

Date: 30-Jun-2026

DEPUTY PLANNING OFFICER

APPLICATION NO.	WEB2094/26
PROPOSAL	The development will consist of the demolition of existing out buildings to the side of existing dwelling. The subdivision of the existing site for the provision of one detached two storey, three-bedroom dwelling with attic conversion and dormer roof window to the rear. New site boundary treatments, vehicular parking and all associated site works to the side of the existing dwelling.
LOCATION	102, Cedarwood Road, Dublin 11
APPLICANT	Denise Thomas
DATE LODGED	05-May-2026
ZONING	
APPLICATION TYPE	Permission

22/06/2026

Site Notice Inspection

In place and in order on 02-Jun-2026

Description of Site and Surrounds

The subject property is the current front and side garden of No. 102 Cedarwood Road, which itself is a two storey detached house sitting to the north/rear of houses on Calderwood Road and accessed via a lane running between No's 100 and 104 Calderwood Road. There is also a detached dormer bungalow to the rear/east of No. 102 which also shares the entrance lane. The site is bounded to the north by Parkview, Ballymun an under-development housing scheme.

Proposed Development

The proposed development comprises the following:

The development will consist of the demolition of existing out buildings to the side of existing dwelling. The subdivision of the existing site for the provision of one detached two storey, three-bedroom dwelling with attic conversion and dormer roof window to the rear. New site boundary treatments, vehicular parking and all associated site works to the side of the existing dwelling.

Land-Use 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'. Section 14.7.1 of the Dublin City Development Plan refers.

Pre-Application Consultation

Stated as 10-Mar-2025, however, no record is available

Relevant and Recent Planning History

2773/17

Application for: 1. The subdivision of the existing site for the provision of a new one and a half storey, four bedroom dormer bungalow to be constructed to the rear garden of the existing dwelling. 2. Connections for the proposed dwellings to the public mains sewers. 3. New site boundary treatments and all associated site works to be implemented.

Decision: Permission Granted with conditions

Status: Constructed

2800/08

Application for detached two storey four bedroom house, 250sqm at rear of no's 90 to 96 and 102 Cedarwood Road, with communal driveway with 102 between no's 100 and 104 Cedarwood Road

Decision: Permission Refused

Adjacent Properties

5252/22 Parkview Ballymun

Application for: (1) single storey creche (gross floor area 518sqm) with car set down area for 4no. cars, 4no. off street car parking spaces and 8no. bicycle parking spaces on the western section of the development, (2) 32no. two storey, terraced, affordable residential units in 4no. blocks (2no. 2 bed houses and 30no. 3 bed houses), 32no. curtilage car parking spaces and 37no. on street parking spaces with 10no. bicycle parking spaces all on Parkview Road, (3) 2no. single storey 4 bed sheltered housing with 6no. ancillary parking spaces, 2no. 9-seater bus parking bays including the extension of Parkview Road to the east of the development and a pedestrian and bicycle linkage between Parkview Road and Cedarwood Green, (4) all ancillary site works including hard and soft landscaping and individual refuse storage areas, all on land totalling 1.2912 hectares.

Decision: Permission Granted with conditions

Decision appealed by third party to An Bord Pleanála (ABP-317818-23) but was upheld

Relevant Enforcement History

None for subject site

Consultations

Internal Consultees:

- Transportation Planning Division: Report dated 15-Jun-2026, recommend refusing permission
- Drainage Division: Report raises no objection subject to conditions

Prescribed Bodies

- daa: Submission dated 08-Jun-2026, the site lies within the Noise Abatement Objective area within the 45-49dB Lden contour. The proposed development is required to ensure adequate noise abatement measures are put in place and to demonstrate their effectiveness.

Submissions

Two no. third party submissions were made during the observation period. These submissions were made by the residents of No's 104 and 106 Cedarwood Road.

Issues raised relate to (in summary):

- Overlooking
- Overshadowing
- Impact on residential amenities
- Overdevelopment of site
- Safe access and parking
- Construction disruption

These submitted objections are noted and the issues raised are addressed in the Assessment where appropriate.

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

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, Department of Housing, Local Government and Heritage (2024)

SPPR1 – Separation Distances

It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of minimum separation distances that exceed 16m between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level.

There shall be no specific minimum separation distance at ground floor level or to the front of houses, duplex units or apartment units in statutory development plans and planning applications shall be determined on a case by case basis to prevent undue loss of privacy.

SPPR 2 - Minimum Private Open Space Standards for Houses

It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:

- 1 bed house 20sqm
- 2 bed house 30sqm
- 3 bed house 40sqm
- 4 bed + house 50sqm

SPPR 3 - Car Parking

It is a specific planning policy requirement of these Guidelines that:

- (i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

Quality Housing for Sustainable Communities: Design Guidelines, Department of the Environment, Heritage, and Local Government, (2007)

Dublin City Development Plan 2022-2028

Chapter 5: Quality Housing and Sustainable Neighbourhoods

Policy QHSN1 National and Regional Policy

Policy QHSN2 National Guidelines

Section 5.5.2 Regeneration, Compact Growth and Densification

Policy QHSN6 Urban Consolidation

Policy QHSN10 Urban Density

Policy QHSN04 Densification of Suburbs

Chapter 15: Development Standards

Section 15.11 House Developments

- 15.11.1 Floor Areas
- 15.11.2 Aspect, Daylight/Sunlight and Ventilation
- 15.13.3 Infill/Side Garden Housing Developments

Appendix 5 Transport and Mobility: Technical Requirements

Planning Assessment

The proposed development comprises the following:

The development will consist of the demolition of existing out buildings to the side of existing dwelling. The subdivision of the existing site for the provision of one detached two storey, three-bedroom dwelling with attic conversion and dormer roof window to the rear. New site boundary treatments, vehicular parking and all associated site works to the side of the existing dwelling.

Having reviewed the documentation submitted, 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:

- Land-use Zoning and the Principle of Proposed Development
- Design and Impact
- Access and Parking
- Services and Drainage

Land-use Zoning and the Principle of Proposed Development

The site is located in an area governed by the land-use zoning Sustainable Residential Neighbourhoods – Zone Z1 with the objective '*to protect, provide and improve residential amenities*'. Residential is a permissible use under the site's zoning.

The proposed development is acceptable in principle subject to an assessment of the impacts of the proposed development on the surrounding area and compliance with relevant Development Plan criteria.

Design and Impact

The development will consist of the demolition of existing out buildings to the side of existing dwelling. The subdivision of the existing site for the provision of one detached two storey, three-bedroom dwelling with attic conversion and dormer roof window to the rear. New site boundary treatments, vehicular parking and all associated site works to the side of the existing dwelling.

The dwelling presently has several small outbuildings which would be removed. This is generally acceptable.

The site would be subdivided from the end of the lane as it meets the existing parking area with the subject site having a continuation of the lane to meet its plot which forms along a new boundary on its south side formed from the gable of the existing house. This boundary line then angles to align with the position of the northern site boundary to form a rear garden to the proposal with its southern boundary formed from the new shared boundary between the retained rear garden to No. 102 and the subject site. The eastern/rear boundary would be formed by the perimeter of No. 103 (the backland scheme approved under 2773/17).

The proposed house would be two storeys with an attic dormer on its rear roof plane. The dwelling would be inserted between the gable of No. 102 and the northern boundary with the house therefore having a roughly triangular layout following the lines of the structures to either side. Within this form the front elevation would be 8.003m in width with the rear being 3.23m. The house would maintain a separation distance to the northern boundary of 885mm and to the gable of No. 102 to the south of 900mm.

Internally the house would have a separate living room to front and kitchen/dining to rear. At first floor there would be one double bedroom of 15sq.m and a single room of 10sq.m. Finally, at attic/second floor there would be a third bedroom of 21sq.m lit by the rear/east facing dormer.

The house would have a conventional appearance and finish with a pitched gable ended roof over. The entire house would be render finished while small projections at ground floor to front and rear would provide a bay window and covered entrance to the front and kitchen addition to the rear. The house would have windows to front/west and rear/east with Bedroom 1 having a pair of

windows to front while Bedroom 2 and the bathroom would have windows at the rear while the attic bedroom would have a window to the east.

The house would have a rear garden of a stated 75sq.m with a uniform width of 4.594m and a length of usable depth of c.10m and a 5.5sq.m rain garden at the rear boundary. No. 102 Cedarwood Road would retain a rear garden of 132sq.m.

The house has a stated floor area of 96sq.m which is sufficient for a three bedroom, five bedspace dwelling and, combined with the private open space, would be expected to provide adequate residential amenity.

While the house has an unusual footprint this is not detrimental to the layout and functionality of the dwelling. Given its position relative to No. 102 there would be no undue impact on the existing house. The first floor and dormer windows do not face directly down its own garden and are angled toward and beyond the site boundary with Parkview. These windows would therefore be overlooking the rear gardens and rear elevations of the houses in Parkview at minimal distance. This could be overcome by requiring the windows to angle to follow the line of its own garden. The house would present a two storey and attic gable wall to the north which would be c.12-13m from the rear elevations of the houses on Parkview. This distance is considered adequate as, with the amended windows discussed above, the proposed house would not overlook those adjacent dwellings and the gable should not cause significant or prolonged overshadowing. There would also not be unacceptable overbearing.

With regard to existing houses to the south of the site the first floor front bedroom windows would be between 9.686m and c.12.4m from the shared boundary with No. 104 to the west. The rear elevation of No. 104 Cedarwood Road would be c.45m distance at an angle while the rear elevations and gardens of houses further to the west would experience negligible overlooking. Given the distance to the shared boundary with the plot of No. 104, the fact that the bedroom windows of the proposed dwelling would not directly overlook the rear elevation of No. 104 and that any overlooking would be to the rearmost portion of the neighbouring garden it is not considered that the proposed dwelling would unduly impact on the residential amenities of adjacent dwellings.

With regard to impacts from any construction phase such periods of time are temporary while the onus is on the project manager to ensure the amenities of adjacent properties are protected.

In design and impact terms the proposed development is generally acceptable.

Access and Parking

Transportation Planning Division has made the following comments:

Dublin City Development Plan 2022 – 2028

Section 4.3.1 (Dimensions and Surfacing) of Appendix 5: Transport and Mobility: Technical Requirements states the following:

'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 maneuvering 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 4.3.8 (Mews Parking) of Appendix 5: Transport and Mobility: Technical Requirements states the following:

'Potential mews laneways must provide adequate accessibility in terms of private vehicular movements, emergency vehicles and refuse vehicles. A minimum carriageway of 4.8m in width (5.5m where no verges or footpaths are provided) is required. In circumstances where these widths cannot be provided, safe access and egress for all vehicles and pedestrians must be demonstrated.'

TPD Comments

Site Context

No. 102 Cedarwood Road, Dublin 11 is an existing two storey detached backland dwelling. The property is served by an existing private access laneway which is also a shared access to no. 103 Cedarwood Road. The speed limit for Cedarwood Road is 30km/h. No. 103 Cedarwood Road was permitted under Reg. Ref. 2773/17. Reg. Ref. The subject site falls within Zone 3 of Map J 'Existing and Future Strategic Transport and Parking Areas'.

Proposed

Based on the submitted drawings, the aspect of the development relevant to this division comprises: The subdivision of the property and construction of a new dwellings within the side garden of the existing property and associated changes to the front/side garden and boundary treatments of the existing property including the provision of additional car parking to serve the proposed dwelling.

Site Layout / Access

Based on the submitted drawings, the existing shared access laneway which provides access to the 2no. existing dwellings and 1no. additional proposed dwelling ranges in width from c. 2.9 – 3m at either end of the laneway. The length of laneway is c. 34m. The drawings permitted under Reg. Ref. 2773/17 indicate a width of 3m at either end as well as a section in the middle of the laneway which reduces to c. 2.4m in the middle of the laneway. This width is below the standards within Section 4.3.8 (Mews Parking) Appendix 5 of Dublin City Development Plan, 2022-2028 which sets out a minimum carriageway of 4.8m in width (5.5m where no verges or footpaths are provided) or in circumstances where these widths cannot be provided, safe access and egress for all vehicles and pedestrians must be demonstrated. Design Manual for Urban Roads and Streets (DMURS) also specifically references that a minimum of 1.8m is required for footpaths and 3.7m is required for fire vehicle access.

The proposed width would not safely allow 2no. cars to pass each other along the lane and while this Division can consider this for a single unit, subject to demonstration of other aspects are safe, there is a concern with the intensity of 3no. units accessed via a substandard access laneway and the traffic management required as such.

The applicant has not provided swept-path/autotracking drawings which demonstrate the access/egress to the car parking spaces as well as fire tender access. These drawings should demonstrate that vehicles (including fire tender access) can turn within the site and exit in forward motion in accordance with Section 4.3.1 (Dimensions and Surfacing).

Service Delivery and Access

In accordance with Table 15-1 (Thresholds for Planning Applications) of Chapter 15 and section 2.4 (Service Delivery and Access Strategy) of Appendix 5 of the City Development Plan, a

comprehensive service, delivery and access strategy for development should have been provided as part of the application. The strategy should demonstrate how deliveries, refuse collection, maintenance access, emergency access, loading, turning, waiting areas, or pedestrian and cyclist safety would be managed within the constrained shared access environment.

No Access and Movement Strategy, nor any auto-tracked drawings showing vehicular access, have been included as part of the application. This division has substantial concerns regarding the capacity of the access laneway to accommodate vehicular access. The nature of the lane is such that it has changed from a driveway for a property to an access road servicing multiple properties. The laneway is narrow, with no possibility to widen it. Permitting a development with such constrained access, maneuverability and pedestrian safety, and does not intend to improve or address the existing issues would set a precedent of unsafe development.

Car parking

The proposal includes the provision of 2no. car parking spaces the proposed new dwelling. The subject site falls within Zone 3 of Map J 'Existing and Future Strategic Transport and Parking Areas'. The maximum permissible quantum of car parking per residential unit is 1, as set out in Table 2 (Maximum Car Parking Standards for Various Land Uses) of Appendix 5: Transport and Mobility: Technical Requirements.

No. 102 Cedarwood Road is an established residential site in the Dublin 11 / Finglas and Glasnevin area which is best described as a mature residential area. The site therefore would generally fall under the 'City – Suburban / Urban Extension' category in Table 3.1 (Areas and Density Ranges Dublin and Cork City and Suburbs) of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

The nearest bus stops along Sycamore Road and Jamestown Road serving the area, include routes no. 23, 24, 220, 220A and 220T. The most frequent routes are Dublin Bus. Route no. 23 operates at about 20 minute peak frequency, while route 24 is generally around 20–30 minutes. The site is therefore defined as intermediate and peripheral location under Table 3.8 (Accessibility) of the Sustainable Residential Development and Compact Settlements Guidelines (2024). In accordance with Specific Planning Policy Requirement (SPPR) 3 – Car Parking, *'the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.'* Within the areas defined as intermediate and peripheral locations. Based on the existing and planned public transport and proximity of the site to services and city centre, zero car parking is not acceptable.

It is therefore considered a maximum of 2no. car parking spaces may be permitted, however the applicant has not provided a justification for exceeding the maximum standard of 1no. space per dwelling, as set out in Table 2 (Maximum Car Parking Standards for Various Land Uses) of Appendix 5: Transport and Mobility: Technical Requirements.

The area proposed to be allocated as the front garden for the proposed dwelling has a depth of c. 14m in front of the entrance door and is therefore in compliance with Section 4.3.1 concerning the basic dimensions to accommodate a car's footprint within a front garden (3 metres by 5 metres).

Cycle parking

The applicant has not indicated any bicycle parking provision. Table 1 (Bicycle Parking Standards for Various Land Uses) of Appendix 5 of the Dublin City Development Plan 2022-2028 sets out the minimum bicycle parking standard for residential apartments of 1 long term space per unit with 1 Short Stay/Visitor space per 5 dwellings. It is considered that the rear garden for the proposed dwelling along with the presence of the existing shed allow satisfy the requirement for 1 long term space.

Conclusion

Having regard to the above it is considered that the proposed development raises significant concerns regarding access, movement and the precedent it may set for the intensification of for other sites with constrained access. The proposal does not provide detail on access concerns for the site and does therefore not sufficiently address this division's concerns. The laneway remains narrow and is unsuitable for intensification as a residential access point and there is no possibility to upgrade or widen it. It is therefore recommended that permission be refused for the proposed development.

Services and Drainage

Drainage Division recommends a set of conditions should permission be granted

10.5 Conclusion

While the proposed dwelling in itself would be generally acceptable in its scale and design, residential amenity and the impact on adjacent properties, the proposed means of access is confined, already being used by two dwellings and the laneway cannot be improved due to the site constraints. In the absence of a realistic design solution permitting such a substandard access layout would set an undesirable precedent for substandard development, would represent a traffic hazard and should therefore be refused.

AA Screening Determination

The subject site is located circa m from the South Dublin Bay and River Tolka Estuary SPA and South Dublin Bay and Tolka River Estuary SAC, and circa m from the North Dublin Bay SAC and the North Dublin Bay SAC. The proposed development is located within an established residential area and comprises 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 development, 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 zoning of the site, the provisions of the 2022-2028 City Development Plan and the site context it is considered that the proposed development would unduly impact on existing residential amenities.

The proposed development would therefore materially contravene the policies and objectives of the Dublin City Development Plan 2022-2028, would not accord with the proper planning and sustainable development of the area, and it is therefore recommended that planning permission be refused.

Recommendation

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

The existing laneway from which the proposed backland dwelling and existing dwellings are accessed is currently substandard and contrary to the relevant provisions of the Dublin City Development 2022-2028, including those outlined in Section 15.13.5.4 and Volume 2, Appendix 5. The laneway is of constrained width with limited feasibility for adequate entry/egress sightlines, deliveries, refuse collection, maintenance access, emergency access, loading, turning, waiting areas, or pedestrian and cyclist safety. The available vehicle maneuvering and turning facilities along the lane are restricted, and as such, the proposed development would result in the reversal

of vehicular movements, including service, deliveries, emergency and refuse vehicles, along the laneway and onto Cedarwood Road and this arrangement would endanger public safety by reason of traffic hazard. The proposed development would set an undesirable precedent for other sites with constrained access, and would, therefore, be contrary to the proper planning and sustainable development of the area.