



An
Bord
Pleanála

Inspector's Report ABP-301020-18

Development	Two-storey mews dwelling to the rear of existing dwelling and all associated site works.
Location	14 Church Mews (to the rear of 3 The Rise), Malahide, Co Dublin.
Planning Authority	Fingal County Council
Planning Authority Reg. Ref.	F17A/0387
Applicant(s)	Emmet Young.
Type of Application	Permission.
Planning Authority Decision	Grant Permission.
Type of Appeal	Third Party
Appellant(s)	Barry Murphy and named residents.
Observer(s)	None.
Date of Site Inspection	11 th June 2018.
Inspector	Karen Kenny

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1.0 Site Location and Description

- 1.1. The appeal site is located in 'The Rise', a residential area that is located close to the centre of Malahide. The site is part of the rear garden area of No. 3 The Rise, a two storey semi-detached property. It is rectangular in shape with a stated area of 0.0265 hectares.
- 1.2. The rear garden has direct frontage onto the eastern side of 'Church Mews', a rear access lane that runs between 'The Rise' and 'Windsor Terrace'. Two mews style houses have been constructed on the western side of the lane and two additional houses were under construction at time of inspection. There are a number of current planning applications for mews dwellings on the eastern side of the lane.
 - 1.2.1. The lane is a cul-de-sac of approximately 106 metres in length and is approximately 5.1 to 5.2 metres wide. It has a tarmac finish and is bounded on both sides by an old stone random rubble wall measuring c. 2.0 metres in height. The lane is accessed from Healy's Lane at its northern end via an electronic gate. Healy's Lane is a narrow street that runs east from Church Road. It serves the library (rear access), an apartment development and contains a line of perpendicular on-street car parking spaces.
 - 1.2.2. The Rise is an established residential area dating from the mid-20th century. It is a designated ACA and comprises two storey detached and semi-detached dwellings with substantial gardens. Windsor Terrace to the west comprises six semi-detached two storey over raised basement houses (c. 1835) that front onto Church Road. These houses are listed on the Record of Protected Structures.

2.0 Proposed Development

- 2.1. The proposed development comprises a part two-storey, part single storey mews-style dwelling, two in-curtilage car parking spaces and associated site development works.

- 2.2. The proposed house has a stated gross floor area of 150 sq. metres. The dwelling is of contemporary design combining flat roof and mono-pitched roof elements at first floor.
- 2.3. It is proposed to remove existing trees / planting to facilitate the proposed development and to provide replacement planting.
- 2.4. Vehicular and pedestrian access to the dwelling would be provided from Church Mews.

3.0 Planning Authority Decision

3.1. Decision

- 3.1.1. The Planning Authority issued a decision to grant permission subject to 15 no. conditions. The following conditions are of note:
 3. Window serving bedroom no. 2 shall be an oriel window¹ with obscure glazing on the main window panel and clear glazing on side panels.
 4. External finishes to be as per submitted plans and particulars. Use of pure white on the external walls is not permitted and timber finishes to be sealed to prevent discolouration.
 5. Applicant to submit revised layout plan for works to the section of the lane between the applicant's property and the opposing wall to the west for written agreement. Revised layout shall set back the existing western boundary wall to provide a 6 metre roadway between boundaries, with a concrete footpath of 1.8 metres along the eastern section of the lane and a carriageway width of 4.2 metres.
 7. Landscaping plan to be submitted for the written agreement of the Planning Authority. Retained trees to be protected during development.

3.2. Planning Authority Reports

3.2.1. Planning Reports

¹ A bay window that protrudes from the main wall of a building but does not reach ground level.

The Report of the Planning Officer, following receipt of further information, reflects the decision to grant permission.

3.2.2. Other Technical Reports

Water Services: No objection.

Transportation Section: No objection.

Parks and Green Infrastructure: No objection.

Conservation Officer: No objection.

3.3. Prescribed Bodies

Irish Water: No objection.

3.4. Third Party Observations

- 3.4.1. A total of three submissions were received and considered by the Planning Authority. The main issues raised relate to access and traffic, lack of assurance in relation to works to the lane, the potential for piecemeal development, access to services, impact on the character and amenity of the area, impact on architectural heritage and precedent established by previous refusals.

4.0 Planning History

4.1. Appeal Site:

- 4.1.1. There are two planning references on the appeal site which relate to an application for extension / alteration to the existing dwelling No. 3 The Rise and an application for a Section 5 Declaration.

4.2. In the vicinity:

- 4.2.1. There has been a substantial planning history associated with the immediate vicinity. These are set out in the Planning Authority's report and those of most relevance are summarised as follows:

- PL06F.243493/ F14A/0131: Application for a two storey dwelling house and associated works to the rear of no. 7 The Rise. Permission was refused on the basis that the design was inconsistent with existing and permitted development.
- A number of individual mews houses were permitted at the rear of Windsor Terrace, Church Road with direct frontage onto Church Mews. Those on sites Nos. 2 and 5 were both dealt with by the Board in 2009 under Appeal Case References PL06F.232211 and PL06F.224801 respectively.
- A total of 8 no. applications were made to Fingal County Council in 2017 for mews style houses on sites along the eastern side of Church Mews.
 - ABP PL06F.249204 / F17A/0214: Application for mews style dwelling to the rear of no. 15 The Rise with direct frontage onto Church Mews. Fingal County Council issued a notification to grant permission in respect of this application in August 2017. This decision was subject to a third-party appeal to An Bord Pleanála. An Bord Pleanála overturned the decision of the planning authority and refused permission on the basis of traffic hazard.
 - ABP-301021-18 / F17A/0386, ABP-301018-18 / F17A0/385, ABP-301015-18 / F17A/0384, ABP-301012-18 / F17A/0383 and ABP-301009-18 / F17A/382: Applications for mews style dwellings to the rear of no. 5, no. 7, no. 9, no. 11 and no. 13 The Rise. Fingal County Council issued a notification to grant permission in respect of each application in January 2018 following the submission of further information. The decisions are subject to third-party appeals to An Bord Pleanála.
 - F17A/0388: Application for mews style dwelling to the rear of no. 1 The Rise. Fingal County Council refused permission for the proposed development on the basis of overshadowing and overbearing impacts on the neighbouring apartments.

5.0 Policy Context

5.1. Development Plan

- 5.1.1. The Fingal Development Plan 2017-2023 is the relevant statutory plan for the area. The site is zoned 'RS', with an objective to 'provide for residential development and protect and improve residential amenity'. The zoning vision is 'to ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity'.
- 5.1.2. The site is located within an ACA for 'The Rise' and the rear of the site immediately adjoins the ACA for Malahide Historic Core.
- 5.1.3. The following objectives are considered relevant:
- Objective DMS39: Infill Development respecting the height and massing of existing residential units;
 - Objective DMS87: Private Open Space;
 - Objective DMS157, DMS158 and Table 12.11: Design requirements within an ACA;
 - Objective PM39: Ensure consolidated development;
 - Objective PM44: Encourage infill on underutilised sites;
 - Objective PM45: Encourage use of contemporary and innovative design solutions subject to respecting the character and architectural heritage of the area;
 - Table 12.1: House Sizes and Table 12.3: Minimum Sizes;
 - Table 12.11: Direction for proposed development within ACAs;
 - CH32: Avoid the removal of structures and distinctive elements such as boundary treatments that positively contribute to the character of an ACA;
 - DMS117: Require new developments to be designed in accordance with DMURS;
 - Objective DMS32: Prohibit proposals that would create a gated community for any new residential developments.

5.2. Other Policy

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (DEHLG, 2009) and its companion document, 'Urban Design Manual 2009 – A best practice guidance' (DEHLG, 2009);
- Design Manual for Urban Roads and Streets (DTTS & DECLG, 2013).
- Architectural Heritage Protection Guidelines for Planning Authorities (DAHG, 2011).

5.3. Natural Heritage Designations

5.3.1. There are no natural designations pertaining to the site.

6.0 The Appeal

6.1. Grounds of Appeal

6.1.1. A third-party appeal was received from residents of 'The Rise'. The matters raised, that are relevant to the appeal, are summarised as follows:

- Concerns regarding piecemeal development along the laneway.
- Response to the request for further information fails to give assurances in relation to the proposed works to the laneway as requested.
- The commitment to realign laneway over lifetime of permission is unreliable and not within the applicants control, given the standalone nature of the applications. Conditions or terms of the permission do not resolve this matter or ensure a common building programme.
- Grounds of appeal refer to the recent ABP refusal under Ref. PL06F.249204 in relation to traffic hazard and precedent, unacceptable intensification of traffic movements entering and exiting a gated laneway and the underlying unsuitability of the development.
- Reference to blind and impeded views at entrance to laneway, two-way traffic flows, no centre line of separation, residential and visitor parking, closed end

laneway and restricted turning radius that would marginalise the safe movement of traffic and impede access for emergency and service vehicles.

- Reference to standards detailed in the Department of the Environment and Local Government Publication Site Development Works for Housing Areas, 1998.
- No comprehensive commitment to the wider development and the project is unsafe and flawed.

6.2. Applicant Response

The applicant's response can be summarised as follows:

- Application is coordinated with applications on neighbouring properties in response to the Boards decision under PL06F.243493.
- It forms part of an overall masterplan for the east side of the laneway. Individual permissions have been made to preserve the right of each individual to develop their own site.
- The issue of individual or collective applications is irrelevant once the application is in compliance with statutory requirements.
- It is proposed to realign the lane in response to consultation with the traffic department to provide an increased width of 6 metres. Council supported the coordinated approach on the basis that as the number of houses increases the width of the lane will increase.
- Details of works to the laneway needs to be agreed in writing under condition before construction commences.
- The laneway is a private laneway serving the residents on / off Church Mews. Question impact on appellant's.
- Any alternative designs / alterations must be considered through separate application.
- In relation to the decision under PL06F.249204:
 - The existing road layout was approved previously by the Board under Ref. PL06F.224801. There are existing traffic movements from Church Mews

onto Healy's Lane. It is assumed that concerns raised under the previous refusal relate to the intensification of the movements.

- The existing gate will help public safety as vehicles are required to stop, or slow while the gate opens. Traffic speed will be minimal with adequate visibility between the gated access to Church Mews, Heeley's View Apartments, and between these gates and any road users in the turning area at the east end of Healy's Lane.
- There is a maximum of 7 no. houses proposed to Church Mews as part of the current applications. Taking typical TRICS database rates of 3 no. additional traffic movements per day for each house, this would result in 21 no. additional traffic movements for the laneway per day. Having regard to the central location of the laneway in Malahide Village it is likely that trips will be by foot / bicycle and that the overall effect on traffic will be negligible.
- The proposed road layout incorporates 1 no. new speed ramp on the lane, in conjunction with existing traffic calming ramps and the gate installed at the north end of the lane, and the low speed movements in and out of individual access gates will efficiently manage vehicle speeds along the lane. This is in accordance with DMURS Section 4.4.7.
- The proposed access lane would be 6 metres in width between the eastern and western dwelling boundaries on completion of all works, with a 1.5 metre pedestrian walkway identified on either side of a 3-metre-wide carriageway and two defined passing spaces.
- Having regard to the low number of dwellings on the laneway, and the fact that it is a cul-de-sac with a gate at the northern end, the volume of pedestrian and vehicle movements will be low and the incidence of pedestrians, wheelchairs, etc. meeting or passing a vehicle will be extremely low. Fingal County Council have requested a 4.2 metre carriageway with 1.8 metre footpath. Applicants preference is for an advisory footpath on both sides with central carriageway.
- The appeal response is accompanied by a revised drawing detailing the area for delivery vehicles, refuse vehicles and fire appliances to turn into

and exit the lane from the northern end of Church Mews, including swept curves.

- The works to the laneway are covered by planning condition and are a matter to be resolved directly with the Planning Authority.
- The ABP Inspectors Report under PL06F.249204 / F17A/0214 refers to the need for a single application to be made in relation to the lane. The subject application and related applications clearly show a comprehensive coordinated approach to the lane and the traffic safety measures required. This coupled with the conditions of the permission should not necessitate another application and the consequent delays and costs involved.
- The inspectors report under PL06F.249204 / F17A/0214 was relatively positive in its appraisal. Although the subject application is distinct from the previous, many of the positive planning principles identified in the Report, relating to infill development, development plan standards, integration, design, impact on amenity, scale, mass and height relative to existing dwellings, materials etc. are common. In this regard, the application is neither haphazard or piecemeal.
- Reference to approved mews houses to the rear of Windsor Terrace (F17A/0275, F16A/0425, F15A/0568, F06A/1737, F13A/0359). These sites are to the rear of protected structures of arguably greater architectural merit to that of The Rise ACA.

6.3. Planning Authority Response

- The matters raised in the appeal have been addressed in the assessment of the application.
- Permission was refused under ABP Ref. PL06F.249204 for reasons related to traffic hazard. Traffic hazard was not used as a reason for refusal under ABP Ref. PL06F.243493 / F14A/0131 to the rear of No. 7 The Rise. The Inspectors report under this appeal considered the lane width of 5.3 metres to be sufficient under DMURS. The existing 5.3 metre width which was previously acceptable to the Board during assessment of ABP Ref.

PL06F.243493 / F14A/0131 would be maintained where development did not immediately take place.

- It is of concern to the Planning Authority that traffic hazard, which was not deemed a reason for refusal previously by the Board, and which was assessed and not deemed a traffic hazard by Fingal County Council's Traffic Section should form the sole reason for refusal under ABP Ref. PL06F.249204 / F17A/0214.
- The Council's Transportation Engineers assessed that the approach proposed by the applicants was suitable along a local lane with limited access subject to conditions. The development of any houses would allow for recess of the relevant section of boundary wall and creation of a turning area. The Planning Authority would be amenable to a condition from An Bord Pleanála indicating omission of gates to any of the proposed houses which would allow for increased 'borrowed' turning area.
- The matter of the gate at the entrance to the lane has been referred to the Planning Enforcement section.
- It is considered that the proposed development to the rear of no. 1-13 The Rise differ from the recent refusal of permission under PL06F.249204 due to the greater degree of boundary frontage to the laneway which would allow for achievement of turning movements. Houses 1-13 are provided with access from an existing rear lane. This does not set a precedent for backland development with access from The Rise.
- It is considered that simultaneous lodgement of the applications for development of backland sites, together with the cohesive design approach is an appropriate way of facilitating a comprehensive development within the rear gardens of the dwellings along the western side of The Rise. Consideration was also given to the precedence of existing and permitted infill development on the western side of the laneway.
- The impact on the ACA was assessed and the Conservation Officer's Report indicates that the developments are acceptable.
- Permission for a mews dwelling was refused to the rear of no. 1 The Rise under P.A. Ref. F17A/0388 due to overshadowing and overbearing impacts

on neighbouring apartments. Permission was refused under P.A. Ref. F16A/0345 for development off The Mall to the north for reasons relating to lack of direct access or in curtilage parking. P.A. Ref. F15A/0321 and P.A. Ref. F16A/0461 within rear gardens of properties on The Mall demonstrate a different context to the subject appeals.

- The Board is requested to uphold the decision of the Planning Authority and to include conditions no. 6 and 15 included in the notification to grant permission.

6.4. **Observations**

None.

7.0 **Assessment**

- 7.1.1. This appeal is made against a decision of the Planning Authority to grant permission for a mews type development to the rear of No. 3 The Rise with frontage onto a lane known as 'Church Mews'. The development forms part of a wider development proposal for rear gardens on the eastern side of the lane. In this regard, the Board may wish to note the current appeals on lands adjacent to the appeal site, An Bord Pleanála References ABP-301021-18, ABP-301018-18, ABP-301015-18, ABP-301012-18 and ABP-301009-18.
- 7.1.2. I consider that the key issues in determining the appeal can be addressed under the following headings:

- Planning History
- Principle
- Design and Layout
- Impact on ACA
- Access and Traffic Safety
- Water Services
- Appropriate Assessment

7.2. Planning History

- 7.2.1. In order to allow for a comprehensive assessment of the proposed development, it is considered necessary firstly to set out an overview of the recent planning history pertaining to the eastern side of the lane. The Board refused planning permission under PL06F.243493 (P.A. Ref. F14A/0131) for a mews style house to the rear of no. 7 The Rise broadly on design grounds, noting the absence of a design approach that would provide a level of coherence with existing and permitted development. In response to the refusal, landowners on the eastern side of the lane collaborated to develop a masterplan for development. A series of separate, but coordinated, planning applications were submitted to Fingal County Council in 2017. Fingal County Council granted permission for a mews dwelling to the rear of no. 15 The Rise in August 2017 and for mews dwellings to the rear of no's. 3, 5, 7, 9, 11 and 13 The Rise in January 2018. Permission was refused for a dwelling to the rear of no. 1 The Rise due to concerns in relation to the impact on the apartments to the south. The decision to grant permission for a mews dwelling to the rear of no. 15 The Rise was subject to a third-party appeal to An Bord Pleanála – ABP Ref. PL06F.249204. The Board refused permission for one reason relating to traffic hazard.

7.3. Principle

- 7.3.1. The site is zoned 'RS – Residential' with a stated objective 'to provide for residential development and protect and improve residential amenity'. Residential development is permitted in principle in this zone. The site is located within an established residential area that is proximate to the centre of Malahide. Infill development within established urban areas is generally supported by government policy, as set out in the Guidelines for Sustainable Residential Development in Urban Areas. Objective PM44 of the Fingal Development Plan encourages and promotes the development of underutilised sites in existing residential areas, while objective DMS39 supports infill development once it respects the height and massing of existing residential units and retains the physical character of the area.
- 7.3.2. On the basis of the foregoing, I am satisfied that the proposed development is acceptable in principle.

7.4. Design and Layout

- 7.4.1. In terms of design and layout, I consider the proposed part single / part two storey dwelling to be of relatively modest scale and to be subordinate to the two storey dwellings along 'The Rise' to the east and the three storey dwellings in 'Windsor Terrace' to the west. The submitted masterplan for rear gardens on the eastern side of the lane presents a coordinated approach in terms of dwelling design, layout and building setback, open space provision, access, car parking and boundary treatments. I consider that the proposed dwellings along the eastern side of the lane would have a consistent architectural language that would sit well within the established setting. I am satisfied that the coordinated approach presented within each application, ensures that the proposed developments would integrate to an acceptable degree with permitted and constructed mews style houses on the west side of the lane, with proposed development along the eastern side of the lane and would not detract from the character of the area.
- 7.4.2. In terms of the dwelling proposed on the appeal site, it is generally in compliance with the Development Plan standards set out under Table 12.1 (house sizes) and Table 12.3 (minimum room sizes). Private open space is provided in two blocks to the front and rear of the dwelling, with both spaces directly accessible from the proposed kitchen / dining / living space. The total provision of 92 sq. metres to front and rear, is significantly in excess of the Development Plan standard of 60 sq.m (Objective DMS87 refers) and is acceptable, in my view, given the urban context of the site.
- 7.4.3. In terms of residential amenity, given the position and orientation of the development relative to existing and proposed dwellings I am of the opinion that it would not give rise to undue overshadowing or overbearing impacts. There is no issue with direct overlooking, however, there is potential for indirect overlooking from the proposed first floor rear window in bedroom no. 2 onto the neighbouring gardens. Condition no. 3 of the notification to grant permission seeks to address this issue by reducing the window size. However, I would note that the PA required an oriel window with obscure glazing in its main panel, to address this issue on adjacent sites. In the event that the Board is minded to grant permission I recommend that a condition is included requiring the provision of an oriel window.

7.4.4. Overall, I consider that the dwelling, by reason of its simple design and overall scale, to be generally acceptable. While I would note the limitations in terms of site width and depth, I am of the view that the design approach addresses any issues that may arise and that an infill development of this nature is acceptable within this urban context.

7.5. Impact on ACA

- 7.5.1. Development within ACAs are required to be carried out in a manner that is sympathetic to the distinctive character of the ACA. Specifically, Objective DMS157 of the Fingal Development Plan requires that new development must enhance the character of the ACA and be appropriate in terms of design.
- 7.5.2. A guide on development in ACAs is set out in Table 12.11 of the Development Plan. With regard to new buildings, a sensitive design approach is required. The guidance allows for contemporary buildings provided it does not compromise the integrity and character of the area. In that regard, the scale, mass and height of the proposed house is acceptable. It would read as a mews that is subordinate to the existing house on site, would not significantly alter the streetscape as viewed from The Rise or from Windsor Terrace due the level of screening provided by existing structures and planting and would not, therefore, compromise the integrity or character of the area, in my view.
- 7.5.3. The boundary wall along the lane is an old random rubble wall of c. 2 metres in height with intermittent gateways, that contributes to the historic character of the lane. While the loss of the wall would alter the character of the lane to a degree, I do not consider this to represent sufficient grounds for refusal of permission. I would note that a replacement stone wall is proposed as part of the development that would integrate well with any remaining sections of the existing wall. The Conservation Officer, following receipt of further information, did not state any objection to the development but rather provided comments around landscaping, screening and colour palette, which are items that could be readily addressed by way of appropriate planning conditions.
- 7.5.4. I consider that the proposal would not impact unduly on the character or setting of the ACA and that permission should not be refused on this basis.

7.6. Access and Traffic Safety

- 7.6.1. Access and traffic safety is one of the key issues that arises in this appeal in my opinion. The site is accessed from Church Mews, a narrow lane that runs to the rear of properties in The Rise and Windsor Terrace. Church Mews is accessed from Healy's Lane at its northern end via an electronic gate. There is a 90-degree bend at the gated entrance point to the lane. Healy's Lane is a busy urban street with a row of perpendicular parking bays on its northern side and no footpaths over most of its length. It accommodates a rear access to Malahide Library and access to a substantial gated apartment development. There was notable activity on the lane on the day of my site inspection.
- 7.6.2. The existing dwellings (constructed / under construction), taken in conjunction with the proposed dwellings, would result in a total of 11 no. dwellings along Church Mews. The proposal to intensify vehicular traffic along the lane raises three key issues in my opinion. The first relates to the capacity for vehicles to safely turn into and out of Church Mews from Healy's Lane. The second relates to the width and alignment of the lane and the capacity of the lane to accommodate vehicular movements, pedestrians and cyclists. The third relates to the capacity for vehicles to turn on the lane and to leave in the forward direction.
- 7.6.3. The Board under ABP Ref. PL06F.249204, determined that a proposed mews dwelling to the rear of no. 15 The Rise, by itself and by the precedent it would set, would give rise to an unacceptable intensification of traffic movements on a gated lane in a busy urban area where visibility is restricted arising from a 90-degree bend at the gated entrance point and where it has not been demonstrated that vehicles, including emergency and refuse vehicles, can safely turn into and exit the lane or safely turn and leave in the forward direction.
- 7.6.4. I would note that the Planning Authority's Transportation Section have no objection to the developments along the lane, with the appeal response stating that the comprehensive approach proposed is suitable along a local lane with limited access.
- 7.6.5. The appeal response includes swept path analysis for turning movements at the 90-degree bend where Healy's Lane meets Church Mews. The submitted details demonstrate that a fire truck can turn safely onto the laneway. I would note that this information was not available to the Board, when considering the previous appeal.

While visibility is restricted on approach to the entrance to the lane, I am of the opinion that this would necessitate driver caution on approach, which would ultimately improve traffic safety.

- 7.6.6. In terms of the width of Church Mews, DMURS recommends carriageway widths of between 5 and 5.5 metres on local streets (Section 4.4.1 refers). The existing lane width of 5.1 to 5.2 metres is adequate in this context. I would note that there is an existing shared surface arrangement on the lane, with pedestrians and cyclists sharing the carriageway and no footpaths or line markings. DMURS supports shared surface arrangements in low traffic environments, stating that shared surface streets are particularly effective at calming traffic. Section 4.4.1 of the Manual states that the total carriageway width on Local streets where a shared surface is provided should not exceed 4.8 metres.
- 7.6.7. The application details proposed alterations to the lane to include providing advisory pedestrian areas and passing bays, which would provide greater clarity for users of the lane. However, most of the works to the lane fall outside of the site boundary and the submitted site location map indicates that the applicant's interest in the lane is that of a wayleave only. It is not appropriate, in my view, to rely on works proposed outside of the site, or to attach a planning condition in relation to these works, as there is no concrete evidence to suggest that the subject applicant or other applicants along the lane, have sufficient interest to carry out the works (Section 7.3 of the Development Management Guidelines, DEHLG, 2007 refers). Notwithstanding this, having regard to the modest extent of development proposed and to the width of the lane, I am of the opinion that it is adequate to cater for the level of vehicular, pedestrian and cyclist traffic that would be generated by the proposed developments and that the informal shared surface arrangement would be acceptable in this context. I would also note that an enhanced layout will emerge on the eastern side of the lane as permissions are implemented, through the proposal to set back the front boundary. In the event that the Board is minded to grant permission, I would recommend that a condition is attached requiring the applicant to agree details of same with the Planning Authority prior to the commencement of development to ensure a consistent approach along the lane.
- 7.6.8. In relation to turning I would note that each application incorporates 2 no. gated car parking spaces. I am satisfied that adequate provision has been made for cars to

turn within these spaces. I would have concerns in relation to the capacity for 'unexpected' or 'additional' vehicles to turn (e.g. emergency vehicles or visitors). The amended plans and particulars submitted under Ref. ABP-301009-18, propose to omit one of the two mews dwellings proposed to the rear of no. 13 'The Rise' and to provide a common hammerhead / turning area at the southern end of the lane. This represents a significant improvement to the overall road layout in my view. However, as the proposed hammerhead is outside of the applicant's landholding, it may not be provided in conjunction with the development proposed on the appeal site. Having regard to the modest extent of development proposed, I am of the opinion that an extended car parking area within the appeal site would provide adequate turning facilities for the level of traffic that is likely to arise as a result of the proposed development. In the event that the Board is minded to grant permission, I recommend that the parking area is extended to provide 3 no. parking spaces / turning bays. I would also recommend that the spaces are paved to distinguish them from the carriageway (traffic calming) and are not gated or obstructed in any way to provide for turning along the lane.

7.6.9. The response of the Planning Authority notes that the proposed development is materially different to that refused by the Board under ABP Ref. PL06F.249204, due to the greater degree of boundary frontage to the laneway relative to the site to the rear of no. 15 The Rise. I would concur with this view and in particular the greater scope to provide increased parking / turning bays within sites no. 3 – 13 The Rise.

7.6.10. In relation to development plan objective DMS32 which seeks to prohibit proposals that would create a gated community for any new residential developments, I would note that the gate is existing and that the subject application does not propose to install or regularise the gate. I would also note that the Planning Authority states that the gate has been referred to the Enforcement Section for review, suggesting that the status of the gate is unclear and is under investigation.

7.7. **Water Services**

7.7.1. The details on file in relation to water services are considered to satisfactorily address surface water drainage, foul drainage and water supply and I would note that a letter has been submitted from the owner of the services indicating consent to access services.

7.8. **Appropriate Assessment**

- 7.8.1. The appeal site is not within or adjoining any Natura 2000 site. Having regard to the nature and scale of the proposed development, the location of the site in an urban serviced area and the separation distance to the nearest European sites, no Appropriate Assessment issues arise, and it is not considered that the proposed development 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. I recommend that permission is granted subject to the conditions set out below.

9.0 **Reasons and Considerations**

- 9.1.1. Having regard to the 'Residential' zoning of the site and the pattern of existing development in the area, it is considered that the proposed development, subject to compliance with the conditions set out below, would not seriously injure the amenities of the area or of property in the vicinity and would not conflict with the objectives of the Development Plan for 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 as amended by the further plans and particulars submitted on the 28th December 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 stone boundary wall along Church Mews shall be set back to provide a width of 6 meters between the site and the opposing boundary on the west side of Church Mews.
 - (b) The parking area to front of the site shall be extended to the south to provide for a total of 3 no. car parking spaces / turning bays within the site. The minimum dimension of each space shall be 2.4m in width by 4.8m in depth with a 0.3m overhang.
 - (c) The car parking spaces / turning bays shall be paved in a suitable material to distinguish them from the adjacent laneway and shall remain open to the street and shall not be gated or obstructed in any way to provide for parking and vehicle turning.
 - (d) The window serving bedroom no. 2 shall be amended to be an oriel window measuring 1m x 1m with a 300mm projection from the rear elevation. The main window panel shall be of permanently obscured glazing while the side panels shall be clear glazing.

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 interests of residential amenity and traffic safety.

3. Details of the front boundary setback and the proposed extension to the carriageway of the adjoining laneway (Church Mews) shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of amenity and of traffic and pedestrian safety.

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

Reason: In the interest of the visual amenity.

5. Details of landscaping shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interest of visual amenity.

6. (a) All service cables associated with the proposed development (such as electrical, telecommunications and communal television) shall be located underground.

- (b) All existing over ground cables shall be relocated underground as part of the site development works.

Reason: In the interests of visual and residential amenity.

7. Proposals for a name / house numbering scheme and associated signage shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, all signs and house numbers, shall be provided in accordance with the agreed scheme.

Reason: In the interest of urban legibility.

8. Water supply and drainage arrangements, including the attenuation and 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.

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 hours of working, noise management measures and off-site disposal of construction/demolition waste.

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

10. All necessary measures shall be taken by the contractor including wheel wash facilities, to prevent the spillage or deposit of clay, rubble or other

debris on adjoining roads during the course of works.

Reason: To protect the amenities of the area.

11. Site development and building works shall be carried out only between the hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 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 order to safeguard the residential amenities of property in the vicinity.

12. All trees within and on the boundaries of the site shall be retained and maintained, with the exception of the following:
 - (a) Specific trees, the removal of which is authorised in writing by the planning authority to facilitate the development.
 - (b) Trees which are agreed in writing by the planning authority to be dead, dying or dangerous through disease or storm damage, following submission of a qualified tree surgeon's report, and which shall be replaced with agreed specimens.

Retained trees and hedgerows shall be protected from damage during construction works. Within a period of six months following the substantial completion of the proposed development, any planting which is damaged or dies shall be replaced with others of similar size and species, together with replacement planting required under paragraph (b) of this condition.

Reason: In the interest of visual amenity.

13. 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, as amended. The contribution shall be paid

prior to 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 An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, 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.

Karen Kenny

Senior Planning Inspector
27th June 2018