



An
Bord
Pleanála

Inspector's Report ABP-303764-19

Development	Parking space
Location	2 Trafalgar Terrace, Meath Road, Bray, Co. Wicklow.
Planning Authority	Wicklow County Council
Planning Authority Reg. Ref.	181330
Applicant(s)	John Gilliland
Type of Application	Permission
Planning Authority Decision	Refuse permission
Type of Appeal	First Party
Appellant(s)	John Gilliland
Observer(s)	Patrick Walsh
Date of Site Inspection	23 rd April 2019
Inspector	Emer Doyle

1.0 Site Location and Description

- 1.1. Meath Road is a predominately residential road which is located to the east of Bray Main Street. The dwellings along Meath Road are predominately a mix of terraced, semi-detached and detached Victorian properties.
- 1.2. No. 2 Trafalgar terrace is part of a terrace of 4 No. two storey properties with projecting bays dating to the Victorian era. There are attractive railings on the front boundary and No. 3 is the only property with a vehicular entrance at present.
- 1.3. There is pay and display parking on the street adjacent to No. 2 at present. There is no on street parking outside No. 1 due to the proximity to the corner and double yellow lines at this location. There is a very high level of demand for public car parking in the area due to the proximity to the seafront and the DART station.

2.0 Proposed Development

- 2.1. Permission is sought for the opening of the front garden to create off street parking with gates opening inwards made from the original railings.

3.0 Planning Authority Decision

3.1. Decision

Permission was refused by the Planning Authority for one reason as follows:

‘The proposed entrance would result in the removal of public car parking on Meath Road. This would reduce the amount of public car parking available and would endanger public safety by reason of obstruction of road users. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.’

3.2. Planning Authority Reports

- 3.2.1. Planning Reports

- The Planner's report notes that permission was previously granted for a driveway entrance to the site in 2006, however after that grant of permission, ABP refused permission under PL39.225858 which is of particular relevance.

3.2.2. Other Technical Reports

- None.

3.3. Prescribed Bodies

- No reports

3.4. Third Party Observations

- One third party submission was received which raises the same issues as the observation submitted to the appeal.

4.0 Planning History

PA Ref. 06/630232

Permission granted for a driveway entrance to current applicant at No. 2 Trafalgar Terrace.

PA Ref. 06/630190

Permission granted for vehicular entrance at No. 3 Trafalgar Terrace.

PA Ref. 15/469/ ABP Ref. PL27.245188

Permission granted for vehicular entrance at No. 3 Meath Villas, Meath Road by Planning Authority and by the Board on appeal.

PA Ref. 07/630146/ ABP Ref. PL39.225858

Permission granted by Planning Authority and refused by ABP on appeal for vehicular entrance at No. 1 Albert Terrace on opposite side of road from the site.

5.0 Policy and Context

5.1. Development Plan

The operative plan for this area is the Bray Municipal District Local Area Plan 2018-2024. The site is located in an area zoned RE- Existing Residential – where the zoning objective is to protect, provide and improve residential amenities of existing residential areas.

5.2. Natural Heritage Designations

Bray Head NHA/ SAC is located c. 900m to the south-east of the site.

5.3. EIA Screening

- 5.3.1. Based on the information on the file, which I consider adequate to issue a screening determination, it is reasonable to conclude that there is no real likelihood of significant effects on the environment arising from the proposed development and an environmental impact assessment is not required.

6.0 The Appeal

6.1. Grounds of Appeal

- Permission was previously granted at this site.
- The history file refused under PL39.225858 is of not relevance as No. 1 Albert Terrace is a completely different terrace.
- Road safety is not an issue at No. 2 Trafalgar Terrace.
- Allowing a driveway at 2 Trafalgar Terrace would have no net effect on available parking spaces.
- There are a number of factual errors in the planning report.

6.2. Planning Authority Response

- None submitted.

6.3. Observations

One observation has been submitted which can be summarised as follows:

- Concern regarding traffic safety.
- The loss of an on street car parking space would increase pressure on car parking in this busy area.
- The Board is referred to ABP Ref. PL39.225858.

7.0 Assessment

- 7.1. The following assessment covers the points made in the appeal submissions, and also encapsulates my *de novo* consideration of the application. The main planning issues in the assessment of the proposed development are as follows: -

- Design/Impact on the Character of the Area
- Traffic Safety
- Appropriate Assessment

7.2. Design/Impact on the Character of the Area

- 7.2.1. Meath Road is a Victorian street which is not a designated Architectural Conservation Area. Nevertheless, it is an attractive street with a number of fine examples of Victorian properties and I would have concern regarding the cumulative impact of relatively small developments on the character of the wider area. The proportion and detail of the railings and pedestrian gate and others within the terrace enhances the character of the streetscape. Whilst one driveway has been permitted within the terrace of 4 dwellings at this location, I consider that the intact boundary treatment of the majority of the dwellings contributes greatly to the overall appearance and character of this area. The cumulative loss of these boundary treatments would, over time, degrade and devalue the appearance and character of the area.
- 7.2.2. In conclusion, it is my view that the proposal would result in the unacceptable loss of historic fabric, and would result in a detrimental impact on the character and appearance of the area.

7.3. Traffic Safety

- 7.3.1. I note that the applicant considers that the loss of a car parking space 'will have not net effect on available parking spaces on the Meath Road or nearby roads as instead of parking in a public space I would be parking in a driveway.'
- 7.3.2. The observation notes that 'when the applicant is currently away from home during the day or during absences for travel and holidays, the public space is always available and public travel can and does come and go into that space throughout the period, being a convenience for all. In contrast, a private space is off-limits for all except the owner, 24 hours a day, 365 days a year, lying empty much of the time.'

- 7.3.3. Both the applicant and the observer agree that parking on Meath Street is a major problem and sometimes the applicant finds it necessary to park 300m from his dwelling at No. 2 Trafalgar Terrace.
- 7.3.4. The Planning Report notes that ‘the site is in close proximity to the Dart Station and the seafront and is in high demand and used by local residents and customers of nearby shops and services aswell as commuters for Dart and users of Seafront.’ It is stated that the proposed new entrance would result in the removal of on street parking which is not desirable.
- 7.3.5. I agree that Meath Street is under demand for on street parking and the loss of public car parking spaces would be undesirable. Whilst I understand the applicant’s view that there would be no net loss of car parking spaces, I consider that there would be a loss of public car parking spaces shared by all users of this area. There would be a particular impact at this end of the road due to the proximity to the corner and the double yellow lines outside the adjoining dwelling at No. 1 Trafalgar Terrace. The loss of public car parking available would endanger public safety by reason of obstruction of road users and would be contrary to the proper planning and sustainable development of the area.

7.4. **Appropriate Assessment**

- 7.4.1. Having regard to the nature and scale of the proposed development within a serviced area and separation distance to the nearest European site, 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 the conservation objectives of any European site.

8.0 **Recommendation**

- 8.1. Having regard to the above it is recommended that permission be refused based on the following reasons and considerations:

9.0 Reasons and Considerations

1. The proposal would result in a loss of an on-street parking space and as such would endanger public safety by reason of obstruction of road users. The proposal, therefore, would be contrary to the proper planning and sustainable development of the area.

2. The proposed interventions to the historic boundary treatment, and the resulting loss of historic fabric, would materially and adversely affect the character and setting of Meath Road which contains many fine examples of Victorian properties. The proposal, therefore, would seriously injure the amenities of the area and be contrary to the proper planning and sustainable development of the area.

Emer Doyle

Planning Inspector

15th May 2019