

## **MAKING A CASE FOR A VARIATION OF THE HOUSE DESIGN SUBMITTED IN THE ORIGINAL PLANNING APPLICATION.**

There were two remaining issues raised in the A.I. request, that were not deemed to have been addressed satisfactorily by the Planning dept and the Roads Dept.. They included:

1. the request for the provision of a 6 metre long driveway for a car parking space with a vehicular entrance of max. width 3.5 M.
2. The concern expressed that the level of projection of the main ,rear building line at first floor level of circa 2.8 M would have a significant overbearing impact on the immediate neighbour No. 63.

This variation of the house design from the original seeks to address these two issues mainly but includes other matters raised with the aim of addressing all noted planning concerns. The amendments include the following:

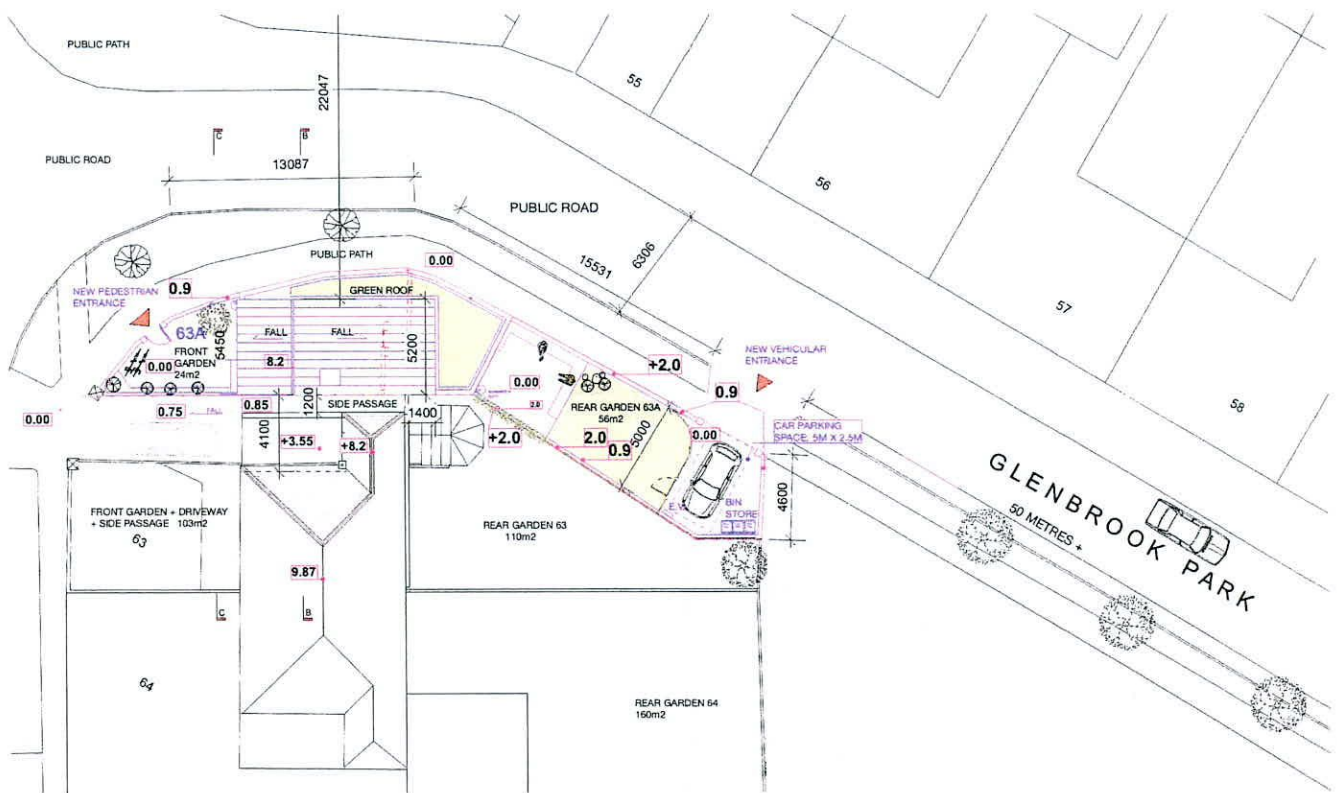
- 1 The provision of a car parking space to the rear of the property.
2. The 'pulling forward' of the first floor level of the proposed house so that it aligns with the front building line of No. 63 ( and the line of houses along that part of the street).This reduces the depth of the projection of the rear building line of the proposed house at first floor level beyond the rear building line of No. 63.
3. The height of the boundary walls to the front garden and to the rear car parking area are reduced in height to 0.9 m
4. The width of the rear garden to the proposed house, 63A is increased .

## 1. CAR PARKING SPACE

In this Variation of the House design an on-site car parking space, measuring 5M x 2.5M is provided to the rear of the property in a proposed car parking and bin storage area. A new vehicular entrance of width 3.2M to be created to access the car parking space.

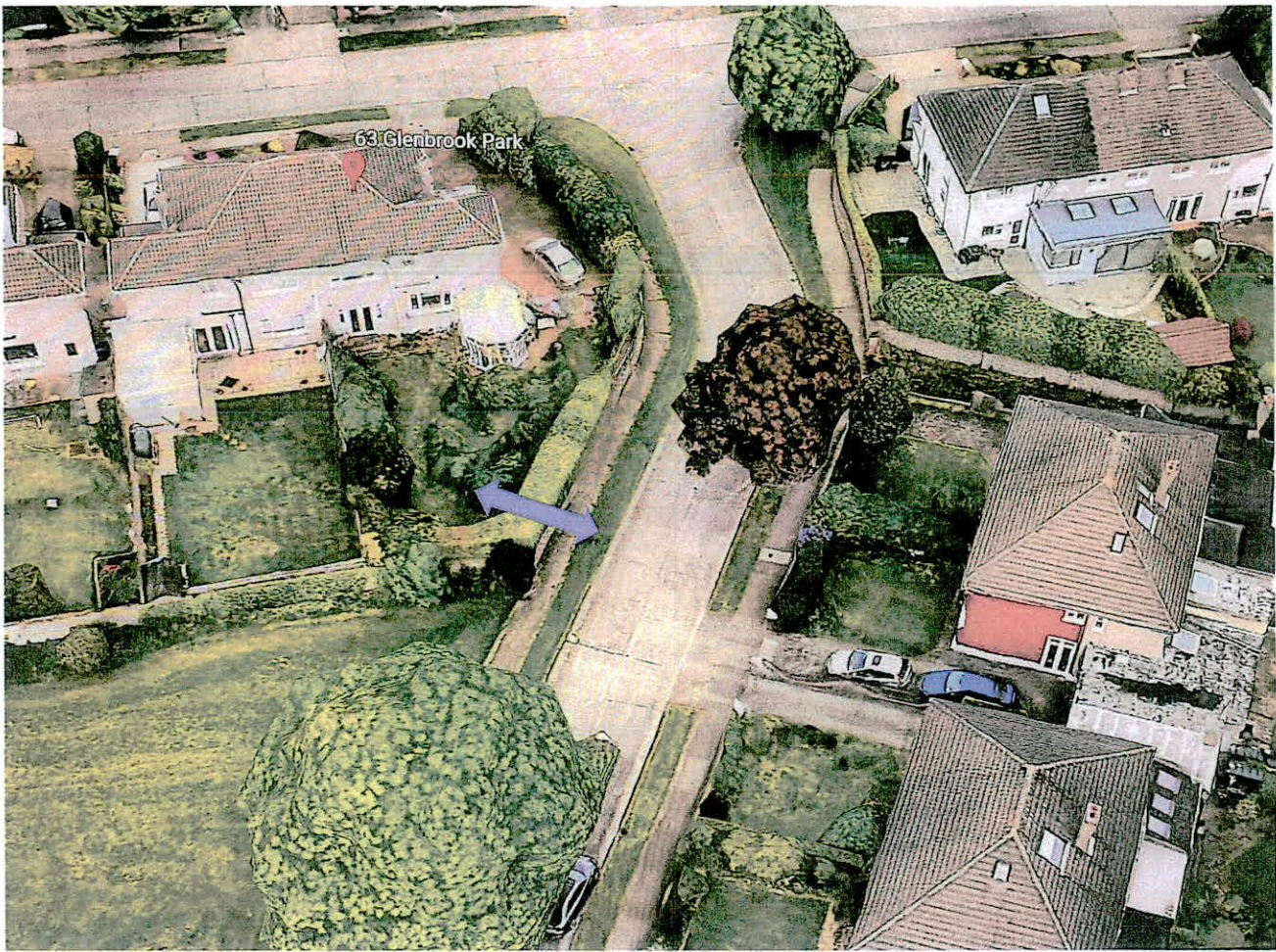
I note that in the Planning Dept's appraisal and conclusion as stated in the 'Record of Executive Business and Chief Executives order ' (page 14) they state that 'it is considered that the proposal could benefit from the provision either of a shared vehicular access with No. 63, or *on-curtilage parking to the rear*'.

The shared vehicular access to the front option was not viable due to ground level constraints and the applicant's family preferring to keep No. 63 and proposed No. 63A as separate legal entities. The optimum position then for an on-curtilage parking space is to the rear of the rear garden as shown on the drawings .



Site layout image with car parking space shown to the rear of the property ( N.T.S)

The car parking space will be positioned perpendicular to the carriageway and accessed through a 3.2m wide vehicular entrance. This 'driveway ' will allow a car drive in frontways and reverse out as for most of the houses in this residential estate. The location, as indicated on the aerial view image below has good sightlines and would allow the safe access/egress of a car from the parking space. The boundary walls are replaced with boundary walls of lower height to allow a clear views up and down the street whilst entering and exiting the space.



*Aerial view of the rear boundary of the property .A blue arrow indicates the location for a proposed vehicular entrance.*



*View of the rear boundary of the property .A blue arrow indicates the location for a proposed vehicular entrance.*

#### 1. REDUCTION IN THE PROJECTION OF THE FIRST FLOOR LEVEL TO THE REAR.

A proposal was submitted in response to the A.I request ,item 2 and a concern about the overbearing impact of the position of the first floor level where it projected 2.8m beyond the rear wall of No. 63.I had proposed in my submission to pull the whole house forward to reduce the depth of the projection to 1.38m.This was considered by the Planners to mitigate against the overbearing impact to the immediate neighbour ( See page 16 of the Record of Executive Business and Chief Executive's order) In this design variation I have also reduced the depth of the projection to the rear by 1.4M .However this was achieved by

1. Pulling forward the First floor level of the house only so that it aligns with both the front building line for the ground floor of the house and the front building line of No. 63
2. Amending the internal floor layouts ,particularly the orientation of the stairway and the layout at first floor level to facilitate the overall amended design. The main difference is that the Guest bedroom, a single bedroom is smaller than originally designed but the applicant is satisfied now with this compromise.
3. REDUCTION IN THE HEIGHT OF THE BOUNDARY WALLS TO THE FRONT GARDEN AND TO THE REAR CAR PARKING AREA

The boundary walls to the front garden were originally proposed at a height of 2m to offer privacy and security there. The level of the front garden is designed to be level with the public footpath to allow an accessible approach to the house. The front garden is thus approx. 850mm lower than the entrance level for No. 63.The driveway to No. 63 is sloped and at a slightly higher level than the entrance/front garden level to No. 63.The reduction in the height of the boundary walls to 0.9m and the lowering of the height of the boundary wall between the front garden to no. 63A and the sloped driveway to No. 63 will allow clear sightlines for any car accessing/egressing the driveway to No. 63.

#### 4. THE WIDTH OF THE REAR GARDEN IS INCREASED

The width of the rear garden to 63A was increased to improve the quality of the private open space there. Some additional area was given from the rear garden of No. 63 ,without substantially reducing the amenity of this private open space ,with the aim of providing sufficient additional area to provide both a rear garden and a car parking + bin storage area. This resulted in a rear garden of area 56m<sup>2</sup> which is a little less than the 60m<sup>2</sup> min. private open space standard required for a 3 bed house. However where the proposed house is deemed development on an infill site (which includes corner or side garden sites) the provisions of 11.32(i) of the current SDCC development plan allow for reduced open space to be considered.

With reference to the draft SDCC Development plan 2022-2028 which will come into effect shortly, the provisions of Section 13.5.8, Residential consolidation / Corner + Side Garden sites states that a 'relaxation in the quantum of private open space may be considered on a case by case basis whereby a reduction of up to a maximum of 10% is allowed where a development proposal meets all other relevant standards and can demonstrate how the proposed open space provision is of a high standard ie: an advantageous orientation, shape and functionality'

The proposed rear private open space at 56m<sup>2</sup> represents approximately 6.65% reduction of the min standard of 60m<sup>2</sup>,so within the parameters offered. The garden has a southerly aspect and will get good light throughout the day. The house is also directly adjacent to 'Old Orchard' a public green space of about 2 acres in a mature ,low density residential estate.

## CONCLUSION

This appeal has asked that the proposed House design as per original planning application be considered by An Bord Pleanala with fresh eyes.

Whereas this is the Applicant's preferred option, Sarah's main objective is of course a planning permission to build a house for herself and her mother.

With this aim, An Bord Pleanala is asked to consider also a Variation of the original house design in this Appeal which addresses the reasons for the refusal and the planning concerns raised through the A.I./Clarification of A.I requests.

It is hoped that the drawings for each will demonstrate that the proposed House will provide a high quality living environment for the applicant and that the residential amenity of the neighbouring houses are not adversely impacted by the proposed development.

We are hopeful that one of these versions of the proposed house for a corner/side garden site at 63 Glenbrook Park may be deemed acceptable.

Thank you.