

VARIATION (NO 19) DUBLIN CITY DEVELOPMENT PLAN 2005 – 2011

Varying Section 15.10.5 *'Parking in the Curtilage of Protected Structures and in Conservation Areas'* and changes to Appendix 18 under heading *'Residential Parking in the Curtilage of Protected Structures and in Conservation Areas'* of the Dublin City Development Plan 2005-2011

15.10.5 Parking in the Curtilage of Protected Structures and in Conservation Areas

Poorly designed off street parking in the front gardens of protected structures and in conservation areas can have an adverse affect on the special interest and character of these sensitive buildings and areas. For this reason, proposals for off street parking in the front gardens of protected structures and within conservation areas will not normally be acceptable where inappropriate site conditions exist, particularly in the case of smaller gardens where the scale of intervention is more significant – and can lead to the erosion of the character and amenity of protected structures and conservation areas.

However, where site conditions exist which facilitate parking provision without significant loss of visual amenity and historic fabric, proposals for limited off street parking in the front gardens of protected structures and in conservation areas will be considered where the following criteria can be met:

- Every reasonable effort is made to protect the integrity of the protected structure and/or conservation area
- There is sufficient depth available in the garden to accommodate a private parked car
- Access to and egress from the proposed parking space will not give rise to a traffic hazard
- The proposal accords with the design criteria set out in Appendix 18

Further to the above considerations it is acknowledged that there are certain properties with large front gardens, which, subject to the following requirements and the guidelines set out in Appendix 18, could accommodate limited car parking without seriously affecting the special character of protected structures or conservation areas:

- The remaining soft landscaped area to the front of the structures should generally be in excess of half of the total area of the front garden space, exclusive of car parking area, footpaths and hard surfacing.
- Car parking shall be designed so that it is set-back from the house and front boundary wall to avoid excessive impact on the protected structure (see Appendix 18).
- Car parking bays shall be no greater than 5m x 3m metres wide.

- The proposed vehicular entrance should where possible be combined with the existing pedestrian entrance so as to form an entrance no greater than 2.6 metres and this combined entrance should be no greater than half the total width of the garden at the road boundary. The gates shall not swing outwards so as to cause an obstruction on the public footpath.
- Where cast iron railings exist, which contribute to the special character of the structure, every effort will be made to preserve and to maintain the maximum amount of original form and construction through minimum intervention. Any original existing gates, piers and cast iron railings that require alterations shall be reused and integrated with all new parking adaptations to the front boundary.

Special regard will be had to circumstances where on street parking facilities are restricted as a consequence of the introduction of bus priority measures or other traffic management changes. In such situations, every reasonable effort will be made to facilitate proposals for off street parking in the front gardens of protected structures and in conservation areas subject to the above criteria being met.

Proposals for off street parking in the front gardens of protected structures and within conservation areas will not be permitted in the following circumstances:

- Where satisfactory vehicular access to the rear garden exists or can be easily provided without compromising personal safety and where sufficient rear garden area is available to meet both the parking and open space requirements of the building
- Where there is insufficient area to accommodate a parked car in the front garden or where the proposal relates to vehicles other than a private car (i.e. caravan/boat)
- Where proposals would result in the removal of the entire front boundary of the property
- Where the development would involve the subdivision of original historic communal front areas (shared by two houses or more) into separate driveways and where this would detract seriously from the unique architectural relationship and composition of the buildings and street

Where off street parking is proposed in terraces or streets that are characterised largely by pedestrian entrances with few vehicular access openings, such proposals will be examined on their own merits and will be subject to the criteria outlined above. Where terraces/streets are characterised by railings of unique significance, which are of a type not found largely throughout the city, the Planning Authority may seek to retain such railings. Similarly, proposals to provide more than one private car within the curtilage of an owner occupied residential building will only be considered in exceptional circumstances where the integrity of the building or area is protected and retained.

Non-residential and Commuter Off street parking in the Curtilage of Protected Structures and in Conservation Areas

In parts of the city centre, the large scale provision of commercial and commuter off street car parking in the curtilage of protected structures and conservation areas significantly detracts from the special interest and visual character of protected structures and sensitive areas. In many cases, planning permission has not been granted for such off street parking or the associated hard surfacing of the former rear garden area. In assessing development schemes where off street parking is proposed, or where such parking exists and is proposed to be retained as part of the overall scheme, its impact on the integrity, setting, character and amenities of the protected structure and/or conservation area will be critically assessed. In all cases, the objective to eliminate unauthorised and excessive off street car parking will be sought. This objective is consistent with the policies of Dublin City Council to protect the special interest and character of protected structures and conservation areas.

Appendix 18 – Dublin City Development Plan 2005 – 2011

Residential Parking in the Curtilage of Protected Structures and in Conservation Areas

Features including boundary walls, railings and gardens are important to the character and setting of protected structures and conservation areas. In addition to the development control standards laid out in Chapter 15, proposals for off-street parking shall have regard to the following design requirements:

Layout

- A high standard of design and layout will be expected to integrate the proposal into the sensitive context;
- The outlook of rooms with regard to light, including basement rooms, should not be obstructed;
- The amount of hard surface area used for parking should be kept to a minimum and its location shall take account of all existing significant planting and should always attempt to avoid disturbance of any existing trees or significant established plants or hedges.
- Where appropriate a scheme for forecourt parking should take advantage of the opportunity to make proper provision for dustbins.

Surface Materials

High quality appropriate surface treatment, which should be influenced by the surrounding context and buildings, will be sought, particularly traditional materials such as granite/ paving slabs and setts. Bituminous surfacing or concrete surfacing are not acceptable.

- All materials proposed should have regard to the particular building type in question. In general, traditional materials such as brick and stone are preferred as they weather well to complement existing buildings. Small paving units tend to be better than large slabs.

Suitable materials are:

- a. Paving bricks laid on a strong but a permeable base such as sand
- b. Granite or other stone setts or cobbles
- c. Decorative paving slabs
- d. Lattice paving products which allow grass to grow through
- e. Gravel, suitably detailed to prevent overspill onto public footpath

Walls, Fences & Hedges

- The retention of most of the original boundary wall and/ or railings and plinth wall and the re-use of the removed railings for new access gates will be sought;
- Where an opening has to be made in an existing fence or wall it should be kept to a minimum and made good at both ends to match existing materials and details, e.g. cast iron railings or brick piers. Gates thus be provided and designed to swing inwards or if there is insufficient depth they may fold or slide behind the wall/railing.

Planting

The extent of designated hardstanding area for the parked car shall be kept to a minimum and the maximum amount of grassed area and soft landscaping shall be retained. The use of planting and soft landscaping will be encouraged to reduce the visual impact of the parked car.

- Works which would involve the loss of mature trees (those in good condition) which contribute to the character of a protected structure or conservation area, both within the private and public domain, will be discouraged. Where it is necessary to remove existing mature trees provision should be made for their replacement.

Guidance for rear garden parking and garages

- A high priority is placed on retaining the maximum amount of the boundary features such as granite walling, significant trees, original outbuildings such as stables or coach houses, and even changes in level, which add interest to the site.
- The provision of parking at the rear entrance should include the continuation and upkeep of traditional construction methods of the area, e.g. stonework, and should incorporate solid timber doors where applicable.
- New materials should be chosen to blend with those in the existing structure and curtilage. Traditional materials such as granite paving and setts are preferred.