



An
Bord
Pleanála

Inspector's Report PL06D.247319

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| Development | House and all associated site works in the curtilage of a Protected Structure |
| Location | Coach House site, Seapoint Avenue, Blackrock, Co. Dublin |
| Planning Authority | Dun Laoghaire Rathdown County Council |
| Planning Authority Reg. Ref. | D16A/0307 |
| Applicant(s) | James O'Neill |
| Type of Application | Planning permission |
| Planning Authority Decision | Grant permission s.t. conditions |
| Type of Appeal | Third Party |
| Appellant(s) | Eddie Conroy & Dominic Sheehan |
| Observer(s) | Dr. David & Kristin Thomas Christopher Davison |
| Date of Site Inspection | 22 nd & 23 rd December 2016 |
| Inspector | Mary Kennelly |

1.0 Site Location and Description

- 1.1.** The site is located on Seapoint Avenue, Blackrock, Co. Dublin. Seapoint Avenue forms part of the N31 which is the coast road that links Dun Laoghaire and Monkstown with Blackrock. The site forms part of the rear garden (and curtilage) of a Protected Structure, Osborne House, (No. 36 Seapoint Avenue). The adjoining property to the east, No. 38 Seapoint Avenue, is also a Protected Structure and the adjacent terrace to the west, Nos. 1-8 Ardenza Terrace, also comprise Protected Structures. There is a block of apartments, Osborne Court, which is located between Osborne House and Ardenza Terrace, the communal gardens of which form the southern boundary of the appeal site. The site is bounded to the north by the North-bound platform of the Dart/Dublin-Wexford train line, together with the Seapoint Dart Station building and associated infrastructure, and to the west by the pedestrian access to the Dart station. There is a footbridge with lift access located immediately to the north-west of the station building. The lane leading to the station runs parallel to the access road to Ardenza Terrace
- 1.2.** The site is a walled section of garden which is largely overgrown and contains the ruins of a Victorian coach house. It is completely enclosed and is currently accessed by means of a pedestrian tunnel leading from the entrance to the basement flat at Osborne House. The ground level of the site is some 4-5m below the level of the public road. The eastern boundary is with the remainder of the rear garden to Osborne House which runs to the railway lands, but is elevated above the development site. The northern portion of this boundary incorporates a large tunnel which runs underneath the existing garden and terminates a short distance to the east. The southern boundary comprises a robust stone retaining wall with large buttresses. The existing vehicular access to the site is by means of a solid timber electronic gate between the side gables of Osborne House and Osborne Court, respectively. The northern end of this access drive is defined by a railing, beyond which there is a sudden drop in ground levels and pedestrian access only is available to the north of this point. There are granite steps which lead to a patio door beneath the driveway. However, level (pedestrian) access is maintained to the side of Osborne House to the rear garden and the site (via the tunnel).

2.0 Proposed Development

- 2.1.** It is proposed to erect a two-storey over basement dwelling, (287m²), which would be fully serviced, together with all associated and ancillary works. The dwelling would be accessed from Seapoint Avenue via the existing access drive serving Osborne House, (which runs between the P.S. and Osborne Court), and which would be extended further to the north. The submitted drawings show an L-shaped footprint which would extend northwards along the western boundary with the station building and incorporate part of the coach house for use as a basement bathroom with roof terrace. The basement and ground floor levels follow the L-shape and there is an additional floor (master bedroom) in the shape of an octagon at first floor level, which incorporates 'fake windows' on all sides except for three windows facing the sea to the north. The roof of the ground floor would be green roof and the proposed driveway extension would be composed of grasscrete.
- 2.2.** The proposed building is set back from all boundaries apart from where it abuts the Dart station building. There are several courtyards and external areas at basement and ground floor levels. The proposed access arrangements incorporate the use of a right-of-way over the existing driveway, which would then be extended by means of bridging over the granite steps. It is proposed to retain the coach house as part of the garden (apart from a small section abutting the northern and western boundaries) and to carry out repairs and restoration works. This structure would then form part of the garden of the proposed dwelling.

3.0 Planning Authority Decision

3.1. Decision

The planning authority decided to grant permission subject to thirteen conditions which were generally of a standard nature. Condition 3 restricted use to a single dwelling house. Conditions 4 and 5 related to detailed conservation matters in respect of the works to the coach house. Condition 8 required the submission of a detailed planting schedule to be prepared by a landscape architect and Condition 9 required submission of materials treatments and finishes. Conditions 10 and 11 related to development contributions.

3.2. Planning Authority Reports

3.2.1. Planning Reports

- 3.2.1.1 It was noted that the site is zoned residential and that as such, the development of a dwelling on the site would be acceptable in principle, subject to the required standards. It was considered, however, that the policy on backland development was not particularly relevant, having regard to the size of the site, site layout and context. It was noted that despite an overall height of 10m, due to the topography, the ground floor would have a similar height to the ridge height of the station building and would rise just 2m above the top of the boundary walls to the west and south. However, the roof of the octagonal room would be 5m above each of these elements, but would be well setback within the site. Notwithstanding this, the Area Planner considered that the proposed development would not give rise to any significant overlooking issues due to the proposed setbacks from the boundaries and the use of 'fake windows'.
- 3.2.1.2 It was considered that the proposal would not adversely affect the setting of Osborne House or of Ardenza Terrace, as proposed landscaping along the western boundary would mitigate any such effects on the latter. However, some reservations were expressed regarding the octagonal element as it may be considered somewhat discordant with the built character of the area. Notwithstanding this, it was considered that it would not detract from the visual amenities of the area subject to use of appropriate materials. It was noted that a Certificate of Exemption from Part V has been granted, Ref. V/044/16.

3.2.2. Other Technical Reports

- 3.2.2.1 Transportation Planning (22/06/16) - The proposed access arrangements will necessitate the construction of a metal grid over the external basement void to bridge the existing driveway to the rear garden. The Transport Dept. sought FI regarding the parking and access arrangements to ensure that two spaces can be provided on site for each dwelling and that safe manoeuvrability is feasible.
- 3.2.2.2 Drainage/Water Services (8/6/16) – no objection subject to recommended conditions.
- 3.2.2.3 Parks & Landscape Services (08/06/16) – no objection subject to recommended conditions.

3.2.2.4 Conservation Officer (23/06/16) – no detailed drawing of stonework/brickwork or a full analysis of where the repairs are needed. Concern that wall may not be capable of supporting proposed granite capping. A full analysis and record of the coach house was required together with information of the structural condition of the structure to demonstrate that the works are viable without harming the integrity of the building. Information was also requested regarding proposed materials and finishes.

3.3. Prescribed Bodies

3.3.1 Irish Water (15/06/16) – no objection subject to recommended conditions.

3.3.2 No response from Development Applications Unit or An Taisce.

3.4. Third Party Observations

3.4.1 10 no. third party submissions were received by the P.A. The main concerns are summarised in the Area Planner's report and fall into the following main topic headings:

- CDP policy – contrary to zoning and to backland development policy.
- Design and impact on architectural heritage and visual amenities of the area - Considered to be excessively large and out of keeping with heritage of the area and would adversely affect the setting of the Protected Structures nearby. Height and scale excessive for location with important coastal views.
- Residential amenity – would result in overlooking of adjacent houses and overshadowing of apartments in Osborne Court. Proposal would block sea views and would devalue property at Osborne Court.
- Traffic, access and parking – inadequate access and would result in loss of parking for Osborne Court. Would create traffic and parking problems in vicinity of site.
- Precedent – dwelling would be too close to Dart station and set an undesirable precedent.
- Construction – excavation works would impact on adjoining property and cause adverse impacts for neighbouring properties.

3.5 Response to Further Information Request

3.5.1 FI was requested on 28/06/16 and a response was submitted on 08/08/16. The responses were considered to be generally acceptable. The applicant submitted a structural assessment together with a record and analysis of the coach house as requested. It was advised that the octagonal element would be constructed using an aluclad framed curtain walling system, to be finished in silver grey.

4.0 Planning History

- 4.1 D07A/1085 – Osborne House - planning permission granted for change of use from 3 residential units to two units (interlinked) together with extensions and alterations to the PS including a 2-storey sunroom extension and single storey extension to side, new entrance gates and boundary fence.
- 4.2 D08A/0715 – Seapoint Dart station – permission granted for footbridge over railway line together with lift access, staircases etc. which included modification to station roof to accommodate lift shafts/staircases.
- 4.3 D04A/1332 – Seapoint Dart station – permission granted for demolition of station building and footbridge and their replacement with a modern composite station building of glass and steel incorporating new access arrangements with full mobility impaired access arrangements.

5.0 Policy Context

5.1 Dun Laoghaire Rathdown County Development Plan 2016-2022

- 5.1.1 The site is zoned Residential, the objective for which is “To protect and/or improve residential amenity”, (Zoning Objective A2). Relevant policies include RES4 which seeks to improve and conserve housing stock and to densify existing built-up areas, having regard to the amenities of the existing residential communities, and to retain and improve the residential amenities in established residential communities. Chapter 8 contains the Development Management guidance, policies and objectives, the most relevant section of which is 8.2.3.4, which relates to additional accommodation in residential areas. Subsection (vi) addresses Backland

Development, (vii) Infill Development and (x) Mews Lane Development. Section 8.2.3.2 relates to parking and open space standards.

5.1.2 Osborne House and the adjoining properties to the east (No. 38 Seapoint Avenue) and west (1-8 Ardenza Terrace) are Protected structures. Relevant policies include AR1 which seeks to protect structures from works that would negatively impact their special character and appearance. Development Management 8.2.11.2 provides more detailed guidance on development affecting Protected Structures.

5.1.3 Architectural Heritage Protection Guidelines for P.A.s (2011)

5.1.4 These guidelines specify that development within the 'attendant grounds' of a Protected Structure must not damage important views to or from the PS, nor should it obscure or change 'distant views of important architectural or natural landmarks'.

5.1.5 Natural Heritage Designations

South Dublin Bay cSAC – lies immediately to the north of the railway line.

South Dublin Bay and Tolka Estuary SPA – lies immediately to the north of the railway line.

6.0 The Appeal

6.1. Grounds of Appeal

6.1.1 The third party appeal was submitted by Dominic Sheehan and Eddie Conroy, residents of Nos. 4 and 5 Ardenza Terrace, respectively. The main points raised may be summarised as follows:

6.1.2 Reference is made to the grounds of objection submitted in respect of the planning application to the P.A. These included concerns regarding the visual impact, the backland nature of the site and the restricted access. However, it is stated that it is now intended to confine the grounds of appeal to the visual impact on the important urban heritage landscape and, in particular, to the impact of the proposed octagonal element on the Protected Structures both within the site and in the vicinity.

6.1.3 The proposed development would disrupt the established relationships and hierarchy between the historic terrace and the coastline through the creation of an intermediate line of development which does not respect the traditional arrangement. The

proposal would therefore be contrary to the policies contained in 8.2.11.2 of the CDP and to the Architectural Heritage Protection Guidelines (13.7.2).

- 6.1.4 The octagonal element would be visually intrusive because of its height, form, materials and would interfere with views to/from the listed terraces behind and the sea. It would, therefore, disrupt the urban historical landscape and would interfere with and damage long established public views to and from the Protected Terrace at Ardenza Terrace and the historic coastline to/from Dun Laoghaire. This would be contrary to the AHP Guidelines and to the CDP policies.
- 6.1.5 The design and materials of the octagonal element are such that it would appear as a solid structure which would be dominant in the landscape and would not be light weight or transparent. Together with the Dart line lift shafts, it would create an additional line of development between the terrace and the coastline, which would break the consistent hierarchy and legibility of this important historical landscape.
- 6.1.6 The height of the first floor element would be above the ridge height of the station building and in line with the lift shafts of the dart station. The existing station building was designed to defer in terms of height, scale and massing to the main terraces which ordered the coastline. Thus views to/from the attendant grounds would be impacted upon and blocked, which would be contrary to the aims and objectives of the Development Plan.
- 6.1.7 The proposed dwelling has two extensive floors and there is adequate space within the envelope of the proposed building below first floor level to accommodate a master bedroom. The omission of the first floor octagonal room would eliminate the impact of the house on the adjoining protected structures. It is requested therefore that, should the Board be minded to grant permission, it would omit this floor by means of a condition.

6.2. Planning Authority Response

- 6.2.1 The P.A. responded on the 21st October, 2016. It is stated that the grounds of appeal have not raised any new matters which would justify a change of attitude to the proposed development, in the opinion of the planning authority.

6.3 Observations on grounds of appeal

6.3.1 David & Kristin Thomas

6.3.1.1 The observers had made an objection to the P.A., (as owners of Apt. No. 4 Osborne Court), in respect of the planning application, but consider that the decision of the P.A. did not adequately address their concerns.

6.3.1.2 Inadequate access and parking - The proposed right-of-way would remove existing off-street car parking for Osborne House and would also traverse the courtyard adjacent to the basement of a Protected Structure. Access for emergency vehicles would not be possible.

6.3.1.3 Extent of excavation - The ramped driveway would also necessitate substantial excavation and back-filling and is likely to affect two of the boundary walls to Osborne Court, that to the north and that to the east, which will require underpinning.

6.3.1.4 Heritage impact - The proposal would have a detrimental effect on the architectural heritage of the area surrounding Seapoint Station. The house was built by William Osborne and the extraordinary tunnels leading to the original stables and the terrace gardens above feature in the book "Between the Mountains and the Sea", by Peter Pearson. The large circular windows which open onto the platform at the station light the tunnel.

6.3.1.5 Inadequate drainage – the existing services are inadequate to cater for the proposed development with frequent flooding on the corner of Seapoint Ave and Alma Road.

6.3.2 Christopher Davison

6.3.2.1 Construction impacts – there will be considerable disruption to residents of Osborne House. The driveway access will be extremely difficult to construct due to the depth of the site and the difference in levels.

6.3.2.2 Protected structures – the Coach House is a protected structure and could be damaged.

6.3.2.3 Traffic and access – proposed construction is very close to a busy road and just metres from an important pedestrian crossing to the dart station. Emergency vehicles will have difficulty accessing the site.

6.3.2.4 Property values – the sea views from the apartments at Osborne Court will be adversely affected which will reduce the amenity and property value of the apartments.

6.4 Commission for Railway Regulation

6.4.1 The CRR (13/12/16) requires that the party undertaking the works engage in consultation with Iarnród Éireann regarding the interfaces surrounding Seapoint Dart Station and its access routes during the construction phase. In addition, Iarnród Éireann should be consulted to ensure that risks associated with railway trespass and or falling from the roof terrace onto railway property, are not increased either during works or when works are complete. Particular care should also be taken in regard to works near the railway boundary that may increase loading on cuttings, affect stability of the embankments or change the water table/drainage.

6.5 First party response to the grounds of appeal (25/10/16)

6.5.1 The relatively modest scale of the proposed dwelling, (in comparison to Osborne House and more recent developments/permissions such as Osborne Court and the recently permitted Dart Station infrastructure), and the fact that only a small proportion of the dwelling would be above street level is highlighted. Furthermore, the generous site size enables the provision of adequate access and parking on the site together with appropriate amenity space. It is also pointed out that the proposed development would ensure the long term viability of the Coach House and that it is proposed to retain and plant trees on the site which will help to restore the tree canopy between the proposed house and Osborne Court and Ardenza Terrace, which will limit views over time.

6.5.2 The grounds of appeal are rebutted and no new issues have been raised. It is disputed that views from Ardenza Terrace would be adversely affected as the views are to the north and not over the site, and the more oblique views would be obscured in time by the proposed planting on the western boundary. It is also refuted that the proposed dwelling would intervene between the protected structures and the sea. It is pointed out that historically, views between the site and Ardenza Terrace would have been obscured by large trees, which have since been removed. However, photographs have been included to illustrate the point.

6.5.3 It is submitted that historically important views from the public realm are effectively constrained by either an absence of vantage points in the past or by lack of publicly accessible vantage points at present due to sea levels and/or the dart station infrastructure. Furthermore, it is contended that the proposed development would not be visible from the public realm.

7.0 Assessment

7.1. It is considered that the main issues arising from the appeal are as follows:-

- Visual amenity and impact on architectural heritage of area including protected structures;
- Residential amenity
- Access and parking
- Construction impacts

7.2. Visual amenity and architectural heritage

7.2.1 The site is a rather unique one in many ways. It is sited approx. 4-5m below the level of the road and the Victorian terraces which front that road, is tucked in behind the Dart station, is sandwiched between the sea/railway infrastructure and the Victorian terraces above and is currently more or less unused. It forms part of the heritage of the area as it is part of the curtilage or attendant grounds of Osborne House P.S. and contains the remnants of the coach house associated with that house. It is intrinsically linked with the railway heritage of the area with both pedestrian and larger tunnels, the Victorian Dart Station building and the associated infrastructure directly abutting the site. It is quite a large site for an urban, built-up area, and its development would not impinge in any way on the amenity space available for Osborne House. It is further considered, that the proposed development of the site for a single dwelling, in principle, would not adversely affect the setting of that PS, as it is located at an obscure angle, is well removed and is at a much lower level. However, the critical matter is that the design of the dwelling should ensure that views to/from the PS are not adversely affected or obscured and that the relationship between the PS and the coach house is not adversely affected.

- 7.2.2 The setting of Osborne House is defined by a number of key elements including the gardens with largely unobstructed, panoramic views of Dublin Bay, the Dart Station, the coach house and the tunnels and stone walls within and surrounding the gardens. It is considered that the proposed development would interfere with views from the house and gardens of the coach house within the site and of the Dart station building beyond, which would adversely affect the setting of the Protected Structure. It is considered, however, that this could be ameliorated by the omission of the octagonal element, as views of the roof of the Dart station building and the associated infrastructure would then be generally maintained and the visual relationship with the coach house would be improved.
- 7.2.3 Similarly, it is considered that views towards Osborne House would be unduly affected by the inclusion of the octagonal element. It is acknowledged that views are generally limited at present to the Dart station, but the architectural heritage and visual amenity is strongly enriched by the stone walls, the coach house and the Victorian terraces beyond. It is considered that the proposed octagonal element would introduce a further 'tier' of development which would sit above the plane created by the roof of the dart station and the coach house and would create visual clutter and confusion. I would also agree with the appellants that the element, although of a relatively modest scale in itself, cannot not be 'lightweight' or transparent as it is designed to avoid overlooking and provide for privacy. It is considered that the omission of this element, however, would render the proposed building more visually acceptable, as it would largely maintain the views towards Nos. 36/38 Seapoint Terrace from the north.
- 7.2.4 The relationship of the site with Ardenza Terrace is considered to be of less significance. I would agree with the appellants that the long established public views and relationship between the coastline and the Victorian terraces above would be adversely affected by the proposed first floor of the development, but such views incorporating both the proposed development and Ardenza Terrace in the same viewshed would be quite limited. I would also agree with the applicant that the views towards the development would, in time, be obscured by the proposed replanting along the western boundary. Notwithstanding this, it is considered that the proposed first floor octagonal element would detract from the architectural heritage and visual amenity of the area. Should the Board be minded to grant permission, it is therefore

considered that a condition requiring the omission of this element should be attached to any such permission.

7.3. Residential amenity

- 7.3.1 The proposed dwelling would be largely sunken into the site and would be set back from all boundaries, apart from a small section of the boundaries with the Dart Station. The southern elevation of the ground floor has been designed such that the windows are either opaque or angled away from adjoining properties. Similarly, the first floor octagonal element is designed such that the windows are either 'fake' or are angled away from adjoining properties. The proposed external areas are generally either below the level of adjoining properties or are screened by the proposed building. Thus it is considered that there would be no overlooking from the proposed development of adjoining properties. It is noted, however, that it is proposed to provide a green roof on the top of the ground floor, which would be above the level of the adjoining communal garden to the south. There is no indication that it is intended to use this green roof as a garden area. It is considered that should the Board be minded to grant permission, the use of this area as an outdoor amenity space should be prohibited in the interests of residential amenity.
- 7.3.2 The proposed dwelling is located to the north of the adjoining apartment block. It is, therefore, unlikely that the proposal would result in any overshadowing issues. It is further considered that views from private properties, particularly in urban built-up areas, cannot be preserved by the planning system.
- 7.3.3 I note that there is an existing room with patio doors at basement level of Osborne House, which is underneath the existing driveway. The proposed driveway extension by means of a bridge would undoubtedly reduce the amount of light to this internal space, notwithstanding the proposal to provide a perforated metal grid (bridge) over the lightwell. It is not clear, however, whether this space is used for habitable purposes as this is not evident in the submitted drawings. I further note that the previously permitted extension to Osborne House (D07A/1085) has not been implemented and would no longer be viable should the current proposal be implemented. As this area is not part of the original dwelling (PS), any loss of light would be mitigated by the proposed grid, and the current owner of Osborne House is

supportive of the proposed access arrangements, it is considered that this would be acceptable in this instance.

7.4. Access and parking

- 7.4.1 The further information submitted to the P.A. on 8th August 2016 included evidence in the form of drawing and autoturn calculations which demonstrated that it is feasible to accommodate two parking spaces per dwelling which would be off-street and would be accessible without the need to reverse onto the main road. It is considered that this adequately addressed the issues relating to parking provision and road safety. Should the Board be minded to grant permission, it is considered that a condition should be attached to any such permission requiring that access to the on-site turning area be maintained for all parking spaces at all times.

7.5 Construction impacts

- 7.5.1 The observations regarding construction impacts on the amenities and structural stability of neighbouring residents are noted. It is considered that an infill site in a built-up urban area will inevitably lead to disruption to adjoining residents. The site of the proposed development is, however, relatively generous and access to the site is not unduly restrictive. The separation distances between the site and the neighbouring properties is also quite reasonable. Thus, it is considered that subject to the implementation of good construction management practice, the proposed development is not likely to give rise to undue disruption to neighbouring properties.
- 7.5.2 Access and traffic management during construction would require careful consideration due to the proximity of the access to both the pedestrian access points to the Dart Station and to multiple entry residential properties, (including Ardenza Terrace and Osbourne Court), and to multiple entry vehicular access points (Osborne Court and Ardenza Tce). It is considered that this matter could be addressed by means of appropriate condition(s), should the Board be minded to grant permission.
- 7.5.3 The CRR requires that the developer must consult with Iarnród Éireann regarding the following matters:
- the interfaces surrounding Seapoint Dart Station and its access routes during the construction phase;

- to ensure that risks associated with railway trespass and or falling from the roof terrace onto railway property, are not increased either during works or when works are complete;
- Particular care should also be taken in regard to works near the railway boundary that may increase loading on cuttings, affect stability of the embankments or change the water table/drainage.

These matters should be addressed by means of condition, should the Board be minded to grant permission.

8.0 Recommendation

8.1 I recommend that planning permission should be granted, subject to conditions, for the reasons and considerations as set out below.

9.0 Reasons and Considerations

9.1 Having regard to the provisions of the Dun Laoghaire Rathdown County Development Plan 2016-2022, to the scale and nature of the proposed development and to the nature and character of the surrounding environment, it is considered that subject to compliance with the conditions set out below, the proposed development would be an acceptable form of development at this location and would not seriously injure the amenities of the area. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

10.0 Conditions

1. 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.

Reason: In the interest of clarity.

2. The proposed development shall be amended as follows:

- (a) The first floor (octagonal element) shall be omitted.

The revised drawings showing compliance with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development

Reason: In the interest of the architectural heritage and visual amenities of the area.

3. No access shall be permitted to any of the flat roofs or green roofs at first floor level save for maintenance. Access to the roof terrace at Ground floor level within the Coach House structure shall be designed to ensure that risks associated with railway trespass and or falling from the roof terrace onto railway property, are not increased either during works or when works are complete

Reason: In the interest of public safety and protection of residential amenity.

4. Access to the turning area on site for all residents of the existing and proposed development shall be maintained at all times.

Reason: In the interests of road safety.

5. Notwithstanding the exempted development provisions of the Planning and Development Regulations, 2001, and any statutory provision amending or replacing them, the use of the proposed development shall be restricted to a single dwelling house (as specified in the lodged documentation), unless otherwise authorised by a prior grant of planning permission.

Reason: In the interest of protection of residential amenity.

6. Prior to commencement of development, the developer shall provide the following
 - (a) The appointment of a conservation expert, who shall manage, monitor and implement works on the site and ensure adequate protection of the historic fabric during those works.
 - (b) The submission of details of all finishes and of all original features to be retained and reused where possible, including interior and exterior fittings/features, joinery, fenestration, plasterwork, etc.
 - (c) All repair/restoration works shall be carried out in accordance with best conservation practice as detailed in the application and in the “Architectural Heritage Protection Guidelines for Planning Authorities” (Dept. of Arts, Heritage and the Gaeltacht, 2011).
 - (d) The repair/restoration works shall retain the maximum amount possible of surviving historic fabric in-situ including structural elements, plasterwork and joinery and shall be designed to cause minimum interference to the building structure and/or fabric.
 - (e) Details of the bricks to be used as a ringbeam to the wall-head as part of the works to the Coach House shall be submitted to, and agreed in writing with the planning authority

Reason: To ensure that the integrity of the historic structures is maintained and that the structures are protected from unnecessary damage or loss of fabric.

7. Details of the materials, colours and textures of all the external finishes to the proposed development shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of visual amenity.

8. The site shall be landscaped in accordance with details which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This scheme shall include the following

- (a) The retention of the large mature tree in the south-west corner of the site adjoining the western boundary.
- (b) Planting of trees at two metre intervals along the western boundary.

Reason: In order to screen the development and assimilate it into the surrounding townscape and in the interest of visual amenity.

9. The construction of the development shall be managed in accordance with a Construction Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to the commencement of development and shall include prior consultation with Iarnrod Eireann in respect of the interfaces between the site and Seapoint Dart Station. This plan shall provide details of intended construction practice for the development, including hours of working, noise management measures and off-site disposal of construction/demolition waste. Particular care should also be taken in regard to works near the railway boundary that may increase loading on cuttings, affect stability of the embankments or change the water table/drainage

Reason: In the interests of public safety and residential amenity.

10. Water supply and drainage arrangements, including the disposal of surface water, shall comply with the requirements of the planning authority for such works and services.

Reason: In the interest of public health.

11. The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000. The contribution shall be paid prior to the commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the

Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to the Board to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000 that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

Mary Kennelly
Planning Inspector

9th January 2017