the residential amenity of the occupants in this dwelling.

Local Authorities are happy to see people developing their homes in a sustainable way, it encourages others to do similar, as it enables them to remain in their homes rather than moving on. This fosters a sense of community which increases the residential amenity of an area.

In coming to their decision, the planning authority has imposed rules that are not explicitly set out in the development plan, particularly in relation to arbitrary and undefined dimensions required at eaves, boundaries and ridges for new dormer structures. Inconsistencies in decision-making have caused undue stress and expense on our clients, who had a reasonable expectation of a positive decision based on this and the many large dormer structures visible across the Local Authority Area.

Since moving into the property, external factors have also influenced this planning application. Permission has been granted for 129 number of units on the Dundrum Road at Mount St Marys (PC/H/02/25). We have concerns on the proposed number of car parking spaces available to serve the development and the impact this will have on the surrounding residents, in what is an already contested and overprescribed area.

At present there is very limited parking available to the Residents on the Dundrum Road and there is significant demand on these spaces. Recent developments in Chandos Mews (D17A/0873 and ABP-300519-17), which has no provision for visitor parking also adds to this, as well as the residents in Saint Luke's Crescent, where there is very limited public parking spaces available due to the configuration of the houses.

Aside from the circa.20 on-street spaces available to the Residents from 1-17 Millmount Terrace and 1-6 Coolnahinch, as well as some Residents in Millmount Court who often park in these spaces, the only additional parking spaces available to the existing residents would be on Beechwood Drive, off Bird Avenue, some 450m of a distance for some residents. The other option is in Churchfields, a distance of 330m from 19 Millmount Terrace. Both provisions are not ideal and unfairly impact the residents of those areas.

The new development, with no allocation for visitor parking, or spaces for the café, will also apply added pressure to the availability of these spaces on the Dundrum Road.

In addition to the above, the provision of off-street parking would deliver a tangible safety benefit for our home, particularly given the needs of a young family. At present, parking on the public road requires adults and children to enter and exit vehicles directly adjacent to passing traffic on Dundrum Road. The proposed parking space would enable loading and unloading of children, buggies, shopping and other family-related items within the safety of the property boundary, thereby reducing exposure to traffic movements and improving overall pedestrian and vehicular safety. The proposal therefore provides a practical and reasonable enhancement to the day-to-day safety and convenience of the household without giving rise to any adverse impacts on the surrounding area.

It is with regard to these points, and having assessed the precedent on the Dundrum Road, we sought to obtain planning permission for an off-street carparking space.

5.0 Response

Having carefully reviewed the Planning Authority's Report and the reasons for refusal, we have proactively incorporated a number of minor amendments to the proposed development in order to address the concerns raised. These revisions are intended to further enhance the proposal and demonstrate our willingness to respond positively to the observations made by the Planning Authority. It is respectfully submitted that the amended proposal addresses the issues identified and one that is in keeping with the character of the area.

In considering the appeal I have looked to break the decisions into the 2 key points and respond to those individually.

5.1 Dormer Window

Extracts from the planning report -

“In relation to the 250mm increase in the main roof ridge height, (...), the development would have a neutral impact on the visual amenity of the area. Consequently, the proposal is considered acceptable and would not result in any significant adverse impact on the character or visual amenity of the streetscape.

“While the proposed 250mm increase in ridge height is not, in itself, considered to materially impact visual amenity, the planning authority remains concerned regarding the scale, bulk and massing of the proposed rear dormer structure. Having regard to its limited set back from the ridge and its overall dominance within the rear roof plane, the proposed dormer would appear visually intrusive and incongruous and would fail to comply with section 12.3.7.1 (iv) Alterations at Roof/Attic Level of the Dun Laoghaire Rathdown County Development Plan 2022-2028.”

In response to this Planning report we have amended dormer extension and set it back from the eaves so the extension can be read as a new entity, and not part of the original building. The massing was originally set back from the neighbouring property and the gable wall.

The scale and bulk of the extension is consistent with the neighbouring properties at 5 Coolnahinch (D21B/0494) and 6 Coolnahinch (D19A/0245) where the permitted dormers are not set back from the eaves and occupy a substantial proportion of the rear roof plane.

The scale of the dormer extension is in keeping with what was previously permitted at 11 St. Lukes Crescent (D22B/0530 and ABP-316844-23) and is modest in comparison to the extensions permitted at 18 St. Luke's Crescent (D25B/0571/WEB and PL-500514-DR-25) and 30 St. Luke's Crescent (D19A/0394), being substantially smaller in scale and less impactful in terms of visual appearance and amenity.

A number of other houses in the vicinity and across the local authority area have been granted permission for attic conversions and dormer extensions to the rear. Some of the precedent developments are listed below -

- 7 St Luke's Crescent, Dundrum Road, Dublin 14 (D21B/0247)
- 5 Coolnahinch, Dundrum Road, Dublin 14 (D21B/0494)
- 6 Coolnahinch, Dundrum Road, Dublin 14 (D19A/0245)
- 1B Bird Avenue, Clonskeagh, Dublin 14 (D15A/0220)
- 59 Bird Avenue, Dublin 14 (D20A/0003)
- 7 Eden Park Avenue (D17B/0465)
- 34 Whitebeam Road (D11/0031)
- 5 Olivemount Road, Windy Arbour, Dublin 14 (D11B/0164)

It is noted that some of these applications were made under the previous development plan, however the wording under the relevant section regarding alterations at roof level is almost unchanged.

5.2 Car Parking

The refusal of permission is based, in part, on concerns relating to the provision of off-street parking. It is respectfully submitted that this aspect of the decision does not adequately consider the specific circumstances of the site, the established character of the surrounding area, or the numerous examples of similar parking arrangements along Dundrum Road. This appeal demonstrates that the proposed parking space can be provided in a safe and appropriate manner, will not adversely affect the streetscape or traffic conditions, and is consistent with both the prevailing pattern of development in the locality and the proper planning and sustainable development of the area.

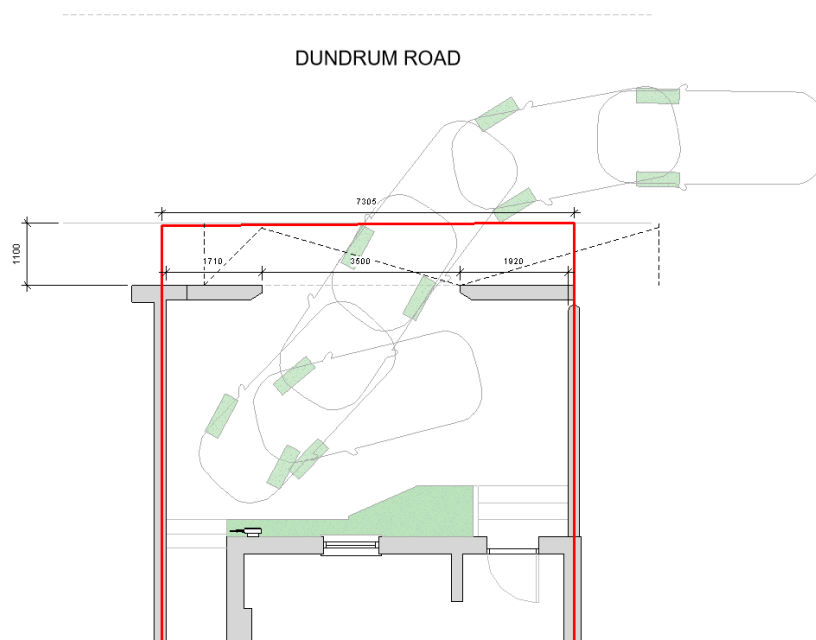
In consideration for this appeal, it is worth noting that the Planners Report noted that the *“Proposed Floor Plans (Drawing No. 005) demonstrated 1no. 4.4m x 2.4m parking space.”* This appears to be an error as the drawing shows a 5.5m x 2.4m parking space in line with the Development plan. The parking space can comfortably fit within the overall width of the curtilage, circa 7.3m. and at its deepest 3.9m.

A number of comparable off-street parking arrangements and associated boundary wall alterations have been granted permission and successfully implemented in the immediate vicinity. As such, the revised proposal does not represent an unusual or incongruous form of development but rather aligns with the precedent established by previously approved developments in the area. The most recent approval is at 2 Olivemount Terrace (D23B/0387)

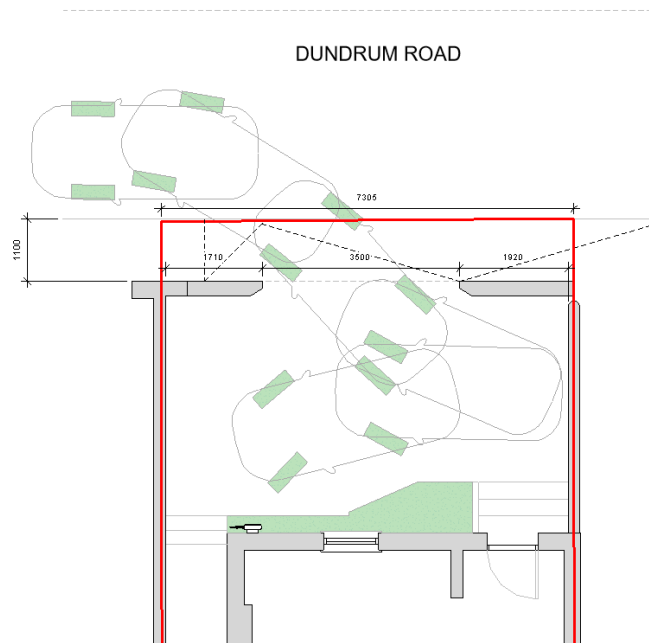
This application sought for *“Alterations to the existing boundary wall to provide access for off street parking for 2 no. vehicles and 2no. masonry retaining walls.”* The parking spaces (2no.) are 6695mm deep, and similar to other scenarios along the Dundrum road, would be drive in reverse out (DIRO), or reverse in and drive out (RIDO). A similar approval was granted at 1 Olivemount Terrace (D05A/0299) providing a 6277mm deep area for a parking space. Similarly, this was a RIDO or DIRO.

Dundrum Road displays a varied pattern of boundary treatments and access arrangements. The formation of vehicular openings is an established component of the streetscape character along this section of the road.

Below: An image showing the swept path of a vehicle as to how it would enter the site, through the revised 3500mm wide entrance.



Below: An image showing the swept path of a vehicle as to how it would exit the site, through the revised 3500mm wide entrance.



Furthermore, planning permission has been granted for a number of properties along the Dundrum Road to widen existing entrances to accommodate vehicular access and parking. These approvals indicate that the planning authority is satisfied that vehicles can enter and exit properties along this road in a safe manner and that the provision of off-street parking does not adversely affect traffic flow or road safety.

Some examples listed below of approved schemes, all of which are Drive In Reverse Out (DIRO) or Reverse In Drive Out (RIDO)

- Falside, Dundrum Road Planning Ref. No. D17A/0626 (DIRO)
- Slievemoyne, Dundrum Road Planning Ref. No. D10A/0380 (DIRO)
- Avonmore, Dundrum Road, Dundrum, Dublin 14 D15A/0256 (DIRO)

5.2.1 Amendment to Previously Submitted Scheme

The previously submitted scheme has been amended to improve vehicle manoeuvrability into and within the site. The revised layout provides a parking bay depth of circa 7.3 metres, and a revised centralised entrance, which allows sufficient space for a vehicle to either drive directly into the parking space or reverse into it, depending on the driver's preference and prevailing traffic conditions. This DIRO or RIDO approach is consistent with the permitted schemes noted above, and on this basis it would be considered that the amended design adequately accommodates the manoeuvring requirements of a private vehicle and facilitates safe access to and from the site.

The vehicle manoeuvre required to enter the proposed off-street parking space is no different in principle from the manoeuvres currently undertaken by motorists when parking in an on-street parallel parking space along Dundrum Road. In both scenarios, drivers are required to slow, position their vehicle appropriately and undertake a controlled parking manoeuvre from the carriageway. As such, the proposal does not introduce any unusual or additional traffic movements beyond those that already occur as part of normal parking activity on the road.

Summary

In summary it is our view that the proposed alterations to the massing of the dormer extension and the justification for the car parking space should be sufficient to deal with the previous reasons for refusal. The application for the dormer extension and the car parking space is based on a genuine need from our family.

I trust that the information provided is sufficient in detail to allow a decision to grant permission.

Is mise le meas,

Barbara O'Brien
MRIA