

Report of Chief Executive
Strategic Housing Development



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| Applicant: | Shankill Property Investments Ltd. |
| Development Address: | Former Bray Golf Club Lands, Off Ravenswell Road and Dublin Road, Bray, County Wicklow and County Dublin. |
| Competent Authority for Decision-Making: | An Bord Pleanála (ABP) |
| DLR Reference: | ABP31468622 |
| ABP Reference: | ABP-314686-22 |
| Receipt of Application: | 26/09/2022 |
| Last Day for Submissions: | 01/11/2022 |
| Planning Authority Report Due: | On or before 21/11/2022 |

APPLICANT'S SUMMARY OF THE PROPOSED DEVELOPMENT

The proposed development will consist of the change of use of lands from former golf course use to residential and other uses consisting of 586 no. residential units and c.1,583 sq.m of other uses comprising of 1 No. retail unit, a childcare facility, a café and 1 No. commercial unit (incorporating a gym and a juice bar). Of these, 234 No. residential units, c.1,071sq.m. of the other uses and associated site landscaping and site development works were previously permitted by An Bord Pleanála under ABP Ref. 311181-21, and they form part of this current application again.

The proposed development will comprise: 76 no. houses consisting of 13 no. 2-bedroom 2-storey terraced houses, 51 no. 3-bedroom 2-storey terraced houses and 12 no. 4- bedroom 3-storey terraced houses; 52 No. apartments in duplex units with balconies and gardens comprising 26 no. 2-bedroom own door ground floor apartments with 26 no. 3-bedroom own door duplex apartments over within 26 no. 3-storey terraced buildings; and 458 No. apartments in 4 no. apartment blocks ranging in height from 3 to 12-storeys and consisting of 239 no 1-bedroom units, 198 no. 2-bedroom units and 21 no. 3-bedroom units. The apartment blocks will comprise of:

- Block A (comprising Blocks A1 and A2) which is proposed as Build to Rent development ranging in height from 4 to 7-storeys and containing 162 no. units consisting of: 79 no. 1-bedroom apartments, 76 no. 2-bedroom apartments and 7 No. 3-bedroom apartments all with balconies or terraces; c.545 sq.m. of residential amenity spaces; external communal open space on a central podium; car and bicycle parking spaces; ancillary plant; waste storage and substations/switch rooms at undercroft level.
- Block B (comprising Blocks B1 and B2) ranging in height from 5 to 12-storeys and containing 190 no. units consisting of: 95 no. 1-bedroom apartments, 85 no 2-bedroom apartments and 10 no. 3-bed apartments, all with balconies or terraces; c.539sq.m. residential amenity spaces; external communal open space on a central podium; car and bicycle parking spaces; 1 no. commercial unit (incorporating a gym

and juice bar) c. 512 sq.m; ancillary plant; waste storage and substations/switch rooms at undercroft and lower ground levels.

- Block D is a 4-storey building and contains 26 no. units: 20 no. 1-bedroom apartments and 6 no. 2-bedroom apartments with balconies; car and bicycle parking spaces, ancillary plant, waste storage and substation/switch rooms at undercroft level.

The proposed development will include:

- 549 no. car parking spaces comprising 478 no. resident spaces, 36 no. residential visitor spaces, 14 No. for retail / commercial uses and 21 No. for staff, set-down, creche set down and car share. 326 no. of these spaces will be at undercroft level with the remaining 223 no. at surface, on street or on curtilage. A total of 23 No. spaces will be accessible parking spaces; 66 No. will be EV charging spaces.
- 24 no. resident motorcycle spaces at undercroft level.
- 1,076 no. bicycle parking spaces comprising: 791 no. resident apartment spaces at undercroft level and 254 no. visitor spaces (of which 134 no. at undercroft level and 120 no. at surface level) associated with Blocks A, B, C and D; 19 no. spaces associated with non-residential uses; and 12 No. spaces at creche (staff and set-down). In addition, bicycle parking for the house and duplex units is provided on curtilage as secure bike stores to the front of the units which will accommodate 2 no. bicycles per unit equating to 256 no. bicycle storage spaces.

The proposed development will also include all associated plant; refuse storage areas; communal open space; public open space; playgrounds; multi-use games area; associated internal roads and drainage arrangements; utility connections, pedestrian / cycle linkages with adjoining sites; landscaping; public lighting; construction compounds; and all site development works.

An Environmental Impact Assessment Report and a Natura Impact Statement accompany this application.

Website: <https://coastalquartershd2.com>

Report prepared pursuant to Section 8(5)(a) of the Planning and Development (Housing) and Residential Tenancies Act, 2016

1.0 STATUTORY REQUIREMENTS OF THIS REPORT

- A summary of the points raised in the submissions or observations on the proposed development received by the Board within the prescribed timeframe.
- A summary of the views of the relevant elected members on the proposed development as expressed at relevant Area Committee Meeting(s).
- The Chief Executive's views on the effects of that proposed development on the proper planning and sustainable development of the area of the authority and on the environment, having regard in particular to—
 - the matters specified in section 34(2) of the Act of 2000, and
 - submissions and observations duly received by the Board in relation to the application.
- The authority's opinion as to whether the proposed strategic housing development would be consistent with the relevant objectives of the development plan or local area plan, as the case may be.

- Where specifically requested by the Board, to furnish to the Board such information in relation to the effects of the proposed strategic housing development on the proper planning and sustainable development of the area concerned and on the environment as the Board may specify.
- The Planning Authority's Recommendation to An Bord Pleanála (set out in Section 12.0)

In particular,

- A statement as to whether the authority recommends to the Board that permission should be granted or refused, with reasons (Set out in Section 12.0).
- Where the authority recommends that permission be granted, the planning conditions (if any), and the reasons and grounds for them, that it would recommend in the event that the Board decides to grant permission (Set out in Section 13.0).
- If appropriate in the circumstances, where the authority recommends that permission be refused, the planning conditions, and the reasons and grounds for them, that it would recommend in the event that the Board decides to grant permission.

1.1 Competency

The Planning Authority notes the Board is the competent authority in relation to:

- Screening the prospective development as a Strategic Housing Development (SHD)
- Environmental Impact Assessment (EIA) Screening/Scoping, the consideration of any EIA Report prepared by the applicant and the carrying out of an EIA of any SHD application
- The consideration of Stage 1/Stage 2 Natura Impact Statement prepared by the applicant and the carrying out of an Appropriate Assessment Screening or Appropriate Assessment of any SHD application
- The determination of any SHD application.

2.0 BACKGROUND

One (1) SHD pre planning meeting under PAC/SHD/161/20 took place between the Planning Authority and the Applicant on 12/08/2020.

A tripartite meeting was held between An Bord Pleanála, the Applicant and Dún Laoghaire Rathdown County Council on 06/05/2022.

An opinion from An Bord Pleanála was issued on 08/06/2022.

An Bord Pleanála was of the opinion that the documentation submitted required further consideration and amendment to constitute a reasonable basis for an application for strategic housing development. An Bord Pleanála considered 2 (two) identified issues needed to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for strategic housing development. An Bord Pleanála also requested that 20 (twenty) items of specific information be submitted with the planning application.

An Bord Pleanála reference for the current subject application: ABP-314686-22.

Dún Laoghaire Rathdown County Council's reference for the current subject application: ABP31468622.

3.0 SITE LOCATION AND SURROUNDING AREA

The subject site comprises a 8.81 hectare site on lands forming part of the former Bray Golf Club lands, which traverses the administrative boundaries of Dún Laoghaire Rathdown County Council and Bray Municipal District of Wicklow County Council. Approximately 3.65 hectares of the subject site are located within the administrative boundary of Dun Laoghaire Rathdown County Council, with 4.19 hectares located within Wicklow County Council.

The subject site comprises the northern portion of an approximately 19 hectare, L-shaped landholding located to the north of Bray town centre for which a development framework, 'Harbour Point Masterplan', has been developed by the owners of same. The 7.66 hectare subject site comprises lands relating to proposed 'Phase 1 - Coastal Quarter' of this development framework. The remaining lands, all located within the administrative area of Wicklow County Council, would comprise the 'Phase 2 - River Quarter' of the overall 'Harbour Point' development site.

The area of the subject site located within the administrative area of Dún Laoghaire Rathdown County Council is roughly rectangular in shape, with the overall subject site located to the east of the R761 Dublin Road and former Industrial Yarns premises, now the Industrial Yarns Complex accommodating a supermarket retail unit and other commercial premises. The area of the subject site within the administrative area of Dún Laoghaire Rathdown County Council is bounded to the east by the railway line, to the south by former Bray Golf Club lands within the administrative area of Wicklow County Council, to the west by the grounds of the Ravenswell and St. Philomena's Primary School properties, to the northwest by the Corke Abbey residential estate, and to the north by an area of public open space/woodland referred to as Woodbrook Glen Park. The residential development of Woodbrook Glen is located further north of this woodland area. The River Dargle is located to the south of the overall subject site, with Bray Harbour approximately 50m from the southeastern extent of the subject site. The subject lands are subject to a gradient, falling generally from northwest to southeast.

The subject site is located approximately 800m north of Bray Daly railway station, serving DART, commuter and main line rail services. Existing bus routes along the R761 Dublin Road to the west of the subject site include the 45A, 84N, 144, 145 and 184 services.

The overall subject site is 8.81 hectares in area, with 'net development' area of 7.28 hectares, as stated. The proposed development would provide for a stated density of 80 units per hectare, based on 586 proposed residential units and a site area of 7.28 hectares.

4.0 PROPOSED DEVELOPMENT

The proposed development comprises a 586 residential unit development on lands forming the northern portion of the former Bray Golf Club lands, on a 7.28 hectare site which traverses the administrative boundaries of Dún Laoghaire Rathdown County Council and Bray Municipal District of Wicklow County Council. The subject lands include areas for works to facilitate construction and the provision of ancillary services and connections, extending to 8.81 hectares overall.

The development subject to this application would provide for 274 residential units within the administrative area of Dún Laoghaire Rathdown County Council; and 312 residential units, 627sqm childcare facility, 195sqm café unit, 249sqm retail space, and 512sqm commercial space within the administrative area of Wicklow County Council.

The development within the administrative area of Dún Laoghaire Rathdown County Council would provide for:

- 222 apartment units (including duplex apartment units) consisting of-

- 99 x one-bedroom units
- 99 x two-bedroom units
- 24 x three-bedroom units
- 52 dwelling house units, comprising of:
 - 11 x two-bedroom houses (House Type H3)
 - 30 x three-bedroom houses (House Type H4)
 - 11 x four-bedroom houses (House Types H5 and H7)

The overall development would provide for

- 549 no. car parking spaces
- 1,076 no. bicycle parking spaces
- 24 no. motorcycle parking spaces
- 21,653sqm open space provision, including 13,465sqm public open space and 8,190sqm communal open space (excluding 5,630sqm of the site subject to zoning objective 'F' under the DLRCC County Development Plan 2022-2028),
- Resident's amenity spaces,
- All associated plant, drainage arrangements, utility connections, sedum roofs, boundary treatment, landscaping, public lighting and site development works.

Proposed apartment units within the administrative area of Dún Laoghaire Rathdown County Council would be accommodated in apartment Block A (162 units), apartment Block D (26 units), and duplex apartment units (unit Types H1, H2, H6 and H8).

All 162 apartment units in proposed Block A would be Build to Rent, as stated.

Proposed Block A, with a north-south orientation, would be located in the northeastern portion of the subject site and comprise two U-shaped blocks (A1 and A2) around a central podium area, ranging in height from four to seven storeys in height. Proposed Block A, proposed as Build to Rent, would include 545sqm of residential amenity space including residents gym; co-working space; residents lounges; communal landscaped podium area; concierge service; secure internal bike repair and storage area (with external access); waste storage and management; and plant.

Proposed apartment Block D, with an east-west orientation, would be located in the northwestern corner of the subject site and comprise a four storey rectangular-shaped block. Parking would be provided within a partial undercroft at ground floor level of proposed Block D.

The two and three storey dwelling house units and duplex apartment units within the remaining portion of the subject site within the administrative area of Dún Laoghaire Rathdown County Council would be arranged in two extended terraces along the western boundary of the subject site, and eight terraces arranged in two perimeter block-type layouts to the east of same.

The overall development proposed would be accessed via two existing vehicular accesses off the R761 Dublin Road, from the Ravenswell Road Junction and the School Junction, in addition to existing pedestrian and cycle routes. New pedestrian/cycle routes that would link into the existing pedestrian and cycle network in the area are also proposed. Car parking for dwelling house and duplex units would be provided at a ratio of 1 space per two-bedroom units; 1.5 spaces per three-bedroom units; 2 spaces per four-bedroom units; and 1 visitor space per 10 units. Car parking for apartment units in proposed Blocks A and D would be provided at a ratio of 0.6-0.72 spaces per unit for residential parking; and 1 visitor space per 20 units.

Bicycle parking would be provided at a ratio of 1 space per bedroom for residential and 1 space per 2 units for visitors to serve proposed apartment block apartment units.

As noted above, the proposed development would provide for a stated density of 80 units per hectare, based on 586 proposed residential units and a site area of 7.28 hectares. The proposed development within the administrative area of Dún Laoghaire Rathdown County Council would provide for a density of approximately 75 units per hectare, based on 274 units on a stated site area of 3.65 hectares.

5.0 RELEVANT RECENT PLANNING HISTORY

Subject and adjoining lands within Dun Laoghaire Rathdown County Council administrative area:

ABP-311181-21 – Split decision issued by An Bord Pleanála for Strategic Housing Development consisting of the following-

Change of use of lands from former golf course use to residential and other uses consisting of 591 no. residential units and c.1,336 sq.m of other uses comprising of a retail unit, 2 no. commercial units, a childcare facility and a café.

The development will comprise 76 no. houses consisting of 13 no. 2-bedroom 2-storey terraced houses, 51 no. 3-bedroom 2-storey terraced houses and 12 no. 4-bedroom 3-storey terraced houses; 26 no. 2-bedroom own door ground floor apartments with 26 no. 3-bedroom own door duplex apartments over resulting in 52 no. units with balconies and gardens within 26 no. 3-storey terraced buildings; and; 4 no. apartment blocks ranging in height from 3 to 8-storeys and containing 463 no. units consisting of 171 no 1- bedroom units, 288 no. 2-bedroom units and 4 no. 3-bedroom units. Each apartment block which will comprise of:

- Block A ranging in height from 4 to 8-storeys and containing 166 no. units consisting of: 49 no. 1-bedroom apartments and 117 no. 2-bedroom apartments all with balconies or terraces; residential amenity spaces including a sky lounge on the eighth storey; external communal open space on a central podium; car and bicycle parking spaces; ancillary plant; waste storage and substations/switch rooms at undercroft level.
- Block B ranging in height from 4 to 8-storeys and containing 191 no. units consisting of: 57 no. 1-bedroom apartments and 134 no 2-bedroom apartments, all with balconies or terraces; residential amenity spaces including a sky lounge on the eighth storey; external communal open space on a central podium; car and bicycle parking spaces; 2 no. commercial units (c.64 sq.m and c.201 sq.m); ancillary plant; waste storage and substations/switch rooms at undercroft and lower ground levels.
- Block C ranging in height from 3 to 6-storeys and containing 80 no. units: 45 no. 1-bedroom apartments, 31 no. 2-bedroom apartments and 4 no. 2-bedroom duplex units, all with balconies or terraces; c.195 sq.m café, c.249 sq.m retail unit and c.627 sq.m childcare facility at ground level with ancillary outdoor space, with associated external space; residential amenity space; external communal open space on a central podium; car and bicycle parking spaces; ancillary plant; waste storage and substation/switch rooms at undercroft level.
- Block D is a 4-storey building and contains 26 no. units: 20 no. 1-bedroom apartments and 6 no. 2-bedroom apartments with balconies; car and bicycle parking spaces, ancillary plant, waste storage and substation/switch rooms at undercroft level.

The proposed development will include:

- 551 no. ancillary car parking spaces comprising 474 no. resident spaces and 32 no. visitor spaces, 35 no. staff spaces; 9 no. set-down spaces and 1 no. car club space;

45 no. of these spaces will be served by e-charging points; 291 no. of these spaces will be at undercroft level with the remaining 260 no. at surface, on street or on curtilage.

- 14 no. resident motorcycle spaces at undercroft level.
- 1,184 no. bicycle parking spaces comprising, 890 no. resident apartment spaces at undercroft level and 256 no. visitor spaces (of which 136 no. at undercroft level and 120 no. at surface level) associated with Blocks A, B, C and D, 30 no. staff spaces associated with non-residential uses and 8 no. cargo bicycle spaces. In addition, bicycle parking for the house and duplex units is provided on curtilage as secure bike stores to the front of the units which will accommodate 2 no. bicycles per unit equating to 256 no. bicycle storage spaces.

The proposed development will also include all associated plant; refuse storage areas; communal open space; public open space; playgrounds; multi-use games area; associated internal roads and drainage arrangements; facilitating utility connections, facilitating linkages with adjoining sites; landscaping; public lighting; construction compounds; and; all site development works.

The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire-Rathdown County Development Plan 2016-2022, Wicklow County Development Plan 2016-2022 and the Bray Municipal District Local Area Plan 2018-2024.

An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and accompany this application.

Permission was refused by An Bord Pleanála on 09/12/2021 for Block A and Block B for the following reasons and considerations:

Reasons and Considerations (1)

1. Having regard to the Urban Development and Building Heights Guidelines for Planning Authorities, issued by the Department of Housing, Planning and Local Government in December 2018, it is considered that the proposed Blocks A and B by reason of poor design in terms of façade treatment and architectural expression, in combination with their disposition on the site, would not constitute an adequate design response to the context and opportunity presented on this coastal urban site, and would not, therefore, be in accordance with the criteria set out under section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities, issued by the Department of Housing, Planning and Local Government in December 2018 and would not be in accordance with the proper planning and sustainable development of the area.

Reasons and Considerations (2)

In coming to its decision, the Board had regard to the following:

- a. The policies and objective as set out in the Dún Laoghaire-Rathdown County Development Plan 2016-2022 and Bray Municipal District Local Area Plan 2018-2024,
- b. The provisions of Rebuilding Ireland Action Plan for Housing and Homelessness 2016;
- c. The provisions of Housing for All, A New Housing Plan for Ireland issued by the Department of Housing, Local Government and Heritage September 2021;

- d. The provisions of the Urban Development and Building Height Guidelines for Planning Authorities, issued by the Department of Housing, Planning and Local Government in December 2018 ;
- e. The provisions of the Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport and the Department of the Environment, Community and Local Government in March 2019, as amended;
- f. The provisions of the Guidelines for Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual, A Best Practice Guide, issued by the Department of the Environment, Heritage and Local Government in May 2019;
- g. The provisions of the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities issued by the Department of Housing, Planning and Local Government in December 2020;
- h. The provisions of the Architectural Heritage Protection, Guidelines for Planning Authorities, issued by the Department of Arts, Heritage and the Gaeltacht in October 2011;
- i. The provisions of the Planning System and Flood Risk Management for Planning Authorities (including the associated Technical Appendices), issued by the Department of the Environment, Heritage and Local Government in 2009;
- j. The nature, scale and design of the proposed development;
- k. The availability in the area of a range of social community and transport infrastructure;
- l. The pattern of existing and permitted development in the area;
- m. The planning history of the site and within the area;
- n. The submissions and observations received;
- o. The Chief Executive's Report of Dún Laoghaire-Rathdown County Council;
- p. The Chief Executive's Report of Wicklow County Council, and
- q. the report of the Planning Inspector.

Permission was granted by An Bord Pleanála on 09/12/2021 for the remainder of the development (consisting of 234 residential units, approximately 1,071sq.m. of the other uses and associated site landscaping and site development works), subject to 37 conditions.

D07A/1495/E1 – Permission sought at Site of c. 4.48 hectares, Which Incorporates The North Eastern Portion Of, The Bray Golf Club Lands, (zoned 'A' Under The Dun Laoghaire-Rathdown County Development Plan) And Part Of, The Industrial Yarns Site, All At Bray, Co. Dublin for an Extension of Duration of development previously permitted under D07A/1495 / PL06D.230215.

Further Information was requested by the Planning Authority on 25/11/2020 as follows:

1. The Planning Authority notes the content of Section 42(1)(b) and (c) of the Planning and Development Act 2000 (as amended), and the content of Article 42(l) and (m) of the Planning and Development Regulations, 2001, as amended.

Having regard to the particular requirements of Condition 3 of this grant of permission under D07A/1495 / PL06D.230215, further details are required to demonstrate how the completion of the development permitted within the administrative area of Dun Laoghaire Rathdown County Council may be achieved, in compliance with the provisions of Condition 3 of D07A/1495 / PL06D.230215, by the stated expected date of completion of the permitted development by 2025.

The applicant is therefore requested to submit details, plans and particulars, as appropriate, to address same.

No response to Further Information request of 25/11/2020 received at the time of this report.

D07A/1495/E – Permission refused by the Planning Authority at Site of c. 4.48 hectares, Which Incorporates The North Eastern Portion Of, The Bray Golf Club Lands, (zoned 'A' Under The Dun Laoghaire-Rathdown County Development Plan) And Part Of, The Industrial Yarns Site, All At Bray, Co. Dublin for an Extension of Duration of development previously permitted under D07A/1495 / PL06D.230215.

Permission was refused by the Planning Authority on 07/09/2020 for the following reason:

Having regard to the information provided, including the extent of infrastructural works commenced and completed to date prior to the expiration of the grant of permission under D07A/1495 / PL06D.230215, it is considered that this application does not accord with the requirements of Section 42(1)(a)(i) of the Planning and Development Act 2000, as amended, as the Planning Authority is not satisfied that substantial works were carried out.

As such, an Extension of Duration of Permission under D07A/1495 / PL06D.230215 cannot be permitted.

D07A/1495 / PL06D.230215 – Permission granted by the Planning Authority and granted on appeal by An Bord Pleanála at Site of c. 4.48 hectares, which incorporates the north eastern portion of The Bray Golf Club Lands, (zoned 'A' Under The Dun Laoghaire-Rathdown County Development Plan) and part of the Industrial Yarns Site, all at Bray, Co. Dublin for 348 No. residential units comprising:- 46 No. 1 bed apartments, 171 No. 2 bed apartments, 124 No. 3 bed apartments, 6 No. 2 bed duplex units, 1 No. 3 bed duplex units (Total Residential Gross Floor Area 37,664 sq.m); 1 No. retail unit (80 sq.m of Gross Lettable Retail Floorspace); 1 No. Cafe (135 sq.m GFA); 368 No. car parking spaces will be provided to service the proposed scheme (of which 350 No. will be provided at basement level and 18 No. will be provided at surface level); The demolition of an outbuilding at Industrial Yarns; Provision of a new vehicular access off the Dublin Road and new internal road network to service the proposed scheme (which will link into the proposed new road network for the Bray Golf Club lands lying within the administrative area of Bray Town Council for which a separate concurrent planning application is being made by Pizarro Developments); The upgrading and extension of the existing vehicular access road to the Industrial Yarns site to provide for a new access to the existing St. Philomena's National School (in tandem with a concurrent planning application being made by Pizarro Developments to Bray Town Council in respect of the former Golf Club lands); Provision of a new access to the St. John of Gods site off the proposed new internal road network (in tandem with a concurrent application by Pizarro Developments to Bray Town Council in respect of the former Golf Club lands); Associated landscaping, site development and service works (which will link into proposed landscaping, site development and service infrastructure for adjoining lands for which a separate concurrent planning application is being made by Pizarro Developments to Bray Town council in respect of the former Golf Club lands); The total GFA of development proposed under this application is 37,879 sq.m (above ground) plus basement of 16,851 sq.m (which will accommodate car parking); This planning application is accompanied by an Environmental Impact Statement (EIS).

The reasons and considerations of an Bord Pleanála to grant permission for the proposed development noted the following:

Having regard to the nature of the proposed development as part of a wider development that forms an extension to Bray town centre, the provisions of the current development plan and the Bray Golf Club Area Action Plan, planned and permitted improvements in access to the site and the layout of the proposed development, it is

considered that the proposed development would not seriously injure the area, would be acceptable in terms of traffic safety and convenience, would not be prejudicial to public health and would, therefore, be in accordance with the proper planning and sustainable development of the area.

In deciding not to accept the Inspector's recommendation to refuse permission due to the issue of flooding on the overall landholding, the proposed development of which was also appealed, the Board had regard to the further submissions made in relation to flooding on that site, the Inspector's associated addendum report and was satisfied that the adjoining proposed development provided adequately for flood management and would not put other lands at risk flooding.

Permission was granted by An Bord Pleanála on 03/06/2010 subject to 30 conditions.

D15A/0112 – Permission refused by the Planning Authority and granted on appeal by An Bord Pleanála at site within the former Industrial Yarns Complex, Co Dublin, to serve the proposed schools site within the former Bray Golf Club Lands, Bray, Co Dublin for development at this site (within the Planning Permission granted under reference D07A/1495) of c.1.46 hectares within the former Industrial Yarns Complex, Co Dublin. The development will consist of: A new vehicular access road off the Dublin road, including dedicated pedestrian and cycling routes and a new pedestrian and cycle route off the Dublin Road with ancillary engineering services and all associated landscaping and site development works (which will link into the proposed new road to serve the proposed schools site within the former Bray Golf club Lands, Bray Co Wicklow), the demolition of an outbuilding at the Industrial Yarns Complex and of part of the extension to no. 70 Corke Abbey and the provision of a new access road to the St John of Gods site off the proposed new internal road (for which a separate concurrent planning application is being made by the Board of Managements of St Philomena's Primary School and Coláiste Raithín Post Primary School on behalf of the Department of Education and Skills to Wicklow County Council).

Other relevant history within Dún Laoghaire Rathdown County Council administrative area:

D05A/0763 / PL06D.217691 – Permission granted by the Planning Authority and refused on appeal by An Bord Pleanála at Industrial Yarns Site, Dublin Road, Bray, Co. Dublin. (and part of former Bray Golf Club) for 305 no. residential units comprising 54 no. 1 bed apartments, 182 no. 2 bed apartments, 13 no. 3 bed apartments, 30 no. 2 bed duplex units, 26 no. 3 bed units duplex units (Total Residential Gross Floor Area 29,602 sq.m); 285 sq.m of Gross Lettable retail floorspace; all within 5 no. blocks of varying heights (Block 3/1 two to five storeys over basement; Block 3/2 four to eight storeys over basement; Block 3/5 three storeys; Block 3/6 four storeys over basement; Block 3/7 five storeys over basement), 325 no. car parking spaces will be provided to service the proposed scheme (of which 306 no. will be provided at basement level and 19 no. will be provided at surface level). The total gross floor area of proposed new buildings is 41,557 sq.m: The demolition of an outbuilding at Industrial Yarns. Provision of a new road network to service the proposed scheme which will link into the proposed new road network for the former Bray Golf Club lands (lying within the administrative area of Bray Town Council), for which separate concurrent planning applications are being made by Pizarro Developments to Bray Town Council, all linking into the public road network at the Dublin Road. The provision of a new vehicular access point off the Dublin Road at Industrial Yarns. The widening and upgrading of the Dublin Road between the proposed new vehicular entrance into Industrial Yarns and the Council Boundary, which will connect with similar Dublin road widening and upgrading works within the Bray Town Council administrative area (which are the subject of separate concurrent planning applications which are being submitted by a Pizarro Developments to Bray Town Council).

Associated landscaping site development and service works (which will link into proposed service infrastructure for the adjoining lands to the south which separate concurrent planning applications are being made by Pizarro Developments to Bray Town Council). This application is for a 10 year permission. An Environment Impact Statement will be submitted to the Planning Authority with the planning application. This development is on a site of 4.05 hectares which incorporates part of the Industrial Yarns site, part of the Dublin Road (extending northwards from the Dun Laoghaire/Rathdown /Bray Town Council administrative boundary by c. 210 metres); and part of the former Bray Golf Club lands; all at Bray, Co. Dublin.

Permission was refused by An Bord Pleanála on 05/04/2007 for the following reasons:

1. Having regard to the planning authority's proposals to upgrade the Dublin Road from the Wilford roundabout south to the Bray Town Council boundary, it is considered that the proposal to widen and upgrade the Dublin Road, and the provision of a new vehicular access point off the Dublin Road, would be premature pending the approval of the roads layout as proposed by the planning authority. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.
2. Having regard to the decision to refuse permission for the developments proposed under planning register reference numbers 05/117 (appeal reference number PL 39.217906) and 05/116 (appeal reference number PL 39.219701), it is considered that the proposed development would result in a development that would be haphazard and non-integrated, and would establish a piecemeal approach to the development of the golf club lands. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

ABP30584419 – Permission granted by An Bord Pleanála at Townland of Cork Little, Woodbrook, Shankill, Co. Dublin for a Strategic Housing Development consisting of a residential-led development comprising 685no. residential units and 1 no. childcare facility in buildings ranging from 2 to 8-storeys. The breakdown of residential accommodation is as follows: - 207no. own door detached, semi-detached, terraced and end of terrace houses, including: - 134no. 3-bed 2-storey houses (House Type 01, 02, 03, 08, 10) - (House Type 01 are provided with optional ground floor extensions and/or attic conversions, House Type 03 are provided with optional ground floor extensions); 48no. 4-bed 2 - 3-storey houses (House Type 04, 05, 07) - (House Type 05 are provided with optional ground floor extensions); 25no. 5-bed 3-storey houses (House Type 06). 48no. duplexes (33no. own door), in 3 to 4-storey buildings, including: - Old Dublin Road Blocks accommodating 16no. 2-bed duplex and 17 no. 3-bed duplex; Park Edge Block accommodating 6no. 2-bed duplex 6no. 3-bed duplex; Block A accommodating 3no. duplexes (3no. 2-beds). 430no. apartment units accommodated in 6no. 3 to 8-storey buildings, including : - Block A accommodating 66no. apartments (14no. 1-beds and 52no. 2-beds) and Tenant Amenity area (c. 93 sq. m gross floor area); Block B accommodating 151no. apartments (47no. 1-beds and 104no. 2-beds) and Tenant Amenity area (c. 203 sq. m gross floor area); Block C accommodating 151no. apartments (47no. 1-beds and 104no. 2-beds) and Tenant Amenity area (c. 203 sq. m gross floor area); Block D accommodating 36no. apartments (13no. 1-beds, 18no. 2-beds and 5no. 3-bed); Block E accommodating 21no. apartments (7no. 1-beds, 13no. 2-beds and 1 no. 3-bed); Old Dublin Road Block accommodating 5no. apartments (2no. 1-beds and 3no. 2beds). Private rear gardens are provided for all houses. Private patios/ terraces and balconies are provided for all duplex and apartment units at ground floor. Balconies are proposed on elevations to all upper levels of duplex and apartment buildings. The proposed development includes 1 no. childcare facility (c. 429 sq. m gross floor area). And, all associated and ancillary site development and infrastructural works (including plant), hard and soft landscaping and boundary treatment works (including temporary hoarding to un-developed lands), including

: - Provision of Woodbrook Distributor Road/ Woodbrook Avenue from the Old Dublin Road (R119) to the future Woodbrook DART Station, including the provision of a temporary surface car park (164no. parking spaces including set down areas and ancillary bicycle parking and storage) adjacent to the future Woodbrook DART Station in northeast of site on lands currently forming part of Woodbrook Golf Course; New vehicular access provided from the Old Dublin Road (R119) opposite Woodbrook Downs entrance including new junction arrangements and associated road re-alignment; Provision of emergency access to Shanganagh Cemetery access road; Provision of internal road network including pedestrian and cycle links; Provision of a series of linear parks and green links (Coastal Park and Corridor Park), including 2no. pedestrian/ cycle links to Shanganagh Public Park to allow full north/ south connection, supplemented by smaller pocket parks; Provision of SuDS infrastructure and connection to existing surface water culvert on Old Dublin Road (R119); Provision of waste water infrastructure (pumping station including 2.4m fencing to perimeters, 24 hour emergency storage and rising foul main through Shanganagh Public Park to tie-in to existing services at St. Anne's Park Residential Estate) and the extension of and connection to public watermain on Old Dublin Road (R119); 844no. car parking spaces; 1,305no. long and short-term bicycle parking spaces; Bin store and bicycle storage for all terraced houses, duplex/ apartment and apartment blocks; 2no. ESB Unit Sub- stations; Provision of 2no. replacement golf holes in lands to the east of the rail line (northeast of the future DART Station) and associated 2m paladin fence to western and northern perimeter. All on a total site area of approximately 21.9 Ha.

ABP-306583-20 – Part X application approved at site located between Shanganagh Castle to the east, Dublin Road to the west, Castle Farm to the north and Shanganagh Park to the south, in the townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.

In brief, the proposed Part X application sought

- 597 no. residential units in a combination of housing, apartment and Build to Rent apartment units.

Of these

- A total of 51 no. houses are proposed which are affordable units intended for sale,
- 40 no. apartments are affordable units intended for sale, and
- 506 no. Build to Rent apartments (consisting of 200 social units and 306 cost rental units).

The proposal also sought a (i) creche facility with capacity to accommodate 107 no. children; (ii) local shop of 103 sqm (NFA) and (iii) local café of circa 125 sqm.

The Part X application was approved, with conditions, by An Bord Pleanála on 8 July 2020.

The description of development is outlined as follows:

Proposed Development: The construction of 597 no. residential units (ranging from 1 – 6 storeys in height with 1 no. block comprising a seventh storey setback) in a combination of housing, apartment and Build to Rent apartment units. A total of 51 no. two and three storey, detached (1 no.), semi-detached (14 no.) and terraced (36 no.) houses are proposed (21 no. 2 bed and 30 no. 3 bed) which are affordable units intended for sale, 40 no. apartments (Block F) which are also affordable units intended for sale and 506 no. Build to Rent apartments (consisting of 200 social units and 306 cost rental units). The apartments and Build to Rent apartments are provided in 8 no. blocks as follows:

- Block A – 6 storeys comprising 61 no. apartments (6 no. studio; 25 no. 1 bed; 19 no. 2 bed; and 11 no. 3 bed)
- Block B – 6/5/4 storeys comprising 101 no. apartments (12 no. studio; 13 no. 1 bed; 65 no. 2 bed; and 11 no. 3 bed)

- Block C – 5 storeys comprising 33 no. apartments (1 no. studio; 25 no. 2 bed; 7 no. 3 bed)
- Block D – 5/3 storeys comprising 35 no. apartments (18 no. 1 bed; 8 no. 2 bed; 7 no. 3 bed and 2 no. 4 bed)
- Block E – 6/4 storeys comprising 104 no. apartments (47 no. 1 bed; 42 no. 2 bed; and 15 no. 3 bed)
- Block F – 6 storeys comprising 40 no. apartments (10 no. 1 bed and 30 no. 2 bed)
- Block G – 6/5 storeys with 7 storey set back comprising 111 no. apartments (10 no. studio; 26 no. 1 bed; 62 no. 2 bed; and 13 no. 3 bed)
- Block H – 6 storeys comprising 61 no. apartments (26 no. 1 bed; 30 no. 2 bed; and 5 no. 3 bed)

Flexibility is sought in respect of the number of apartments to be delivered in Blocks E and H such that 2 no. 1 bed units and 2 no. 2 bed units may be amalgamated, should the need arise, into 2 no. 4 bed apartments thereby reducing overall unit provision in Blocks E from 104 no. units to 103 no. units and Block H from 61 no. units to 60 no. units and reducing the overall number of units within the development to 595 units.

The residential units are structured such that (a) 91 no. units (51 no. houses and 40 no. apartments comprising Block F) are affordable units intended for sale; (b) 200 no. BTR units including Blocks D, E and H are social units; and (c) the remaining 306 no. BTR units including Blocks A, B, C and G are cost rental units.

The proposed development provides for (i) resident services and amenities including (a) Gym; (b) residents' lounge/cinema room; (c) Function Room; (d) Gallery/Community Room; (e) 2 no. Lounge areas; (f) Business pods; and (g) CoWorking Office units; and (ii) resident support facilities including (a) Concierge Facilities; (b) Parcel/Store Room; (c) Central Energy Centre; (d) waste management areas; and (e) bike storage rooms. Provision is also made for a (i) creche facility with capacity to accommodate 107 no. children; (ii) local shop of 103 sqm (NFA) and (iii) local café of circa 125 sqm.

Associated site and infrastructural works include provision for (i) water services, foul and surface water drainage and associated connections across Shanganagh Park to the proposed Woodbrook residential scheme; (ii) attenuation proposals including permeable paving, green roofs and swales; (iii) all landscaping works including (a) regeneration of the existing pond within the Demesne; (b) provision of playground and kick out areas; and (c) new pedestrian and cycle connections through the adjoining parkland to the south to facilitate a future connection to the proposed Woodbrook DART station; (iv) 365 no. car parking spaces and 1,318 no. bicycles spaces; (v) 5 no. ESB substations; and (vi) external plant and services.

The development comprises works to the existing Shanganagh Castle entrance to the Dublin Road, including relocation of the existing entrance to the north; upgrade works to facilitate a signalised junction; and provision of a separate pedestrian access. The existing Shanganagh Castle Entrance shall remain operational on a temporary basis to facilitate construction traffic. Site development works are also proposed within the curtilage of the Gate Lodge, located outside of the subject site, at the north-west corner (protected structure).

The development site is located between Shanganagh Castle to the east, Dublin Road to the west, Castle Farm to the north and Shanganagh Park to the south, in the townlands of Shanganagh, Cork Little and Shankill, Co. Dublin.

The site is located within the curtilage of a protected structure. Shanganagh Castle, House and Gate Lodge (RPS No. 1845) are located neighbouring but outside of the subject site.

The development includes the demolition of an existing house, glass houses and maintenance buildings located within the Parks Maintenance Depot.

Relevant history within Wicklow County Council administrative area (adjoining lands):

20/672 – Permission granted by Wicklow County Council for Extension of Duration of Permission of development previously approved under 07630194 / PL39.230246 on a site incorporating part of the former Bray Golf Club lands; part of the Saint John of God's site and part of the Sisters of Charity Convent/Saint Philomena's School Site, all at Bray, Co. Wicklow.

07630194 / PL39.230246 – Permission granted by Wicklow County Council and granted on appeal by An Bord Pleanála on a site generally incorporates (but is not exclusive to): part of the former Bray Golf Club lands; part of the Saint John of God's site and part of the Sisters of Charity Convent/Saint Philomena's School Site, all at Bray, County Wicklow for mixed use development of residential (603 units), community and commercial and all other associated site, access and landscaping works on a site of c.15.99 hectares.

The reasons and considerations of an Bord Pleanála to grant permission for the proposed development noted the following:

Having regard to the location of the site across the river from the historic town centre of Bray, the town centre zoning of the site, the provisions of the current development plan and Bray Golf Club Area Action Plan, the nature of the proposed development which would constitute an extension to Bray town centre; the planning history of the site, national policy on flood risk management and the provisions for flood alleviation within the proposed development and planned and permitted improvements in access to the site, it is considered that the proposed development would not seriously injure the amenities of the area, would be acceptable in terms of traffic safety and convenience, would not be prejudicial to public health and would, therefore, be in accordance with the proper planning and sustainable development of the area.

In deciding not to accept the Inspector's recommendation to refuse permission, the Board had regard to the further submissions made in relation to flooding during the course of the appeal, the Inspector's addendum report and was satisfied that the proposed development provided adequately for flood management and would not put other lands at risk flooding.

In relation to the impact of traffic generated by the proposed development on the N11, the Board had regard to the town centre location of the site and the improvements planned for the local road network and public transportation system in proximity to the site and so did not consider it appropriate to refuse permission on grounds related to the capacity of the N11.

Permission was granted by An Bord Pleanála on 03/06/2010 subject to 46 conditions.

6.0 DÚN LAOGHAIRE RATHDOWN COUNTY COUNCIL INTERDEPARTMENTAL REPORTS (Appendix A)

- Drainage Planning, report dated 08/11/2022
- Transportation Planning, report dated 08/11/2022
- Parks and Landscaping Services, report dated 11/11/2022
- Housing Department, report dated 18/10/2022

- Environmental Health Office, report dated 02/11/2022

7.0 SUBMISSIONS/OBSERVATIONS

Eleven (11) submissions/observations were received with regard to the proposed development from third parties. Below is a summary of the issues raised:

- Design,
- Height, with reference to twelve storey building,
- Visual impact,
- Impact on the character of the area,
- Loss of existing amenity/recreation space,
- Layout,
- Interface of the proposed development with existing and proposed infrastructure development and with the coastline,
- Insufficient density,
- Prematurity of the development with regard to infrastructure provision, with reference to the delivery of the Bray Sustainable Transport Bridge Part 8 proposal within Wicklow County Council, and Luas extension,
- Inadequate infrastructure to support the development,
- Long term sustainability of the proposal, and environmental impact of same,
- Nature of Build to Rent proposal, with reference to housing provision and implementation of Rebuilding Ireland,
- Maintenance of pedestrian access to the seafront,
- Traffic implications and generation, with reference to residential units and childcare facility,
- Details of road network as detailed and illustrated, with reference to road layout to the south of Block C, and 'Market Square' area,
- Surface water management,
- Flood risk, with reference to historic flooding,
- Details of the submission regarding flood zone designation,
- Impact on biodiversity with reference to flora and fauna,
- Compliance of the development with national biodiversity policy,
- Specifics of submitted NIS, with reference to consideration of construction phase of development and details of bird surveys undertaken;
- Detail of EIAR submitted, with reference to detailed Impact on Corke Abbey Valley Park; insufficient survey detail; number of site visits undertaken; traffic and transport details;
- Non-compliance of the development with the provisions of the Wicklow County Development Plan, Bray Local Area Plan 2018-2024 and zoning objectives with the administrative area of Wicklow County Council,
- Safety concerns regarding proximity to and overlooking of adjacent school properties,
- Lack of consultation with local community,
- Plans and particulars submitted, with reference to detail of NIS; detail and source data of school assessment; detail and accuracy of photomontage/CGI images of development,
- Non-compliance of the development with the Urban Development and Building Height Guidelines 2018, and Apartment Guidelines 2020,
- Non-compliance of the development with the provisions of the Planning and Development Act 2000, with reference to Section 28(1C); Section 37(2), with reference to Section 37(2)(b) and assertion that "the proposed development is not of strategic or national importance",

- Non-compliance of the development with the provisions of the Planning and Development Regulations 2001, as amended, with reference to "the requirements for detailed plans and particulars",
- Non-compliance of the submitted EIAR with the mandatory requirements of the Planning and Development Regulations 2001, as amended,
- Non-compliance of the submission with the requirements of the Habitats Directive.

The contents of the submissions are noted and will be taken into consideration in the Planning Authority's evaluation of the proposed development.

8.0 PRESCRIBED BODIES

Two (2) submissions were received from prescribed bodies, namely Transport Infrastructure Ireland (TII), and Irish Water (IW).

Below is a summary of the issues raised:

Transport Infrastructure Ireland (TII) – Land Use Planning Unit

The report of the TII, dated 12/04/2022, stated the following:

"Re: Planning Ref.: 31468622

Applicant: STRATEGIC HOUSING DEVELOPMENT - Shankill Properties Investments

Dear Sir/Madam,

In the case of this planning application, Transport Infrastructure Ireland has no observations to make".

Irish Water

The report of Irish Water, dated 11/11/2022, includes 3 recommended conditions to be attached to any grant of permission for the proposed development.

The Irish Water report states the following:

"Irish Water has reviewed the plans and particulars submitted for this Strategic Housing Development Application and based on the details provided by the applicant to Irish Water as part of their Pre-Connection Enquiry, and on the capacity available in the local networks, Irish Water has the following observations:

In respect of Water:

A water connection is feasible subject to upgrades. This connection is feasible subject to confirmation that the proposed water main connection point is as constructed and live. If the proposed connection point is not viable, then a new connection point will need to be agreed at the Connection Application stage.

In respect of Wastewater:

A wastewater connection is feasible subject to upgrades.

The connection is feasible subject to the completion of the Old Connaught Local Network Reinforcement Project (LNRP) which is on Irish Waters current Capital Investment Plan. The estimated time of completion for this project is Q2 2023 (subject to change). The

connection is also contingent on completion of the required diversion works within the development (DIV21013).

Design Acceptance:

The applicant (including any designers/contractors or other related parties appointed by the applicant) is entirely responsible for the design and construction of all water and/or wastewater infrastructure within the Development redline boundary which is necessary to facilitate connection(s) from the boundary of the Development to Irish Water's network(s) (the "Self-Lay Works"), as reflected in the applicants Design Submission.

Irish Water can confirm that the applicant has received a Statement of Design Acceptance dated 31st August 2022 for the proposed water and / or wastewater infrastructure within the Development's redline boundary.

Planning Recommendation:

Irish Water respectfully requests the board condition(s) any grant as follows:

- 1. The applicant shall sign a connection agreement with Irish Water prior to any works commencing and connecting to the Irish Water network.*
- 2. Irish Water does not permit any build over of its assets and separation distances as per Irish Waters Standards Codes and Practices shall be achieved. (a) Any proposals by the applicant to build over/near or divert existing water or wastewater services subsequently occurs, the applicant shall submit details to Irish Water for assessment of feasibility and have written confirmation of feasibility of diversion(s) from Irish Water prior to connection agreement.*
- 3. All development shall be carried out in compliance with Irish Water Standards codes and practices".*

9.0 SUMMARY OF THE VIEWS OF THE RELEVANT ELECTED MEMBERS AS EXPRESSED AT THE DUN LAOGHAIRE HEPI SPECIAL AREA COMMITTEE MEETING HELD REMOTELY ON 07/11/2022.

- The location of all Part V units in the most northwest block of the proposal is morally and socially wrong, and breaches public sector duty. The provision, as proposed, should be strongly and forcefully objected to. The isolation of one group of residents should not be considered, and should be rejected wholesale. Management issues are not an acceptable justification, with the allocation and layout of Part V location as proposed unacceptable.
- Concern regarding Part V provision as proposed, with reference to social remit and sustainability of the development going forward. Part V as proposed is against the principles of mixed tenure and sustainable development, with concern regarding the number of one and two bed Part V units also noted. Importance of tenure mix also noted in context of over reliance on Strategic Housing Developments for Part V provision.
- Inappropriateness of Part V provision as proposed, irrespective of administrative area distribution, in terms of government policy regarding segregation and sustainable development. Concern also noted with regard to light access to Part V units due to northwest location within the subject site.
- Acceptability, in principle, for the provision of Part V units in the administrative areas of both Dun Laoghaire-Rathdown County Council and Wicklow County Council.

- Concern noted with regard to access to and egress from the proposed SHD from the Dublin Road, with reference to existing pressure on the Woodbrook Glen, Corke Abbey and Dublin Road junctions, and noting that the proposal does not include for widening or upgrading proposals of the Dublin Road.
- Support for residential development in principle, however, note pressure on existing substandard junctions on the Dublin Road and whether there is scope for alternative access in Phase 2 of the overall masterplan by way of condition of any grant of permission.
- The proposal does not represent a strategic housing development and should be refused. Noted the failure of Strategic Housing Developments in the provision of affordable housing overall, contrary to strategic planning.
- Importance of number of units suitable for disabilities and units suitable for wheelchair users, both Part V and non-Part V units.
- Parking provision is too high relative to units proposed having regard to the site location, with reference to public transport accessibility in addition to walking distance to the existing town centre of Bray.
- Reference to importance of grain at roof level of buildings to avoid design monotony.

10.0 ZONING OF THE SITE AND POLICY CONTEXT

Under the Dún Laoghaire Rathdown County Development Plan 2022-2028, lands forming part of the overall subject site located within the administrative area of Dún Laoghaire Rathdown County Council are predominantly subject to zoning objective A, which seeks "to provide residential development and improve residential amenity while protecting the existing residential amenities". A strip of land along the northeast and eastern subject site boundary are subject to zoning objective F, which seeks "to preserve and provide for open space with ancillary active recreational amenities".

An objective 'To protect and preserve Trees and Woodlands' also applies to the subject site.

Specific Local Objective SLO119 is identified in the eastern extent of the subject site located in the administrative area of DLRCC, which states an objective "to provide a permeability link between Green Area/Linear Park between Corke Abbey and Woodbrook Glen and any development on the Former Bray Golf Club lands to allow access towards Bray Harbour".

Specific Local Objective SLO110 is identified to the north of the subject site, which states an objective "to upgrade and enhance the linear park at Woodbrook Glen/Corke Abbey", with Specific Local Objective SLO98 which seeks "to provide for the remediation of the Bray landfill site" is identified on the coastline to the east of the site.

Area of archaeological potential (Linear Earthworks) along southern extent of the subject site within the administrative area of DLRCC.

A Core Bus Corridor is identified along Dublin Road to the west of the subject site, with the LUAS Line Extension alignment along Old Connaught Avenue and the R761 Dublin Road located to west of the site.

In addition, the National East Coast Trail Cycle Route is identified to the east of the subject site.

Relevant Dún Laoghaire Rathdown County Development Plan 2022-2028 policies:

- Policy Objective PHP3: Planning for Sustainable Communities
- Policy Objective PHP18: Residential Density

- Policy Objective PHP19: Existing Housing Stock – Adaptation
- Policy Objective PHP20: Protection of Existing Residential Amenity
- Policy Objective PHP25: 'Housing for All – A new Housing Plan for Ireland, 2022'
- Policy Objective PHP27: Housing Mix
- Policy Objective PHP28: Build-to-Rent and Shared Accommodation/Co-living Developments
- Policy Objective PHP30: Housing for All
- Policy Objective PHP31: Provision of Social Housing
- Policy Objective PHP36: Inclusive Design & Universal Access
- Policy Objective PHP42: Building Design & Height
- Policy Objective PHP44: Design Statements
- Policy Objective OSR13: Play Facilities and Nature Based Play
- Policy Objective EI9: Drainage Impact Assessment
- Policy Objective HER1: Protection of Archaeological Heritage
- Section 3.4 - Achieving Sustainable Planning Outcomes
- Section 4.3 - Homes
- Section 4.4 - Place
- Section 9.3 - Open Space and Recreation
- Section 9.4 - Sports and Play
- Section 11.3 - Archaeological Heritage
- Section 11.3.1 Record of Monuments and Places
- Section 11.3.2 Protection of Archaeological Heritage
- Section 12.2 – Climate Action
- Section 12.3 – Neighbourhood - People, Homes and Place
- Section 12.3.1 – Quality Design
- Section 12.3.2.4 – Childcare Facilities
- Section 12.3.3 – Quantitative Standards for All Residential Development
- Section 12.3.3.1 – Residential Size and Mix
- Section 12.3.3.2 – Residential Density
- Section 12.3.4 – Residential Development – General Requirements
- Section 12.3.5 – Apartment Development
- Section 12.3.6 – Build-to-Rent Accommodation
- Section 12.3.7.7 - Infill
- Section 12.3.8 – Housing for All
- Section 12.3.8.1 – Age Friendly Housing
- Section 12.4 – Transport
- Section 12.4.5 – Car Parking Standards
- Section 12.4.6 - Cycle Parking
- Section 12.4.7 - Motorcycle Parking
- Section 12.4.8 – Vehicular Entrances and Hardstanding Areas
- Section 12.4.10 - Childcare Facilities – Parking/Access
- Section 12.4.11 – Electrically Operated Vehicles
- Section 12.7 – Green Infrastructure and Biodiversity
- Section 12.8 – Open Space and Recreation
- Section 12.8.3 – Open Space Quantity for Residential Development
- Section 12.8.7 – Private Amenity Space – Quality Standards
- Section 12.8.8 – Financial Contributions in Lieu of Open Space

- Section 12.8.9 – Play Facilities for Apartment and Residential Developments
- Section 12.8.10 – Amenity Space in Build-to-Rent
- Section 12.8.11 – Existing Trees and Hedgerows
- Section 12.9 – Environmental Infrastructure
- Section 12.10 – Drainage, Flood Risk and Coastal Erosion
- Section 13.1 – Land Use Zoning Objectives
- Section 13.1.2 – Transitional Zonal Areas
- Section 13.1.10 – Appropriate Assessment

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- Appendix 2: Housing Strategy and HNDA
 - Appendix 3: Development Management Thresholds 2022-2028
 - Appendix 5: Building Height Strategy
 - Appendix 6: Waste Management Guidelines
 - Appendix 7: Sustainable Drainage System Measures
 - Appendix 15: Strategic Flood Risk Assessment

Other Dún Laoghaire Rathdown County Council Guidance Documents

- Standards for Cycle Parking and associated Cycling Facilities for New Developments (January, 2018)

Relevant National Planning Policy and Section 28 Ministerial Guidelines

- National Planning Framework (NPF), 2018
- Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region (EMRA), 2019
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2020
- Guidelines for Planning Authorities on Urban Development and Building Heights, 2018
- Design Manual for Urban Roads and Streets, 2013
- Spatial Planning and National Roads Guidelines for Planning Authorities, 2012
- Architectural Heritage Protection Guidelines for Planning Authorities, 2004; re-issued 2011
- Urban Design Manual – a Best Practice Guide, 2009
- Sustainable Residential Development in Urban Areas – Cities, Towns and Villages, 2009
- The Planning System and Flood Risk Management Guidelines for Planning Authorities, 2009
- Guidelines for Planning Authorities on Childcare Facilities, 2001

11.0 ASSESSMENT

The proposed development is assessed under the following headings:

- 11.1 Principle of Development
- 11.2 Build-to-Rent
- 11.3 Density
- 11.4 Residential Accommodation and Mix
- 11.5 Residential Unit Standards
- 11.6 Building Height
- 11.7 Design and Layout
- 11.8 Sunlight and Daylight Access
- 11.9 Impact on Adjoining Amenities
- 11.10 Open Space Provision and Public Realm
- 11.11 Childcare Facilities
- 11.12 Archaeology

- 11.13 Boundary Treatments
- 11.14 Drainage
- 11.15 Transportation, Parking and Access
- 11.16 Public Lighting
- 11.17 Refuse Management, Scheme Management and Construction Details
- 11.18 Part V
- 11.19 Taking in Charge
- 11.20 Environmental Impact Assessment / Appropriate Assessment / Ecology
- 11.21 Comment on Third Party Submissions and Observations
- 11.22 Comment on Submissions/Observations received from Prescribed Bodies

11.1 Principle of Development

The development proposed on lands within the administrative area of Dún Laoghaire Rathdown County Council is located in an area predominantly zoned 'A' with the stated objective to 'to provide residential development and improve residential amenity while protecting the existing residential amenities'. Residential development is indicated to be 'permitted in principle', with 'Residential – Build to Rent' development indicated as 'open for consideration' under the A land use zoning of the site, subject to compliance with relevant policies, local objectives, standards and requirements of the County Development Plan.

The National Planning Framework (NPF), sets out the Government's high-level strategic vision for shaping the future growth and development of the country. Compact growth is a key objective of the NPF which seeks to locate a greater portion of future housing development (40%) within and close to the footprint of existing built-up areas. The objectives of the NPF are underpinned by the Regional Spatial and Economic Strategies (RSES) for the Northern and Western, Eastern and Midlands, and Southern regions of the country. The Regional Spatial and Economic Strategy (RSES) 2019-2031 for the Eastern and Midland Regional Assembly (EMRA) was adopted in June 2019.

In this regard, it is noted that Regional Policy Objective (RPO) 4.3 of the RSES for the EMRA relates to Consolidation and Re-Intensification, stating an intention to "*Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects*". RPO 5.3 of the RSES for the EMRA states that future development in the Dublin Metropolitan Area should be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes and public transport use. RPO 5.4 of the RSES for the EMRA also notes that future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential Development in Urban Areas', 'Sustainable Urban Housing: Design Standards for New Apartments' Guidelines and 'Urban Development and Building Heights Guidelines for Planning Authorities'.

Policy Objective PHP18: Residential Density of the Dún Laoghaire Rathdown County Development Plan 2022-2028 states that it is the policy of the Planning Authority to:

- *Increase housing (houses and apartments) supply and promote compact urban growth through the consolidation and re-intensification of infill/brownfield sites having regard to proximity and accessibility considerations, and development management criteria set out in Chapter 12.*
- *Encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities*

and the established character of the surrounding area, with the need to provide for high quality sustainable residential development.

In addition, Policy Objective PHP19: Existing Housing Stock – Adaptation of the Development Plan 2022-2028 states a policy objective to densify existing built-up areas in the County through small scale infill development having due regard to the amenities of existing established residential neighbourhoods.

The proposed development would provide for 586 residential units (274 of which would be located within the administrative area of Dún Laoghaire Rathdown County Council) on lands to the north of Bray town centre and to the south and southeast of existing residential development, within approximately 800m north of Bray Daly railway station and proximate to existing bus services along the R761 Dublin Road to the west.

The extant planning permission under ABP-311181-21 for the development of 234sqm residential units, approximately 1,071sq.m. of the other uses (including childcare facility, office space, and commercial uses) and associated landscaping and site development works is also noted. The overall form and layout of the scheme is substantially unchanged from that currently proposed, save for apartment Blocks A and B which were refused permission under ABP-311181-21 as detailed in full above.

Having regard to the above, it is considered that the principle of residential infill development at this location is acceptable and established.

11.2 Build-to-Rent

All 162 apartment units in proposed Block A would be Build to Rent, as stated.

In relation to Build-to-Rent (BTR) housing developments, the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2020 (referred to hereunder as the Apartment Guidelines) note that these types of housing developments have a potential role to play in providing choice and flexibility to people and in supporting economic growth and access to jobs here in Ireland. It is also noted that they can provide a viable long-term housing solution to households where home-ownership may not be a priority, such as people starting out on their careers and who frequently move between countries in the pursuance of career and skills development in the modern knowledge-based economy. The Apartment Guidelines acknowledge that a key aspect of BTR housing developments is its potential to accelerate the delivery of new housing at a significantly greater scale than at present. Once BTR housing developments are constructed, the overall scheme is available to the rental sector over a much shorter timescale on completion and the investment model is therefore capable of delivering a much higher volume of housing than traditional models.

Under Section 12.3.6 Build-to-Rent Accommodation of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, Built-to-Rent (BTR) accommodation is defined as purpose-built, long-term rental apartment accommodation that incorporates dedicated residential amenities and facilities. BTR accommodation will only be permitted in suitable locations in accordance with Policy Objective PHP28 Build to Rent and Shared Accommodation/Co-living Developments of the Dún Laoghaire Rathdown County Development Plan 2022-2028, which states:

"It is a Policy Objective to facilitate the provision of Build-to-Rent in suitable locations across the County and accord with the provisions of 'Sustainable Urban Housing: Design Standards for New Apartments', 2020 (and any amendment thereof). Proliferation of Built to rent should

be avoided in any one area. As the HNDA does not support provision of shared accommodation there shall be a presumption against granting planning permission for shared accommodation/coliving development”.

Under Policy Objective PHP28, it is stated that Build-to-Rent (BTR) accommodation will be facilitated at appropriate locations across the County in accordance with land use zoning objectives. For the avoidance of doubt, BTR is:

- permitted in principle in areas zoned objective MTC (major town centre) and DC (district centre)
- open for consideration in areas zoned objective NC (subject to retaining an appropriate mix of uses), A, A1, and A2.

As noted above, the area of the subject site on which residential development is proposed within the administrative area of Dún Laoghaire-Rathdown County Council is subject to zoning objective 'A', under which 'Residential – Build-to-Rent' is open for consideration.

Policy Objective PHP28 and Section 12.3.6 Built-to-Rent Accommodation of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 further stipulate that BTR development shall be located within a 10 minute walking time from high frequency public transport routes. In this regard, the submission states that *“the site is both centrally located to Bray town Centre (10 minute walk or 3 minute cycle) and proximate to existing and planned public transport services (10 minute walk or 3 minute cycle to DART station) with easy walking and cycling connections”*. As noted above, it is accepted by the Planning Authority that the subject site is located approximately 800m north of Bray Daly railway station, serving DART, commuter and main line rail services, with existing bus routes along the R761 Dublin Road to the west of the subject site including the 45A, 84N, 144, 145 and 184 services.

Having regard to the relative position of the subject site to existing public transport routes, BTR development can be considered by the Planning Authority at the subject site in accordance with Policy Objective PHP28: Build to Rent and Shared Accommodation/Co-Living Developments and Section 12.3.6 Build-to-Rent Accommodation of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, under which BTR development is required to be located within a 10 minute walking time of high frequency public transport routes.

As noted above 'Residential - Build to Rent' is open for consideration in the 'A' zoning objective of the majority of lands forming part of the subject site within the administrative area of Dún Laoghaire-Rathdown County Council, on which residential units are proposed. In accordance with the Plan uses that are shown as “Open for Consideration” are uses which may be permitted where the Planning Authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects, and would otherwise be consistent with the proper planning and sustainable development of the area.

With regard to BTR developments, as noted above, Policy PHP28 of the County Development Plan 2022-2028 requires that locations where BTR is proposed, consideration has to be given to achieving an appropriate mix of housing and the policy further states that *“a proliferation of Build to Rent in any one area shall be avoided”*. In this regard, the existing context of the area in which the subject site is located is characterised by long-established low density residential development. Build-to-Rent development has not been permitted within the immediate vicinity of the subject site within the administrative area of DLRCC. It is noted that the Build-to-Rent component of the development proposed would constitute approximately 27% of the overall 586 units proposed, and 59% of the 274 units proposed within the administrative area of Dún Laoghaire-Rathdown County Council.

Having regard to comparable development sites in the wider context of the subject site, and to the varied tenure units forming part of the proposed scheme, the Planning Authority would consider that the overall tenure mix/housing choices available as part of this proposal would not result in a proliferation of Build to Rent units at the subject site or within the wider receiving environment.

However, for clarity, it is noted that elsewhere in the environs, the Part X scheme permitted at Shanganagh Castle provides for 597 units, of which 506 are BTR units; ABP-306583-20 refers. (In terms of detail, of these 506 units, 200 are to comprise social units and 306 are cost rental units).

The high component of BTR units permitted as part of the large-scale residential development at Shanganagh Castle is noted. Having regard to the distance of the Shanganagh Castle Part X site, at approximately 1.5km from the subject site at Former Bray Golf Club lands, it is considered that the provision of 162 BTR units at subject site, and in the context also of the overall scheme proposed, would not result in a proliferation of BTR units in the general area.

Separately, as prescribed in SPPR7(a), applications relating to BTR accommodation development must be accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period.

Particulars submitted with this application include a draft legal agreement between Shankill Property Investments Limited and Dún Laoghaire-Rathdown County Council confirming that the development shall remain owned and operated by an institutional entity for a minimum period of not less than 15 years from the date of the grant of permission where no individual residential units shall be sold separately for that period. The Planning Authority note that, in the event that a grant of permission was to be considered for the development proposed, the appropriate period for the commencement of the 15 years should be from the occupation of the first apartments within the development rather than from the date of the grant of planning permission.

As outlined above, all 162 apartments proposed in Block A are Build to Rent units. Matters relating to car parking provision for Block A are further discussed in Section 11.15 (Transportation, Parking and Access) of this report, which notes that the car parking provision apartments in Block A is less than 1 per apartment. It is set out that the Planning Authority considers that the attachment of a condition which addresses the requirements of Section 12.4.5.6 Residential Parking of the Dún Laoghaire Rathdown County Development Plan 2022-2-28 would be appropriate in this instance, in the event of a grant of permission for the proposed development, noting the BTR component of the proposed development. In this regard, the Planning Authority considers that any proposed change of tenure to another tenure model, subsequent to the expiration of the 15 year timeframe specified in the lodged documentation, relating to the Built to Rent nature of Block A, shall (by way of condition) be subject to a separate planning application.

In addition, SPPR7(b) of the Apartment Guidelines states that all BTR applications must be accompanied by detailed proposals for supporting communal and recreational amenities. As per particulars submitted, proposed Block A, would include 545sqm of residential amenity space including residents gym; co-working space; residents lounges; communal landscaped

podium area; concierge service; secure internal bike repair and storage area (with external access); waste storage and management; and plant. Communal open space of 2,287sqm would also be provided to serve Block A, located within the central podium area of same.

Having regard to the provisions of SPPR 7 of the Apartment Guidelines, the Planning Authority is generally satisfied that the proposals for supporting communal and recreational amenities services to be provided as part of the BTR development would be in accordance with the provisions of the Apartment Guidelines and Section 12.3.6 Build-to-Rent Accommodation of the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

11.3 Density

Section 12.3.3.2 Residential Density of the Dún Laoghaire Rathdown County Development Plan 2022-2028 states that in general, the number of dwelling units to be provided on a site should be determined with reference to the provisions of the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities, 2009, and Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2020. Section 12.3.3.2 states that as a general principle, and on the grounds of sustainability, the objective is to optimise the density of development in response to type of site, location, and accessibility to public transport. In addition, as noted above, Policy Objective PHP18: Residential Density of the County Development Plan 2022-2028 states that it is a policy objective of the Planning Authority to,

- *Increase housing (houses and apartments) supply and promote compact urban growth through the consolidation and re-intensification of infill/brownfield sites having regard to proximity and accessibility considerations, and development management criteria set out in Chapter 12.*
- *Encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area, with the need to provide for high quality sustainable residential development.*

Under Policy Objective PHP18, it is noted that the County Development Plan seeks to maximise the use of zoned and serviced residential land, and that consolidation through sustainable higher densities allows for a more compact urban growth that, in turn, more readily supports an integrated public transport system. Under Policy Objective PHP18, it is also noted that the Sustainable Residential Development in Urban Areas Guidelines and accompanying 'Urban Design Manual' include recommendations regarding appropriate densities for various types of locations. Having regard to the Guidelines and consistent with RPO 3.3 and 4.3 in the RSES, where a site is located within approximately 1km pedestrian catchment/10 minute walking time of a rail station, Luas line, Core/Quality Bus Corridor (QBC), and/or 1km/10 minute walking time of a Town or District Centre, higher densities at a minimum of 5 units per hectare (net density) will be encouraged.

As noted above, the proposed development would provide for a stated density of 80 units per hectare, based on 586 proposed residential units and a site area of 7.28 hectares. The proposed development within the administrative area of Dún Laoghaire Rathdown County Council would provide for a density of approximately 75 units per hectare, based on 274 units on a stated site area of 3.65 hectares.

The submission states that the subject site is located within approximately 0.8km of the Bray Daly DART/railway station. Separately, the subject site (as per plans and particulars submitted with this application, and proposed pedestrian/cycle links from the subject site to

existing routes to the north of same) would be located within a walking distance of approximately 0.6km of existing bus services along the R761 Dublin Road, along which a Core Bus Corridor is identified.

Given the relative location of the subject site within 1km walking distance of the Bray Daly DART station, and context of the subject site relative to proposed public transport and infrastructure provision within the administrative area of Wicklow County Council, the Planning Authority is generally satisfied that a higher density of development can be considered and accommodated at this location.

11.4 Residential Accommodation and Mix

Policy Objective PHP27: Housing Mix of the Dún Laoghaire Rathdown County Development Plan 2022-2028 states that it is the policy of the Planning Authority to encourage the establishment of sustainable residential communities by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided throughout the County in accordance with the provisions of the Housing Strategy and Housing Need Demand Assessment (HNDA) and any future Regional HNDA. Policy Objective PHP30: Housing for All states, inter alia, an objective to promote 'aging in place' opportunities for people to down/'right' size within their community. Under Section 12.3.3.1 Residential Size and Mix of the County Development Plan 2022-2028, it is stated that proposals for more than 50 residential units either individually or cumulatively with lands located within the neighbourhood (10-minute walk) will be required to incorporate a variety and choice of housing units by type and size so as to meet the differing household need in the County.

As noted above, the overall scheme would provide for 586 residential units, with development within the administrative area of Dún Laoghaire Rathdown County Council providing for:

- 222 apartment units (including duplex apartment units) consisting of:
 - 99 x one-bedroom units
 - 99 x two-bedroom units
 - 24 x three-bedroom units
- 52 dwelling house units, comprising of:
 - 11 x two-bedroom houses (House Type H3)
 - 30 x three-bedroom houses (House Type H4)
 - 11 x four-bedroom houses (House Types H5 and H7)

The overall mix of the development proposal within the administrative area of DLRCC would equate to:

- 99 one-bedroom units (36% of 274)
- 110 two-bedroom units (40% of 274)
- 54 three-bedroom units (20% of 274)
- 11 four-bedroom units (4% of 274)

The apartment and duplex apartment component mix of the development within the administrative area of DLRCC would comprise:

- 44.5% one-bedroom units
- 44.5% two-bedroom units
- 11% three-bedroom units

The BTR elements of the proposed development would comprise 162 no. apartment units (59%) of the total 274 residential units proposed within the administrative area of DLRCC. The 162 BTR units, all located within proposed Block A, would comprise

- 79 one-bedroom units (49% of 162)
- 76 two-bedroom units (47% of 162)
- 7 three-bedroom units (4% of 162)

Under Table 12.1 Apartment Mix Requirements of the Dún Laoghaire-Rathdown County Council Development Plan 2022-2028, new residential developments of more than 80% studio, one and two-bedroom units with no more than 30% of the overall development as a combination of one- bedroom and studios and no more than 20% of the overall development as studios. In addition, a minimum of 20% three-bedroom apartment units are required under the provisions of Table 12.1.

Although acknowledged that 49% of the apartments proposed within Block A of the proposed development would comprise one-bedroom apartments, under SPPR8(i) of the Apartment Guidelines, for proposals that qualify as specific BTR development in accordance with SPPR7, no restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise. The development proposed would therefore accord with the provisions of SPPR8 of the Apartment Guidelines regarding BTR unit mix.

Of the remaining 60 apartment units of development proposed within DLRCC, the mix would comprise:

- 20 one-bedroom units (located within proposed Block D) at 33%
- 23 two-bedroom units (6 units in Block D; 17 duplex apartment units) at 38%
- 17 three-bedroom units (duplex apartment units) at 28%

The 17 no. three-bedroom duplex apartment unit would comprise approximately 28% of non-BTR apartment units proposed within the administrative area of DLRCC, and approximately 8% of the total 222 apartment units proposed within same.

While the proportion of non-BTR one-bedroom apartment units, at 33%, would exceed the 30% specified in Table 12.1 of the 2022-2028 Development Plan regarding apartment mix requirements, having regard to the 28% proportion of three-bedroom apartment units proposed within the administrative area of Dún Laoghaire-Rathdown County Council, in addition to the mix of the 52 no. dwelling house units proposed within DLRCC, the overall unit mix proposed within the administrative area of DLRCC is considered acceptable.

11.5 Residential Unit Standards

11.5.1 Apartment Floor Areas

With regard to apartment floor areas, under SPPR3 and Appendix 1 of the Apartment Guidelines, and Section 12.3.5.5 Minimum Apartment Floor Areas of the Dún Laoghaire Rathdown County Development Plan 2022-2028, the minimum floor space requirements for apartment units are as follows:

- Studio: 37sqm
- 1 bedroom unit: 45sqm
- 2 bedroom unit (3 person): 63sqm
- 2 bedroom unit (4 person): 73 sqm
- 3 bedroom unit: 90 sqm

For clarity, it is noted that as per plans and particulars submitted, all two bedroom units proposed within the administrative area of Dún Laoghaire Rathdown County Council would comprise two-bedroom four-person units.

The submitted Architectural Design Statement provides individual unit type breakdown of proposed units within the scheme. As per particulars submitted, the stated floor areas of the apartment units proposed within the administrative area of Dún Laoghaire Rathdown County Council would meet or exceed the requirements of SPPR3 of the Apartment Guidelines and Section 12.3.5.5 Minimum Apartment Floor Areas of the Dún Laoghaire Rathdown County Development Plan 2022-2028 and regarding minimum floor areas of apartment units and associated storage provision.

With regard to private amenity space, under Appendix 1 of the Apartment Guidelines and Section 12.8.3.3(ii) Private Open Space for Apartment Developments of the Dún Laoghaire Rathdown County Development Plan 2022-2028, the minimum floor areas for private amenity space are as follows:

- Studio: 4 sqm
- 1 bedroom unit: 5 sqm
- 2 bedroom unit (3 person): 6sqm
- 2 bedroom unit (4 person): 7 sqm
- 3 bedroom unit: 9 sqm

Appendix 1 of the Apartment Guidelines also notes that balcony depths of 1.5m should be provided for.

As per plans and particulars submitted, minimum private amenity areas to serve apartment units proposed within the administrative area of DLRCC would meet or exceed the minimum storage area requirements of the Apartment Guidelines and 2022-2028 County Development Plan. In addition, all balcony depths would be a minimum of 1.6m, as stated. The private amenity space provision proposed to serve the development is considered to accord with SPPR8 of the Apartment Guidelines.

11.5.2 Internal Storage and External Storage

In addition to internal storage provision in apartment units, Section 12.3.5.3 Internal Storage and External Storage of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 also requires external storage for bulky goods in addition to minimum storage requirements. In this regard, the submission indicates that

"Large scale external storage is not included as part of the development, as the level of residential amenity, storage space and unit sizes is considered to be sufficient to cater for the needs of residents. Block A however does include one 41sq.m. area of external storage at undercroft / basement level. Block D is proposed as previously permitted by An Bord Pleanála under Ref ABP-3111181-21 and does not include external storage space".

Having regard to the unit mix proposed in Block D in particular, it is considered appropriate that a condition be attached to any grant of permission for the development to include for external/bulky goods storage to serve Blocks A and D.

11.5.3 Dual Aspect

Under Section 12.3.5.1 Dual Aspect in Apartments of the Dún Laoghaire Rathdown County Development Plan 2022-2028 it is stated that a dual aspect apartment is designed with openable windows on two or more walls, allowing for views in more than just one direction, with windows opposite one another or adjacent around a corner. Section 12.3.5.1 states that the use of windows, indents or kinks on single external elevations, in apartment units which are otherwise single aspect apartments, is not considered acceptable and/or sufficient to be considered dual aspect and these units, will be assessed as single aspect units.

With regard to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, SPPR4 of the Apartment Guidelines sets out the following requirements:

In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate in.*
- (ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.*
- (iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.*

The submission indicates that 56% of apartment and duplex apartment units proposed across the scheme would achieve dual aspect, and states that no single aspect north-facing apartment units would be provided. The submission indicates that 56% of apartment and duplex apartment units proposed within the administrative area of DLRCC would be dual aspect. As per plans and particulars submitted, it is considered that the proposal would accord with the provisions of Section 12.3.5.1 Dual Aspect in Apartments of the Dún Laoghaire Rathdown County Development Plan 2022-2028 and SPPR4 of the Apartment Guidelines.

11.5.4 Floor to Ceiling Heights

With regard to floor to ceiling height, the current County Development Plan in Section 12.3.5.6; Additional Apartment Design Requirements, indicates, *"Ground level apartment floor to ceiling heights shall be a minimum of 2.7 metres and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, Planning Authorities may exercise discretion on a case-by-case basis, subject to overall design quality".*

In SPPR5 of the Apartment Guidelines it is stated that:

"Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality".

As per particulars submitted with this application, floor to ceiling heights of 2.7m would be provided to all proposed ground floor residential and residential amenity spaces, with upper floor levels served by floor to ceiling heights of 2.5m. Having regard to particulars submitted, it is considered that the proposal would accord with the provisions of Section 12.3.5.6 of the current County Development Plan and SPPR5 of the Apartment Guidelines.

11.5.5 Unit per Core

Section 12.3.5.6 Additional Apartment Design Requirements of the County Development Plan 2022-2028 and SPPR6 of the Apartment Guidelines, limits the number of apartments per core to 12 no. units per floor. Under the provisions of SPPR 8(v), however, the requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.

As per particulars submitted, while the number of units per core within the apartment block elements of the development proposed would vary, in all cases they are below 12 units per core. The proposed development would therefore accord with the provisions of Apartment Guidelines regarding Individual Stair/Lift Core requirements.

11.5.6 Dwelling Unit Standards

Dwelling house units proposed as part of the subject scheme within the administrative area of Dún Laoghaire-Rathdown County Council would comprise 11 no. two-bedroom houses, 30 no. three-bedroom houses, and 11 no. four-bedroom houses. The submitted Architectural Design Statement provides individual unit type breakdown of proposed dwelling house units, including internal areas and private amenity space provision. As per same, all proposed dwelling house units would generally meet or exceed the requirements of the Quality Housing for Sustainable Communities-Best Practice Guidelines, 2007 for two, three, and four-bedroom dwellings. In addition, as per particulars submitted, the proposed dwelling house units would be served by private amenity space areas meeting or exceeding the requirements Section 12.8.3.3(i) Private Open Space for Houses of the Dún Laoghaire Rathdown County Development Plan 2022-2028.

11.6 Building Height

As noted above, the development proposed within the administrative area of Dún Laoghaire Rathdown County Council would comprise two apartment blocks and dwelling house and duplex apartment units. Proposed Block A, with a north-south orientation, would be located in the northeastern portion of the subject site and comprise two U-shaped blocks (A1 and A2) around a central podium area, ranging in height from four to seven storeys in height. Proposed apartment Block D, with an east-west orientation, would be located in the northwestern corner of the subject site and comprise a four storey rectangular-shaped block, with setback at third floor level. The terraced/end-of-terrace dwelling house units and duplex apartment units would be two and three storeys in height.

With regard to building height proposed, the Planning Authority notes Policy Objective BHS3 of the Planning Authority's Building Height Strategy, comprising Appendix 5 of the Dún Laoghaire Rathdown County Development Plan 2022-2028. The subject site is located within a Residential Suburban Area where the following policy applies:

"It is a policy objective to promote general building height of 3 to 4 storeys, coupled with appropriate density in what are termed the residual suburban areas of the County provided that proposals ensure a balance between the reasonable protection of existing amenities including residential amenity and the established character of the area".

The Building Height Strategy (Appendix 5) of the Dún Laoghaire Rathdown County Development Plan 2022-2028 incorporates the key elements of the Building Height Guidelines.

Any such proposals must be assessed in accordance with the criteria set out in Table 5.1 as contained in Section 5 of the Building Height Strategy and the onus will be on the Applicant to demonstrate compliance with the criteria. It is necessary to consider the application in context of these performance based criteria which is detailed in the following sections.

County Level

- *Proposal assists in securing objectives of the NPF, in terms of focusing development in key urban centres, fulfilling targets in relation to brownfield, infill development and delivering compact growth.*

The portion of the subject site located within the administrative area of Dún Laoghaire Rathdown County Council is located to the north of Bray town centre site and on lands predominantly subject to the 'A' land use zoning under the Dún Laoghaire Rathdown County Development Plan 2016-2022, on which residential use is permitted in principle. The site comprises former golf club lands in an area characterised by established residential development served by range of services and amenities, with access to public transport infrastructure. Having regard to the overall size of the site and its context, it is considered that additional height can be absorbed at this location subject to a carefully considered architectural response. It is therefore considered that the site is suitable for accommodating additional building height which will assist in securing National Planning Framework objectives by providing compact urban growth at this location.

- *Site must be well served by public transport – i.e. within 500 metre walk band of LUAS corridor, a 500 m walk band of DART Stations, 500 m walk band of N11 and 100 metre walk band of QBC - with high capacity, frequent service and good links to other modes of public transport.*

The submission states that *"the site is both centrally located to Bray town Centre (10 minute walk or 3 minute cycle) and proximate to existing and planned public transport services (10 minute walk or 3 minute cycle to DART station) with easy walking and cycling connections"*. As noted above, it is accepted by the Planning Authority that the subject site is located approximately 800m north of Bray Daly railway station, serving DART, commuter and main line rail services, with existing bus routes along the R761 Dublin Road to the west of the subject site including the 45A, 84N, 144, 145 and 184 services. Having regard to same, it is considered that the subject site is well served by high capacity, frequent service and/or good links to public transport.

- *Proposal must successfully integrate into/enhance the character and public realm of the area, having regard to topography, cultural context, setting of key landmarks. In relation to character and public realm the proposal may enclose a street or cross roads or public transport interchange to the benefit of the legibility, appearance or character of the area.*

Given the context of the subject site relative to existing adjacent development, internal layout of the subject scheme, and siting of the apartment block elements of the development proposal within the overall site, the Planning Authority is generally satisfied that buildings of scale can be successfully absorbed at this location. In addition, having regard to the design, massing and materiality of dwelling unit, duplex units, and particularly apartment block buildings proposed within the subject scheme, it is considered that development proposed within the administrative area of Dún Laoghaire-Rathdown County Council would successfully integrate with the character and public realm of the area.

- *Protected Views and Prospects: Proposals should not adversely affect the skyline, or detract from key elements within the view whether in foreground, middle ground or background. A proposal may frame an important view.*

While there are no protected views or prospects within the vicinity of the application site, it is noted that the proposed development would represent a substantial alteration to the skyline of the subject site relative to its existing state. Having regard to the articulation of form and massing of the development, particularly proposed apartment Block A at the prominent coastal perimeter of the subject site, it is considered that buildings of scale may be accommodated at this location subject to the considered design of same.

- *Infrastructural carrying capacity of area as set out in Core Strategy of CDP, relevant Urban Framework Plan or Local Area Plan.*

The Planning Authority is satisfied that the provision of additional accommodation within this infill site represents a better utilisation of the subject site and would not impact on infrastructural carrying capacity of the area, subject to compliance with the requirements of relevant bodies/authorities.

At District/Neighbourhood/Street Level

- *Proposal must respond to its overall natural and built environment and make a positive contribution to the urban neighbourhood and streetscape.*

The submission, including Planning Report & Statement of Consistency (prepared by RPS) and Architectural Design Statement (prepared by Glenn Howell Architect), indicates that the proposed development positively and successfully fulfils the performance criteria of the Building Height Strategy comprising Appendix 5 of the Dún Laoghaire Rathdown County Development Plan 2022-2028.

Of particular note in this regard is proposed Block A. As detailed in the submission, the design of this block as currently proposed has been considered in terms of overall massing, architectural expression and design, external finishes, and façade treatment from that previously proposed and refused by An Bord Pleanála at the subject site under ABP-311181-21. It is considered by the Planning Authority that the form, massing, articulation and materiality of proposed Block A responds to the coastal environment, with the mix of units provided within the scheme and open space areas proposed to serve same capable of making a positive contribution to the urban neighbourhood.

- *Proposal should not be monolithic and should avoid long, uninterrupted walls of building in the form of slab blocks.*

The Planning Authority notes that the apartment block elements of the proposed development provide for articulation through stepped height, and projecting balcony/terrace elements along facades of the buildings. As noted above, proposed Block A has been considerably modified from the form previously proposed and refused by An Bord Pleanála at the subject site under ABP-311181-21, in terms of overall massing, architectural expression and design, external finishes, and façade treatment. Block A, as proposed, would not be monolithic in form or design, and would this accord with this criterion.

- *Proposal must show use of high quality, well considered materials.*

External finishes, as detailed, would comprise a light coloured brick with light mortar to proposed apartment blocks in addition to duplex units adjacent to the 'Green Spine' running in a north-south orientation within the subject site located within the administrative area of Dún Laoghaire-Rathdown County Council. As per particulars submitted, a complementary palette of light brick colours would be provided to Blocks A and B, differing across the constituent buildings of same (A1 and A2, and B1 and B2) along the coastal perimeter of the subject site. The submission indicates that this finish was proposed due to the robust and hard wearing features of same. Proposed dwelling house units would be finished using "a small number of differing pastel render colours...carefully selected using colours already used in Bray", as stated.

The external finishes proposed are considered acceptable having regard to the visually prominent and relatively exposed location of the subject site, in addition to consideration of durability of external materials and maintenance implications of same are.

- *Proposal where relevant must enhance urban design context for public spaces and key thoroughfares and marine or river/stream frontage.*

Having regard to the subject site layout and context of same, the Planning Authority is satisfied that the layout of development as proposed within the administrative area of Dún Laoghaire-Rathdown County Council would provide for an appropriate design response and interface with the adjacent coastline to the east, public space areas within the subject scheme, and with existing adjacent open space areas. Further analysis with regard to open space provision is included within Section 11.10 Open Space and Public Realm of this report.

- *Proposal must make a positive contribution to the improvement of legibility through the site or wider urban area. Where the building meets the street, public realm should be improved.*

Having regard to the subject site layout and context of same within the administrative area of Dún Laoghaire-Rathdown County Council, this criterion is not strictly applicable in the case of the subject proposal. It is noted, however, that the proposed scheme would provide for additional pedestrian and cyclist permeability through the subject site and to the wider area, in addition to interface with the existing coastline.

- *Proposal must positively contribute to the mix of uses and/or building/dwelling typologies available in the area.*

As detailed above in this report, the Planning Authority is satisfied that a proposal of this nature can provide a positive contribution to the mix of typologies within the surrounding area.

- *Proposal should provide an appropriate level of enclosure of streets or spaces.*

The Planning Authority is satisfied that the layout of development as proposed would provide for an appropriate level of enclosure of streets or spaces of the scheme within the subject site.

- *Proposal should be of an urban grain that allows meaningful human contact between all levels of buildings and the street or spaces.*

The Planning Authority is satisfied that the design of the development allows meaningful human contact between all levels of buildings and the street or spaces through orientation of the balconies/terrace elements overlooking the communal amenity areas, and provision of passive surveillance to the landscaped and parking areas of the scheme.

At site/building scale

- *Proposed design should maximise access to natural daylight, ventilation and views and minimise overshadowing.*
- *Proposal should demonstrate how it complies with quantitative performance standards on daylight and sunlight as set out in BRE guidance "Site Layout Planning for Daylight and Sunlight" (2nd Edition).*

Where a proposal does not meet all the requirements, this must be clearly identified and the rationale for any alternative, compensatory design solutions must be set out. On relatively unconstrained sites requirements should be met.

The submission included a Daylight and Sunlight Assessment Report (dated September 2022 and prepared by 3D Design Bureau) for the proposed development, produced under the guidance of the 3rd Edition of the BRE Guidelines (BRE 3) which were released in June 2022. The findings of this assessment are discussed within Section 11.8 Sunlight and Daylight Access of this report.

-
- *Proposal should ensure no significant adverse impact on adjoining properties by way of overlooking, overbearing and/or overshadowing.*

Having regard to the position of proposed Block A within the subject site, and relative position of same to existing built form, it is considered that this element of the proposal would not result in a significant adverse impact on adjoining properties by way of overlooking, overbearing and/or overshadowing.

The extant permission at the subject site under ABP-311181-21, which included for Block D in comparable layout, siting and form as proposed under this application, is acknowledged.

- *Proposal should not negatively impact on an Architectural Conservation Area (ACA) or the setting of a protected structure.*

Having regard to the context of the subject site, this criterion is not applicable to the proposed development.

- *Proposals must demonstrate regard to the relative energy cost of and expected embodied and operational carbon emissions over the lifetime of the development. Proposals must demonstrate maximum energy efficiency to align with climate policy. Building height must have regard to the relative energy cost of and expected embodied carbon emissions over the lifetime of the development.*

The submission included an MEP Engineering Report & Energy Statement (prepared by Atkins) which sets out how the proposed buildings have been designed to improve their energy ratings and reduce their carbon emissions. The submission detailed passive, active and renewable energy conservation measures proposed to achieve the best energy performance possible with regard to Part L of the Building Regulations. Having regard to same, the Planning Authority is satisfied that this element of the proposed development has been considered.

County Specific Criteria

- *Having regard to the County's outstanding architectural heritage which is located along the coast, where increased height and/or taller buildings are proposed within the Coastal area from Booterstown to Dalkey the proposal should protect the particular character of the coastline. Any such proposals should relate to the existing coastal towns and villages as opposed to the coastal corridor.*
- *Having regard to the high quality mountain foothill landscape that characterises parts of the County any proposals for increased heights and/or taller building in this area should ensure appropriate scale, height and massing so as to avoid being obtrusive.*

As noted above, the apartment block elements of the proposed development provide for articulation through stepped height, and projecting balcony/terrace elements along facades of the buildings. Of particular note with regard to the above criterion is proposed Block A.

As detailed in the submission, including the submitted Architectural Design Statement, the design of this block has been considered in terms of overall massing, architectural expression and design, external finishes, and façade treatment from that previously proposed and refused by An Bord Pleanála at the subject site under ABP-311181-21. Notwithstanding the maximum seven (7 no.) storey height of Block A overall relative to the existing environment of the subject site, having regard to the massing of Block A, comprising the constituent buildings of A1 and A2 (with minimum setback between same in excess of 20m), with central communal open space area at podium level of same, treatment of balcony and fenestration detailing on external elevations of Block A overall, and contrasting but complementary brick finish to buildings A1 and A2, it is considered that this block represents an acceptable design response to the receiving coastal environment.

- *Specific assessments such as assessment of microclimatic impacts such as down draft.*

The submission included a Wind Microclimate Modelling report, prepared by B-Fluid. The submission concludes that the development has been designed to be a high-quality environment for the scope of use intended for each area/building; the development would not introduce any critical wind impact on the surrounding areas and on existing buildings; and that the proposed development would create comfortable pedestrian areas and public spaces. Having regard to same, the Planning Authority is satisfied that this element of the proposed development has been considered.

- *Potential interaction of building, materials and lighting on flight lines in locations in proximity to sensitive bird/bat areas.*

Particulars submitted with this application included a Natura Impact Statement (NIS) and an Environmental Impact Assessment Report (EIAR), both prepared by Atkins. The submitted NIS notes, with regard to bird flight paths, that the proposed development would not impact on the migratory paths nor pose an increased collision risk to assessed bird populations. The submitted EIAR separately notes, inter alia, that loss of potential bat roosting habitat will be mitigated by the introduction of 36 no. bat boxes within landscaped areas and within structure (pumping station) walls, and that disturbance to bats from lighting during the construction phase would have short term significant adverse impact at the local geographic scale.

- *Assessment that the proposals allows for the retention of telecommunications channels, such as microwave links.*
- *An assessment that the proposal maintains safe air navigation.*

Given the location of the subject site and the overall scale, height and form of the proposed development, the Planning Authority is satisfied that the proposed development will not result in any significant impact on telecommunications, nor will the development proposal have an adverse impact on safe air navigation.

- *Relevant environmental assessment requirements, including SEA, EIA (schedule 7 information if required), AA and Ecological Impact Assessment, as appropriate.*

The submission of the applicant included a Natura Impact Statement and an Environmental Impact Assessment Report, both prepared by Atkins. Pursuant to the Planning and Development Act, 2000, as amended, and the Planning and Development Regulations, 2001,

as amended, the Planning Authority notes that the competent authority for Appropriate Assessment and EIA in the SHD process is An Bord Pleanála.

Height Conclusion:

The Planning Authority is satisfied that the subject site is capable of accommodating increased height which would accord with the proper planning and sustainable development of the area and comply with the applicable performance based criteria set out in Table 5.1 of the Building Height Strategy comprising Appendix 5 of the Dún Laoghaire Rathdown County Development Plan 2022-2028.

The massing of Block A, comprising the constituent buildings of A1 and A2 (with minimum setback between same in excess of 20m), with central communal open space area at podium level of same, treatment of balcony and fenestration detailing on external elevations of Block A overall, and contrasting but complementary brick finish to buildings A1 and A2, represents a considerable modification from the form previously proposed and refused by An Bord Pleanála at the subject site under ABP-311181-21, in terms of overall massing, architectural expression and design, external finishes, and façade treatment. It is the opinion of the Planning Authority that Block A, as proposed, represents an acceptable design response to the receiving coastal environment and is acceptable at this location.

The extant permission at the subject site under ABP-311181-21, which included for Block D in comparable layout, siting and form as proposed under this application, is acknowledged.

Separately, the height and massing of dwelling house and duplex apartment units proposed within the administrative area of Dún Laoghaire Rathdown County Council are considered generally acceptable.

11.7 Design and Layout

As noted above, Policy Objective PHP18: Residential Density of the County Development Plan 2022-2028 seeks to promote compact urban growth through the consolidation and re-intensification of infill/brownfield sites, and to encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between protection of existing amenities and character of the area, with the need to provide for high quality sustainable residential development.

In this regard, development proposed across the overall site would provide for a range of form and height across apartment and dwelling house and duplex units. The proposed apartment blocks of scale across the overall site (Blocks A, B and C) would be concentrated along the eastern and southern extents of the subject site, with dwelling house and duplex units located in the western portion of same. Block D, at four storeys in height with a setback at upper floor level, would represent an increase in height from that of Corke Abbey residential properties to the northwest. Proposed apartment blocks would be served by projecting balcony and terrace elements, many of which would face onto landscaped areas within the subject site. Articulation across the overall site would be provided in the form of stepped height, and balcony/terrace elements along facades of the apartment buildings.

As noted above, external finishes would comprise a light coloured brick with light mortar to proposed apartment blocks in addition to duplex units adjacent to the 'Green Spine' running in a north-south orientation within the subject site located within the administrative area of Dún Laoghaire-Rathdown County Council. As per particulars submitted, a complementary palette of light brick colours would be provided to Blocks A and B, differing across the

constituent buildings of same (A1 and A2, and B1 and B2) along the coastal perimeter of the subject site.

The external finishes proposed are considered acceptable having regard to the visually prominent and relatively exposed location of the subject site, in addition to consideration of durability of external materials and maintenance implications of same.

Under the provisions of Section 12.3.5.2 Separation Between Blocks of the Dún Laoghaire Rathdown County Development Plan 2022-2028 in relation to Separation between Blocks, all proposals for residential development, particularly apartment developments and those over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects and provide sustainable residential amenity conditions and open spaces. Section 12.3.5.2 seeks to provide for a minimum clearance distance of circa 22 metres between opposing windows in the case of apartments up to three storeys in height, with greater separation distances potentially prescribed having regard to the layout, size and design of the development. In certain instances, depending on orientation and location in built-up areas, reduced separation distances may be acceptable. In all instances where the minimum separation distances are not met, the applicant shall submit a daylight availability analysis for the proposed development.

The submission indicates, with regard to proposed Blocks A and B, that these apartment buildings would *“present as 4 blocks above podium with equal separation distances”*. As per plans submitted, while projecting balcony elements would be located on opposing elevations, a minimum separation distance of approximately 22 would be provided between the opposing external walls and windows of the two constituent buildings of proposed Block A (A1 and A2), which would accord with the provisions of Section 12.3.5.2 Separation Between Blocks.

Separately, submitted layout plans indicate a minimum separation distance of approximately 23m between the opposing external walls and windows of proposed apartment Block A and proposed Block B to the immediate southeast of same, located within the administrative boundary of Wicklow County Council. A minimum separation distance of approximately 20m would be provided between opposing balcony elements serving Blocks A and B as measured on same. This is noted for the attention of An Bord Pleanála

While the proposed development would provide for a built form of increased scale relative to that in the immediate context of same, it is noted that the overall layout of development proposed generally provides for increased height and massing in the eastern and southeastern portions of the overall site. Having regard to same, and to the extant permission at the subject site under ABP-311181-21, the layout as proposed is considered acceptable in response to its site and surrounding built form.

Separately, the layout, massing and configuration of dwelling house and duplex apartment units proposed with the administrative area of Dún Laoghaire Rathdown County Council are considered generally acceptable.

11.8 Sunlight and Daylight Access

The contents of the submission, including submitted Daylight and Sunlight Assessment Report (prepared by 3D Design Bureau) and Planning Report and Statement of Consistency (prepared by RPS), are noted.

For clarity, it is noted that the submitted Daylight and Sunlight Assessment Report, dated September 2022, indicates that the assessment and report were produced under the guidance of the 3rd Edition of the BRE Guidelines (BRE 3) which were released in June 2022.

The submission states that *"Potential impacts on access to daylight and sunlight have been carefully considered, with appropriate separation distances and building heights provided to mitigate against any unacceptable levels of overshadowing in accordance with recommended best practice standards"*. The submission states that analysis of the proposed development included the following assessments:

- An assessment of the levels of Sun on Ground (SOG) to the proposed amenity spaces,
- An assessment of Sunlight Exposure (SE) in all habitable rooms of the proposed units tested. This included all rooms on all floors of all apartment blocks and the same selection of houses and duplexes as per the original application,
- An assessment of Spatial Daylight Autonomy (SDA) in all habitable rooms of the units tested. This included all rooms on all floors of all apartment blocks and the same selection of houses and duplexes as per the original application.

The Assessment states that results were generated and analysed for SOG in 13 no. proposed gardens/amenity spaces within the development, SE for 475 no. units in the proposed development, and SDA in 1,272 no. habitable rooms within the proposed development.

With regard to Sun on Ground (SOG) of proposed outdoor amenity spaces, the Assessment states that all 13 spaces assessed would meet the criteria as set out in the BRE Guidelines, and that *"all spaces assessed reach good levels of sunlight meaning occupants will have good access to well sunlit open areas both private and public"*.

With regard to Sunlight Exposure (SE) of habitable rooms within the development proposed, the Assessment states, in relation to the 475 units assessed, that *"the level of sunlight exposure for 220 no. units is considered high, 135 no. medium, 135 no. have reached the minimum recommendation with 75 below the minimum recommendation. The SE assessment has shown that circa ~84% of the proposed units meet the criteria for sunlight exposure as set out in the BRE Guidelines"*. The Assessment states that while no recommendation is made regarding the performance of a development as a whole for SE performance, the proposed development is considered to perform adequately in this regard.

With regard to Spatial Daylight Autonomy (SDA), the Assessment indicates that analysis included 1,272 habitable rooms across all floors of all apartment blocks, in addition to selected rooms within house and duplex units, proposed within the development, totaling 1,172 units. With regard to same, the Assessment states that *"under the criteria as set out in the BRE 209, the SDA value in 1219 no. habitable rooms meet or exceed their target values in the winter and summer time calculations respectively. This gives a circa compliance rate ~97%"*.

The Daylight and Sunlight Assessment Report included details of modelling and the methodology of the study undertaken in addition to the results of same, and includes shadow study images providing *"a visual representation of the shadows cast by the proposed development"*. The Assessment asserts that representation of the existing environment is provided as a 'baseline' state which *"reflects the existing environment. It includes the surrounding context and the subject site in their current standing. This includes any structures that are to be demolished as part of this application. Existing trees were placed using photogrammetry information, with assumptions made regarding exact size, position and species"*.

It is noted, however, that 'baseline' titled images included in the submitted Daylight and Sunlight Assessment Report include the form of the subject scheme as proposed. The Planning Authority would note same with regard to An Bord Pleanála's consideration of shadow impacts of the proposed scheme.

11.9 Impact on Adjoining Amenities

The contents of the submission, including submitted Architectural Design Statement (prepared by Glenn Howells Architects) are noted.

As noted above, the area of the subject site within the administrative area of Dun Laoghaire Rathdown County Council is bounded to the northwest by the Corke Abbey residential development. The submission indicates that proposed apartment Block D would provide passive surveillance to the adjacent woodland area.

While annotation on submitted layout plans includes reference to "*existing woodland buffer to be retained and enhanced*" along the northwestern boundary of the subject site, and dimensioned setback from subject site boundaries, proposed Block D would provide for windows serving kitchen/living/dining and bedroom areas of apartment units at first and second floor level within approximately 12m of the northwest boundary of the site shared with 112 Corke Abbey. While a setback would be provided at third floor level of this block, external terrace areas would be located at the western side of this block.

It is also noted, for the attention of An Bord Pleanála, that external projecting balcony elements on the north, south and east elevation of this block are not included on floor plan layout drawings for Block D. The extant permission at the subject site under ABP-311181-21, which included for Block D in comparable layout, siting and form as proposed under this application, is acknowledged.

Separately, the brick finish proposed to the elevations of proposed Block D, modified from render finish as proposed under ABP-311181-21, is welcomed by the Planning Authority.

11.10 Open Space and Public Realm

The contents of the submission, including submitted Landscape Design Strategy Report (prepared by Park Hood) and associated landscape plans, Tree Survey Report (prepared by Independent Tree Surveys; Appendix 3 of submitted EIAR Volume III), and Proposed Taking In Charge Plan (Drawing BRA-GHA-SW-ZZ-DR-A-05007), are noted.

Table 12.7 of the Dún Laoghaire Rathdown County Development Plan 2022-2028 notes that communal open space is for the use of a set group of residents within a development, ordinarily to be maintained by a Management Company (i.e.: privately owned), and typical of apartment-type residential developments. It is noted that said communal open space can be gated or located adjacent to specific apartment blocks for their exclusive semi-private use. Under Section 12.8.3.2 Communal Open Space of the Dún Laoghaire Rathdown County Development Plan 2022-2028, communal open space areas required per unit are as follows:

- Studio: 4sqm
- 1 bedroom unit: 5sqm
- 2 bedroom unit (3 person): 6sqm
- 2 bedroom unit (4 person): 7sqm
- 3 bedroom unit: 9sqm
- 4 bedroom+ unit: 12sqm

It is noted that the above requirements reflect those detailed in Table 12.9 of the Apartment Guidelines regarding communal open space quantum requirements.

As noted above, the development within the administrative area of Dún Laoghaire Rathdown County Council would provide for:

- 222 apartment units (including duplex apartment units) consisting of-
 - 99 x one-bedroom units
 - 99 x two-bedroom units
 - 24 x three-bedroom units
- 52 dwelling house units, comprising of:
 - 11 x two-bedroom houses (House Type H3)
 - 30 x three-bedroom houses (House Type H4)
 - 11 x four-bedroom houses (House Types H5 and H7)

Based on the unit mix of all 274 no. units proposed within the administrative area of Dún Laoghaire-Rathdown County Council, the development would generate a requirement to provide 1,883sqm communal open space (99 x 5sqm; 110 x 7sqm; 54 x 9sqm; 11 x 12sqm) in line with same. For clarity, this calculation includes duplex and dwelling house units. As per particulars submitted, the proposal would provide for 2,287sqm communal open space at podium level of proposed Block A, and 153sqm communal open space to the west of proposed Block D, totalling 2,440sqm overall and including play space. The communal open space provision of the development is considered acceptable with regard to the relevant requirements of the Dún Laoghaire Rathdown County Development Plan 2022-2028.

Separately, under Section 12.8.3.1 Public Open Space of the current County Development Plan, all residential schemes must provide a minimum provision of public open space in accordance with Table 12.8, under which 15% of the site area must be designed as public open space. Section 12.8.3.1 states that to qualify as public open space, the area must be designed and located to be publicly accessible and useable by all in the County; generally free from attenuation measures; and capable of being taken in charge (i.e.: must accord with the Council policy on taking in charge of open spaces).

Plans and particulars submitted include details of open space areas proposed across the development, including design concepts for same. The submission indicates that the proposed development would provide for a number of formal and informal play spaces for children of all ages, including a Multi Use Games Area (MUGA) at the southern extent of the subject site located within the administrative area of Wicklow County Council.

As per particulars submitted, a stated area of 5,008sqm public open space would be provided within the 'developable' area of the subject site within the administrative area of Dun Laoghaire-Rathdown County Council (30,862sqm of 3.65 hectares, as stated) excluding the area of the subject site within DLRCC subject to zoning objective 'F'. As per particulars submitted, this 5,008sqm, located to the north, south and west of proposed Block A, and to the east of Block D, would comprise 16.4% of the developable site area within DLRCC.

As per particulars submitted, the area of the subject site within DLRCC subject to zoning objective 'F', along the north and northeast subject site boundary (to the east of Block A), consisting of an additional 5,630 open amenity space. Having regard to the above, the public open space provision of the development is considered acceptable with regard to the relevant requirements of the Dún Laoghaire Rathdown County Development Plan 2022-2028.

The Parks and Landscaping Services report, dated 11/11/2022 and detailed in full in

Appendix A, stated no objection to the proposed development, however, notes the extent of tree removal with regard to the zoning objective 'F' applicable to lands within the administrative area of Dún Laoghaire-Rathdown County Council, and overall design approach to landscaping of the scheme as proposed. The Parks and Landscaping Services report recommends a number of stated conditions regarding hard and soft landscaping materials and detail, tree planting, and landscaping specification in the absence of Further Information provision for SHD developments.

The extant permission for development at the subject site permitted under ABP-311181-21, including landscaping and boundary treatments is noted in this regard. All relevant sections of the Parks and Landscaping Services report of 11/11/2022 are noted, with pertinent items to be addressed by way of recommended condition.

11.11 Childcare Facilities

With regard to childcare provision, the contents of the submission, including submitted Childcare Demand Analysis report, and School Demand & Concentration Report (both prepared by RPS), are noted.

Under Policy Objective PHP6: Childcare Facilities, it is the policy of the Planning Authority to encourage the provision of appropriate childcare facilities as an integral part of proposals for new residential developments, and that in general, at least one childcare facility should be provided for all new residential developments subject to demographic and geographic needs. Section 12.3.2.4 of the Dún Laoghaire Rathdown County Development Plan 2022-2028 with regard to Childcare Facilities states that in considering applications for new Childcare Facilities the Planning Authority will refer to Section 4.7 of the Design Standards for New Apartments Guidelines for Planning Authorities, 2020, specifically the provision of one childcare facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, as detailed in Section 4.7 of the Guidelines, with the exception for one-bedroom or studio type units, which should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.

For clarity, Section 4.7 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines, 2020, which states the following, is noted:

"Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms".

Under Section 12.3.2.4, it also stated that where it is proposed to provide a new childcare facility as part of a new residential development, the facility should be constructed in tandem with the overall scheme, with detail of operational hours and intended operator (where feasible) relative to the completion and occupation of dwellings also required.

As per particulars submitted, the housing mix proposed across the overall subject site would include:

- 238 x one-bedroom units
- 238 x two-bedroom units

- 98 x three-bedroom units
- 12 x four-bedroom units

Excluding one-bedroom units, 348 no. of the proposed apartment and dwelling house units proposed at the overall subject site would comprise two, three and four-bedroom units, which in line with the provisions of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines (2020), may be considered to contribute to a requirement for childcare provision.

As noted above, the proposed development would include the provision of a 627sqm childcare facility, located in Block C within the Wicklow County Council part of the overall application. The proposed childcare facility has a capacity for 88 spaces and would be served by attendant outdoor play space and dedicated parking spaces for staff of the proposed facility.

The submitted Childcare Demand Analysis report details demographic profiles, childcare trends, existing childcare facilities within 1-3km of the subject site, and permitted childcare facilities within 1-2km of the subject site. With regard to childcare calculation to serve the subject 586 residential unit development, the report states the following:

"Based on the demand analysis the following apply:

- *A rigid application of the Childcare Guidelines, excluding one bed units, would necessitate the provision of a childcare facility with 92 no. places.*
- *Applying the Childcare Guidelines excluding one bed units and 33% of two bed units would necessitate the provision of a childcare facility with 72 no. places.*
- *A robust analysis of projected childcare demand allowing for mix of units proposed, household size, childcare practices and the ECCE Programme found that demand for 0 – 4 years childcare places shall be no more than 63 no. places.*

It is considered that a childcare facility with capacity for 88 no. spaces (as permitted under ABP Ref. 311181-21) has more than sufficient capacity to meet demand generated by the subject development".

With regard to same, the Planning Authority highlights the following content from Section 4.4 Existing Childcare Facilities of the submitted Childcare Demand Analysis, which states:

"The Dún Laoghaire-Rathdown Childcare Committee advised in 2021 that they were aware that childcare provision within the catchment area of Dún Laoghaire-Rathdown was currently at full capacity. Demand is high and provision is currently not meeting this demand. The Wicklow Childcare Committee stated in 2021 that information received from parents over recent years in particular strongly indicate a need for childcare places in the Bray area.

The Annual Early Years Sector Profile Report 2020/2021 published by the Department of Children and Youth Affairs reports that in Dún Laoghaire-Rathdown 3,784 no. children were enrolled in childcare and there were 403 no. vacant places. This is a vacancy rate of 11%. This report also states that in Wicklow 2,518 no. children are enrolled in childcare and there were 410 no. vacant places. This is a vacancy rate of 16%. These findings indicate there is significant spare capacity within Dún Laoghaire-Rathdown and County Wicklow though it should be noted the vacancy rate is considered unlikely to be sustained once the effects of the COVID-19 pandemic on the enrolments and vacancy rates lessen.

Notwithstanding the extant permission at the subject site under ABP-311181-21, the Planning Authority would note the quantum of childcare spaces proposed to serve the subject development for An Bord Pleanála's consideration, particularly the exclusion of 33% of two-

bedroom units proposed within the scheme in addition to one-bedroom units, and assertion that the proposed 88-space childcare facility would *"also cater for further phases of the Harbour Point Masterplan"*.

Separately, to ensure full compliance with the provisions of Section 12.3.2.4: Childcare Facilities of the Dún Laoghaire Rathdown County Development Plan 2022-2028, in the event a grant of permission was to be considered for the development by An Bord Pleanála, it is recommended that the phasing of the proposed development including delivery of the childcare facility in the context of the overall development, and operational hours of same, be addressed by way of appropriate condition.

11.12 Archaeology

The southern extent of the subject lands located within the administrative area of Dún Laoghaire Rathdown County Council is identified as an archaeological site, as included in the Record of Monuments & Places (DU-026-124: Linear Earthwork).

The submission indicates that this linear earthwork feature *"presents itself along a low bank running on an NNE-WSW axis across the site"*, forming the county boundary line. The submission states that *"as detailed in the archaeological and built heritage assessment prepared by JCA and reported in the Environmental Impact Assessment Report (EIAR), a number of archaeological investigations of this earthwork, undertaken in conjunction with adjacent developments, have produced evidence that the earthwork comprises an 18th/19th century landscape feature and is not a section of the 'Pale' ditch as had been previously postulated"*.

The submission further notes that the layout of units and specific landscape features of the proposed development responds to the county boundary line as follows:

"Blocks A and B have been located to allow the boundary line to run through the open space between the blocks and two blocks of the terraced housing along the western boundary have been aligned to keep the boundary line within an area of open space running between the two blocks. The locally known 'Nun's Walk' will be defined by engraved paving slabs laid through the public open space area located between apartment blocks A and B to echo the alignment of this linear earthwork along with the alignment of the boundary between Dublin and Wicklow".

The contents of the submission are noted.

In the event that a grant of permission was considered for the proposed development, a condition pertaining to archaeology is recommended.

11.13 Boundary Treatments

The contents of the submission, including submitted Landscape Design Strategy Report (prepared by Park Hood) and Architectural Design Statement (prepared by Glenn Howells Architects) are noted.

With regard to boundary treatments proposed, the submission indicates that a linear park landscape incorporating 'coastal garden' elements would be provided along the eastern site boundary, between the proposed residential units and the existing railway line. The submission also states that *"a solid 2.4m high wall, as a requirement of Córas Iompair Éireann, will be provided"* along the eastern site boundary. The submission indicates that *"a 1.2m fence shall be provided along the extent of the northern boundary apart from a section*

proximate to Block D where a 1.8m fence shall be provided", with the existing woodland setting along the northern site boundary augmented to integrate proposed apartment Block D into the landscape. A 2.4m wall with rendered finish is proposed along the western boundary of the subject site at the rear of proposed residential properties.

While the contents of the submission are noted, the Planning Authority would note the 2.4m high wall proposed along the eastern boundary of the subject site, specifically the interface of the subject development with the nearby coastline and potential for a more visually permeable alternative to this treatment to provide an outlook of the proposed scheme to same. The extant permission for development at the subject site permitted under ABP-311181-21, including landscaping and boundary treatments is, however, noted.

11.14 Drainage

The contents of the submission, including submitted Engineering Planning Report, Stormwater Impact Assessment report, and Flood Risk Assessment (all prepared by Atkins), are noted.

With regard to surface water management, the submission states that surface water drainage for the proposed development site will employ SuDS techniques including permeable paving, swales in park areas adjacent to roads, green roofs, filter drains to rear gardens, modular underground attenuation and flow control devices and will outfall via attenuation/storage tanks.

The Drainage Planning report, dated 08/11/2022 and detailed in full in Appendix A, states that particulars submitted generally satisfy the requirements of Drainage Planning. The report includes commentary on calculations included in the submission, and the requirements for tender/construction stage drawings informed by the detailed design process with regard to compliance conditions. The Drainage Planning report additionally notes discrepancies in the detail and percentage of green roof areas to be provided, and that in the absence of Further Information provision for SHDs, this issue is to be addressed by way of proposed condition.

The Drainage Planning report of 08/11/2022 includes a number of stated conditions recommended in the event that permission was to be considered for the proposed development pertaining to green roof provision and detail; surface water management during construction stage of the development; requirement for fully dimensioned site-specific construction stage details and communally accessible maintenance arrangements for attenuation systems, green roofs/podiums, and SuDS measures; requirement for flow control devices; requirement for a Stage 2 - Detailed Design Stage Stormwater Audit; submission of a Stage 3 Completion Stage Stormwater Audit upon completion of development permitted; detail of construction management and maintenance; detail of underground attenuation systems; design of green roofs, podiums and SuDS measures; and that the landscape proposals are compatible with drainage proposals.

In the event that a grant of permission was to be considered for the proposed development, appropriate conditions to address same are recommended.

Separately, the Drainage Planning report states that the contents and conclusion of the submitted Site Specific Flood Risk Assessment (SSFRA) are considered acceptable and in accordance with the provisions of Appendix 15 of the Dún Laoghaire Rathdown County Development Plan 2022-2028 regarding Flood Risk Assessment, subject to compliance with a stated condition recommended in the event of a grant of permission.

For clarity, the Drainage Planning report states that the comments therein on flood risk assessment relates to elements of the SSFRA relating to lands within DLRCC administrative area only, and that the full SSFRA has not been reviewed for issues within the Wicklow County Council administrative area.

With regard to foul drainage, the submission states that the *"new development will be catered by a proposed 225mm diameter foul sewer with a single outfall to a proposed manhole that will be constructed as part of the future foul network reinforcement project to be carried out by Irish Water"*. With regard to water supply, the submission indicates that the subject site is not currently served by water supply infrastructure, with *"a 225mm diameter watermain...proposed to run the 675m east from the existing 225mm watermain on the Upper Dargle Road to the proposed site to facilitate water supply to the proposed development"*. A Confirmation of Feasibility from Irish Water was submitted in this regard (dated 02/09/2022; Appendix A of Engineering Planning Report submitted).

11.15 Transportation, Parking and Access

The contents of the submission, including the submitted Traffic and Transport Assessment, Mobility Management Plan, Stage 1 Quality Audit, Stage 1 Road Safety Audit, and Construction Management Plan (all prepared by Atkins), are noted.

As noted above, the overall development proposed would be accessed via two existing vehicular accesses off the R761 Dublin Road, from the Ravenswell Road Junction and the School Junction, in addition to existing pedestrian and cycle routes. New pedestrian/cycle routes that would link into the existing pedestrian and cycle network in the area are also proposed.

Car parking for dwelling house and duplex units would be provided at a stated ratio of 1 space per two-bedroom units; 1.5 spaces per three-bedroom units; 2 spaces per four-bedroom units; and 1 visitor space per 10 units. Car parking for apartment units in proposed Blocks A and D would be provided at a stated ratio of 0.6-0.72 spaces per unit for residential parking; and 1 visitor space per 20 units. Bicycle parking would be provided at a ratio of 1 space per bedroom for residential and 1 space per 2 units for visitors to serve proposed apartment block apartment units.

As per particulars submitted, the overall development would provide for 549 no. car parking spaces (including 36 residential visitor spaces and 14 retail/commercial spaces, and 2 car share spaces); 1,076 no. bicycle parking spaces (including 791 residential spaces, 254 visitor spaces, 12 childcare facility spaces); and 24 no. motorcycle parking spaces.

The Transportation Planning report dated 08/11/2022 and detailed in full in Appendix A, provides assessment of the proposed scheme, and including commentary on a number of items with regard to car parking provision, including suitability for use for by people with disability, electric vehicle (EV) charging points, and quantum of car sharing spaces; bicycle parking provision, specifically the layout and design of same (specifically double stacked parking type proposed, and requirements for covered parking spaces); trip generation calculations and the need to encourage travel by active travel modes and use of public transport; emergency vehicle site access; provision of pedestrian and cyclist links to adjacent lands; specifics of the submitted Stage 1 Quality Audit; visibility splays and sightlines; details of proposed boundary treatments, including the interface with the existing DART railway line underbridge; and detail of the submitted Construction Management Plan. The Transportation Planning report includes a number of stated conditions in relation to the above issues which,

in the event that a grant of permission was to be considered for the proposed development, are recommended to be attached to same.

The Transportation Planning report dated 08/11/2022 also noted the proposed Part 8 application for Bray Sustainable Transport Bridge within the administrative area of Wicklow County Council, referenced in particulars submitted, and includes a recommended condition with regard to the agreement of details of this bridge with Wicklow County Council in the event of a grant of permission.

As outlined previously, the Transportation Planning report dated 8/11/2022 is detailed in full in Appendix A.

With regard to car parking provision, and noting also that BTR units are proposed in this planning application, the Planning Authority note in particular Policy Objective PHP28 and Section 12.3.6 Built-to-Rent Accommodation of the Dún Laoghaire-Rathdown County Development Plan 2022-2028. All 162 no. apartments proposed in Block A are BTR units.

As discussed previously (in Section 11.2 of this report), it is stipulated that BTR development shall be located within a 10 minute walking time from high frequency public transport routes. In this regard, the submission states that *"the site is both centrally located to Bray town Centre (10 minute walk or 3 minute cycle) and proximate to existing and planned public transport services (10 minute walk or 3 minute cycle to DART station) with easy walking and cycling connections"*.

In this regard, the Planning Authority notes that the subject site is located approximately 800m north of Bray Daly railway station, serving DART, commuter and main line rail services, with existing bus routes along the R761 Dublin Road to the west of the subject site including the 45A, 84N, 144, 145 and 184 services.

With regard to the Ground Floor Plan of proposed Block A (in which all 162 no. apartments are Build to Rent units), it is estimated that approximately 123 car parking spaces (including 2 no. accessible parking spaces) are shown; Drawing No. BRA-GHA-ZA-00-DR-A-05100 refers.

As 162 no. apartments are proposed in Block A, this equates to less than 1 space per residential unit.

The Planning Authority notes in particular the following content of Section 12.4.5.6 Residential Parking of the Dún Laoghaire Rathdown County Development Plan 2022-2028, which states, inter alia -

'.....'

For the purposes of the parking standards set out in Table 12.5 below Built to Rent development are considered to be residential apartments. Where a Built to Rent scheme avails of lower car parking based on the nature of the use a condition should be attached to any grant of permission to state that planning permission shall be sought for a change of tenure to another tenure model following the period specified in the covenant.

.....'

Having regard to the foregoing, the Planning Authority considers that the attachment of a condition which addresses the requirements of Section 12.4.5.6 of the current County

Development Plan would be appropriate in this instance, noting the BTR component of the proposed development, in the event of a grant of permission for the proposed development. Accordingly, it is considered that any proposed change of tenure to another tenure model, subsequent to the expiration of the 15 year timeframe specified in the lodged documentation, relating to the Build to Rent nature of Block A, shall (by way of condition) be subject to a separate planning application.

As outlined, the proximity of the application site to the DART station is also noted.

With regard Block D, 26 no. apartments are proposed in this block, comprising 20 no. 1-bedroom units, and 6 no. 2-bedroom units. It is estimated that there are approximately 13 no. car parking spaces in Block D (inclusive of accessible parking space and e-charging spaces) at Ground Floor level.

Having regard to car parking provision in the DLRCC part of the application site, it is recommended that a condition is attached which requires revised car parking arrangements, including allocation of car parking spaces, to be submitted and agreed with the Planning Authority prior to commencement of development. In this regard the Planning Authority notes a distinction between car parking provision for dwelling houses, and separately, apartments/duplexes.

52 no. dwelling house units are proposed in the DLRCC part of the site.

The Transportation Planning report recommends the attachment of a condition requiring revised drawings to be submitted for the written agreement of the Planning Authority, prior to commencement of development, which demonstrate the provision of 139 no. car parking spaces to serve 76 no. dwelling houses (the description of development as per the public notices is noted in this regard).

Having regard to the nature and scale of the proposed development, and its location proximate to public transport infrastructure, the Planning Authority considers that a condition requiring revised car parking proposals to serve the proposed houses, to be agreed with the Planning Authority prior to commencement of development, would be acceptable in this instance.

The Planning Authority notes also that some dwelling houses would appear to have 2 no. on-curtilage car parking spaces.

In this regard, it is considered that a minimum of 1 no. car parking space per dwelling house should be provided, and that in the event of a grant of permission for the proposed development, that this matter be confirmed by way of condition.

With regard to cycle parking, it is noted that the Transportation Planning report states that the majority of all cycle parking across the site is the double-stacked type, which is not in accordance with DLRCC 'Standards for Cycle Parking and associated Cycling Facilities for New Developments'.

With regard to the cycle parking, Transportation Planning seek that a minimum of 963 cycle spaces be provided to serve the residential portion of the proposed development.

In this regard, the Planning Authority considers that a condition is attached, requiring that details of cycle parking, to include locations and type of parking stand, be submitted and

agreed with the Planning Authority prior to commencement of development. In particular, the Planning Authority considers that the cycle parking locations should be easily accessible.

11.16 Public Lighting

The contents of the submission, including submitted MEP Engineering Report and Energy Statement, and associated drawings (prepared by Atkins), are noted.

In the event that a grant of permission was to be considered for the proposed development, a condition to confirm lighting details to serve any residential scheme at the subject site is recommended.

11.17 Refuse Management, Scheme Management and Construction Details

The contents of the submission, including Construction Resource and Waste Management Plan, Outline Construction Environmental Management Plan, Outline Operational Waste Management Plan, Construction Management Plan, and Environmental Impact Assessment Report – Volume 2 EIAR Document (all prepared by Atkins), are noted with regard to construction and operational management of the proposed development.

The submission states that each apartment building will have a communal bin store or stores on the ground floor level, with separate ground level waste storage provided for the retail and childcare facility proposed. Each communal waste room will contain facilities for streaming recyclable material, as stated. With regard to domestic waste management, the submission indicates that residents with external access to the rear of the property will store the wheeled bins to the rear of the houses. Houses with no external rear access will store the wheeled bins to the front of the house in a covered area. Each house will have storage capacity for 2 no. 240L wheeled bins for residual waste and dry recyclable waste and 1 no. 140L wheeled bin for organic waste. The submission indicates that each residential unit will be served by adequate storage provision to facilitate recycling. A publicly accessible bring bank element is not included as part of proposal.

The Environmental Health Officer report dated 02/11/2022 and detailed in full in Appendix A, indicated no objection to the proposed development subject to stated conditions regarding a final Construction Environmental Management Plan, and construction management (including hours, dust monitoring and noise management) in the event of a grant of permission.

It is recommended that issues pertaining to operational and construction waste management be addressed by appropriate condition in the event that a grant of permission was considered for the proposed development.

11.18 Part V

With respect to Part V, the submission indicates that it is proposed to provide 62 units overall on site, to be transferred to Dún Laoghaire Rathdown County Council and Wicklow County Council. Of the total 62 Part V units, 28 units would be located within the administrative area of Dún Laoghaire Rathdown County Council, comprising:

- 20 x one-bedroom apartment units
- 7 x two-bedroom apartment units (including 1 x ground floor duplex apartment)
- 1 x three-bedroom apartment units (comprising 1 x two storey duplex apartment)

Of the 28 units located within the administrative area of Dún Laoghaire Rathdown County Council units, 26 would be located in Block D of the proposed scheme with the remaining 2 units comprising a duplex apartment unit located in the northwest corner of the subject site, adjacent to Block D.

The submission indicates that the total indicative cost of these 28 units is assessed at €10,358,918 inclusive of VAT, with indicative average unit costs of €294,086 for the one-bedroom units, €533,012 for the two-bedroom units and €746,108 for the three-bedroom unit.

The report of the Housing Department, dated 18/10/2022 and detailed in full in Appendix A, states that while the unit costs, as detailed, exceed the Planning Authority's approved acquisition cost threshold, it is acknowledged that the stated costs are estimated, as actual costs cannot be quantified at this preliminary stage. The Housing Department report states that the on-site proposal is capable of complying with the requirements of Part V of the Planning and Development Act 2000 as amended, the County Development Plan and the Housing Strategy 2016-2022, subject to agreement being reached on land values and development costs and funding being available. The Housing Department report notes that should planning permission be granted and validated costs prove to be of similar values, the Planning Authority will review the proposal and seek an alternative compliance option.

The Housing Department report states that in order to fully assess the Part V provision proposal, a detailed submission to include, inter alia, existing and development use land values, construction, development and any attributable costs associated with the development would be required. Furthermore, in determining whether to enter into an agreement under Section 96(3)(b) of the Acts the Planning Authority will consider the proposal having regard to the criteria set out in Sections 96(3)(c) and (h) of the Acts. The report of the Housing Department recommends a condition to this effect be attached in the event that a grant of permission was to be considered for the proposed development.

The date of purchase of the subject site by the applicant with respect to Part V provision in accordance with Part 6 of the Affordable Housing Act 2021, which amends Part V of the Planning and Development Act 2000, as amended (enacted on 21/07/2021, commenced on 3/09/2021), would be relevant in relation to compliance with Part V.

The date(s) of purchase of the application site do not appear to be stated in the Part V documentation lodged.

In this regard, the content of Item 7 Applicant's Interest in the Site of the SHD Application Form is noted, which states:

- That the Applicant's interest in the site is Owner and Other;
- With regard to Other, it is stated that "Some works are proposed on lands controlled by the local planning authority"
- Letter of consent for works facilitating links to utilities provided by Wicklow County Council

Accordingly, the condition relating to Part V contained in Section 14 Suggested Conditions of this Chief Executive's Report requires details to be submitted, to comply with Part V, to include date(s) of purchase of the application site.

This matter relating to Part V is highlighted for An Bord Pleanála's consideration.

11.19 Taking in Charge

As per particulars submitted, no part of the proposed development within the administrative area of Dún Laoghaire Rathdown County Council is intended to be taken in charge by the Planning Authority.

Notwithstanding this, in the event that a grant of permission for the proposed development is considered by An Bord Pleanála, it is recommended that a condition stipulating that the development is carried out in accordance with the County Council's standards is attached to any grant of permission.

A condition relating to a Management Company is also recommended in the event of a grant of planning permission.

11.20 Appropriate Assessment and Environmental Impact Assessment

The submission included

- a Natura Impact Assessment (NIS) prepared by Atkins;
- an Environmental Impact Assessment Report (EIAR) prepared by Atkins.

Natura Impact Statement (NIS)

The submitted Natura Impact Statement (dated September 2022) concludes that:

"Following a comprehensive evaluation of the potential direct, indirect and cumulative impacts on the qualifying interests of the SAC and the implementation of the proposed mitigation measures, it has been concluded by the authors of this report that there will be no residual impacts and the proposed project will not have an adverse effect on the integrity of the Rockabill to Dalkey Island SAC or any other European site".

Pursuant to the Planning and Development Act, 2000, as amended, and the Planning and Development Regulations, 2001, as amended, the Planning Authority notes that the competent authority for Appropriate Assessment in the SHD process is An Bord Pleanála.

Environmental Impact Assessment Report (EIAR)

The submitted EIAR (dated September 2022) states that:

"The proposed development has been screened against the types of development, various processes and activities listed in Schedule 5 Part 2 of the Planning and Development Regulations as amended 2001-2022, including S.I. No. 296 of 2018 – European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 which came into operation on 1st September 2018.

In accordance with Section 10(b) an Environmental Impact Assessment Report (EIAR) would be required if the proposed infrastructure consists of the development of more than 500 dwelling units or has an area of more than 20 hectares. The proposed development comprises 586no. residential units, hence exceeds this relevant threshold and thus a mandatory EIAR is required".

The submitted EIAR comprises three volumes, including Volumes I – Non-Technical Summary, Volume II – Environmental Impact Assessment Report, and Volume III – Appendices.

Pursuant to the Planning and Development Act, 2000, as amended, and the Planning and Development Regulations, 2001, as amended, the Planning Authority notes that the competent authority for EIA in the SHD process is An Bord Pleanála.

11.21 Comment on Third Party Submissions and Observations

The issues raised in the third party submissions have been summarised above. The main issues raised included, inter alia, building design and height; visual impact; impact on the existing character of the receiving environment; impact on adjacent development; interface with existing and proposed infrastructure, development and the coastline; existing infrastructure capacity; proposed infrastructure and prematurity of development in context of same; sustainability and environmental impact of development; car parking provision; traffic congestion; proposed site permeability; impact on biodiversity; flood risk and surface water management; contravention with the provisions of the Dún Laoghaire Rathdown County Development Plan 2022-2028, Bray Local Area Plan 2018-2024 and national policy; and details of the submission.

The proposed development has been assessed in accordance with the provisions of the Dún Laoghaire Rathdown County Development Plan 2022-2028 and the National and Regional guidance as set out above. The proposed development is located on lands subject to zoning objective A, which seeks 'to provide residential development and improve residential amenity while protecting the existing residential amenities', under which residential development is permitted in principle. Residential development may be permitted where the Planning Authority is satisfied that the development would be compatible with the overall policies, objectives, standards and requirements of the County Development Plan and relevant national policy regarding residential development. All third party submissions have been considered and noted, with concerns raised in same addressed in the relevant sections of the assessment above.

With respect to the issues raised in relation to access and parking, drainage, and landscaping the contents of reports received from the various internal departments (all contained in Appendix A of this report) are also noted, which indicated no objection to the principle of the proposed development subject to compliance with a number of stated conditions in the event of a grant of permission for same to address outstanding issues.

11.22 Comment on Submissions/Observations received from Prescribed Bodies

The contents of the submission received from Transport Infrastructure Ireland (dated 12/04/2022), did not include any objection or recommended conditions in the event a grant of permission was to be considered for the proposed development.

The submission received from Irish Water (dated 11/11/2022) requests that the Board conditions any grant (of permission) to include 3 no. stated conditions. These conditions are not included in Section 13.0 Suggested Conditions of this Chief Executive's Report, but are instead included as a note.

12.0 CONCLUSION

Subject to the inclusion of appropriate conditions, the Planning Authority considers that the proposed development of a residential infill development at the subject site within the administrative area of Dún Laoghaire-Rathdown County Council is consistent with the relevant objectives of the Dun Laoghaire Rathdown County Development Plan 2022-2028, and national policy regarding new apartment development and building height, which seek to provide for increased density and height in accordance with the National Planning Framework.

As such, it is recommended that permission for the proposed development be GRANTED for development within the administrative area of DLRCC the following reasons and considerations:

Having regard to the context and zoning objective of the subject site, and nature, scale and design of the proposed development, it is considered that the proposed residential development within the administrative area of Dún Laoghaire-Rathdown County Council would be in compliance with the provisions of the Dun Laoghaire Rathdown County Development Plan 2022-2028 in relation to residential development, the provisions of national and regional policy in relation to compact urban growth, with the relevant provisions of national guidance regarding apartment development, including the Sustainable Urban Housing: Design Standards for New Apartments Guidelines, 2020, and Urban Development and Building Heights Guidelines for Planning Authorities, 2018, and would not be seriously injurious to the residential amenity of adjacent properties or visual amenity of the area.

The proposed development within the administrative area of Dún Laoghaire-Rathdown County Council would therefore, subject to conditions set out below, be in accordance with the proper planning and sustainable development of the area.

| Development Summary | |
|--|-------------------------|
| Total number of units proposed: | 274 |
| Dwelling house units: | 52 |
| Apartment units (including duplex apts): | 188 (162 Build to Rent) |
| Total number of units to be permitted: | 274 |
| Dwelling house units: | 52 |
| Apartment units (including duplex apts): | 188 |

13.0 SUGGESTED CONDITONS

If An Bord Pleanála is minded to grant permission for the proposed development, the Planning Authority recommends the conditions below be imposed. With regard to same, the Planning Authority respectfully requests that, in the interest of clarity, any conditions attached by An Bord Pleanála to a grant of permission for the proposed development include the requirements as set out in the reports of the technical departments of the Planning Authority.

1. The development shall be carried out in its entirety in accordance with the plans, particulars and specifications lodged with the application, save as may be required by the other conditions attached hereto. If agreement cannot be reached between the developer of the land and the Planning Authority with regard to any conditions which require a submission of compliance, the matter may be referred to the Board for determination.

REASON: To ensure that the development shall be in accordance with the permission and that effective control be maintained.

2. Prior to commencement of development, revised plans and particulars shall be submitted for the written agreement of the Planning Authority (Planning), which shall show the provision of external storage for bulky items outside individual units (i.e. at ground or basement level), to serve Block D.

REASON: In the interest of the proper planning and sustainable development of the area.

3. Prior to the commencement of development, details of all external finishes including materials, colours and textures shall be submitted for the written agreement of the Planning Authority (Planning).

REASON: In the interest of visual amenity.

4. Prior to commencement of development, revised plans and particulars of all existing and proposed boundary treatments to the subject site shall be submitted for the written agreement of the Planning Authority.

- All revised plans shall accurately reflect existing site and shared boundary treatments between the subject site and existing adjacent properties, alignment of existing and proposed boundary treatments, and include, as appropriate, contiguous elevations which demonstrate the proposed boundary treatment proposals and section drawings clearing indicating the height of all such boundaries relative to the proposed ground levels within the subject site and existing ground levels within adjacent properties.
- Revised plans shall detail the interface of proposed boundary treatments with the existing DART railway line underbridge to the east of the site.
- The proposed eastern boundary to adjoin the DART railway line shall comprise of a visually permeable, high quality boundary treatment.

REASON: In the interest of the proper planning and sustainable development of the area.

5. Each proposed apartment/house shall be used as a single dwelling unit only and shall not be sub-divided in any manner or used as two or more separate habitable units.

REASON: To prevent unauthorised development.

6. The permitted use of the applicable elements of the development shall be residential rental accommodation only for a minimum period of 15 years from the date of the occupation of the first apartments within the scheme. The Applicant shall notify the Planning Authority in writing when the apartments are first occupied, and a revised deed of covenant shall be submitted to and agreed in writing with the Planning Authority prior to the commencement of development on site.

REASON: In the interests of the proper planning and sustainable development of the area.

7. Any proposed change of tenure of the Build to Rent nature of Block A hereby permitted to another tenure model, subsequent to the expiration of the 15 year timeframe specified in Condition 6 of this permission, shall be subject to a separate planning application.

REASON: In the interests of the proper planning and sustainable development of the area, in the interests of sustainable transportation, and to comply with Section 12.4.5.6 of the Dún Laoghaire Rathdown County Development Plan 2022-2028.

8. Prior to commencement of development the Applicant shall submit an Operational Management Plan for the applicable elements of the proposed Build-to-Rent residential development. The Operational Management Plan shall provide details of the management structure in place and shall provide information relating to:

- a. Reception/concierge;
- b. Staffing;
- c. Moving in/out;
- d. Occupiers facilities;
- e. Control of rooftop amenity spaces;
- f. Car parking management/allocation including details for car sharing;
- g. Deliveries;
- h. Security;
- i. Health and Safety; and,
- j. Building maintenance.

REASON: To provide for the satisfactory completion and maintenance of the development in the interest of residential amenity.

9. (a) Prior to the commencement of the development as permitted, the Applicant or any person with an interest in the land shall enter into an agreement with the Planning Authority (such agreement must specify the number and location of each housing unit), pursuant to Section 47 of the Planning and Development Act 2000, as amended, that restricts all applicable residential units permitted to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(b) An agreement pursuant to Section 47 shall be applicable (i) for the period of duration of the planning permission or (ii) from the date of commencement of the duration of the planning permission until the date on which the last residential unit the subject of the section 47 agreement has been transferred to an individual purchaser, whichever is the later, except where after not less than two years from the date of completion of each housing unit, it is demonstrated to the satisfaction of the planning authority that it has not been possible to transact each of the residential units for use by individual purchasers and/or to those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(c) The determination of the Planning Authority as required in (b) shall be subject to receipt by the Planning and Housing Authority of satisfactory documentary evidence from the Applicant or any person with an interest in the land regarding the sales and marketing of the specified residential units, in which case the Planning Authority shall confirm in writing to the Developer or any person with an interest in the land, that the Section 47 agreement has been terminated and that the requirement of this planning condition has been discharged in respect of each specified housing unit.

(d) For the avoidance of doubt, the definition of 'houses and duplex units' in this condition is as per the definition set out in the Ministerial Planning Guidelines under Section 28 of the Planning and Development Act 2000 (as amended), Regulation of Commercial Institutional Investment in Housing, namely,

- (i) A house, defined as not including a building designed for use or used as two or more dwellings or a flat, an apartment or other dwelling within such a building, and,
- (ii) A duplex unit, defined as a dwelling within a building designed for use as two individual dwellings and/or on one shared plot, with separate entrances.

REASON: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.

10. Prior to the commencement of development, the applicant shall submit the following for the written agreement of the Planning Authority (Drainage Planning Section):

(a) A drawing demonstrating that the proposed green roof extents are in accordance with the Council's Green Roof Policy such that the minimum coverage requirement of 70% (extensive) or 50% (intensive) is achieved. It should be noted that only green areas should be included in the calculation and paths or hard landscaped areas should be excluded from the calculation. The applicant shall also provide details of maintenance access to the green roofs and should note that, in the absence of a stairwell type access to the roof, provision should be made for alternative maintenance and access arrangements such as external mobile access that will be centrally managed. A detailed cross section of the proposed buildup of the green roof should be provided, including dimensions. The applicant should comment on the compatibility of the green roof with PV panels if they are to be incorporated into the design.

(b) A construction management plan and programme of works that amongst other items provides for interception, containment and treatment of construction runoff. No construction runoff should be diverted to proposed SuDS measures. Any surface water sewer pipes used to convey construction runoff should be thoroughly cleaned before subsequent connection to SuDS elements.

(c) Fully dimensioned site-specific construction stage details and communally accessible maintenance arrangements for the proposed:

- (i) Attenuation systems
- (ii) Green roofs/podiums (Intensive and Extensive)
- (iii) SuDS measures (tree pits, filter drains and permeable paving)

(d) Full details of the flow control devices, including model and make number, orifice size and flow control hydraulic characteristics graph. A penstock must be provided in the manhole in which each flow control device is located.

(e) A Stage 2 - Detailed Design Stage Stormwater Audit, as required under Policy EI9: Stormwater Impact Assessments of the County Development Plan, so as to check the detail of all the SuDS elements and to ensure that any necessary amendments have been included in the construction stage drawings. The applicant shall also include a standalone 1-2 page design statement for the proposed surface water management system noting critical elements, their operation and significant design parameters (attenuation volumes, flow rates etc).

(f) A map detailing the predicted flood levels to the northern boundary, as shown on the flood extents shown on the OPW Old Connaught & Wilford Fluvial Flood Extents map No. E100LD_EXFCD_F0_02 dated 27th July 2016 with specific reference to proposed floor levels

within the development. Details of the proposed northern boundary treatment (to include sections) should extend to include the predicted flood extents immediately adjoining the site and demonstrate that such boundary treatment does not alter the predicted flood extents or potential conveyance routes.

REASON: In the interests of the proper planning and sustainable development of the area.

11. The applicant shall implement a construction management plan and programme of works that amongst other items provides for interception, containment and treatment of construction runoff. No construction runoff should be diverted to proposed SuDS measures. Any surface water sewer pipes used to convey construction runoff should be thoroughly cleaned before subsequent connection to SuDS elements.

REASON: In the interests of the proper planning and sustainable development of the area.

12. All drainage works are carried out in accordance with the agreed details and that a post-construction maintenance specification and schedule is implemented on site. Maintenance contractors with specialist training in SuDS care should be used. Thereafter, all elements of the surface water management system shall be maintained at all times in accordance the post-construction maintenance specification and schedule, which shall be included in the site Safety File.

REASON: In the interests of the proper planning and sustainable development of the area.

13. The applicant shall ensure that all underground attenuation systems within 5 metres of foundations or site boundaries have an impermeable liner and are offset sufficiently from the site boundary to provide sufficient space for future maintenance.

REASON: In the interests of the proper planning and sustainable development of the area.

14. The applicant shall ensure that the landscape proposals are compatible with the drainage proposals.

REASON: In the interests of the proper planning and sustainable development of the area.

15. Upon completion of the development, the applicant shall submit to the Planning Authority for its written agreement a Stage 3 Completion Stage Stormwater Audit to ensure the SuDS measures were installed and working as designed, no misconnections have taken place and that damage has not occurred to any of the stormwater drainage infrastructure during construction. A report shall, be issued to the Planning Authority and any necessary recommendations carried out, unless agreed otherwise with the Planning Authority. This stage may require the installation of flow monitors and/or dye testing; the extent of monitoring will depend on the findings of the audit. A CCTV survey shall be carried out of all stormwater pipes and the survey and report forwarded to the Planning Authority.

REASON: In the interests of the proper planning and sustainable development of the area.

16. Prior to the commencement of development, the following shall be submitted for the written agreement of the Planning Authority (Transportation Planning):

For the avoidance of doubt, this condition differentiates between 'dwelling house' and 'apartments/duplexes'.

(a) Car parking arrangements, which shall include drawings and associated schedule demonstrating the allocation of all parking spaces, which shall be clearly numbered, and which shall show the provision of:

(i) All car parking spaces at Ground Floor Plan of Block A shall serve the apartments in Block A only, save for any car parking spaces assigned to comply with the requirements of Condition 16(b).

(ii) A minimum of 1 no. car parking space per dwelling house. Any car parking spaces to serve dwelling houses which are not on-curtilage, shall be clearly numbered to serve specified dwelling houses. Car parking spaces for dwelling houses shall have a minimum length of 5.5m depth and a minimum width of 3m.

(iii) Details of all remaining car parking spaces (that is, car parking spaces other than those to serve all dwelling houses and Block A (Build to Rent) apartments), including number, allocation and location, shall be shown on revised drawings and schedule.

(b) The submitted drawings and details should also clearly mark the number and location of car parking spaces assigned to visitors, car sharing schemes, deliveries, etc.

(c) Revised drawings and details which demonstrate the provision of a minimum of 110 No. electric vehicle charging points at the proposed development and that all proposed car parking spaces (other than those equipped with operational electric vehicle chargers) will be constructed so as to allow the future installation of electric vehicle charging points without the requirement for future intrusive works. The drawings shall demonstrate the provision of roped ducting, capping, mini-pillars and substations to facilitate future installation. On-street parking spaces and residential dwelling house parking spaces (driveways) shall also be included.

(d) Revised drawings which demonstrate an increased provision of car parking spaces for a car sharing scheme.

(e) Revised drawings and details which demonstrate a minimum of 963 No. cycle parking spaces to serve the residential portion of the proposed development. The cycle parking provision and design shall be in accordance with Section 3 & Section 4 of DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018). Stacked cycling parking is not recommended, and the preferred type of cycle parking stand is the Sheffield cycle stand. Accordingly, at a minimum, the DLRCC standard shall be satisfied, and all proposed cycle parking at the development over and above the required number outlined in DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018) may be shown as "stacked". In determining recommended space for bicycle parking a footprint of 2m x 1m is required for 2 standard bicycles parked at 1 Sheffield stand in accordance with the DLRCC standard.

Revised proposals shall show the provision of cycle parking at easily accessible, convenient locations for residents within the scheme.

A portion of visitor parking shall also be provided at surface level in order to encourage use and improve natural surveillance levels. All visitor parking shall be shown as covered.

The drawings shall also demonstrate adequate provision of cargo bike parking across the site to serve the residential aspect of the development.

(f) A revised independent Stage 1 Quality Audit which pays particular attention to pedestrian and cyclist movements across the site. The Applicant shall also carry out at their own expense the recommendations and alternative measures as accepted by the Designer in the submitted Quality Audit-prepared by ATKINS (September 2022). At the Applicant's/ Developer's expense an independent Quality Audit (which shall include a Road Safety Audit, Access Audit, Cycle Audit and a Walking Audit) shall be carried out at Stage 2 for the detailed design stage and at Stage 3 for the post construction stage. All audits shall be carried out at the Developers expense in accordance with the Design Manual for Urban Roads & Streets (DMURS) guidance and TII (Transport Infrastructure Ireland) standards. The independent audit team(s) shall be approved in writing by the Planning Authority and all measures recommended by the Auditor shall be undertaken unless the Planning Authority approves a departure in writing. The Stage 2 Audit reports shall be submitted for the written agreement of the Planning Authority prior to the commencement of development.

(g) Revised drawings and details which demonstrate that the following items have been adequately addressed:

(i) Substandard footpath widths at various locations across the entire site. 2.0m wide footpaths are required site wide.

(ii) Vehicular entrances to dwelling houses are of excessive width (approximately 5.2m in width).

(iii) Universal access to school should be provided. Proposed route relies on stepped access.

(iv) 4.8m wide road (shared surface) with a 1.2m wide "pedestrian refuge" in proposed homezones will result in de-facto substandard 1.2m wide footpaths and is not in accordance with provisions of DMURS.

(v) Lighting poles obstructing narrow footpaths.

(vi) Substandard access to east side combined cycle way from residential blocks (no alternative to stepped access).

(vii) Appropriate use of tactile paving at all uncontrolled crossings (all vehicular entrances to apartment blocks (Block A) etc.).

(viii) Potential conflict between multiple pedestrian routes and vehicular entrances to apartment blocks.

(ix) The proposal to provide alternative emergency access relies on proposed works which are outside of the red-line boundary.

(x) A stop line should be provided to the rear of the existing footpaths and required tactile paving at the junctions onto the east-west access road.

(xi) Visibility splays obstructed by vegetation/parking bays.

(xii) Provision of signage to demonstrate availability of emergency access route around site perimeter.

(xiii) Interaction between cycle route/pedestrian and commercial areas at underbridge. Cycle parking and street furniture partially obstructing access route.

(h) Revised drawings and details which outline the proposed layout for the temporary emergency access route to the south.

(i) Detailed plan drawings and contiguous elevations which demonstrate the proposed boundary treatment proposals. The access arrangements across the site should be clearly detailed and any gates to access points should be omitted. The drawings shall clarify the proposed tie-in arrangements at the existing DART underbridge and linear park to the north.

(j) a comprehensive construction traffic management plan to be implemented during the construction works. The Applicant/Developer shall comply with the measures outlined in the submitted Construction Management Plan. A minimum of two months prior to commencement of the proposed development, the Applicant shall submit, for the written approval of the Planning Authority (Transportation Planning), a detailed site-specific Construction Management Plan, which shall be considered a live dynamic document which may require amendment, subject to the agreement of DLRCC Municipal Services Department (Traffic Section & Roads Maintenance/Roads Control), to take account of changeable site/construction circumstances. The detailed site-specific Construction Management Plan shall include measures dealing with:

(i) How it is intended to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads, during construction works.

(ii) Full and comprehensive Traffic Management Plan, produced by a competent designer in accordance with Chapter 8 of the Traffic Signs Manual, including construction vehicular access to site in particular, to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads and the surrounding public road network, during construction works.

(iii) An access route to site for construction traffic/vehicles to be agreed with DLRCC Traffic Section, Municipal Services Department.

(iv) How/where it is intended to provide a site compound including materials storage and staff welfare facilities.

(v) How it is intended to provide for site delivery vehicles manoeuvres, in that vehicles should enter and exit the site/compound/materials storage area in a forward gear.

(vi) Where it is intended to provide for site staff car parking during construction in that it is not acceptable to have long term site staff car parking on the nearby public road network.

(vii) How it is intended to provide suitable facilities for vehicle cleansing and wheel washing on site.

(viii) Proposed measures to minimise/eliminate nuisance caused by noise and dust, proposed working hours and measures to minimise/prevent transfer of dirt to the public road with associated measures to clean the public roads / gullies etc in the vicinity of the site and continuing replacement of roads line markings resulting therefrom.

(ix) A procedure for dealing with complaints from third parties arising from the construction process.

(x) Planned construction phasing and timelines for same.

REASON: In the interest of orderly development.

17. (a) Prior to commencement of the proposed residential development, the applicant shall liaise with DLRCC Transportation Planning & Parks Departments in order to agree a design solution for the proposed connections to the north.

(b) Prior to first occupation of the residential units, the applicant shall deliver the required pedestrian/cyclist connections to the north of the site to the satisfaction of DLRCC.

(c) Prior to commencement, the Applicant shall liaise with and agree the relevant details with WCC in order to ensure that the proposals do not preclude or impinge on the delivery of the proposed nearby Bray Sustainable Transport Bridge.

REASON: In the interests of the proper planning and sustainable development of the area.

18. All necessary measures shall be taken by the Applicant and the selected contractor to avoid conflict between construction traffic/activities and traffic/road users, particularly

pedestrians and cyclists, on public roads with site accesses and site perimeter public roads and the surrounding public road network, during construction works.

REASON: In the interests of the proper planning and sustainable development of the area.

19. The applicant shall prevent any mud, dirt, debris or building material being carried onto or placed on the public road or adjoining property as a result of the site construction works and repair any damage to the public road arising from carrying out the works. Storage of construction materials is not permitted on the public road/footway unless agreed in writing with the Planning Authority.

REASON: To protect the amenities of the area and in the interests of road safety.

20. Upon completion of the proposed development and post-occupation of same, all public open space areas and connectivity routes (railway underpass to east and linear park to north) shall be fully accessible to the general public 7 days of the week and 24 hours of the day.

REASON: In the interest of orderly development.

21. Prior to first occupation, the Applicant shall deliver the required temporary emergency access route to the south.

REASON: In the interest of orderly development.

22. Prior to first occupation of the residential units a Travel Plan Manager/Co Ordinator (Mobility Manager) shall be appointed to implement, monitor and review the Preliminary Mobility Plan prepared by Atkins dated June 2021. The Planning Authority shall be advised of contact details for the appointed Travel Plan Manager. The appointed Travel Plan Coordinator shall provide an annual report to the Planning Authority (Transportation Planning Section) for a period of 5 years showing what soft and hard measures have been implemented to promote an increased use of sustainable travel modes (walking, cycling, public transport, car share) to access the proposed residential development for Residents and Visitors and to achieve a modal split as per 'Smarter Travel: A Sustainable Transport Future', the Government National Transport Policy 2009 - 2020. This annual report should include results of an annual travel survey.

REASON: In the interests of the proper planning and sustainable development of the area.

23. The applicant shall ensure that all car parking spaces are allocated to specific units within the scheme. Car parking spaces shall be sold off in conjunction with the units and not sold separately or let.

REASON: In the interest of orderly development.

24. All proposed residential car parking spaces should be constructed to be capable of accommodating future electric charging points for electrically operated vehicles (ducting, mini-pillars etc.) without the requirement for future excavations/intrusive works.

REASON: In the interest of orderly development.

25. Prior to the commencement of development, the following shall be submitted for the written agreement of the Planning Authority (Parks and Landscaping Services):

(a) Revised plans and particulars indicating all trees proposed on verges or hard surface areas are planted with appropriate root deflectors to prevent uplifting caused by shallow root systems. Trees in hard surface areas are to be set in porous pits/soft landscaping to allow the ingress of water, outside of managed watering and maintenance.

(b) Revised plans and particulars indicating only large tree specimens along the proposed streets to reduce the massing of the proposed development. Additional trees with large canopies should be included where applicable to provide shade and all associated benefits of street trees. All trees planted in streets shall be of a suitable size and achieve an ultimate height of 12m min with no overhead wires.

(c) Revised plans and particulars indicating additional tree planting within the communal open spaces, to include details on the proposed growing medium, depth and drainage of any podium planted trees, and a minimum growing depth of 1400-2000mm.

(d) Full management and maintenance plan for all open spaces of the development. Details should include how the podium gardens will be planted and maintained, achievement of tree and plant replacement / removal, maintenance machinery access, and a comprehensive tree management plan to include detail of a watering programme.

(e) A plant passport for trees (All plants) proposed within the development as per EU Plant Health Regulation (EU)2016/2031). The applicant is requested to retain these records for 3 years post completion date. Trees (All plants) that are ordered from any nursery should be of Irish providence. If not available must be specified that all trees (plants) should have been grown within the nursery for a minimum of 1 year.

(f) Details of the sites entrance / gateways /railway underpass and demonstration of how the proposal will provide a visual aesthetic with the receiving environment in terms of materials, appearance, form and character. Justification of proposed materials with reference to the character of the area shall be detailed.

(g) Hard landscape design for boundary treatments, to include seating, railings, kerbs, edges, surfaces, lighting, and showing civil engineering elements (e.g. retaining structures, attenuation tanks, existing and proposed underground utilities, services, drainage and ancillary infrastructure as it relates to landscape).

(h) Planting plan and planting schedule to show the species to be planted at each location and the quantities of each species rather than unnamed symbols and an overall number.

(i) A landscape and permeability plan of the proposed open spaces within the site delineating public, semi-private and private spaces, areas to be gated and proposed boundary treatments, in particular the eastern boundary at the interface with the railway line underpass.

REASON: In the interest of orderly development.

26. (a) Retained trees and hedgerows shall be protected from damage during construction works. Within a period of six months of the proposed development, any planting which is damaged, or dies shall be replaced with others of similar size and species.

(b) The applicant shall appoint and retain the services of a qualified arborist for the duration of the development. The consultant shall ensure that the mitigation measures recommended are implemented in full. The consultant shall supervise all works related or in the proximity of trees.

(c) Removal of scrub, hedgerows and trees shall only take place outside the bird breeding season (March 1st to August 31st).

REASON: In the interest of orderly development.

27. Prior to the commencement of development and related tree felling, pruning and construction activities, the applicant advised with the applicants arborist shall lodge a Tree Bond of €10,000 with the Planning Authority, as security for tree protection and a deterrent to wilful or accidental damages during construction. The Bond shall be based on an estimate of the combined value - amenity and ecosystems services - of retained trees; and taking account of the percentage tree loss(-es) due to direct impacts on healthy trees.

Lodgement of the Bond shall be part of an Arboricultural Agreement signed by the developer, empowering the planning authority to apply the Tree Bond, or part thereof, for satisfactory protection of all retained trees on and immediately-adjointing the subject site, or the appropriate and adequate replacement of any such trees which die, are removed or become seriously damaged or diseased within a period of 2-years from the substantial Practical Completion of the development. Sequestration of all or part of the bond shall be based on an estimate of the total costs of appropriate, compensatory tree planting at semi-mature sizes. Replacement planting shall be of the same or similar species/varieties as those lost, or as may be specified by Dlr Parks & Landscape Services.

Bond Release: 24 months – inclusive of at least two growing seasons (May – Sept.) - after Practical Completion of the permitted development, the developer shall submit to Dlr Parks and Landscape Services, an Arboricultural Assessment Report prepared by a qualified arborist. Any remedial surgery or other tree works recommended in that Report shall be undertaken by the developer at his/her expense, under the supervision of a qualified arborist. The Tree Bond shall not be released unless and until an Arboricultural Certificate - signed by a qualified arborist, stating that all tree works have been fully undertaken - has been submitted to and agreed with Dlr Parks+Landscape Services.

REASON: In the interest of orderly development.

28. At practical completion: of the permitted development, the Consultant shall carry out a Post-construction Arboricultural Assessment of all retained trees, making recommendations for any necessary and additional Tree Works. The Consultant shall submit to Dlr Parks and Landscape Services - for its consideration - a signed Arboricultural Completion Certificate stating that all Tree Works were satisfactorily completed in accordance with his/her recommendations, including any additional items arising from the Post-construction Assessment.

REASON: In the interest of orderly development.

29. Prior to the commencement of development, the applicant shall submit, for the written agreement of the Planning Authority (Planning Transportation – **Public Lighting Section**), revised specification, plans and particulars for the public lighting scheme of the development. Revised particulars shall include the location of all lighting elements, and demonstrate that the location of all lighting elements do not conflict with proposed tree locations/location of trees to be retained.

REASON: To ensure a satisfactory standard of public lighting.

30. Construction hours shall be restricted to between the hours of 0700hrs-1900hrs Monday to Friday and 0800hrs-1400hrs on Saturdays. No construction works to be carried out 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.

31. Prior to the commencement of development, the applicant, or any other person with an interest in the land to which the application relates, shall comply with requirements of Part V, Section 96 of the Planning and Development Act 2000, as amended, and in accordance with agreement to be reached with the County Council's Housing Department, unless the applicant shall have applied for and been granted an exemption certificate under Section 97 of the Planning & Development Act, 2000, as amended. In this regard, the Applicant shall submit a detailed submission to include, inter alia, existing and development use land values, construction, development and any attributable costs associated with the development.

REASON: To comply with Part V of the Planning and Development Act, 2000, as amended.

32. All public services to the proposed development, including electrical, telephone cables and equipment shall be located underground throughout the entire site. Provision shall be made for broadband connectivity in the development.

REASON: In the interest of amenity.

33. An acceptable street naming and house and apartment numbering scheme, in both Irish and English, shall be submitted for the written agreement of the Planning Authority prior to the commencement of development or the erection of any advertising hoardings on site. In this regard, the use of street names reflecting local place names or local history would be acceptable.

REASON: In the interest of orderly development.

34. Prior to commencement of development the applicant shall submit full details of a properly constituted Owners' Management Company for the written agreement of the Planning Authority. This shall include a layout map of the permitted development showing the areas to be maintained by the Owners' Management Company. Membership of this Company shall be compulsory for all purchasers of property in the development. Confirmation that this Company

has been set up shall be submitted to the Planning Authority prior to the occupation of the first residential unit.

For the avoidance of doubt, the owner's management company shall include proposed Block D unless otherwise agreed with the planning authority.

REASON: To provide for the satisfactory completion and maintenance of the development in the interest of residential amenity.

35. No additional development shall take place above roof parapet level, including lift motor enclosures, air handling equipment, storage tanks, ducts or external plants, telecommunication aerials antennas or equipment, unless authorised by a further grant of planning permission.

REASON: To protect the residential amenities of property in the vicinity and the visual amenities of the area.

36. Access to non-amenity roof areas shall be restricted for the purpose of maintenance works only.

REASON: In the interest of residential amenities.

37. The developer shall facilitate the archaeological appraisal of the site and shall provide for the preservation, recording and protection of archaeological materials or features which may exist within the site. In this regard, the developer shall:
- (a) notify the planning authority in writing at least four weeks prior to the commencement of any site operation including hydrological and geotechnical investigations relating to the proposed development, and
 - (b) employ a suitably qualified archaeologist prior to the commencement of development. The archaeologist shall assess the site and monitor all site development works.

The assessment shall address the following issues:

- (i) The nature and location of archaeological material on the site, and
- (ii) The impact of the proposed development on such archaeological material.

A report, containing the results of the assessment, shall be submitted to the planning authority and, arising from this assessment, the developer shall agree in writing with the planning authority details regarding any further archaeological requirements including, if necessary, archaeological excavation prior to commencement of construction works.

In default of agreement on any of these requirements, the matter shall be referred to An Bord Pleanála for determination.

REASON: In order to conserve the archaeological heritage of the area and to secure the preservation in situ or by record and protection of any archaeological remains that may exist within the site.

38. Prior to the commencement of development on site a CEMP shall be submitted for the written agreement of the Planning Authority. This must reduce any adverse impacts from construction on the environment and health and control any temporary emissions during the construction phase to prevent nuisance or adverse health effects. The plan should take into account the following: Waste Management, Staff welfare facilities, Pest Control Management, Dust impacts, Excessive noise, emissions to Surface and / or Ground Water. The plan shall provide details of the measures that require to be implemented to ensure that potential impacts relating to noise nuisance and disturbance, dust deposition nuisance and vibrational impacts are effectively minimised, controlled and monitored to ensure that site construction activities do not have an adverse or unacceptable impact on local receptors, adjacent property, adjacent users and human health and on the wider receiving environment for the written agreement of the Planning Authority (Environmental Enforcement). In particular the Plan shall specifically address (i) Hazardous Waste, (ii) Excavated Material and (iii) Liaison Officer with Local Community.

REASON: In the interest of proper planning and sustainable development of the area.

39. Prior to the commencement of development, the applicant shall submit, for the written agreement of the Planning Authority (Environment Section), a Detailed Construction and Demolition Waste Management Plan consistent with the Circular WPR 07/06 - Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects, published by the DECLG, July 2006. This Plan shall provide details of the measures regarding (i) Overall waste management, (ii) Waste compound, (iii) Waste reuse and recycling management, (iv) Hazardous waste identification and management, and (v) Excavated materials and demolition waste.

REASON: In the interest of proper planning and sustainable development of the area.

40. Prior to the commencement of development, a detailed Operational Waste Management Plan, consistent with 'The DLR Guidance Notes for Waste Management Planning' which relates to large scale developments with the ultimate goal of achieving a 70% reuse and recycling target, shall be submitted to and agreed in writing by the Planning Authority. This plan shall provide details of the measures that are required to be implemented to avoid the creation of serious environmental nuisance in the operation of the completed development and to support the achievement of national targets in relation to the segregation and recycling of waste. In particular the Plan shall specifically address (i) General Waste Management, (ii) Domestic Waste Management, and (iii) Initial Waste Management.

REASON: In the interest of proper planning and sustainable development of the area.

41. 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. (See Appendix Three attached for amount).

42. This development shall not be carried out without prior agreement, in writing, between the Applicant and the Planning Authority relating to the payment of development contributions.

REASON: Investment by Dún Laoghaire Rathdown County Council in Local Authority works has facilitated and will facilitate the proposed development. It is considered appropriate and reasonable that the developer should contribute to the cost of same.

43. Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company, or other security to secure the provision and satisfactory completion and maintenance until taken in charge by the local authority of roads, footpaths, watermains, drains, public open space and other services required in connection with the development, coupled with an agreement empowering the local authority to apply such security or part thereof to the satisfactory completion or maintenance of any part of the development. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.

REASON: To ensure the satisfactory completion and maintenance of the development until taken in charge. (See Appendix B attached for amount)

NOTE 1: The following requirements of Irish Water shall be complied with in the proposed development:

- The applicant must sign a connection agreement with Irish Water prior to any works commencing and connecting to our network.
- Irish Water does not permit any build over of its assets and separation distances as per Irish Water Standards Codes and Practices must be achieved. Where any proposals by the applicant to build over or divert existing water or wastewater services subsequently occurs the applicant submit details to Irish Water for assessment of feasibility and have written confirmation of feasibility of diversion(s) from Irish Water prior to connection agreement.
- All development is to be carried out in compliance with Irish Water Standards codes and practices.

NOTE 2: The attention of the applicant is drawn to Section 34(13) of the Planning and Development Act 2000, which relates as follows, 'A person shall not be entitled solely by reason of a permission under this section to carry out any development'.

NOTE 3: The Applicant is advised that all/any requirements of the Environmental Health Office shall be ascertained and strictly adhered to.

NOTE 4: The Applicant is advised that all/any requirements of the Environmental Health Office – Air Pollution and Noise Control Unit shall be ascertained and strictly adhered to.

NOTE 5: The Applicant is advised that all/any requirements of Iarnód Eireann shall be ascertained and strictly adhered to.

NOTE 6: In advance of making the connections to the public foul/combined sewers, the applicant shall contact the Drainage Area Engineer of DLRCC.

NOTE 7: This permission does not imply any consent or approval for the structural stability and/or habitability of the works carried out and does not imply that the structure complies with the Building Regulations.

NOTE 8: Any alterations to the drainage systems within the site are a matter for compliance with the Building Regulation.

NOTE 9: The Applicant is advised that in the event of encroachment or oversailing of the adjoining property, the consent of the adjoining property owner is required. If this written agreement is not obtained, the proposed development shall be modified only insofar as is required to do this.

Signed Stephen McDermott
A/ **Senior Planner**

Date 16/11/22.

Signed [Signature]
**Director of Planning on
Behalf of the Chief Executive,
Dún Laoghaire Rathdown County Council**

Date 18/11/22

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Drainage Planning Report

From: DLR Municipal Services,
Drainage Planning,
Level 3,
County Hall.

Re: **ABP 314686 22**

Site Location: Former Bray Golf Club Lands, Off Ravenswell Road and Dublin Road, Bray, County Wicklow and County Dublin

Lodged: 23rd September 2022

Drainage Planning Report Date: 8th November 2022

ABP due decision date:

Drainage Planning report

Introduction

The applicant has submitted a detailed report that generally satisfies the requirements of Municipal Services subject to the following comments and proposed conditions:

Surface Water Drainage

Comments

The following comments relate to Catchment A, which lies within the Dun Laoghaire Rathdown administrative area. The applicant has proposed an overall flow restriction of 13l/s with a total of 988.9m³ attenuation storage being provided within a cellular storage facility located centrally within the site for the Catchment A, which lies within the DLR administrative areas. The full site allowable outflow has been calculated as 45.87l/s with a total storage provision of 2,089m³. Site investigation results have justified soil type 4 being chosen for this application. A full review of the details as proposed within Catchment B has not been carried out, as it is outside of the Dun Laoghaire Rathdown administrative area.

The applicant has provided an appropriate level of detail for the planning design stage of the proposed development. For clarity where construction details are requested in the conditions listed below it is in reference to updated design drawings that reflect the changes (if any) that may have occurred during the detailed design and tender/construction stage and that reflect the final design that is to be constructed on site. As such all compliance submissions by the applicant should include tender/construction stage drawings informed by the detailed design process.

There is some discrepancy in detail of the green roof and the percentage of which type of roof is to be provided where, with details provided on Atkins Drawing 0601 "Proposed Green Intensive Courtyard and Extensive Roof Layout" referencing both extensive green roof/sedum roof and intensive green roof (however also referencing sedum roof). In the absence of Further Information this issue cannot be resolved as part of this report but can be addressed by a proposed condition No.1.

Proposed Conditions

1. Prior to the commencement of development, the applicant shall submit to the Planning Authority for its written agreement a drawing demonstrating that the proposed green roof extents are in accordance with the Council's Green Roof Policy such that the minimum coverage requirement of 70% (extensive) or 50% (intensive) is achieved. It should be noted that only green areas should be included in the calculation and paths or hard landscaped areas should be excluded from the calculation. The applicant shall also provide details of maintenance access to the green roofs and should note that, in the absence of a stairwell type access to the roof, provision should be made for alternative maintenance and access arrangements such as external mobile access that will be centrally managed. A detailed cross section of the proposed build-up of the green roof should be provided, including dimensions. The applicant should comment on the compatibility of the green roof with PV panels if they are to be incorporated into the design.
2. Prior to the commencement of development, the applicant shall submit to the Planning Authority for its written agreement a construction management plan and programme of works that amongst other items provides for interception, containment and treatment of construction runoff. No construction runoff should be diverted to proposed SuDS measures. Any surface water sewer pipes used to convey construction runoff should be thoroughly cleaned before subsequent connection to SuDS elements.
3. Prior to the commencement of development, the applicant shall submit to the Planning Authority for its written agreement fully dimensioned site-specific construction stage details and communally accessible maintenance arrangements for the proposed:
 - (a) Attenuation systems
 - (b) Green roofs/podiums (Intensive and Extensive)
 - (c) SuDS measures (tree pits, filter drains and permeable paving)
4. Prior to the commencement of development, the applicant shall submit full details of the flow control devices, including model and make number, orifice size and flow control hydraulic characteristics graph. A penstock must be provided in the manhole in which each flow control device is located.
5. Prior to the commencement of development, the applicant shall submit to the Planning Authority for its written agreement a Stage 2 - Detailed Design Stage Stormwater Audit, as required under Policy EI9: Stormwater Impact Assessments of the County Development Plan, so as to check the detail of all the SuDS elements and to ensure that any necessary amendments have been included in the construction stage drawings. The applicant shall also include a standalone 1-2 page design statement for the proposed surface water management system noting critical elements, their operation and significant design parameters (attenuation volumes, flow rates etc).
6. Upon completion of the development, the applicant shall submit to the Planning Authority for its written agreement a Stage 3 Completion Stage Stormwater Audit to ensure the SuDS measures were installed and working as designed, no

misconnections have taken place and that damage has not occurred to any of the stormwater drainage infrastructure during construction. A report shall be issued to the Planning Authority and any necessary recommendations carried out, unless agreed otherwise with the Planning Authority. This stage may require the installation of flow monitors and/or dye testing; the extent of monitoring will depend on the findings of the audit. A CCTV survey shall be carried out of all stormwater pipes and the survey and report forwarded to the Planning Authority.

7. The applicant shall implement a construction management plan and programme of works that amongst other items provides for interception, containment and treatment of construction runoff. No construction runoff should be diverted to proposed SuDS measures. Any surface water sewer pipes used to convey construction runoff should be thoroughly cleaned before subsequent connection to SuDS elements.
8. The applicant shall ensure that all drainage works are carried out in accordance with the agreed details and that a post-construction maintenance specification and schedule is implemented on site. Maintenance contractors with specialist training in SuDS care should be used. Thereafter, all elements of the surface water management system shall be maintained at all times in accordance the post-construction maintenance specification and schedule, which shall be included in the site Safety File.
9. The applicant shall ensure that all underground attenuation systems within 5 meters of foundations or site boundaries have an impermeable liner and are offset sufficiently from the site boundary to provide sufficient space for future maintenance.
10. The Green roofs/podiums shall be designed and constructed in accordance with the SUDS Manual (C753) and BS EN 12056-3:2000.
11. All SuDS measures shall be designed and constructed in accordance with The SUDS Manual (C753).
12. The applicant shall ensure that the landscape proposals are compatible with the drainage proposals.

Site Specific Flood Risk Assessment

(Note: This refers to elements of the SSFRA relating to lands within DLRCC administrative area only. The full SSFRA has not been reviewed for issues within the WCC area.)

Based on the information contained in the Site Specific Flood Risk Assessment (SSFRA) submitted by the applicant, the conclusions contained therein are accepted and thus the proposed development is considered to be in accordance with Appendix 15 (Strategic Flood Risk Assessment) of the Dun Laoghaire-Rathdown County Development Plan 2022-2028 subject to the following proposed conditions:

1. Prior to the commencement of development, the applicant shall submit to the Planning Authority for its written agreement a map detailing the predicted flood levels to the northern boundary, as shown on the flood extents shown on the OPW Old Connaught & Wilford Fluvial Flood Extents map No. E10OLD_EXFCD_F0_02 dated 27th July 2016 with specific reference to proposed floor levels within the

development. Details of the proposed northern boundary treatment (to include sections) should extend to include the predicted flood extents immediately adjoining the site and demonstrate that such boundary treatment does not alter the predicted flood extents or potential conveyance routes.

Environmental Impact Assessment Report

Appendix 10 Water

The principles outlined under Sections 10 as they relate to surface water /stormwater are generally acceptable subject to the implementation of proposals in accordance with proposed planning conditions. It is noted that reference to river/stream quality has not been assessed and therefore not commented on.

Signed: _____

Date: _____

Johanne Codd
A/ Senior Executive Engineer
Drainage Planning
Municipal Services Department

Transportation Planning Report

Reg. Reference: ABP31468622
Date Lodged: 26-Sep-2022
Development: 586 Residential Units
Location: 8.812 hectare site at the former Bray Golf Club Lands off Ravenswell Road and the Dublin Road, Bray, County Wicklow and County Dublin
Applicant: Shankill Property Investments Ltd
App.Type: Permission (SHD)
Planning Officer: Alex Fahey

Report

Car Parking Provision – Residential

Transportation Planning consider that parking provision for all proposed residential dwelling units shall be in accordance with Table 12.5 of the current DLRCC County Development Plan 2022-2028. A total of 76 No. dwelling houses (13 No. 2-bed houses and 51 No. 3 bed houses and 12 No. 4 bed houses) are included as part of the proposed development and 139 No. dedicated car parking spaces are required in accordance with the current DLRCC County Development Plan.

Transportation Planning consider that a parking ratio of 1 space per apartment/duplex unit is acceptable. This requirement includes visitor/disabled/EV/Carshare spaces.

The required car parking levels (in accordance with DLRCC County Development Plan) and allowable applicable standards are outlined in the table below:

Table 1: Residential Car Parking Provision

| Type | Total No. | DLRCC CDP 2022-2028 Requirement (Table 12.5) | 2020 DHLGH DLR further Reduced Standard (Allowable) | Proposed |
|------------------|------------|--|---|-------------|
| 2-Bed House | 13 | 13 | --- | --- |
| 3-Bed House | 51 | 102 | --- | --- |
| 4-Bed House | 12 | 24 | --- | --- |
| SubTotal | 76 | 139 | --- | --- |
| 1 Bed Apt | 238 | 238 | 238 | --- |
| 2 Bed Apt/Duplex | 225 | 225 | 225 | --- |
| 3-Bed Apt/Duplex | 47 | 94 | 47 | --- |
| SubTotal | 510 | 557 | 510 | --- |
| Total | 586 | 696 | 649 | 514* |

*as stated in Transport Statement by Atkins Dated September 2022

It is noted that a total 223 No. surface level (outside) parking spaces are proposed, with a further 326 No. spaces at under croft level. 36 spaces will be allocated to non-residential use. 2 No. car parking space has been allocated to car sharing facilities.

This results in the provision of 514 No. residential car parking spaces, including visitor spaces for all residential units, or a ratio of provision of 0.84 spaces per residential unit.

Transportation planning consider the proposed duplex dwellings as apartment units for the purposes of calculating appropriate levels of parking provision, and that parking for all residential dwelling houses shall have on/near curtilage car parking at the rate prescribed in Table 12.5: *Car Parking Zones and Standards* of the current DLRCC County Development Plan 2022 – 2028 (139 spaces).

The resultant assumed provision of 139 no. spaces (as per DLRCC requirements) for the proposed houses results in 375 no. residentially allocated car parking spaces for the remaining 510 No. apartment units, or a ratio of provision of 0.74 spaces per apartment/duplex unit.

Transportation planning consider that residential parking for all apartment/duplex units should be provided at a ratio of 1:1, or one space per residential unit.

This required level of provision represents a deviation from the standard provision requirements in accordance with Section 12.4.5.2 *Application of Standards* of the current DLRCC County Development Plan.

This item will be dealt with by way of recommended condition.

Car Parking Provision – Suitability of use for disabled persons

The Applicant has demonstrated the proposed provision of 4% of the total number of car parking spaces which are suitable for use by people with disabilities.

Electric Vehicle Charging Points

Applicant has demonstrated the proposed provision of 66 No. electric vehicle charging points at the proposed development.

In accordance with Section 12.4.11 *Electrically Operated Vehicles* of the current DLRCC CDP 2022-2028, a minimum of one car parking space per five car parking spaces should be equipped with one fully functional EV Charging Point. Ducting for every parking space shall also be provided.

It is noted that the on-curtilage spaces for the dwellings will be “future proofed” with ducting and cabling which can later be activated by the homeowner.

In the event of a grant, condition should be recommended which requires that the Applicant shall demonstrate an increased level of provision of electric vehicle charging points in accordance with the current DLRCC County Development Plan (a minimum of one car parking spaces per 5 spaces to be equipped with an operational electric vehicle charging point) and that all proposed car parking spaces are designed to be fitted with operational vehicle charging points, without the requirement for further excavations. Drawings shall demonstrate the provision of ducting, mini pillars, sub stations etc. where required. Details of the proposed charging units shall be submitted.

This item will be dealt with by way of recommended condition.

Car Sharing & Set-down

2 No. spaces have been allocated to car sharing. 26 No. set-down spaces have been proposed. Transportation Planning consider that the allocation of car-sharing parking spaces should be increased across the site.

This item will be dealt with by way of recommended condition.

Car Parking Provision – Non Residential

26 No. car parking spaces are proposed to serve the non-residential element of the proposed development which is considered to be in general accordance Table 12.5: *Car Parking Zones and Standards* of the current DLRCC County Development Plan 2022 – 2028.

Cycle Parking Provision-Residential

Section 6.2.2 of the submitted Traffic and Transport Assessment by Atkins Dated Sept 2022 indicates the provision of 791 No. long stay cycle parking spaces and 254 No. visitor cycle parking spaces to serve the proposed development (1045 in total).

The proposed and required levels of cycle parking provision are shown in Table 2 below:

Table 2: Residential Cycle Parking Provision

| Unit Type | No. of Units | No. of APT Bedrooms | DLRCC Std. | DHLGH Std. | Proposed |
|------------------|--------------|---------------------|-------------|------------|-------------|
| 2-Bed House | 13 | ----- | 15.6 | ----- | ----- |
| 3-Bed House | 51 | ----- | 61.2 | ----- | ----- |
| 4-Bed House | 12 | ----- | 14.4 | | |
| SubTotal | 76 | ----- | 91.2 | ----- | ----- |
| 1 Bed Apt | 238 | 238 | 285.6 | 357 | ----- |
| 2 Bed Apt/Duplex | 225 | 450 | 562.5 | 350.5 | ----- |
| 3-Bed Apt/Duplex | 47 | 141 | 56.4 | 164.5 | ----- |
| SubTotal | 510 | ----- | 703 | 872 | ----- |
| Total | 586 | 829 | 794 | 963 | 1045 |

The level of provision of cycle parking across the site to serve the proposed apartments is in accordance with the quantity required in the DHLGH Design Standards for New Apartments (2020).

However, majority of all cycle parking across the site is the double stacked type, which is not in accordance with the DLRCC "*Standards for Cycle Parking and associated Cycling Facilities for New Developments*".

Transportation Planning consider that the overall proportion and reliance of stacked cycle parking is excessive and as such, it is considered that the quality of proposed cycle parking arrangements across the site is substandard. It is considered that this substandard design does not adequately cater for the various types and abilities of users and as a result, will likely deter cyclists at the proposed development, and impact the uptake of cycling as an active travel modes.

Cycle parking quantity and design for the proposed dwelling houses shall be in accordance with the DLRCC "*Standards for Cycle Parking and associated Cycling Facilities for New Developments*".

The applicant has not demonstrated that surface level cycle parking has been covered, as required within the DLRCC "*Standards for Cycle Parking and associated Cycling Facilities for New Developments*".

The Applicant will be requested to agree an alternative layout and design for the provision of cycle parking across the entire site with DLRCC. The layout shall also make provision for e-bike charging and cargo bike parking across the site.

This item will be dealt with by way of recommended condition.

Cycle Parking Provision-Non Residential

The provision of non-residential cycle parking within the Wicklow County Council area is noted.

Transportation Planning consider that cycle parking should be covered in accordance with DLRCC "*Standards for Cycle Parking and associated Cycling Facilities for New Developments*".

This item will be dealt with by way of recommended condition.

Traffic and Transport Assessment

The submitted Traffic and Transport Assessment by ATKINS is noted. The report assess the impact of the proposed development and that of the cumulative impact of the Harbour Point Masterplan full buildout.

The proposed development is assessed in the context of a 'no growth' scenario in the context of background traffic due to the assumed lack of potential large site developments in Bray and the national and local shifts to sustainable travel modes.

The Assessment then takes into account the impact of the proposed scheme at assumed completion (5 years), based on this approach.

The report concludes that the junction between the Dublin Road, Old Connaught Avenue and Corke Abbey Avenue will operate over capacity, at a rate of 5% above that of the existing traffic scenario, which is considered to have a marginal impact on the junction due to the proposed development.

The submitted assessment assumes AM departure rates of between 0.073 and 0.107 per residential unit, and PM arrival rates of between 0.086 and 0.052 per residential unit.

Transportation Planning consider that the assumed trip generation figures are unrealistic.

The latest census data (2016) for the Bray Settlement Area indicates that a minimum of 35% of the population (age 5 years and over) travel to work, school or college by private car. While it is expected that this modal share has reduced somewhat since 2016, it is still considered that the proposed trip generation rates are not realistic.

Transportation Planning considers that the trip generation rates should be revised, and proposed and required measures should be proposed and implemented in order to reduce reliance on the private car and encourage travel by active travel modes.

General comment on Traffic

Transportation planning acknowledge existing difficulties at the Old Connaught Avenue/Corke Abbey junction Avenue and the limited capacity of the Dublin Road.

The scope for increasing the capacity of the Dublin Road is limited, and all future improvements to the Dublin Road will likely be in line with the current DMURS design principle of prioritising pedestrian and cyclist needs and considering the needs of private motor vehicles last.

It is hence expected that any proposed upgrades will contribute to a general increase in active travel modes and use of public transport.

Transportation Planning have concerns with regard to the provision of emergency access to the development and consider that a second access to the Dublin Road should be provided for use by emergency vehicles at all times.

Bray Sustainable Transport Bridge

The proposed Part 8 Application for Bray Sustainable Transport Bridge is noted within the WCC area is noted. The proposed development layout conflicts with the proposals of the Part 8. Transportation Planning consider that, prior to commencement of the proposed development, the Applicant should agree the relevant details with WCC in order to ensure that the proposals do not preclude or impinge on the delivery of the sustainable transport bridge.

This item will be dealt with by way of recommended condition.

Pedestrian & Cyclist Links

The proposed provision of connections to the north into Corke Abbey Valley Park & adjacent Woodbrook Glen residential development as part of the development is noted.

Transportation Planning consider that these connections should be delivered through the completion of the proposed development. However, the realisation of these connections is dependent on the completion of works that are outside the control of the Applicant. In order to deliver these strategic connections to the north, Transportation Planning consider that the execution and delivery of this connection in its totality should be provided by the Applicant. In order for this to be achieved, the Applicant will be requested to liaise with DLRCC Transportation Planning & Parks Departments in order to agree a design solution. The Applicant shall also be requested to provide a letter of consent to undertake the proposed works (outside site boundary) and submit a revised red line boundary which includes the works that are being undertaken on lands which are outside the ownership of the Applicant. In the event of a grant of planning permission, a condition will be recommended requiring the completion of the pedestrian connection in its totality prior to the occupation of the residential units on site.

This item will be dealt with by way of recommended condition.

Stage 1 Quality Audit

The submitted Quality Audit by ATKINS is noted. However, transportation Planning consider that a fully independent Quality Audit should be submitted which addresses site wide issues as well as all items raised within the submitted audit, including, but not limited to the following:

- Substandard footpath widths at various locations across the entire site. 2.0m wide footpaths are required site wide.
- Vehicular entrances to dwelling houses are of excessive width (approximately 5.2m in width).
- Universal access to school should be provided. Proposed route relies on stepped access.
- 4.8m wide road (shared surface) with a 1.2m wide "pedestrian refuge" in proposed homezones will result in de-facto substandard 1.2m wide footpaths and is not in accordance with provisions of DMURS.
- Lighting poles obstructing narrow footpaths.

- Substandard access to east side combined cycle way from residential blocks (no alternative to stepped access).
- Appropriate use of tactile paving at all uncontrolled crossings (all vehicular entrances to apartment blocks (Block A) etc.).
- Potential conflict between multiple pedestrian routes and vehicular entrances to apartment blocks.
- The proposal to provide alternative emergency access relies on proposed works which are outside of the red-line boundary.
- A stop line should be provided to the rear of the existing footpaths and required tactile paving at the junctions onto the east-west access road.
- Interaction between cycle route/pedestrian and commercial areas at underbridge. Cycle parking and street furniture partially obstructing access route.

This item will be dealt with by way of recommended condition.

Visibility Splays

The submitted drawings which demonstrate proposed visibility splays are noted.

A number of visibility splays appear to be obstructed by the presence of parking bays and landscaping. The layout should be amended to overcome these obstructions and provide adequate sightlines.

This item will be dealt with by way of recommended condition.

Emergency Access

The submitted "Vehicle Tracking – Fire Truck Sheet 2 of 2" drawing by ATKINS, Dwg No. 5214419-ATK-01-ZZ-DR-CE-0108, Dated 19/08/2022, Rev P01 demonstrates fire tender access to the southern portion of the site. A "Temporary Emergency Access Route " is shown on the submitted drawing. This route relies on works to lands outside the red-line boundary of the site. Transportation Planning considers that this access should be delivered by the applicant as part of the proposed scheme. The red line boundary shall be amended to include all required works to achieve this access.

In accordance with Section 12.4.13 *Emergency Access* of the current DLRCC County Development Plan 2022-2028, residential developments greater than 300 units shall provide for duplicate access or other means approved by the Planning Authority for emergency use/access.

Transportation Planning therefore consider that this access is a requirement for the proposed development.

The drawing also demonstrates access around the perimeter along the proposed walking/cycling route. Transportation Planning consider that signage should be provided to demonstrate the provision of this route in the event of an emergency.

This item will be dealt with by way of recommended condition.

Vehicle Movements

The remaining submitted vehicle tracking drawings are noted.

Mobility Management Plan

The submitted mobility management plan by ATKINS, dated September 2022 is noted.

The Applicant shall adhere to all measures and recommendations made within the submitted mobility management plan.

This item will be dealt with by way of recommended condition.

Taking in Charge

It is noted that no areas are shown to be proposed as taken in charge within the DLRCC controlled portion of the site. A section of the existing access road within WCC towards the railway underpass is shown as proposed to be taken in charge. Transportation Planning consider that it should this area be accepted by WCC to be taken in charge in the future, it would be beneficial to continue the proposed taken in charge area to the existing railway underpass. Clarification from WCC in relation to taking the entire access road in charge should also be sought.

Boundary Treatments

Transportation Planning consider that insufficient detail has been submitted with regard to proposed boundary treatments. Detailed plan drawings and contiguous elevations should be submitted which demonstrate the proposed layout of all boundary treatments. The provision of gates should be omitted in order to achieve the required connections. Details on the proposed tie-in arrangements at the existing DART underbridge should also be clarified.

This item will be dealt with by way of recommended condition.

Construction Management Plan

The submitted Construction Management Plan by ATKINS, dated September 2022 is noted.

The Applicant shall adhere to all measures and recommendations made within the submitted construction management plan and submit an updated construction management plan prior to commencement.

This item will be dealt with by way of recommended condition.

In the event of a grant, the following conditions are recommended:

1. Prior to commencement, the Applicant shall submit revised drawings which demonstrate the provision of 139 No. car parking spaces to serve the proposed 76 No. **dwelling houses** in accordance with the current DLRCC County Development Plan 2022-2028. All proposed car parking spaces shall be on/near curtilage. The drawings shall demonstrate the allocation of all parking spaces, and that parking spaces for dwelling houses have a minimum length of 5.5m depth and a minimum width of 3m.
2. Prior to commencement, the Applicant shall submit revised drawings which demonstrate the provision of car parking spaces for apartment/duplex units at a rate of 1 No parking space per residential unit. The submitted drawings and details should also clearly mark the number and location of car parking spaces assigned to visitors, car sharing schemes, deliveries, etc.
3. Prior to commencement, the Applicant shall submit revised drawings and details which demonstrate the provision of a minimum of 110 No. electric vehicle charging points at the proposed development and that all proposed car parking spaces (other than those equipped with operational electric vehicle chargers) will be constructed so as to allow the future installation of electric vehicle charging points without the requirement for future intrusive

works. The drawings shall demonstrate the provision of roped ducting, capping, mini-pillars and substations to facilitate future installation. On-street parking spaces and residential dwelling house parking spaces (driveways) shall also be included.

4. Prior to commencement, the Applicant shall submit revised drawings which demonstrate an increased provision of car parking spaces for a car sharing scheme.

5. Prior to commencement, the Applicant shall submit revised drawings and details which demonstrate a minimum of 963 No. cycle parking spaces to serve the **residential** portion of the proposed development. The cycle parking provision and design shall be in accordance with Section 3 & Section 4 of DLRCC's *Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018)*. Stacked cycling parking is **not** recommended, and the preferred type of cycle parking stand is the Sheffield cycle stand. Accordingly, at a minimum, the DLRCC standard shall be satisfied, and all proposed cycle parking at the development over and above the required number outlined in DLRCC's *Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018)* may be shown as "stacked". In determining recommended space for bicycle parking a footprint of 2m x 1m is required for 2 standard bicycles parked at 1 Sheffield stand in accordance with the DLRCC standard. A portion of visitor parking shall also be provided at surface level in order to encourage use and improve natural surveillance levels. All visitor parking shall be shown as covered. The drawings shall also demonstrate adequate provision of cargo bike parking across the site to serve the residential aspect of the development.

6. Prior to commencement, the Applicant shall liaise with DLRCC Transportation Planning & Parks Departments in order to agree a design solution for the proposed connections to the North.

7. Prior to occupation, the Applicant shall deliver the required pedestrian/cyclist connections to the north of the site to the satisfaction of DLRCC.

8. Upon completion of the proposed development and post-occupation of same, all public open space areas and connectivity routes (railway underpass to east and linear park to north) shall be fully accessible to the general public 7 days of the week and 24 hours of the day.

9. Prior to commencement, the Applicant shall liaise with and agree the relevant details with WCC in order to ensure that the proposals do not preclude or impinge on the delivery of the proposed nearby Bray Sustainable Transport Bridge.

10. Prior to commencement, the Applicant shall submit a revised independent Stage 1 Quality Audit which pays particular attention to pedestrian and cyclist movements across the site. The Applicant shall also carry out at their own expense the recommendations and alternative measures as accepted by the Designer in the submitted Quality Audit-prepared by ATKINS (September 2022). At the Applicant's/ Developer's expense an independent Quality Audit (which shall include a Road Safety Audit, Access Audit, Cycle Audit and a Walking Audit) shall be carried out at Stage 2 for the detailed design stage and at Stage 3 for the post construction stage. All audits shall be carried out at the Developers expense in accordance with the Design Manual for Urban Roads & Streets (DMURS) guidance and TII (Transport Infrastructure Ireland) standards. The independent audit team(s) shall be approved in writing by the Planning Authority and all measures recommended by the Auditor shall be undertaken unless the Planning Authority approves a departure in writing. The Stage 2 Audit reports shall be submitted for the written agreement of the Planning Authority prior to the commencement of development.

11. Prior to commencement, the Applicant shall submit revised drawings and details which demonstrate that the following items have been adequately addressed:

- Substandard footpath widths at various locations across the entire site. 2.0m wide footpaths are required site wide.
- Vehicular entrances to dwelling houses are of excessive width (approximately 5.2m in width).
- Universal access to school should be provided. Proposed route relies on stepped access.
- 4.8m wide road (shared surface) with a 1.2m wide "pedestrian refuge" in proposed homezones will result in de-facto substandard 1.2m wide footpaths and is not in accordance with provisions of DMURS.
- Lighting poles obstructing narrow footpaths.
- Substandard access to east side combined cycle way from residential blocks (no alternative to stepped access).
- Appropriate use of tactile paving at all uncontrolled crossings (all vehicular entrances to apartment blocks (Block A) etc.).
- Potential conflict between multiple pedestrian routes and vehicular entrances to apartment blocks.
- The proposal to provide alternative emergency access relies on proposed works which are outside of the red-line boundary.
- A stop line should be provided to the rear of the existing footpaths and required tactile paving at the junctions onto the east-west access road.
- Visibility splayed obstructed by vegetation/parking bays.
- Provision of signage to demonstrate availability of emergency access route around site perimeter.
- Interaction between cycle route/pedestrian and commercial areas at underbridge. Cycle parking and street furniture partially obstructing access route.

12. Prior to commencement, the Applicant shall submit revised drawings and details which outline the proposed layout for the temporary emergency access route to the south.

13. Prior to first occupation, the Applicant shall deliver the required temporary emergency access route to the south.

14. Prior to first occupation of the residential units a Travel Plan Manager/Co Ordinator (Mobility Manager) shall be appointed to implement, monitor and review the Mobility Management Plan prepared by ATKINS dated September 2022. The Planning Authority shall be advised of contact details for the appointed Travel Plan Manager. The appointed Travel Plan Manager (Mobility Manager) shall provide an annual report to the Planning Authority for a period of 5 years showing what soft and hard measures have been implemented to promote an increased use of sustainable travel modes to access the development. This annual report should include results of an annual travel survey.

15. Prior to commencement, the Applicant shall submit detailed plan drawings and contiguous elevations which demonstrate the proposed boundary treatment proposals. The access arrangements across the site should be clearly detailed and any gates to access points should be omitted. The drawings shall clarify the proposed tie-in arrangements at the existing DART underbridge and linear park to the north.

16. Prior to commencement of development the Applicant shall submit for the written agreement of the Planning Authority (FAO Sean McGrath and Margaret Hartnett) a comprehensive construction traffic management plan to be implemented during the construction works. The Applicant/Developer shall comply with the measures outlined in the submitted Construction Management Plan. A minimum of two months prior to commencement of the proposed development, the Applicant shall submit, for the written approval of the Planning Authority (Transportation Planning), a detailed site-specific Construction Management Plan, which shall be considered a live dynamic document which may require amendment, subject to the agreement of DLRCC Municipal Services Department (Traffic Section & Roads Maintenance/Roads Control), to take account of changeable site/construction circumstances. The detailed site-specific Construction Management Plan shall include measures dealing with:

- a) How it is intended to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads, during construction works.
- b) Full and comprehensive Traffic Management Plan, produced by a competent designer in accordance with Chapter 8 of the Traffic Signs Manual, including construction vehicular access to site in particular, to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads and the surrounding public road network, during construction works.
- c) An access route to site for construction traffic/vehicles to be agreed with DLRCC Traffic Section, Municipal Services Department.
- d) How/where it is intended to provide a site compound including materials storage and staff welfare facilities.
- e) How it is intended to provide for site delivery vehicles manoeuvres, in that vehicles should enter and exit the site/compound/materials storage area in a forward gear.
- f) Where it is intended to provide for site staff car parking during construction in that it is not acceptable to have long term site staff car parking on the nearby public road network.
- g) How it is intended to provide suitable facilities for vehicle cleansing and wheel washing on site.
- h) Proposed measures to minimise/eliminate nuisance caused by noise and dust, proposed working hours and measures to minimise/prevent transfer of dirt to the public road with associated measures to clean the public roads / gullies etc in the vicinity of the site and continuing replacement of roads line markings resulting therefrom.
- i) A procedure for dealing with complaints from third parties arising from the construction process.
- j) Planned construction phasing and timelines for same.

17. All necessary measures shall be taken by the Applicant and the selected contractor to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads and the surrounding public road network, during construction works.

18. The Applicant and the selected contractor shall prevent any mud, dirt, debris or building material being carried onto or placed on the public road or adjoining properties as a result of the construction works and repair any damage to the public road arising from carrying out the works.

**Tom Kilbride Executive Engineer
Transportation Planning Section**

Date: 08 November 2022

Parks and Landscape Services Report

From: Paul Conlon, A/Executive Parks Superintendent
To: Alex Fahey
Date: 11th November 2022
Our Ref: EM13251
Re: **ABP31468622 Former Bray Golf Course Lands – Coastal Quarter SHD 2**

Comment:

Having examined the application documentation, I wish to state that the Parks and Landscape Services department has no objection to a grant of permission. However, applicant is requested to consult and reach agreement with the Planning Authority in relation to all soft and hard landscape materials and finishes. The Parks and Landscape Services department also request that increased tree planting and a reduction in hard surfacing throughout is required to meet the objectives set out in the dlr Biodiversity Action Plan 2021-2025 and the dlr Climate Change Action Plan 2019-2024.

The Parks Department recognize the complexity of the site spread over two counties with varying zoning objectives. To ensure quality open space is maintained and the quantum retained throughout the lifecycle of the development the Parks and Landscape Services department request that they are notified when Phase 2 of the Harbour Point masterplan is submitted for approval as the permitted open space provided as part of this application, the Coastal Garden, is scheduled for development in Phase 2 of the Harbour Point scheme.

Given the stark retention of trees and proposed linear open spaces within the Coastal Quarter development proposal and the indicative layout of the River Quarter (Phase 2 of the development site) this department have concerns that the existing parkland setting and existing stands of mature trees within the site, which would support excellent open space and biodiversity will be impacted as part of this development. These trees are of ecological, environmental, historical, and aesthetic value and are noted as one of the sites key assets and features. The scale of tree loss onsite as part of the phased proposals fail to adhere to Objective F: "To preserve and provide for open space with ancillary active recreational amenities" and many of the policies outlined within the Green County Strategy section of the DLR County Development Plan such as;

Policy LHB19: Protection of Natural Heritage and the Environment
Policy OSR1: Green Infrastructure Strategy
Policy OSR7: Trees, Woodlands and Forestry
Tree Strategy for the County – 'dlr TREES 2011-2015'
Dlr Biodiversity Action Plan 2021-2025

While the development proposal is designed to a high standard and the overall design approach should be simplified to reduce maintenance concerns. In order to fully assess the applicant's proposal the applicant is required to consult further with the Planning Authority. As the SHD process does not provide for Further Information the applicant should be advised to consult with and reach agreement with the Parks and Landscape Services Department on the design layout of the communal and public open spaces and the design details of the Market Square in advance of the lodgment (subject to the consent of An Bord Pleanála following this stage of the process) of the planning application. In the event of a grant of permission for the proposed development, the following planning conditions are to be attached and enacted:

Recommendations:

1. Trees

- Tree Selection & Planting: All trees proposed on verges or hard surface areas are to be planted with appropriate root deflectors to prevent uplifting caused by shallow root systems. The Planning Authority request that trees in hard surface areas are to be set in porous pits/soft landscaping to allow the ingress of water, outside of managed watering and maintenance.
- Street Tree Planting: In the event of a grant of permission the Parks and Landscape Services Department request only large tree specimens are selected along the proposed streets to reduce the massing of the proposed development. The Planning Authority request that additional trees with large canopies are included where applicable to provide shade and all associated benefits of street trees. All trees planted in streets must be of a suitable size and achieve an minimum ultimate height of 12m min with no overhead wires.
- Podium Planting: The applicant is to provide additional tree planting within the communal open spaces. Details on the proposed growing medium, depth and drainage of any podium planted trees are to be submitted for approval. The applicant is to provide a minimum growing depth of 1200mm to allow any trees to reach a suitable mature size
- A full management & maintenance plan: Prior to the commencement of permitted development, the applicant shall submit for the written agreement of the Planning Authority how all open space will be maintained. The applicant shall outline how the podium gardens will be planted and maintained. The use of stairs limits access for an outdoor maintenance team and the equipment required for the on-going upkeep of raised landscape areas. Tree & plant replacement / removal requires space & planning. How this will be achieved, and machinery delivered to the relevant locations and arisings collected etc.
- Tree maintenance: A comprehensive tree management plan to be provided to mitigate tree failure. The applicant is to submit a landscape maintenance plan to ensure the successful establishment of all trees and plants proposed within the scheme. The Planning Authority request a watering programme of 1000lt/Tree/Month during the first three growing seasons regardless of weather. Any failed trees shall be replaced.
- Retained trees and hedgerows shall be protected from damage during construction works. Within a period of six months of the proposed development, any planting which is damaged, or dies shall be replaced with others of similar size and species.
- The applicant shall appoint and retain the services of a qualified arborist for the duration of the development. The consultant shall ensure that the mitigation measures recommended are implemented in full. The consultant shall supervise all works related or in the proximity of trees.
- Nesting Season: Removal of scrub, hedgerows and trees shall only take place outside the bird breeding season (March 1st to August 31st).
- Bat Survey: All mature trees proposed for felling shall be examined for evidence of bats, prior to any works by a bat specialist. If required, a National Parks and Wildlife Service (NPWS) derogation licence shall be obtained. An operational stage tree management plan for bats shall also be submitted
- Biosecurity: Prior to the commencement of permitted development, the applicant shall submit a plant passport for trees (All plants) proposed within the development as per EU Plant Health Regulation (EU)2016/2031). The applicant is requested to retain these records for 3 years post completion date. Trees (All plants) that are ordered from any nursery should be of Irish provenance. If not available must be specified that all trees (plants) should have been grown within the nursery for a minimum of 1 year.
- At practical completion: of the permitted development, the Consultant shall carry out a Post-construction Arboricultural Assessment of all retained trees, making recommendations for any necessary and additional Tree Works. The Consultant shall submit to Dlr Parks and Landscape Services - for its consideration - a signed Arboricultural Completion Certificate stating that all Tree Works were satisfactorily completed in accordance with his/her recommendations, including any additional items arising from the Post-construction Assessment.
- All trees and hedgerows 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, following submission of a qualified tree surgeons report, and which shall be replaced with agreed specimens.

Reason: In the interests of amenity, ecology and sustainable development.

Reason: To adequately receive this development into the surround landscape and to ensure the application complies with the CDP 2022-2028 development standards (Section 8.7.1) and (Section 12.8.11) in respect of tree, hedgerow and habitat preservation and protection, and to meet the objectives of the 'Dlr TREES- Strategy 2011-2015' and 'dlr Biodiversity Plan 2021-2025'

2. Tree Bond and Arboricultural Agreement

- Prior to the commencement of development and related tree felling, pruning and construction activities, the applicant advised with the applicants arborist shall lodge a Tree Bond of €10,000 with the Planning Authority, as security for tree protection and a deterrent to willful or accidental damages during construction. The Bond shall be based on an estimate of the combined value - amenity and ecosystems services - of retained trees; and taking account of the percentage tree loss(-es) due to direct impacts on healthy trees.
- Lodgment of the Bond shall be part of an *Arboricultural Agreement* signed by the developer, empowering the planning authority to apply the Tree Bond, or part thereof, for satisfactory protection of all retained trees on and immediately-adjointing the subject site, or the appropriate and adequate replacement of any such trees which die, are removed or become seriously damaged or diseased within a period of 2-years from the substantial Practical Completion of the development. Sequestration of all or part of the bond shall be based on an estimate of the total costs of appropriate, compensatory tree planting at semi-mature sizes. Replacement planting shall be of the same or similar species/varieties as those lost, or as may be specified by Dlr Parks & Landscape Services.
- Bond Release: 24 months – inclusive of at least two growing seasons (May – Sept.) - after Practical Completion of the permitted development, the developer shall submit to Dlr Parks and Landscape Services, an Arboricultural Assessment Report prepared by a qualified arborist. Any remedial surgery or other tree works recommended in that Report shall be undertaken by the developer at his/her expense, under the supervision of a qualified arborist. The Tree Bond shall not be released unless and until an Arboricultural Certificate - signed by a qualified arborist, stating that all tree works have been fully undertaken - has been submitted to and agreed with Dlr Parks and Landscape Services.

Reason: So that the permitted development fully complies with the Council's development management standard in respect of the preservation of existing trees and hedgerows, as per Section 12.7 (Green Infrastructure and Biodiversity) Section 12.8.11 (Existing Trees and Hedgerows), a12.9.6 (Environmental Impacts) Dlr of the County Development Plan 2022-2028 and to meet the objectives of the 'Dlr TREES- Strategy 2011-2015'

3. Ecology, Biodiversity & Wildlife

Detailed compensation measures for biodiversity to be carried out on site:

- Existing trees and boundary hedgerows are to be retained and protected in accordance with BS 5837:2012 trees in relation to design, demolition and construction recommendations
- Provision of Bird and Bat Boxes in order to mitigate for the loss of nesting habitat should be installed:
 - 100 nest boxes
 - 50 bat boxes (if evidence of bats in the locality)
- A Lighting Plan with input from the bat specialist including consideration of the surrounding areas. This should include the avoidance of lighting of boundary vegetation.
- Habitat Linkages: Gaps in fences and walls should be incorporated (min: 13cm x 13cm) to allow small mammals to move around site.
- Supervision of Vegetation Removal by a suitably qualified and experienced ecologist.
- Planting: the contractor shall be responsible for plant establishment and 18 months of established maintenance, replacing any damaged, dying or removed plants, shrubs or trees.
- Mitigation and monitoring measures relating to biodiversity outlined in the plans and particulars submitted with this application, shall be carried out in full under the supervision of a suitably qualified professional.
 - The developer shall appoint and retain the services of a suitably experience and qualified ecologist should follow best practice and guidance issued by the Chartered Institute of

Ecological and Environmental Management (CIEEM) (2018) with membership of a professional body and proven training in EcIA methodologies, as an Ecological Consultant for the construction stage of the permitted development.

- The consultant shall identify and implement interventions that will improve the ecological value of the development through the planting mixes, tree selection, introduction of bird boxes and bug hotels and management regimes. These proposed interventions must be agreed in writing with the DLRCC bio-diversity officer prior to their delivery on site.
- Prior to the commencement of development, the applicant shall submit to the planning authority a Final Landscape Plan, which will be completed in consultation with the ecologist, to incorporate details, including (but not exclusively)
 - Green/Biodiverse roofs: full details of habitat creation types and techniques; the origin and composition of soils/compost to be used; the choice and composition of plant species (including the origin of same) and maintenance programme.
 - Planting enhancement: boundary planting (treelines and hedgerows);
 - Planting for pollinators and other invertebrates (eg. for bats and birds).
 - Foraging areas for bats with consideration of the lighting plan.

4. Landscape Design & Planting

- In the event of a grant of permission, prior to the commencement of permitted development, the applicant shall submit for approval by the Planning Authority, exact details of, inter alia, the sites entrance / gateways /railway underpass and demonstrate how the proposal will provide a visual aesthetic with the receiving environment in terms of materials, appearance, form and character are required. Clarification sought on the reasoning behind these proposed materials and their reference to character of the area and their ability to create a sense of the place for the proposed development.
- Prior to the commencement of permitted development, the applicant shall outline plans and details of Hard Landscape Design for boundary treatments for approval by the Planning Authority. This includes but is not limited to seating, railings, kerbs, edges, surfaces, lighting, and showing civil engineering elements (e.g. retaining structures, attenuation tanks, existing and proposed underground utilities, services, drainage and ancillary infrastructure as it relates to landscape)
- The Planting Plan and Planting Schedule is to be submitted and assessed – the plans should show the species to be planted at each location and the quantities of each species rather than unnamed symbols and an overall number.
- Planting Plan should indicate what will be planted in perpetually shaded area, sunny aspects, slopes. This will ensure full consideration has gone into the long-term success of the proposal.
- Submit a detailed levels plan, clearly illustrating the proposed level changes relative to the existing land form. The applicant should be in a position to demonstrate that adequate consideration has been given to universal access throughout the site i.e. 'Building for Everyone' & 'Part M in the Technical Guidance Documents.
- All ground floor units must have a min. of 1500mm planted buffer as per the 'Design Standards for New Apartments' (Dept. of Housing, Planning & Local Government).
- The applicant shall provide additional opportunities for other social gatherings in communal and public open spaces. As highlighted during the C-19 pandemic, opportunities for social congregation within the development are to be included to promote a variation of seating for public use, including but not limited to single seats, tables, long benches and BBQ areas in radiant sunlight areas to maximize integration and usability.
- In the event of a grant of permission, prior to the commencement of permitted development, the applicant shall submit for approval by the Planning Authority, a landscape and permeability plan of the proposed open spaces within the site is to be submitted for the approval of the Planning Authority clearly delineating public, semi-private and private spaces, areas to be gated and proposed boundary treatments, in particular the eastern boundary at the interface with the railway line underpass.
- The Parks and Landscape Services Department note the applicant's reliance of adjoining public open space at Corke Abbey Valley Park as the 'Woodland Setting'. In the event of a grant of permission the applicant must, in conjunction with DLRCC, provide a new park entrance which negotiates the significant level changes between Corke Abbey Valley Park and the proposed

development site. This entrance location and finished design are to be approved by DLRCC. The entrance is to be cognizant of the Eastcoast Greenway.

- The applicant is to provide a management plan for the proposed landscape design to ensure the success of the planting plan. The shaded areas of planting make it more conducive to promoting pest and disease incidence due to lack of air circulation for new and existing trees and plants. The use of Pesticides and herbicides is not allowed in Dun Laoghaire Rathdown so as to promote biodiversity and ensure healthy living for residents, plants and soil 'life'.

Reason: To protect the integrity of the public open space, maximise its usability and usefulness for passive and active recreation (e.g. kick-a-bout space for children), and to maximise the space available for new planting, especially of trees. To ensure full and verifiable implementation of the approved landscape design proposals for the permitted development, to the approved standards and specification.

5. Overshadowing open space

- The shadow analysis confirms that the height and massing of the blocks will have a direct impact on the sunlight access to the communal amenity spaces within the private courtyards and on public open space.
- The communal open spaces will be in shadow due to the scaling and massing of the blocks. The Parks Department request a design rationale to the usability and functionality of these spaces without radial sunshine.

Reason: To ensure adequate implementation of the approved landscape design proposal with suitable standards and specifications of soft landscaping. Private communal amenity spaces as per BS 8206-2:2008 Section 3.

6. Play provision

- As set out in Section 4.13 of the design standards for new apartment 'The recreational needs of children must be considered as part of communal amenity space within apartment schemes (...) within small play spaces (about 85 – 100 sq. metres) for the specific needs of toddlers and children up to the age of six. Prior to the grant of permission, the applicant shall submit for the written agreement of the Planning Authority the quantum of open space provided and how it meets the design standards play provision.
- The applicant shall submit for the written agreement of the Planning Authority a design rationale for the central/shaded location of play elements within the open space. In its current form the play provision dissects the open space area in Phase 3 and consideration should be given to reorientation it so the space can be used to its fullest.
- Section 12.8.9 of the County Development Plan 2022-2028 states that 'Public and/or communal open spaces within new developments should be capable of providing opportunities for play space e.g. playgrounds, small pitches etc. The use of durable/robust materials in relation to the provision of playgrounds/Multi Use Games Areas (MUGAs) is particularly important'. Prior to the commencement of permitted development, the applicant shall submit for the written agreement of the Planning Authority the quantum of open space provided and how the proposal in its current form meets the design standards of play provision. The applicant shall provide a full design rationale of the play and recreation opportunities for children and teenagers, as appropriate to the scale and character of proposed development. These opportunities shall be informed by the National Children's Play Policy 'Ready Steady Play' (2004) and 'Teenspace', National Recreation Policy for Young People (2007), and in accordance with departmental and local standards (Dlr CDP 2022-28 Section 12.8.9), as appropriate. The Layout Plan shall comprise the following: -
 - Showing types of play and play area(s), target age groups, landform (included levels and contours) and boundaries, gates and planting.

Reason: So that the development is in accordance with Section 12.8.9 of Dlr's CDP 2022-28, and to ensure the provision and construction of safe, quality play provision in compliance with best practice

7. Open Space Provision

- In the event of a grant of permission prior to the commencement of permitted development, the applicant shall submit for approval by the Planning Authority, a drawing colour coding and highlighting the hierarchy of open spaces (planted, hard, soft landscapes etc) with dimensions and areas squared. This drawing should omit areas not deemed as usable open space (SUDS, wayleave, carparking) and demonstrate that the development is achieving the required quantum of amenity space as outlined in Section 12.8.4 within the CDP 2022-2028.
- This drawing should indicate that no services, utilities or trenches – including underground attenuation tank(s) – shall be in areas shown conditioned as Public Open Space, unless so permitted by prior, written approval of DLR Parks and Landscape Services.
- Should the quantity of public open space not be achievable within the development, therefore the applicant has not provided adequate provision for public open space as per section 12.8.3.1 of the CDP 2022 - 2028. The applicant shall make a payment of €2,000 per dwelling unit, as a special levy, in addition to the Development Levy Contribution as a special contribution, as per Section 48.2(c) of the Planning & Development Act, 2000, in lieu of the provision of public open space. This contribution is to cover specific exceptional costs in respect of the provision of open space and landscaping works which benefit the proposed development. The contribution will be used to fund improvements in the locality. This is in accordance with policy 12.8.3.1 of the CDP 2022 - 2028.
- Open space calculations will need to be in accordance with the County Development Plan and the *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2018*.
- The applicant in their calculation of open space should omit, green roofs, sterilized land for services and attenuation, or areas that are generally not useable in any meaningful way and therefore considered incidental open space as per sections 12.8.3 of the CDP 2022 - 2028.
- Green Roofs: The provision of green roofs within any development however shall not form part of the overall minimum open space provision but should complement the required open space provided within the site.

Reason: To protect the integrity of the public open space, maximise its usability and usefulness for passive and active recreation (e.g. kick-a-bout space for children), and to maximise the space available for new planting, especially of trees

8. Taking In Charge

- The applicant failed to demonstrate areas, if any to be Taken In Charge. The applicant is advised to provide a drawing(s) indicating all areas intended to be offered for Taking in Charge so that any issues arising can be addressed at the earliest opportunity.

Conclusion

The proposal is generally supported by the Parks and Landscape Services Department. However, the applicant is to provide sufficient evidence that the proposal is in accordance with the County Development Plan and departmental guidance in terms of open space and play provision. Clarification is sought on the final layout of the open space and as such a determination by the Parks Department cannot be completed until this matter is resolved.

Paul Conlon
a/Executive Parks Superintendent

Endorsed by: _____
Ruairí Ó Dúlaing Senior Parks Superintendent

Housing Department Report

HOUSING DEPARTMENT MEMORANDUM

To: Mary Henchy,
Director of Services
Planning & Organisational Innovation
Level 2,
County Hall

18th October 2022

Re: ABP-314686-22 Proposed SHD (part Build to Rent) Development at Former Bray Golf Lands, Ravenshall Road, Bray, Co. Wicklow; Ballymore Group.

I refer to your request for a housing report in connection with the above proposed development. The application involves the construction of 586 units, 274 of which are in the administrative area of Dun-Laoghaire-Rathdown County Council.

It is noted that the applicant proposes to comply with the Part V requirement for the proposed development by way of transfer of 28 units on site at a total indicative cost of €10,358,918 inclusive of VAT, comprising; 20 x one-bedroom units at an average indicative cost of €294,086 per unit and 7 x two-bedroom units at an average indicative cost of €533,012 per unit and 1 x three-bedroom unit at an average indicative cost of €746,108.

While the unit costs exceed the Council's approved acquisition cost threshold, it is acknowledged that the stated costs are estimated, as actual costs cannot be quantified at this preliminary stage. As such, the on-site proposal has the potential to comply with the requirements of Part V of the Planning and Development Act 2000 as amended, the County Development Plan and the Housing Strategy 2016-2022, subject to agreement being reached on land values and development costs and funding being available. Should planning permission be granted and validated costs prove to be of similar value, the council will review the proposal and seek an alternative compliance option.

In order to fully assess the applicant's proposal, the Housing Department will require in the event that planning permission is granted, a detailed submission to include, inter alia, existing and development use land values, construction, development and any attributable costs associated with the development. Furthermore, in determining whether to enter into an agreement under Section 96(3)(b) of the Acts the Council will consider the applicant's proposal having regard to the criteria set out in Sections 96(3)(c) and (h) of the Acts.

It is therefore recommended that should a decision be made to grant planning permission for the proposed development a condition be attached requiring the applicant/developer to enter into an agreement in accordance with Part V of the Planning and Development Act, 2000, as amended, prior to commencement, unless the applicant/developer shall have applied for and been granted an exemption certificate under section 97 of the Acts.

Aiden Conroy

Aiden Conroy
Administrative Officer
Housing Department

Environmental Health Office Report

Dún Laoghaire-Rathdown County Council
E.H.O. PLANNING REPORT/CONSULTATION
Environmental Health Service, Silverstone House, Ballymoss Road, Sandyford, D18
Tel: (01) 2020580

LOCATION: Former Bray Golf Club Lands, Off Ravenswell Road and Dublin Road, Bray, County Wicklow and County Dublin.

DEV: The proposed development will consist of the change of use of lands from former golf course use to residential and other uses consisting of 586 no. residential units and c.1,583 sq.m of other uses comprising of 1 No. retail unit, a childcare facility, a café and 1 No. commercial unit (incorporating a gym and a juice bar). Of these, 234 No. residential units, c.1,071sq.m. of the other uses and associated site landscaping and site development works were previously permitted by An Bord Pleanála under ABP Ref. 311181-21, and they form part of this current application again.

The proposed development will comprise: 76 no. houses consisting of 13 no. 2-bedroom 2-storey terraced houses, 51 no. 3-bedroom 2-storey terraced houses and 12 no. 4- bedroom 3-storey terraced houses; 52 No. apartments in duplex units with balconies and gardens comprising 26 no. 2-bedroom own door ground floor apartments with 26 no. 3-bedroom own door duplex apartments over within 26 no. 3-storey terraced buildings; and 458 No. apartments in 4 no. apartment blocks ranging in height from 3 to 12-storeys and consisting of 239 no 1-bedroom units, 198 no. 2-bedroom units and 21 no. 3-bedroom units. The apartment blocks will comprise of:

- Block A (comprising Blocks A1 and A2) which is proposed as Build to Rent development ranging in height from 4 to 7-storeys and containing 162 no. units consisting of: 79 no. 1-bedroom apartments, 76 no. 2-bedroom apartments and 7 No. 3-bedroom apartments all with balconies or terraces; c.545 sq.m. of residential amenity spaces; external communal open space on a central podium; car and bicycle parking spaces; ancillary plant; waste storage and substations/switch rooms at undercroft level.
- Block B (comprising Blocks B1 and B2) ranging in height from 5 to 12-storeys and containing 190 no. units consisting of: 95 no. 1-bedroom apartments, 85 no 2-bedroom apartments and 10 no. 3-bed apartments, all with balconies or terraces; c.539sq.m. residential amenity spaces; external communal open space on a central podium; car and bicycle parking spaces; 1 no. commercial unit (incorporating a gym and juice bar) c. 512 sq.m; ancillary plant; waste storage and substations/switch rooms at undercroft and lower ground levels.
- Block D is a 4-storey building and contains 26 no. units: 20 no. 1-bedroom apartments and 6 no. 2-bedroom apartments with balconies; car and bicycle parking spaces, ancillary plant, waste storage and substation/switch rooms at undercroft level.

The proposed development will include:

- 549 no. car parking spaces comprising 478 no. resident spaces, 36 no. residential visitor spaces, 14 No. for retail / commercial uses and 21 No. for staff, set-down, creche set down and car share. 326 no. of these spaces will be at undercroft level with the remaining 223 no. at surface, on street or on curtilage. A total of 23 No. spaces will be accessible parking spaces; 66 No. will be EV charging spaces.
- 24 no. resident motorcycle spaces at undercroft level.
- 1,076 no. bicycle parking spaces comprising: 791 no. resident apartment spaces at undercroft level and 254 no. visitor spaces (of which 134 no. at undercroft level and 120 no. at surface level) associated with Blocks A, B, C and D; 19 no. spaces

APPLICANT: Shankill Property Investments Ltd.

REF: ABP31468622

RECEIVED: 10/10/2022

RETURNED: 02/11/2022

The proposed development consists of 586 no. residential units, 274 of which are proposed to be located within the administrative area of Dun Laoghaire-Rathdown County Council (Blocks A&D and a number of duplexes). The remaining proposed residential units and all the proposed commercial units are to be located within the administrative area of Wicklow County Council.

Observations and Recommendations:

This application is acceptable subject to:

Construction Environmental Management Plan:

1. A final construction environmental management plan must be agreed with Dun Laoghaire/Rathdown Planning Authority prior to commencement of development. This must reduce any adverse impacts from construction on the environment and health and control any temporary emissions during the construction phase to prevent nuisance or adverse health effects to include: Waste management and recovery, all necessary steps shall be taken to contain noise, dust and airborne pollutants arising from the site and to prevent nuisance to persons in the locality.

2. Construction Hours:

The normal hours of operation shall be restricted to the hours below:

08:00 to 19:00 hours Monday to Friday

08:00 to 14:00 hours Saturday

No activities including deliveries shall take place on Sundays, Bank Holidays or between the hours of 19:00 - 08:00.

Any works/activity outside of these stated hours must have prior approval from DLRCC planning department.

3. Community Liaison

A community liaison officer shall be appointed and a plan be developed to ensure that the following is implemented:

- The community liaison officer shall be the point of contact for the public and shall directly engage with affected residents/community members regarding any concerns raised.
- Keeping local residents informed of progress and timing of particular construction activities that may impact on them
- Provision of a notice at the site entrance identifying the proposed means for making a complaint
- Maintenance of a complaints log recording all complaints received and follow up actions

EIAR: Volume 2: Appendix 6.3 – Dust Management Plan

4. A programme of continuous dust monitoring shall be carried out by the developer at dust sensitive locations adjacent to the site boundaries and shall be made available to the local authority on an agreed basis and/or on request. Set up monitoring points at any dust sensitive locations to measure total dust deposition rates. The amount of dust deposited anywhere outside the proposed development, when averaged over a 30-day period, should not exceed:

- 130mg/m² per day when measured according to the BS method which takes account of insoluble components only, or
- 350mg/m² per day when measured according to TA Luft, which includes both soluble and insoluble matter. (EPA compliance monitoring is based on the TALuft method).

EIAR: Volume 2: Chapter 7 Noise and Vibration

5. A programme of continuous noise monitoring and noise vibration shall be carried out for the duration of the development and shall be in place before any site clearing demolition works begin.

There shall be a sufficient number of noise and vibration monitoring locations to ensure the impacts on all noise sensitive locations are accurately recorded.

Noise and vibration measurements from the continuous monitoring programme shall be made available to this office upon request.

6. Any potential excessively noisy activities such as the proposed piling works shall be carried out with prior consultation between the community liaison officer and potentially affected residents/parties.

Kevin Gaffney
ENVIRONMENTAL HEALTH OFFICER

Rose McCaul
SENIOR ENVIRONMENTAL HEALTH OFFICER

Appendix B

Development Contributions

ABP-314686-22

RCN

RBN

Former Bray Golf Club Lands, Off Ravenswell Road and Dublin Road

274

Bond
 1st 20 units €178,400.00
 Next 254 units €736,600.00

Cash Security

€110,000.00
 €457,200.00

Amount of bond based on
 residential units

€915,000.00 €567,200.00

Section 48 and 49 Contributions

S48 Calculations

| | Multiplier retail and non retail | C and P c/wide | Roads c/wide | SW c/wide | Total CW |
|---|----------------------------------|----------------------|----------------------|-------------------|----------------------|
| Multiplier office | €37.99 | | €58.57 | €2.56 | €99.12 |
| Multiplier residential | €37.99 | €4,401.70 | €58.57 | €2.56 | €99.12 |
| | | | €6,780.97 | €296.11 | €11,478.78 |
| | | C and P c/wide | Roads c/wide | SW c/wide | Total CW |
| Residential units | 274 | €1,206,065.80 | €1,857,985.78 | €81,134.14 | €3,145,185.72 |
| Retail area in square metres | 0 | €-00 | €-00 | €-00 | €-00 |
| Non retail in square metres | | €-00 | €-00 | €-00 | €-00 |
| Car park | | €-00 | €-00 | €-00 | €-00 |
| High intensity employment (office) in sq metres | 0 | €-00 | €-00 | €-00 | €-00 |
| Totals | | €1,206,065.80 | €1,857,985.78 | €81,134.14 | €3,145,185.72 |

Section 49 calculations Luas

| | Area in hectares | Multiple (rate per hectare) | Contribution |
|------------------|------------------|-----------------------------|--------------|
| Residential area | 0 | €351,774 | €-00 |
| Commercial area | 0 | €802,047 | €-00 |
| Total | 0 | Total | €-00 |

Section 49 calculations Glenamuck

Residential units Number Multiple per unit Contribution
 0 €28,882.73 €0.00

Commercial/retail rate sq metres multiple per metre
 0 €144.70 €0.00

Notes:

274 residential units as per proposal

Costs set SEO
 18/11/22