



An  
Bord  
Pleanála

## Inspector's Report PL29S.248188

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<b>Development</b>	Demolition of house storage and sunroom, construction of extension, windows modification, construction of vehicular entrance and all associated site works.
<b>Location</b>	1 Grosvenor Place, Rathmines, Dn.6.
<b>Planning Authority</b>	Dublin City Council
<b>Planning Authority Reg. Ref.</b>	WEB1521/16
<b>Applicant(s)</b>	Ronan and Karen Daly
<b>Type of Application</b>	Permission
<b>Planning Authority Decision</b>	Grant Permission
<b>Type of Appeal</b>	Third Party
<b>Appellant(s)</b>	Rathgar Residents Association
<b>Observer(s)</b>	None
<b>Date of Site Inspection</b>	1 <sup>st</sup> of June 2017
<b>Inspector</b>	Angela Brereton

## 1.0 Site Location and Description

- 1.1.1. The subject site is located on the eastern side of Grosvenor Place, which is to the west of Rathgar Road and to the south of the village of Rathmines. No.1 Grosvenor Place is a substantial two storey period property over garden level. It is a detached red brick Victorian property located on a large site area.
- 1.1.2. While not a P.S the site adjoins the curtilage of a Protected Structure no.15 Grosvenor Road, which is to the south. There are a number of substantial period properties of varying design in this residential/conservation area.
- 1.1.3. The site is located between the junctions of Grosvenor Road and Kenilworth Road. There are double yellow lines along the road frontage and there is a pedestrian access to the site. There is an access lane that runs behind these properties to provide rear access and there is a garage at the rear of the site.

## 2.0 Proposed Development

- 2.1. This seeks to provide alterations and extension to the existing three storey four bedroom detached dwelling resulting in an increase in habitable floor area from 354.20sq.m to 390.05sq.m. The proposed works are to comprise the following elements:
  1. Demolition of existing storage and sunroom to side;
  2. Construction of new side extension to replace existing sunroom;
  3. Construction of new single storey extension to rear;
  4. Modifications to existing windows at stairwell to rear elevation;
  5. Creation of new 3250mm wide vehicular entrance;
  6. All associated site works.
- 2.1.1. The Site Layout Plan shows that the total area of the site within the red boundaries is 0.091ha. The application form provides that the floor area of the buildings proposed to be retained on site is 343.72sq.m, and of new build is 46.33sq.m i.e a total floor area of 390.05sq.m. Floor Plans, Elevations and Sections have been submitted showing existing and proposed development.

- 2.1.2. A letter has been submitted from ODKM Architects providing a rationale and details of the proposed development.

### **3.0 Planning Authority Decision**

#### **3.1. Decision**

- 3.1.1. On the 22<sup>nd</sup> of February 2017, DCC granted planning permission for the proposed development subject to 10no. conditions. These generally relate to infrastructural and construction related issues. The following are of note:

- Condition no. 2 restricts the width of the vehicular entrance to a maximum of 2.6m.
- Condition no.8 provides that the external finishes of the extension shall be in accordance with the documentation on the 20<sup>th</sup> December 2016.
- Condition no.9 provides that a detailed Landscaping Scheme be submitted.
- Condition no.10 provides that the driveway permitted shall not have outward opening gates.

#### **3.2. Planning Authority Reports**

##### **3.2.1. Planner's Report**

The Planner has regard to the proposed development, the locational context of the site, planning policy and to the submissions made. They noted that following pre-planning discussions the applicant has altered the design of the proposed development. They provide an overview of the proposal and have no objections to the scale and design of the proposed development. They note that the Roads and Traffic Section does not object to the proposed vehicular access and recommend that it be conditioned at the entrance width be reduced to 2.6m. They have regard to the additional landscaping proposed and consider that further details of such should be submitted. They considered the proposal complies with planning policy and constitutes sustainable development and recommended that permission be granted subject to conditions.

### 3.3. Other Technical Reports

#### 3.3.1. Engineering Department Drainage Division

They have no objections subject to compliance with the relevant drainage conditions including incorporation of SUDS.

#### 3.3.2. Roads Street & Traffic Department

The Council's Road Planning Division has regard to the site context and to the submissions made. They note that there are double yellow lines in front of the property and provide that the provision of the access will not remove pay and display parking. They do not object as the entrance is for a single dwelling unit, and consider that there will be a limited amount of traffic movements. They recommend conditions.

### 3.4. Third Party Observations

3.4.1. A number of Submissions have been received from local residents including the subsequent Third Party – Rathgar Resident's Association, whose concerns include the following:

- They are concerned about the visual impact of the removal of the large historic chestnut tree from the front garden area to facilitate on-site parking.
- The contemporary extension would be visually obtrusive and out of character with no.15 Grosvenor Road (next door) which has a more traditional residential extension.
- The house is of high visibility as it is facing west at the junction with Kenilworth Road and is visible from a distance from this road.
- They refer to Section 16.10.18 Parking in the Curtilage of Protected Structures and in Conservation Areas and to Policy CHC8 relative to policy regarding off-street parking and query why so much on-site parking is needed. They are concerned about precedent.
- The proposal including the vehicular entrance will compromise the residential conservation area and pose a serious traffic safety risk on what is an already

congested and constrained junction. They refer to Section 16.38 (relative to parking) of the DCDP in this respect.

- They note that DCC rejected a number of applications for vehicular access in Grosvenor Place in the last number of years.

## 4.0 Planning History

4.1.1. The Planner's Report provides that there is no planning history relevant to the subject site. However, it was subsequently noted in their response to the grounds of appeal that there has been a recent PA decision (dated 25<sup>th</sup> of April 2017) relative to a Section 5 Declaration at no.1 Grosvenor Place Ref.0103/17 refers. A copy is included in the Appendix.

4.1.2. Regard is had to permissions for other sites in the area:

It is noted on the DCC planning register that the property to the south no.15 Grosvenor Road was granted permission for alterations and extensions – Reg.Ref.0189/90 refers.

Reg.Ref.4367/08 – Permission granted subject to conditions at no.2 Grosvenor Place (opposite the subject site) by DCC for a new vehicular entrance and off street car parking to an existing dwelling in a residential conservation area Z2.

## 5.0 Policy Context

### 5.1. Dublin City Development Plan 2016-2022

This is the pertinent plan. As shown on Map H the site is within the Z2 Residential/Conservation Land Use Zoning where the Objective is: *To protect and/or improve the amenities of residential conservation areas.*

Section 2.3.3 refers to 'Promoting Quality Homes' and includes: *The provision of quality housing that is suitable for citizens throughout their lives and adaptable to people's changing circumstances is fundamental to creating a compact city with sustainable neighbourhoods.*

Paragraph 16.2.2.3 refers to Alterations and Extensions and provides that: *Works of alteration and extension should be integrated with the surrounding area, ensuring*

*that the quality of the townscape character of buildings and areas is retained and enhanced and environmental performance and accessibility of the existing building stock should also be enhanced.* The criteria for extensions includes that they should be confined to the rear in most cases, be clearly subordinate to the existing building in scale and design and be sustainable.

Section 16.10.12 provides that the design of extensions shall not have an adverse impact on the scale and character of the dwelling, or the amenities enjoyed by the occupants of adjacent buildings in terms of privacy, access to daylight and sunlight.

Appendix 17 (Guidelines for Residential Extensions) sets out the more detailed criteria. This includes regard to residential amenity issues, privacy, sunlight and daylight, the relationship between dwellings and extensions and the subordinate approach etc.

Section 8.5.6 provides the policies and objectives relative to Car Parking and notes that the Standards are set out in Section 16.38.

Section 16.10.18 Parking in the Curtilage of Protected Structures and in Conservation Areas. Policy CHC8 seeks: *To facilitate off-street parking for residential owners/occupiers where appropriate site conditions exist, while protecting the special interest and character of protected structures and Conservation Areas.*

Section 16.38 provides the Car Parking Standards. Table 16.1 refers. This section also includes a presumption against the removal of on street parking.

Appendix 5 – Roads Standards for Various Classes of Development. This includes regard to off-street parking and to the Planning authority’s leaflet ‘Parking Cars in Front Gardens’.

## **6.0 The Appeal**

### **6.1. Grounds of Appeal**

- 6.1.1. Rathgar Residents Association has submitted a Third Party Appeal. Their grounds of appeal are as follows:

- The demolition of the existing storage and conservatory to the side of the house is not advisable, not warranted and not in accordance with the principles of proper planning and development.
- The area is zoned residential/conservation. While not protected this Victorian type conservatory is a very unique structure and is worthy of protection and preservation. Original features should be preserved.
- It is not acceptable to continue to permit the destruction of original Victorian/Edwardian features when so much heritage has already been lost.
- The proposed modern extension would be at variance with the style and character of the main house and with adjoining properties including no.15 Grosvenor Road.
- The desirability of the provision of off-street parking in this area close to a busy junction should be critically assessed.
- They ask the Board to refuse permission for the demolition of the historical architectural features in this 'conservation' zoned area and to give due consideration to the other aspects of development with which the Rathgar Residents Association is concerned.

## 6.2. Applicant Response

6.2.1. ODKM Architects response to the grounds of appeal on behalf of the First Party provides the following:

- No.1 Grosvenor Place is not a Protected Structure. It has not been merited protected status by the Council.
- They are applying best conservation principles throughout design and construction with their conservation architect to essentially treat the house as if it were protected.
- This conservatory does not form part of the original fabric of this period home.
- Their client has since decided to preserve, refurbish and maintain the existing conservatory in its current position, thereby restoring the front elevation of this

period home in full, with no demolition or contemporary additions evident from street level. The proposed contemporary single storey extension is proposed for the rear.

- They hope this design change will directly mitigate the appeal by Rathgar Residents Association, with a view to restoring the period and historic elevation of this home. They believe it will also remain respectful of the historical context within the residential conservation area.
- The proposed location of the vehicular access is approximately 35-40m from the existing roundabout, which affords more than adequate sightlines in both directions for safe entrance and exit.
- There are many examples of off street parking in the immediate vicinity, notwithstanding 3 vehicular gates opening directly onto the roundabout. They feel their proposal is better considered.
- Their aim is to improve and enhance the appearance of the house, that is required for sustainability and future use of the property as a family home.
- The design proposes to rationalise the lower ground floor layout to better connect with the garden, which also serving to improve the current unsightly rear elevation. The design seeks to appropriately connect in scale and harmony to the original house, to give balance to both the new and the old elements of the house.

### **6.3. Third Party Response**

6.3.1. The Rathgar Resident's Association response includes the following:

- They support that the preservation of the Victorian side conservatory as a unique structure, and consider that its refurbishment and maintenance is the correct approach.
- There should be no change to the design, structure or layout of the conservatory and it should be carefully and faithfully restored.
- No contemporary additions as evident from street level is not enough. There should be no contemporary additions viewed from anywhere.



- They are concerned about the removal of the historic main specimen horse chestnut tree from the front garden area to facilitate the driveway and off-street parking.
- They refer to the double yellow lines in front of the property and have regard to on-street parking in the general area.
- It is a stated objective of the development plan that on-street parking in conservation areas (which this area is) should be protected.
- The property has rear access and the plan states that permission for off street parking will not normally be permitted where there is rear access.
- The property has rear access via a lane off Grosvenor Plan between no.13 and 15.
- In the context of the area the off street parking should be refused and they note other such refusals in the area and consider the same principles apply.

#### 6.4. **Planning Authority Response**

- 6.4.1. Dublin City Council initially responded that they had no further comment to make and considers that the planner's report on file adequately deals with the proposal.
- 6.4.2. However, in a subsequent response they noted that the PA issued a recent Section 5 Declaration (Ref.0103/17) relative to proposed works to this property that constitute exempted development. The PA wishes to re-iterate the grant of permission, subject to amendments as set out in the conditions and requests the Board to uphold its decision.

### 7.0 **Assessment**

#### 7.1. **Principle of Development and Planning Policy**

- 7.1.1. As shown on Map H of the Dublin City Development Plan the subject site is within the Z2 zoning where the Objective is: *To protect and/or improve the amenities of residential conservation areas.* Section 14.8.2 provides: *Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. The overall quality of the area in*

*design and layout terms is such that it requires special care in dealing with development proposals which affect structures in such areas, both protected and non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area.*

- 7.1.2. While not a Protected Structure, the subject site adjoins the curtilage of a P.S no.15 Grosvenor Road to the south. Policy CHC2 seeks: *To ensure that the special interest of protected structures is protected. Development will conserve and enhance Protected Structures and their curtilage.* Therefore, while not in a Conservation Area or Architectural Conservation Area, the site adjoins the curtilage of a P.S and is in the Z2 Residential/Conservation Area.
- 7.1.3. Section 16.2.2 provides the Design Standards for Residential Accommodation and Section 16.2.2.3 refers specifically to 'Alterations and Extensions' to dwellings. This includes that sensitively designed extensions will normally be granted provided that they have regard to the amenities of adjoining properties and that the design integrates with the existing building. Appendix 17 provides 'Guidelines for Residential Extensions' and the general principles include that the proposed extension should not have an adverse impact on the scale and character of the dwelling, or on the amenities enjoyed by the occupants of adjacent buildings in terms of privacy and access to daylight and sunlight and achieve a high quality of design.
- 7.1.4. The Third Party, Rathgar Residents Association are concerned the proposed extension would be out of character with the main house and the residential conservation area. They consider the impacts of the more contemporary design and of the removal of the existing Victorian glass structures to facilitate this, will destroy this unique structure and be visually obtrusive in the streetscape. They are also concerned that the provision of the vehicular access and off-street parking will be unsafe in view of the proximity to the junctions and will lead to the destruction of the front garden area of this period property.
- 7.1.5. The First Party provides that this extension is needed to provide extra family living space in the house. They note that there is a variety of house types and extensions in the area. They contend that this and the proposed vehicular entrance would not detract from the residential character or visual amenities of the area or the pattern of

development in the streetscape and is in compliance with planning policies and Development Plan guidelines.

- 7.1.6. Whereas a well-designed extension is normally permissible in this residential land use zoning in accordance with the criteria of Section 16.2.2.3, and Appendix 17 of the DCDP 2016-2022, the issue in this case is whether the proposed extension would integrate well or have an adverse impact taking into account the locational context of the dwelling, the nature of the site and the amenities of the adjoining dwellings and on the character of the area. These issues including regard to the provision of a vehicular entrance to provide on-site parking are discussed further in the context of this assessment below.

## **7.2. Design and Layout and Impact on Residential Amenities**

- 7.2.1. Regard is had to the plans originally submitted which show the existing and proposed development. The proposed additional single storey extension at the rear is shown shaded yellow. This is c.36sq.m as shown on the lower ground floor plans and the elevations show it is proposed to have a flat roof c.3.3m in height. The details submitted with the application provide that the design proposal is to rationalise the lower ground floor layout to better connect with the garden with an open lounge area, while also serving to resolve the current back elevation which is unsightly.
- 7.2.2. The architectural details include that on entrance level, the main rooms in the existing house will be kept as is, with the works extending to refurbishment only, along with upgrading of services. It was originally intended to replace the sunroom at the side on the entrance level with a contemporary addition (c.10sq.m) that the First Party considered in keeping with many precedents in the area relative to alterations to detached homes. The floor plans and elevations show the proposed replacement more modern side extension.
- 7.2.3. They provide that on the upper levels, the main body of rooms will be maintained as the entire home, as the current staircase is insufficient for the needs of modern living, they intend to introduce a staircase that is more fitting with the character and scale of the original house. In this respect it is noted that they intend to retain and enhance as much of the existing architectural detail and fabric of the building when

carrying out the works. The changes proposed to the fenestration at the rear are also noted as shown in the differences between the existing and proposed elevations.

- 7.2.4. The style and materials proposed for the new extension is a dark zinc, which they provide is to tie in with the existing finishes on the street. They contend that this will give balance to the new contemporary extension so that it sits comfortably with the existing house style, while reinforcing it as a contemporary addition to the period home. The aim is for the extension to be very much part of the existing house and to stand as a sympathetic modern counterpoint to the period dwelling.
- 7.2.5. It is noted that the Third Party had considerable concerns particularly about the removal of the ground floor side conservatory. They provide that the conservatory attached to the house is a unique feature using elements and designs of its time (late 19th century) and post-dates the building by only a short period, there is no justification for the removal of this very unusual and unique feature of the area. To refurbish the existing structure in a modern idiom would not be the correct approach. They contend that the existing character and design of this Victorian structure should be fully preserved.
- 7.2.6. In response the First Party provides that they have decided to preserve, refurbish and maintain the existing conservatory in its current position, thereby restoring the front elevation of this period home in full, with no demolition or contemporary additions evident as street level. It is now their intension to maintain and refurbish the existing side conservatory and to construct a contemporary extension to the rear in keeping with best conservation principles and to avoid replication of historic detail. They acknowledge the period character and significance of their home and it is their aim to preserve, enhance and complement the existing historic character with appropriate and sympathetic architectural treatments and interventions, adopting the best conservation principles throughout design and construction.
- 7.2.7. The Rathgar Residents Association consider that there should be no change in the design, structure or layout of the conservatory and that it should be carefully and faithfully restored, front, sides, back and roof as well as the garden level including steps. They also submit that there should be no contemporary additions viewed from anywhere.

- 7.2.8. Regard is had to the issues raised it is considered that it is preferable and more in keeping with the Z2 Residential/Conservation zoning and the character of the existing period dwelling that the original ground floor conservatory that adds an unusual feature to the side of the house as seen from the front elevation and streetscape should be preserved. It is supported that visually the structure be preserved intact and that would include its setting i.e: the steps and rails at the front elevation and any maintenance/refurbishment works carried out therein should be carried out in accordance with best conservation principles. It is recommended that if the Board decide to permit that this be conditioned.
- 7.2.9. It is noted that the proposed contemporary single storey rear extension will not be visible from the streetscape but will be seen in context of the rear of the existing period dwelling which is not a P.S. It is considered that the proposed design of this extension and changes to the fenestration at the rear are acceptable and will not impact adversely on the amenities of adjoining properties.

### 7.3. Access and Parking

- 7.3.1. It is proposed to provide a vehicular entrance. Currently there is no vehicular entrance to, or parking availability along the site frontage. There are double yellow lines in front of the site and there is pay and display parking marked out on the opposite side of the road and also further down the road. The proposed entrance would be adjacent to that of no.3 Grosvenor Place. Section 16.38 of the current DCDP provides: *There will be a presumption against the removal of on-street parking spaces to facilitate the provision of vehicular entrances to single dwellings in predominantly residential areas where residents are largely reliant on on-street car-parking spaces.* In this case in view of the double yellow lines there is no existing on-street parking along the frontage.
- 7.3.2. There is concern as noted in the Submissions made that the proposal will compromise the residential conservation area and the new vehicular entrance will pose a serious traffic safety risk on an already congested and constrained junction that has multiple bus routes, is a rat-run for vehicles. Also that turning movements pose a serious traffic safety risk on an already congested and constrained junction. The junctions of Grosvenor Road and Kenilworth Road with Grosvenor Place are less than 70 meters apart and this house is between these.

- 7.3.3. The Third Party note the issues regarding traffic safety and proximity to the junctions and are concerned about the impact on pedestrians, including school children and cyclists. It is noted that there are already parking facilities at the rear and they query the need for the proposed on-site parking. They are concerned about precedent and note the Council has refused some such applications. They are concerned about the loss of on-street parking and consider that the provisions of Sections 16.10.18 and 16.38 of the DCDP should apply in this case. However, with regard to the former no.1 Grosvenor Place is not a P.S or in a Conservation Area.
- 7.3.4. It is noted that there is a garage on site which provides parking at the rear of the site. This is accessed via an access lane, the entrance/exit to which is between nos.13 and 15 Grosvenor Place. This narrow lane which includes a sharp bend and is a cul-de-sac arrangement provides rear access including for vehicles to c.13 no. houses facing Grosvenor Place and Grosvenor Road. Therefore, the applicant already has rear on-site parking availability, and the Board may decide to refuse on this basis, however regard is had to the merits of the case below.

#### **7.4. Regard to Precedent Cases**

- 7.4.1. The issue of undesirable precedent has been raised. The Third Party note that in the area and only 4 of the 41 houses on Grosvenor Place have on-site parking. They refer to a number of cases that have been refused by the Local Authority or the Board. This includes Ref. PL29S.242823 where permission was refused by the Board for the provision of four number off-street parking spaces, new metal swing gates and piers to match the existing and associated site and landscaping works at nos. 56 to 59 Grosvenor Road. However, each case is considered on its merits.
- 7.4.2. While not the norm it was noted on the site visit that there are a number of other vehicular accesses to these sizeable properties. The proposed entrance is not removing existing on street parking along the frontage. It is noted that the adjoining sites ie. no.3 Grosvenor Place to the north and no.15 Grosvenor Road to the south have vehicular entrances. The Council's Road Planning Division notes that the neighbouring property no.2 Grosvenor Place (on the opposite side of the road) was granted permission (Reg.Ref.4367/08 refers). It is of note that condition no.5 of this permission has regard to the design of the gates to match the railings and it is

recommended that if the Board decide to permit that such a condition regarding front boundary treatment be included.

- 7.4.3. In the current case the Council's Roads Streets and Traffic Department notes the objections on file but provides that having regard to this being an entrance to a single dwelling unit, there will be limited traffic movements associated with the entrance. They do not object to the proposed development and recommend conditions regarding restriction of the width of the entrance etc. Appendix 5 of the DCDP is of note and provides: *Where driveways are provided, they shall be at least 2.5m or, at most, 3.6m in width, and shall not have outward opening gates. The design standards set out in the planning authority's leaflet 'Parking Cars in Front Gardens' shall also apply.* In the Council's permission condition no.2 refers to the entrance being restricted to 2.6m and condition no.10 includes that the site shall not have outward opening gates. It is recommended that if the Board decide to permit that these issues be conditioned.

## 7.5. Impact on the Character and Amenities of the area

- 7.5.1. There is concern about the impact of the removal of a large horse chestnut tree from the front garden area described as 'one of the main specimen trees in the Rathgar area' by the Third Party who considers has been felled to facilitate the front driveway and multiple large motor vehicles. It is noted that this tree is shown on the aerial photography and is indicated on the Site Layout Plan, however as noted on site, only a stump now remains. They consider that this is contrary to Policy CHC7 of the DCDP 2016-2022, which seeks: *To protect and manage trees in Architectural Conservation Areas. All trees which contribute to the character and appearance of the Conservation Area will be safeguarded..* However, the site is in a Z2 residential /conservation area and this policy refers specifically to the protection of trees in ACA'S. It is noted that the Council have included a landscaping condition and it is recommended that if the Board decide to permit that such be included.
- 7.5.2. As noted above it is considered that the retention of the side conservatory will be beneficial relative to the visual character of the area.

## **7.6. Appropriate Assessment**

- 7.6.1. The current proposal is for an extension to the existing residential property in a fully serviced suburban area. Having regard to the nature and scale of the proposal, no appropriate assessment issues arise and it is not considered that the proposal would be likely to have a significant effect individually or in combination with other plans or projects on a European site.

## **8.0 Recommendation**

- 8.1.1. It is recommended that having regard to the documentation submitted, the submissions made by the parties and to the site visit and assessment above that permission be granted for the proposed development subject to the conditions below.

## **9.0 Reasons and Considerations**

- 9.1.1. Having regard to the nature and scale of the proposed development and to the existing residential development in the vicinity of the site, it is considered that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the residential amenities of neighbouring dwellings or the amenities of the area and would 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, as amended by the further plans and particulars received by An Bord Pleanála on the 29th day of March, 2017, 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 existing conservatory (storage/sunroom) shall be preserved, refurbished and maintained along with the rails and steps to the front elevation of the conservatory.
  - (b) The rear extension hereby permitted shall be constructed so as not to overhang the adjoining properties and such that water runoff does not flow into the adjacent properties.

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 visual and residential amenity.

3. 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.

4. The design of the proposed vehicular access shall be amended as follows:
  - (a) the vehicular entrance shall be a maximum of 2.6 metres in width and shall not have outward opening gates,
  - (b) A maximum of two on-site parking spaces is permitted, and these shall be no greater than 3 metres by 5 metres each in surface area.
  - (c) the footpath and kerb shall be dished at the access and the new entrance shall be provided in accordance with the requirements of the planning authority, and

(d) details of proposed boundary treatment relative to the modifications to the site frontage required to facilitate the vehicular access onto Grosvenor Place shall be submitted.

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 pedestrian safety and residential amenity.

5. 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.

6. Notwithstanding the exempted development provisions of the Planning and Development Regulations, 2001, and any statutory provision replacing or amending them, no development falling within Class 1 or Class 3 of Schedule 2, Part 1 of those Regulations shall take place within the curtilage of the house, without a prior grant of planning permission.

**Reason:** In the interest of the amenities of the area.

7. The site frontage shall be landscaped in accordance with a comprehensive scheme of landscaping, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

**Reason:** In the interest of residential and visual amenity.

8. Site development and building works shall be carried out only between 0700 hours and 1800 hours Mondays to Fridays, between 0800 hours and 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

**Reason:** In the interest of protecting the residential amenities of adjoining properties.

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 commencement of development. This plan shall provide details of intended construction practice for the development, including noise management measures and off-site disposal of construction/demolition waste.

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

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Angela Brereton  
Planning Inspector

8<sup>th</sup> of June 2017