



WICKLOW COUNTY COUNCIL

Planning Department

CHIEF EXECUTIVES REPORT to AN BORD PLEANALA

In accordance with Section 8(5)(a) of the Planning and Development (Housing) and Residential Tenancies Act 2016

Re:	586 residential units (76 no. houses, 348 no. apartments, 162 no. build to rent apartments, c 1583sqm other uses comprising 1 no. retail unit, a childcare facility, café and 1 no. commercial unit (gym and juice bar) at Former Bray Golf Club Lands, Ravenswell and Dublin Road, Bray
Applicant:	Shankill Property Investments Ltd
ABP File Ref:	ABP-31486-22
CE Report Due:	21/11/2022

1.0 Summary of proposed development:

The site falls within the administrative areas of Dún Laoghaire-Rathdown County Council and Wicklow County Council.

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.
- 549 no. car parking spaces

- 24 no. resident motorcycle spaces at undercroft level.
- 1,076 no. bicycle parking spaces

2.0 A summary of the points raised in the submissions or observations received by ABP in relation to the application

12 submissions received

TII: No observations to make

Irish Water: A water connection is feasible subject to upgrades. A wastewater connection is feasible subject to upgrades including Old Connaught Local Network Reinforcement Project which is on IW current Capital Investment Plan. The estimated time of completion for the project is 2023.

Joan Conway

Noeleen McManus

Lorraine Flanagan

Rachel Gibney

Rachel Immel

Avril and M Power

Anne Marie Byrne

Dominic Gillan

Felix Gibbins

Howard Gibbins

Summary of Key issues:

- The infrastructure to support the development is not in place. This includes the proposed public transport bridge, bus connect corridor, pedestrian and cyclist bridges, link road, Luas extension
- The development is reliant on WCC Part 8 Proposal (PRR21/869) to build an access road across these lands to the proposed public transport bridge. This is the subject of a Judicial Review.
- The lands are at flood risk and are not in accordance with the Flood Risk guidance. The proposal including raising levels will contribute to increased flood risk.
- The height and scale of the development is excessive. Particular issues highlighted with the proposed 12 storey building. Issues include adverse impact on visual amenity and coastal heritage, visual intrusion, overwhelming, lack of public consultation, higher carbon footprint, does not have the required mix of uses (over 95% housing) under major town centre zoning objectives to justify such tall buildings.
- Concerns in relation to development of this significant green space within Bray. Adverse impact on biodiversity. Lack of Biodiversity Plan. Erosion of natural / green heritage and loss of informal amenity area and outdoor space. Loss of natural flood plain, area for rainfall penetration. Failure to protect protected species. Failure to acknowledge contribution to wellbeing and mental health of the population.

- Overlooking of schools
- Will result in increased traffic and increased congestion
- Inadequate capacity in schools for the development
- Will reduce air quality
- Inadequate assessment of wildlife as presented in the Natura Impact Statement
- Inadequate assessment of impact on Corke Abbey Valley Park in the EIAR
- Cumulative impacts to be considered in the environmental assessment documentation.
- Proposal based on outdated surveys and census information
- Dissatisfaction with SHD process and degree of public consultation
- Requests condition be attached for retention of pedestrian access to the sea front.
- In support of the proposal. The density should be increased. This is strategically important site that has benefited from significant public investment and need to maximise its potential and return of social investment.

Louth Environmental Group:

- ABP cannot grant permission in circumstances where such a grant would have to be justified by reference to the Guidelines of Planning Authorities on Urban Development and Building Height 2018 and Apartment Guidelines 2020. These guidelines and specific planning policy requirements are ultra vires and contrary to SEA Directive
- The proposed development materially contravenes the in the development plan / local area plan. The material contravention cannot be justified by s.37(2) of the Act or s.28 Guidelines, in respect of the following:
 - density requirements / provisions
 - housing mix
 - provisions for public open space
 - building height and visual impact
 - car parking
 - provision of childcare
- The development does not comply with the 2018 Building Height Guidelines including SPPR 2 and 3. ABP cannot grant permission.
- The development is not strategic or national importance – cannot grant permission.
- The application documentation does not comply with Planning and Development Regulations 2001.
- Has not demonstrated sufficient infrastructure capacity by reference to public transport, drainage, water services, flood risk.
- Failure to comply with legislative requirements in respect of EIAR and AA. Failures in relation to the robustness and reliability of the assessments.
- The Build to Rent accommodation is built specifically for the purpose of long term renting in an attempt to address the shortage of houses in Ireland today and not for the long term housing crisis Ireland is facing with homelessness.

3.0 Chief Executive's views on the effects of the proposed development on the proper planning and sustainable development on the area of the authority and on the environment, having regard in particular to the matters specified in section 34(2) of Planning and Development Act 2000(as amended), and submissions and observations received by ABP in relation to the application

Reports from following sections should be read in conjunction with assessment (see attached):

- Irish Water
- AO, Housing and Corporate Estate, WCC
- Water and Env. Services, WCC
- Roads Section, WCC

Provisions of the relevant Development Plan or Local Area Plan

- Wicklow County Development Plan 2022-2028
- Bray Municipal District Local Area Plan 2018

Core strategy and settlement strategy

In the Wicklow County Development Plan 2022, Bray is designated a Level 1 Key Town in the Metropolitan Area. The Core Strategy indicates that Bray population should grow from 2016 population of 29,646 people to 38,565 target in 2028. Bray has a housing growth target of 4026 houses between Q3 2022 to Q2 2028.

Table 3.1 of the Bray MD LAP states that the former Golf Club Lands of 9.92ha have potential for 1000 units.

The central location of the site supports its development ahead of other more peripheral development lands.

CE Opinion: The number of units proposed is acceptable having regard to the targets outlined for the settlement in the core strategy.

Zoning

In the Bray MD Local Area Plan 2018, the lands are zoned Mixed Use: "To provide mixed use development". It is an objective that this land is developed as a mixed commercial, residential, education / community facilities and open space zone.

CE Opinion: It is considered that the proposed development is in accordance with the zoning objective of the Bray MD Local Area Plan 2018.

Specific Local Objective 3

The land is designated SLO (Specific Local Objective) 3.

Chapter 10 of the LAP states that areas designated for specific local objectives are designated for comprehensive integrated schemes that allow for the sustainable, phased and managed development of the area. A masterplan is submitted showing the comprehensive and integrated development of undeveloped former Golf Club lands. The lands are in the ownership of the applicant.

CE Opinion: It is considered that the submitted masterplan shows how the overall SLO area can be developed in a sustainable and integrated manner and the delivery of the SLO objectives.

The specific objectives of the SLO require consideration.

- The lands shall be developed as an extension to the existing town centre and shall involve the creation of a number of new streets and squares, where pedestrians and non-motorised forms of transport have priority, where buildings front directly onto streets and squares with active, attractive ground floor frontage;

This primarily relates to Phase 2 which is not the subject of this SHD development.

Notwithstanding, the scheme has been designed to reduce reliance on private car and buildings provide ground floor frontage. A market square and streets are provided.

- The design, finishes etc of all buildings shall draw reference and inspiration from the existing traditional town centre and the development shall flow from 'old' to 'new' without jarring distortions of scale, format or design;

The Masterplan and Design Statement shows that the design and finishes of the proposed buildings draw reference from the traditional town centre.

- Excellent linkages shall be provided from the site to surrounding areas; multiple access points for both vehicles and cyclists / pedestrians shall be developed and in particular, the development shall include linkages through the site between the Dublin Road and Bray seafront / the DART station and public walking route along the river;

The development includes linkages through the site between the Dublin Road and Bray seafront / DART and walking route along the river.

- Car parking shall generally to located under or within buildings; not more than 20% of the total overall parking provision required for the entire MU area may be located on open surface locations;

All apartment car parking is provided at basement, undercroft or ground floor level. Parking associated housing is located within the curtilage of houses or street.

The application is for 549 no. car parking spaces, 326 of which are undercroft and 223 no. at surface level.

More than 20% of parking within WCC area is at surface level. It is noted that this objective applies to the overall SLO area and that many of the open surface spaces are 'in curtilage' which is reasonable.

- The residential element shall generally be delivered in a high density format with the target provision of 1,000 units in a variety of unit sizes and formats;

In this application 312 of the units are within WCC area. The masterplan shows capacity for c 700 future units in phase 2.

A target of c 1000 units over the entire masterplan area can be achieved.

The density of development in the WCC area is 74 units per hectare.

The development is high density format and provides a variety of unit sizes and formats.

- Retail development shall be integrated into the development in a manner that flows from the existing retail core of the town and brings vitality and vibrancy to the streets and squares of the new development. Retail floor space (including retail services such as restaurants, hairdressers etc) of not less than 20,000sqm (of which a minimum of 10,000sqm shall be comparison floorspace) will be required;

This relates primarily to Phase 2.

- Non retail commercial floor space, such as offices, professionals services etc of not less than 5,000sqm shall be integrated into the development at both ground and above retail levels;

This relates primarily to phase 2.

A small amount of commercial floorspace is proposed as part of the subject application.

- The existing schools / sports zone shall be retained; excellent access shall be retained to the schools and associated sports facilities and such access shall avoid the need to bring traffic through new residential areas or town shopping streets

- Not less than 2ha shall be developed as public open space;

It is the CE opinion that this 2ha 'public open space' relates to a 'public park'. The documentation submitted indicates that the master planning process has identified the opportunity of extending the leisure / recreation axis from the seafront along the River Dargle and there will be a future significantly scaled Riverside Park running along the river. While the figures for the future park are vague, it appears that the masterplan allows for a park in the region of c 1.5-2ha in size. The area for the public park is outside the subject site.

A total of 8457sqm is to be provided as public open space within WCC area.

- Any application shall include a detailed phasing programme that ensures the timely delivery of all elements of the SLO. In order to 'kick start' the development, a first phase of housing, being those units that are not integrated into the mixed use retail / commercial element, in conjunction with the public park, may be developed as a 'Phase 1' of the overall development, strictly on the basis of the remaining housing being delivered in tandem with the retail / commercial element.

The CE is of the view that a single 2ha public park is required as part of the SLO development. Housing in conjunction with a public park can be considered in phase 1 development. The proposal to develop the housing in the absence of a large 2ha public park is not in line with the objective.

CE Opinion : It is considered that the development is broadly consistent with many of the specific local objectives for this area.

The development is not consistent with the objective which requires the delivery of a 2ha public park in conjunction with first phase housing. The CDP includes objectives to promote the delivery of housing with community and recreation infrastructure. It is regrettable that the public park is not provided upfront as part of the development. This park would benefit the proposed

development and the wider Bray community. The submitted masterplan shows that provision has been made for a future park on the riverside lands that are within the control of the applicant. In order to deliver on the objective set out in the LAP, it is considered that the development should not be occupied until a 2ha park is provided.

The CE notes that the development provides public, private and communal open spaces in accordance with the relevant standards. It is considered that the development is provided with satisfactory open space for the needs of the development.

Density

Objective R2 of the LAP states that new residential development shall be expected to aim for the highest density indicated for the lands. Lands zoned high density will be expected to achieve a density of not less than 50 units / hectare.

The net density of the overall development is stated to be 80 units per hectare. The density of the development within WCC area is 74 units per hectare.

The existing site is located about c840m walking distance to Bray DART station and c750m to the bus corridor on Castle Street.

The Sustainable Residential Development in Urban Areas Guidelines state that a minimum net density of 50 dwellings per hectare should be applied within public transport corridors.

The site is within reasonable walking distance (i.e. up to 10 minutes or 800-1000m) to / from high capacity urban public transport stops (such as DART or Luas).

The site is within a Central and/ or Accessible Urban Location , as per the 2018 Apartment Guidelines. The Guidelines state such locations are generally suitable for small to large scale (will vary subject to location) and higher density development that may wholly comprise apartments. The site is suitable for the development for apartments.

The Urban Development and Building Height Guidelines support increased heights and densities at accessible urban locations.

CE Opinion: The density of the development is acceptable.

Phasing

The development is to be carried out in three phases. Phase three is to include the community, services and recreation infrastructure to serve the development including the childcare facility, convenience store, market square and parkland. These facilities provide for the needs of the future residents and should be provided upfront at an early phase.

CE Opinion: Should permission be granted, a condition should be applied requiring agreement of a phasing plan. Block C, market square and southern public parkland should be provided in an early phase of development.

Condition 9 of ABP-311181-21 related to phasing. It is considered that such a condition which allows considerable flexibility to agree a phasing and development programme, would pose challenges for the planning authority in terms of delivering an orderly phased development. The

planning authority would request that an alternative phasing condition be attached to any grant of permission. It is requested that any phasing and development programme be agreed prior to development.

Mix

The proposed mix of the overall 586 no. unit development is 40.5% 1 bed units, 40.5% 2 bed units, 17% 3 bed units and 2% 4 bed units.

Of the 312 units in WCC, 288 no. apartments (139 no. 1 bed apartments, 126 no. 2 bed apartments, 23 no. 3 bed apartments within blocks B and C and duplexes) and 24 houses are provided.

The mix includes a high proportion of smaller one and two bed units and low proportion of larger 4 bed units.

It is noted that Block A is 'build to rent' tenure. This block is within DLR area.

It is stated that there is a limited number of smaller units available within the area and that there is strong market demand for smaller units to accommodate smaller household sizes.

SPPR 1 of the Apartment Guidelines 2020 restricts the number of one bed apartments to 50%. This is complied with

CE Opinion: The proposed mix is satisfactory.

Apartments

The applicant has submitted reports to show that the apartments meet the development standards as set out in Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities' 2020

CE Opinion: The location and overall design of the apartments in terms of residential amenity is considered to be generally acceptable.

General Design/ Layout

In the split decision on the last SHD application, ABP refused permission for Block A and Block B because of the poor design of the blocks in terms of façade treatment and architectural expression in combination with their disposition on the site.

The design has been improved.

The two blocks have varying height and are treated with different coloured / type bricks. There is more variety in the form.

The heights are acceptable. The development is in accordance with SPPR 3 and 4 of the Building Height Guidelines.

The development would not undermine coastal amenity and heritage.

Third parties have raised that the mix of uses is not in accordance with objectives for major town centre to support high buildings. Having reviewed the objectives of the development plan, local area plan and Height Guidelines, there appears to be no specific objective or policy requirement that the development contravenes in this regard.

CE Opinion: No significant objection to the overall layout and design of the proposed development. The visual impact of the proposed development is acceptable.

Access and connectivity

The development is at an accessible urban location in proximity to a mix of uses. The development facilitates and promotes pedestrian and cyclist mobility and facilitates access to high quality public transport facilities which are located within easy walk of the development.

The development has adopted the 'Avoid- Shift-Improve Model' for integrated land use and transportation planning which aims to avoid or reduce the need to travel, shifting to environmentally friendly modes.

A Traffic and Transport Assessment Report is submitted in support of the proposal, which concludes that the impact on the existing road network will be modest and within the carrying capacity of existing infrastructure inclusive of public transport.

The impact on the surrounding road network was modelled. The cumulative impact assuming growth in background traffic, the full build out of the full development and the closure of the Ravenswell Road access junction onto Castle Street, was modelled and showed that all junctions operate well within capacity with the exception of Junction 2 (R761 Dublin Road, Old Connaught Avenue and Corke Abbey Avenue). It is noted that Junction 2 is already at capacity.

The development is not reliant on public transport improvements, but connectivity will be improved in further years with projects including the Bus Connects, Bray Public Transport Bridge, Luas extension and national cycle network route 5.

The Bray and Environs Transport Study (April 2019) details the roads infrastructure required for the full build out of the Bray Golf Club lands. The following is required: Golf Club Lands development roads, pedestrian and cycle links to Bray town centre, Dublin Road bus priority (part of Bray core bus corridor), public transport bridge, Bray DART Station interchange, phased introduction of bus and enhanced rail services in line with demand.

The development will put increased pressure on an already congested road network. The Dublin Road is earmarked for the planned bus priority corridor and additional lands that are within the control of the applicant (but outside of the subject site) are required for the related road upgrades. In order to facilitate the planned improvements in public transport, the development should be contingent on the delivery of lands within the control of the applicant for the Dublin Road upgrades.

It was envisaged at time of permission for schools that the junction at the Ravenswell Road was temporary and would in due course be closed off, with only cycle / pedestrian access. It is considered that the junction should be closed to vehicular traffic, as it was never envisaged that this access would serve major development. This could be addressed via condition.

The development is designed to account for the future planned Bray Public Transport Bridge. The bridge is outside of the development proposal. The development is not reliant on the delivery of the bridge. The development proposal does not compromise the future delivery of the planned bridge. Final details of the connection with the development should be agreed prior to development.

The development facilitates the use of the Irish Rail railway underpass for pedestrian and cycle use and emergency vehicular use. The underpass provides an important pedestrian and cyclist link to the harbour and onto the seafront and Dart. It is the objective of the Council to retain the link for pedestrian / cyclist use only including emergency vehicular use, and that the Council will continue to engage with

Irish Rail in the interests of maintaining the link. A condition should be attached requiring final design details to be agreed prior to development.

In this application, the blocks have been pushed back from the railway a further c 5m and pushed north slightly to allow for greater separation from the railway embankment and underpass. The new path between the railway and the blocks is 3m for cycling and pedestrian movement. The eastern boundary along the railway is to be marked by more natural screening rather than the previously planned block wall. This all improves amenity and accessibility.

It is proposed to provide car parking at below the standards in the CDP. Bicycle parking is proposed in line with National Cycle Manual Standards and Design Standards for New Apartments.

Commercial and recreation facilities are provided within the development to provide for the day to day needs of residents, and reduces travel demand.

The WCC engineering reports have raised issues in relation to the design of the internal road infrastructure. Final details should be agreed via condition.

CE Opinion: The development is in accordance with objectives to promote sustainable transportation and land uses. It is considered that the development would not result in significant adverse impacts on the surrounding road network, but that conditions should be attached to facilitate the delivery of road infrastructure required to serve the development lands.

Car-parking and cycle facilities

Car parking is proposed below the relevant standards set out in Appendix 1 of the Wicklow County Development Plan 2022. The parking objectives in the CDP state that new developments should take potential to reduce private car use at locations where public transport is available and at such locations, the car parking standards should be taken as maximum standards.

The 2020 Apartment Guidelines indicate that car parking standards should be reduced in accessible and intermediary locations.

The applicant has submitted a rationale showing that reduced parking is appropriate and has been justified.

Cycle parking is provided in accordance with the 2020 Apartment Guidelines.

CE Opinion: The car parking and cycle proposals are generally satisfactory.

Open space

The Wicklow County Development Plan requires 15% of the site to be public open space. Based on this standard a total of 6290m² of public open space is required in the WCC area.

The area of the future landmark building development is excluded from the open space calculation.

A total of 8457sqm public open space is provided.

The quantum, design, location and surveillance of public open space is considered to be acceptable and in accordance with CDP requirements.

The apartments are provided with communal open space in accordance with the 2020 Apartment Guidelines.

Private open spaces appear to be in accordance with CDP standards and are acceptable.

Landscaping proposals are submitted.

CE Opinion: The overall open space provision and landscaping proposals submitted are generally acceptable.

Childcare Facilities

The county development plan includes an objective to require childcare facilities in residential developments at a ratio of 20 places per 75 units having regard to the cumulative effects of permitted development unless it can be demonstrated that having regard to the existing geographic distribution of childcare facilities and the emerging demographic profile of the area that this level of childcare facilities is not required.

The proposed facility in Block C has capacity for 88 childcare spaces.

The development of 586 units comprises 238 no. 1 bed units, 238 no. 2 bed units, 98 no. 3 bed units and 12 no. 4 bed units.

The development would require 156 spaces.

The 2020 Apartment Guidelines states the following:

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.

Applying the above, and discounting the one bed units, the development would require 92 spaces.

Discounting the one bed units and 33% of the two bed units would require 72 spaces.

The applicant has prepared a study to justify the proposed childcare capacity. Having regard to the mix of units, household size, childcare practises and the ECCE Programme, data is submitted to show that the development would result in demand for 63 no. places.

The applicant consulted with the local Childcare Committees. Demand for childcare services in the area is high.

The applicant has submitted evidence to justify the size of the proposed childcare facility.

The facility is at an accessible location. There is access to parking.

The facility is at ground level and is provided with an outdoor play area.

The facility is to be provided in phase 3. It is considered that the facility should be provided up front at an early phase of development.

CE Opinion: The childcare facility is acceptable. The facility should be provided in an early phase of development.

Archaeology

There is a national monument within the site (WI004-005). This is a linear earthwork which will be removed during the construction phase.

A number of archaeological investigations of this feature indicate that the feature is 19th / 20th century date and is therefore no archaeological in origin.

No potential unrecorded archaeological features were identified within the proposed development boundary during the desktop study and site investigations undertaken as part of the assessment or during previous archaeological investigations carried out within the site and its environs.

The proposed development will therefore have no predicted direct impacts on any previously unrecorded archaeological features during the construction phase.

Archaeological monitoring during construction is recommended.

CE Opinion: The development would not result in significant adverse impacts on archaeology.

Flooding

A site specific flood risk assessment is submitted.

Flood zones have been modelled.

A portion of the southern part of the site is within Flood Zone A and Flood Zone B.

Apart from the proposed access road and market square the proposed development within the existing flood zones A and B have been designated 'water compatible' elements including amenity open space and recreation facilities.

The access road and market square within flood zone B are 'less vulnerable developments'. Displaced flood water resulting from this will be catered for within the proposed southern open space (park) area.

The development satisfies the Justification Test as per the Flood Risk Guidelines.

The level of flood protection also provided by the recently constructed River Dargle Flood Defence Scheme mitigates the level of flood risk.

CE Opinion: The submitted flood risk assessment shows that the development is in accordance with 'the Planning System and Flood Risk Management' Guidelines.

Day to day needs of residents

The development accommodates the day to day needs of residents. The development includes a 195sqm café, 249sqm retail convenience store, 512sqm commercial gym and juice bar as well as childcare facility. All these units front onto Market Square and are accessed from Market

Square. The relationship with market square is acceptable and will promote vibrancy and vitality at this location which is a key gathering area close to the main access route, Coastal Gardens park and recreation area and key pedestrian route via the railway underpass.

The documentation includes an analysis of the impact of the development on schools capacity. It is likely that the schools would have capacity to accommodate the development. Third parties raised overlooking impact on the adjoining school campus. However, it is not considered that this is a significant issue.

CE Opinion: The development will provide for the day to day needs of residents. The uses and design of buildings fronting market square are satisfactory.

Part V

The report from the Housing Section provides an assessment of the Part V proposals. It is proposed to provide all 34 WCC Part V units in Block C. The proposal is 20 x 1 bed and 14 x 2 bed apartments. The number of units is acceptable provided the development qualifies for the transition arrangements and additional information is required in this regard. It is Part V policy that Part V units are pepper potted throughout the development and should be tenure blind. However in this case over 86% of the development in Wicklow is apartments. WCC will consider the 34 units in one block on the basis that 3 extra units are being provided. There is a significant need in Bray area for 1 and 2 bed units.

Issues are raised in relation to the design and sizes.

Social leasing to approved housing bodies may be more appropriate where apartments proposed.

The applicant should consider WCC Part V Policy, the Departments Quality Housing for Sustainable Communities Guidelines and legislation.

CE Opinion: The Part V proposal raises issues and final details should be agreed prior to development.

The Railway

The impact of noise and vibration on future residents should be considered and a noise impact assessment should be submitted prior to development.

Services

Foul water:

There is existing foul infrastructure on site including foul rising main, trunk foul sewer and two gravity foul sewers. There is an existing IW underground foul water storage tank close to the western boundary. This is associated with the Bray Pumping Station to the south of the river.

IW issued a Confirmation of Feasibility letter on 2nd September 2022 indicating that connection for mixed use development of 590 units to IW network is feasible subject to upgrades including the completion of the Old Connaught LNRP and diversion works within the development.

The IW submission on the application indicates no objection.

The existing IW underground foul water storage tank is not to be relocated. The area of the tank is to be recreation area.

Water supply:

There is no water supply infrastructure on site. IW issued Confirmation of Feasibility letter on 2nd September 2022

The IW submission on the application indicates no objection.

Surface water:

Stormwater Impact Assessment Report is submitted.

The drainage proposals have been reviewed by the Water and Env. Services Section WCC. No objections are raised. Conditions are recommended.

Final details should be agreed prior to commencement of development.

CE Opinion: The development is to connect to public water supply and foul drainage infrastructure. Irish Water have indicated that there is capacity to accommodate the development. Surface water disposal measures should be in accordance with the relevant engineering standards and final details should be agreed with the planning authority prior to commencement of development.

Biodiversity:

Third parties have raised issues in relation to the positive impact that the existing green space makes in terms of providing a valuable green lung for recreation and biodiversity and have cautioned against the development of the site.

CE Opinion: In this regard, this is a zoned central site and the development potential of the land should be realised in accordance with the SLO objectives.

Open spaces are in accordance with the relevant standards.

Significant direct local impacts on existing flora and fauna and environmental quality will be mitigated by a range of measures identified in the EIAR. The proposed development would not have a significant negative impact on biodiversity.

Other:

Issues are raised by third parties in relation to the legality of the SHD process , the legality of the application and the EIAR and AA assessments. These issues are outside of the remit of this CE report.

4.0 Summary of the views of the Elected Members of the Municipal District

In accordance with Section 8 (4)(c)(ii) of the *Planning and Development (Housing) and Residential Tenancies Act 2016*, a presentation on this Strategic Housing Development application was made to the members of the Bray Municipal District on the 4th October 2022.

The comments of elected Members of the Bray Municipal District Council as expressed at the meeting are summarised as follows:

- Very concerned in relation to the failure to provide a 2Ha Park, which is clearly required in the Bray Municipal District Local Area Plan.

- Considered the Open Space provision to be sub-standard, having regard to the quantum being provided, the location of part of it in a Flood Zone and the indicated location of a future landmark building in part of the Open Space.
- Welcome the end of the SHD Process
- Queried if the proposed roads would link to the proposed Public Transport Bridge and would the proposed development be dependent on the proposed Public Transport Bridge.
- Highlighted concerns in relation to the proposed Public Transport Bridge and that the approval process was currently being judicially reviewed. Would be concerned if the proposed development supported the provision of the proposed Public Transport Bridge.
- Sought clarification on the inclusion of lands outside of the applicant's ownership near the old dog track.
- Queried the Build to Rent element of the proposed development, particularly given the Minister's recent indication that the Build To Rent Scheme was to be ended.
- Have the Build To Rent Apartments been pre-sold to a Vulture fund.
- Is the housing need taken into account when the Board makes its decision on the application, as it is an important consideration.
- The existence of a flood plain in the immediate area needs to be carefully considered to ensure no new flood impacts would arise.
- Concerns were raised in relation to the traffic impact of the proposed development given the potential traffic generation of the proposed development and the existing congestion on the Dublin Road.
- Concerns were raised in relation to lack of school places in the Bray area and questioned the accuracy of the submitted school needs assessment.
- Concerns were raised in relation to the height of the buildings, particularly the 12 storey element in the south east corner of the site.
- Queried the provision of community facilities to serve the new residents, given the likely demand created by the proposed development and the need for such facilities.
- Concerns were raised in relation to fire access and fire risk.
- Considered there was a need for 2 lifts in each Apartment Block.
- Access through the railway underpass and into Dun Laoghaire lands was important in terms of permeability and the promotion of walking and cycling.
- Queried the operation of the wayleaves.
- Need to ensure buildings are designed to allow for the drying of clothes by future residents, given normal rules applied by Management Companies in the regard.
- All external parking areas should be permeable.
- Need to keep as much as possible of the existing mature trees on the site.
- The newly adopted Wicklow County Development Plan includes a new objective prohibiting the sale of apartment developments to private institutional investment funds. The Members of Bray MD asked that, if permission is granted for this SHD, that this policy is reflected in the conditions attached to any possible planning permission granted by An Bord Pleanála..

5.0 Planning authority's opinion as to whether the proposed SHD would be consistent with the relevant objectives of the development plan or local area plan

Objectives of the development plan

Wicklow CDP 2022-2028	Opinion
Chapter 3 Core strategy	consistent
Chapter 4 Settlement strategy	consistent
Chapter 6 Housing	
<i>General</i>	consistent
CPO 6.1 New housing development shall be required to locate on suitably zoned or designated land in settlements and will only be considered in the open countryside when it is for the provision of a rural dwelling for those with a demonstrable housing social or economic need to live in the open countryside.	consistent
CPO6.2The sale of all developments of residential units, whether houses, duplexes or apartments, to commercial institutional investment bodies shall be prohibited.	The CE notes that 2021 Guidelines on Regulation of Commercial Institutional Investment in Housing indicates that the controls relate to own door duplexes and houses and do not apply to apartment blocks. However, noting the particular objective CPO6.2, the CE is recommending a condition be attached controlling the sale of all residential units within WCC area.
<i>Design</i>	
CPO 6.3 New housing development shall enhance and improve the residential amenity of any location, shall provide for the highest possible standard of living of occupants and in particular, shall not reduce to an unacceptable degree the level of amenity enjoyed by existing residents in the area.	consistent
CPO 6.4 All new housing developments (including single and rural houses) shall achieve the highest quality of layout and design, in accordance with the standards set out in the Development and Design Standards (Appendix 1) and the Wicklow Single Rural House Design Guide (Appendix 2).	consistent
CPO 6.5 To require that new development be of the highest quality design and layout and contributes to the development of a coherent urban form and attractive built environment in accordance with the following key principles of urban design:.....	consistent
CPO 6.6 To require that all planning applications for multi-unit residential development are accompanied by a Design Statement ¹⁰ . Design Statements shall include a detailed assessment of existing environment and historic character and demonstrate how the design has evolved in response to these underlying characteristics and fabric of the town /	consistent

village. The Design Statement should address each of the 12 criteria set out in the Urban Design Manual (DECLG May 2009). The layout, access, road widths and open space should be cognisant of town and village character.	
CPO 6.7 The design and layout of new residential and mixed-use development shall deliver highly permeable, well connected streets which facilitate active street frontage in accordance with best practice set out in the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (DEHLG May 2009) and the Design Manual Urban Roads and Streets (DTTS & DECLG 2013).	consistent
CPO 6.8 Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time and in particular to require that all new residential developments in excess of 20 residential units to provide a minimum 5% universally designed homes in accordance with the requirements of 'Building for Everyone: A Universal Design Approach and the Universal Design Guidelines for Homes in Ireland (2015)11 .	Consistent. Condition to be attached
<i>Social and Affordable Housing</i>	
CPO 6.9 To implement the provisions of the Wicklow Housing Strategy and in particular, to apply a 10% (or a greater percentage if provided for in future legislation) social housing requirement pursuant to Part V of the Planning and Development Act 2000 (as amended) to land zoned for residential use, or for a mixture of residential or other uses, except where the development would be exempted from this requirement. In certain circumstances, as set out in the Affordable Housing Act 2021, this requirement will be 20% devoted to social and affordable housing.	consistent
<i>Density</i>	
CPO 6.13 To require that new residential development represents an efficient use of land and achieves the minimum densities as set out in Table 6.1 subject to the reasonable protection of existing residential amenities and the established character of existing settlements. In promoting higher densities and more compact development, new development should demonstrate compliance with: ♣ the Sustainable Urban Housing Guidelines for Planning Authorities (DEHLG 2009) and accompanying Urban Design Manual – A Best Practice Guide; ♣ Quality Housing for Sustainable Communities (DoEHLG 2007); ♣ Design Standards for New Apartments Guidelines for Planning Authorities (2018) ♣ Design manual for Urban Roads and Streets; and ♣ any subsequent Ministerial guidelines.	consistent
CPO 6.15 Higher density proposals should be designed to a high standard, incorporate a mix of housing types and sizes and deliver compact urban forms that enhance the local built environment and contribute towards a sustainable mix of housing options. Proposals should provide an appropriate design response to the site, be designed to a high quality and afford adequate protection for residential amenity of neighbouring properties.	consistent
<i>Height and scale</i>	
CPO 6.17 To facilitate development incorporating higher buildings (i.e. buildings that exceed the contextual prevailing height) where it has been adequately demonstrated that the development complies with the assessment criteria set out in Section 3.2 of the Urban Development and	consistent

Building Heights Guidelines for Planning Authorities (DHPLG 2018) or any subsequent height guidelines. In accordance with the SPPR 3 of Urban Development and Building Heights Guidelines, where: ♣ an applicant for planning permission sets out how a development proposal complies with the Urban Development and Building Heights Guidelines, particularly SSPR1 and SSPR2 thereof; and ♣ the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the NPF and Guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise. In accordance with the SPPR 1 of Urban Development and Building Heights Guidelines, Planning Authorities are required explicitly identify areas where increased building height will be actively pursued for redevelopment, regeneration and infill development to secure the objectives of the NPF and RSES. In this regard, the identification of locations for increased building height shall be carried out in the preparation of Local Area Plans for settlements in Tiers 1-3 of the County Settlement Hierarchy as these are deemed the only settlements of sufficient scale and diversity in urban grain to accommodate such increases in height.	
CPO 6.18 To ensure that building height within future development makes a positive contribution to the built form of the area, is not obtrusive and does not adversely impact on the streetscape, local amenity or views. Require all development proposals, including infill development, to include an analysis of the impact of building height and positioning of buildings on: ♣ The immediate & surrounding environment - streetscape, historic character; ♣ Adjoining structures; ♣ Open spaces and public realm; ♣ Views and Vistas.	consistent
<i>Sequence / phasing of housing</i>	
CPO 6.19 The development of zoned land should generally be phased in accordance with the sequential approach as set out in this chapter. The Council reserves the right to refuse permission for any development that is not consistent with these principles.	consistent
CPO 6.20 Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents. New significant residential or mixed use development proposals (of which residential development forms a component) ¹² , shall be required to be accompanied by a Social Infrastructure Audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services. New significant residential or mixed use development proposals shall be required to be accompanied by a 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means other than the private car: (a) local services including shops, schools, health care and recreational facilities, and (b) public transport services. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance	Consistent Childcare Demand Analysis, School Demand and Concentration Report, Mobility Management Plan, DMURS statement submitted. Sufficient documentation submitted to satisfy the objective.

with the capacity/quality of existing or planned linkages.	
<i>Dwelling Mix / Sizes / Locations / Formats</i>	
CPO 6.27 To require new multi-unit residential development to provide an appropriate mix of unit types and sizes to ensure that there is a range of unit types available to suit the needs of the various households in the county, in accordance with the Design Standards for new Apartments, Guidelines for Planning Authorities (2020).	consistent
CPO 6.28 Apartments generally will only be permitted in settlements Levels 1 to 6 and in accordance with the location requirements set out in Section 2.4 of the Design Standards for New Apartments, Guidelines for Planning Authorities (2020). All apartment development should be served by high quality usable open space.	consistent
CPO 6.30 The maximum size of any single 'housing estate' shall be 200 units and developments that include more than 200 units should be broken into a number of smaller 'estates', which shall be differentiated from each other by the use of materially different design themes.	consistent
Chapter 7 Community Development	
7.4 Community Development Objectives	
General	
CPO 7.5 Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents. New significant residential or mixed use development proposals (of which residential development forms a component) ³ , shall be required to be accompanied by a Social Infrastructure Audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services. New significant residential or mixed use development proposals shall be required to be accompanied by a 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means other than the private car (a) local services including shops, schools, health care and recreational and sports facilities, and (b) public transport services. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.	Consistent – as above
CPO 7.5 Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents. New significant residential or mixed use development proposals (of which residential development forms a component) ³ , shall be required to be accompanied by a Social Infrastructure Audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services. New significant residential or mixed use development proposals shall be required to be accompanied by a 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special	Consistent Phasing plan to be agreed. Condition required.

mobility needs) will be able to safely access through means other than the private car (a) local services including shops, schools, health care and recreational and sports facilities, and (b) public transport services. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.	
Childcare & Preschool	
CPO 7.28 To facilitate the provision of childcare in a manner, which is compatible with land-use and transportation policies and adheres to the principles of sustainable development.	consistent
CPO 7.30 Where considered necessary by the Planning Authority, to require the provision of childcare facilities in all residential developments comprising 75 houses or more (including local authority and social housing schemes). In accordance with Department of Environment, Heritage & Local Government guidelines, childcare places shall be provided at a ratio of 20 places per 75 residential units, having regard to cumulative effects of permitted development, (unless it can be demonstrated that having regard to the existing geographic distribution of childcare facilities and the emerging demographic profile of the area that this level of childcare facilities is not required). Without substantial cause, it is the policy of the Planning Authority not to allow a change of use of these premises within five years.	consistent
Chapter 12 Sustainable Transportation	
<i>Sustainable Mobility Objectives</i>	
CPO 12.1 Through coordinated land-use and transport planning, to reduce the demand for vehicular travel and journey lengths by facilitating initiatives like carpooling and park and ride.	consistent
CPO 12.2 Through sustainable planning and investment in transport infrastructure, including roads and public transport systems, to reduce journey times, length, congestion and to increase the attractiveness of public transport.	consistent
CPO 12.4 All planning applications for large employment based developments and/or trip intensive developments, where the Planning Authority considers that a significant peak and/or off peak travel will be generated, are required to include a Mobility Management Plan.	consistent
CPO 12.5 New significant residential or mixed use development proposals ⁵ shall be required to be accompanied by an 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means other than the private car (a) local services including shops, schools, health care and recreational facilities, and (b) public transport services. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.	consistent
<i>Climate Action & Environmental Protection Objectives</i>	
CPO 12.7 To facilitate the development of services and utilities for electric vehicles and alternative fuel vehicles types, including the roll-out of additional electric charging points in collaboration with relevant agencies at appropriate locations.	consistent

CPO 12.8 To require the implementation of the following standards for EV charging in new developments:	Consistent Requires condition
<i>Cycling and Walking Objectives</i>	
CPO 12.11 To improve existing or provide new pedestrian and cycling infrastructure of the highest standards on existing public roads, as funding and site constraints allow.	consistent
CPO 12.13 To facilitate the development of pedestrian and cycle linkages through and between new and existing developments to improve permeability and provide shorter, more direct routes to schools, public transport, local services and amenities while ensuring that personal safety, particularly at night time, is of the utmost priority.	consistent
<i>Public Transport Objectives</i>	
CPO 12.20 To cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in County Wicklow.	consistent
CPO 12.24 To facilitate, through both the zoning of land and the tie-in of new facilities with the development of land with the application of supplementary development contributions, the extension of the Luas or other mass transit to Bray town centre, Bray train station and Fassaroe.	consistent
<i>Parking Objectives</i>	
CPO 12.56 New / expanded developments shall be accompanied by appropriate car parking provision, including provision for electric vehicle charging points as set out in Objective CPO 12.8, with particular regard being taken of the potential to reduce private car use in locations where public transport and parking enforcement are available. At such locations, the car parking standards set out in Appendix 1 Table 2.3 shall be taken as maximum standards, and such a quantum of car parking will only be permitted where it can be justified. In locations where public transport and parking enforcement are not available, the car parking standards set out in Appendix 1 Table 2.3 shall be taken as minimum standard in order to ensure that haphazard unregulated car parking does not occur in the vicinity of the development. Deviations from this table may be considered in multi-functional developments (e.g. hotels, district centres), where the developer provides a robust model of car parking usage to show that dual usage will occur and that peak car parking demand at any time of the day / week will always be met or other situations that may be considered on a case-by-case basis. In situations where a developer cannot meet the necessary car parking requirement on or near the development site, the developer may request the Local Authority to accept a special payment in lieu, to be utilised by the Local Authority in providing car parking in the area.	consistent
<i>Strategic Sites in Bray Objectives</i>	
CPO 12.64 To support the development of the Strategic Sites identified in the Regional Spatial and Economic Strategy Metropolitan Area Strategic Plan at Fassaroe and the former Bray golf course and Bray harbour lands and the delivery of the transport infrastructure required to serve the full build-out for each site having regard to the Bray and Environs Transport Study 2019 (as may be updated / superseded).	consistent
CPO 12.65 To continue to work with Dún Laoghaire-Rathdown County Council, and the transport agencies to facilitate the delivery of key enabling infrastructure required to develop the two strategic sites in	consistent

Bray, especially for the westward extension of the town to Fassaroe, including Bray-Fassaroe public transport links and road improvements and the development of an amenity and active travel walking and cycling route between the Bray Harbour area northwards to the Dun Laoghaire	
CPO 12.66 To support ongoing investment in public transport infrastructure, including the appraisal, planning and design of the Luas extension to Bray	consistent
Chapter 19 Marine Spatial Planning and Coastal Zone Management	
<i>Coastal Zone Management Objectives</i>	
CPO 19.8 To protect the character and visual potential of the coast and conserve the character and quality of seascapes.	consistent
CPO 19.9 To strictly control the nature and pattern of development within coastal areas and ensure that it is designed and landscaped to the highest standards, and sited appropriately so as not to detract from the visual amenity of the area. Development shall be prohibited where the development poses a significant or potential threat to coastal habitats or features, and/or where the development is likely to result in undesirable patterns of erosion or deposition elsewhere along the coast.	consistent
<i>Cell 1 Bray Town</i>	
CPO 19.16 To enhance the visual, recreational and natural amenities of the Bray coastal area, in accordance with the policies and objectives set out in the County Development Plan and the Local Area Plan for Bray.	consistent

Objectives of the Bray MD LAP 2018 SLO3	
The lands shall be developed as an extension to the existing town centre and shall involve the creation of a number of new streets and squares, where pedestrians and non-motorised forms of transport have priority, where buildings front directly onto streets and squares with active, attractive ground floor frontage;	This relates to Phase 2 which is not the subject of this SHD development.
The design, finishes etc of all buildings shall draw reference and inspiration from the existing traditional town centre and the development shall flow from 'old' to 'new' without jarring distortions of scale, format or design;	consistent
Excellent linkages shall be provided from the site to surrounding areas; multiple access points for both vehicles and cyclists / pedestrians shall be developed and in particular, the development shall include linkages through the site between the Dublin Road and Bray seafront / the DART station and public walking route along the river;	consistent
Car parking shall generally to located under or within buildings; not more than 20% of the total overall parking provision required for the entire MU area may be located on open surface locations;	Not consistent
The residential element shall generally be delivered in a high density format with the target provision of 1,000 units in a variety of unit sizes	consistent A target of c 1000 units

and formats;	over the entire masterplan area can be achieved. The development is high density format.
Retail development shall be integrated into the development in a manner that flows from the existing retail core of the town and brings vitality and vibrancy to the streets and squares of the new development. Retail floor space (including retail services such as restaurants, hairdressers etc) of not less than 20,000sqm (of which a minimum of 10,000sqm shall be comparison floorspace) will be required;	This relates to Phase 2.
Non retail commercial floor space, such as offices, professionals services etc of not less than 5,000sqm shall be integrated into the development at both ground and above retail levels;	This relates to phase 2.
The existing schools / sports zone shall be retained; excellent access shall be retained to the schools and associated sports facilities and such access shall avoid the need to bring traffic through new residential areas or town shopping streets	consistent
Not less than 2ha shall be developed as public open space;	This relates to phase 2. This 2ha 'public open space' relates to a 'public park'.
Any application shall include a detailed phasing programme that ensures the timely delivery of all elements of the SLO. In order to 'kick start' the development, a first phase of housing, being those units that are not integrated into the mixed use retail / commercial element, in conjunction with the public park, may be developed as a 'Phase 1' of the overall development, strictly on the basis of the remaining housing being delivered in tandem with the retail / commercial element.	Housing in conjunction with a public park can be considered in phase 1 development. The proposal to develop the housing in the absence of a large 2ha public park is not consistent with the objective.

6.0 Statement as to whether the planning authority recommends to ABP that permission should be granted or refused, together with the reasons for its recommendation

The planning authority recommends that permission should be **Granted**

7.0 Recommended planning conditions in the event that the Board decides to grant permission

The Planning Authority has focused on specific conditions of particular relevance to this development and would recommend that standard conditions (e.g. general compliance with submitted documents, S48 contributions, security bond, surface water drainage & attenuation,

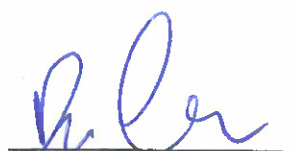
landscaping/open space, Part V social housing, estate name, construction management plans etc.) are attached to any grant of permission.

Phasing	<p>Prior to commencement of development, a detailed programme for the phasing of the residential units in tandem with roads infrastructure, open spaces and the childcare and commercial units shall be submitted for the written agreement of the planning authority.</p> <p>The childcare facility, commercial units, market square and southern public parkland should be provided within the first phase of development.</p> <p>Reason: In the interests of orderly development and proper planning and sustainable development.</p>
2ha public park	<p>Unless otherwise agreed in writing with the planning authority, the development shall not be occupied until a 2ha public park is provided and is open for the use of the public, within the immediate vicinity of the site.</p> <p>Reason: To provide a 2ha public park in conjunction with the first phase of housing development within the SLO3 Former Bray Golf Course development lands, in accordance with the Specific Local Objective for the former Bray Golf Course lands, as set out in the Bray Municipal District Local Area Plan 2018.</p>
Choice and supply of housing	<p>(a) The first occupation of any residential unit (in Wicklow County Council administrative area) shall be by individual purchasers or by those eligible for the occupation of social and/or affordable housing, including cost rental housing, and shall not be by a corporate entity.</p> <p>(b) The restriction under Part (a) of this condition shall be embodied by a legal undertaking pursuant to Section 47 of the Planning and Development Act 2000, as amended, and shall be applicable for the period of the duration of the permission.</p> <p>(c) No occupation of any residential unit shall occur until confirmation from a solicitor with professional indemnity insurance has been submitted to and agreed in writing by the Planning Authority confirming that the dwellings have been sold in accordance with this condition.</p> <p>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.</p>
Dublin road bus priority corridor	<p>The development shall not be occupied until the Dublin Road bus priority corridor (part of Bray Core Bus Corridor) is open, unless otherwise agreed in writing with the planning authority.</p> <p>Reason: To provide public transport infrastructure that is required to serve the needs of the development, in the interests of proper planning and sustainable</p>

	development.
Closure of Ravenswell road access	<p>The Ravenswell Road shall be closed to vehicular traffic, in accordance with the requirements of the planning authority, prior to occupation of the development.</p> <p>Reason: In the interests of traffic safety.</p>
Railway	<p>Prior to commencement of development, a noise assessment shall be submitted for the written agreement of the planning authority. The noise assessment shall ensure that internal noise and vibration levels at the proposed residential units which are attributed to the location of the property in proximity to the railway, do not exceed undesirable noise levels, as agreed by the planning authority. The assessment shall include a scheme of noise mitigation measures. The agreed measures shall be implemented before the units are available for occupation.</p> <p>Reason: in the interests of protecting the amenity of future residents from noise pollution.</p>
	<p>Prior to commencement of development, the final location, design and treatment of the boundary with the existing Irish Rail railway infrastructure shall be agreed in writing with the planning authority and in consultation with Iarnród Éireann.</p> <p>Reason: To protect the integrity of the railway line.</p>
Roads infrastructure, cycle infrastructure, public lighting, stage 3 road safety audit, pedestrian facilities	<p>Attach conditions as set out in the WCC Roads report</p> <p>Reason : In the interest of traffic and pedestrian safety</p>
Connection points	<p>Final details in relation to the location, design and treatment of all footpaths and roads that are shown as access points to adjoining lands shall be agreed in writing with the planning authority prior to commencement of development. The paths and roads shall meet up to the site boundary without the provision of a grass verge.</p> <p>Reason: To facilitate connectivity and permeability , In the interests of pedestrian safety and orderly development.</p>
Management company and taking in charge plan	<p>Prior to commencement of development, the developer shall submit to and agree in writing with the planning authority details for the future management of the scheme.</p> <p>The details shall include a layout map of the permitted development showing the areas to be taken in charge and those areas to be maintained by a properly constituted Owners' Management Company.</p> <p>A management scheme providing adequate measures for the future maintenance of public open spaces, roads and communal areas shall be submitted to, and agreed in writing with, the planning authority.</p> <p>Reason: To provide for the satisfactory future maintenance of this development in the interest of residential amenity.</p>
Construction management	<p>a) Before development commences, a full and detailed construction management plan shall be submitted to and agreed in writing with the</p>

plan	<p>Planning Authority, which shall include, inter alia, a construction programme for the works, a traffic management plan, noise and dust mitigation measures (including details of a truck wheel wash at the site entrance) and details of construction lighting. The Plan shall also set out the programme for effective removal of Invasive Species on site.</p> <p>b) A Construction Manager shall be appointed to liaise directly with the various sections of the Council.</p> <p>c) Site development and building works shall be carried out only between the hours of 0800 to 1800 Monday to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the Planning Authority.</p> <p>d) The railway underpass link for pedestrian and cycle use shall be open for the use of the public during the construction phase. The CMP shall detail how this is to be achieved.</p> <p>e) The plan shall include proposals for the management of stormwater during construction. This drainage infrastructure shall be in accordance with the requirements of the Environment Section, Wicklow County Council.</p> <p>Reason: In the interest of residential amenity, traffic/ pedestrian safety and proper planning and sustainable development.</p>
Surface water	<p>All uncontaminated roof and surface water drainage shall be collected via a separate storm water system and attenuated on site and full design details satisfying the requirements of the Greater Dublin Strategic Drainage Study (GDSDS), shall be submitted for the written agreement of the Planning Authority. Calculations shall be submitted showing a 20% allowance for climate change. On no account shall surface water run-off be allowed to discharge onto the public road, to the public foul sewer or adjoining properties. In order to provide volume reduction and source control of pollutants, the submission shall include proposals for Sustainable Urban Drainage Systems (SUDS) in compliance with GDSDS requirements. All SUDS proposals must include provision for emergency overflow should unforeseen ground conditions limit their efficiency. For maintenance and ecological reasons, no piping or closed culverting of watercourses is acceptable except in the case of a road crossing. In addition to attenuation all surface water must be subject to petrol / oil interceptors.</p> <p>The proposals for the management of surface water shall be in accordance with the requirements of the Environment Section, Wicklow County Council</p> <p>Reason: To ensure satisfactory storm water drainage in the interest of proper planning and development.</p>
	<p>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</p>

	<p>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.</p> <p>Reason: To ensure satisfactory storm water drainage in the interest of proper planning and development.</p>
Irish Water	<p>(a) <u>Prior to commencement of development</u>, the written agreement of Irish Water shall be obtained for the provision of water services necessary to serve the proposed development</p> <p>(b) The granting of this permission by Wicklow County Council is in its role as a Planning Authority. It does not commit Wicklow County Council to the provision of any water services to serve the proposed development. Details of connections and the specification of materials to be used for the water services are a matter for Irish Water.</p> <p>Reason: In the interests of clarification and proper planning and development.</p>
EV charge points	<p>Prior to commencement of development, the developer shall submit details and drawings for the written agreement of the planning authority showing proposals for EV charging infrastructure in accordance with the requirements of the Wicklow County Development Plan 2022-2028. The development shall be carried out in accordance with the agreed particulars.</p> <p>Reason: In the interest of promoting sustainable travel, proper planning and development.</p>
Universal design	<p>Prior to commencement of development, the developer shall submit details and drawings for the written agreement of the planning authority showing proposals so that at least 5% of all residential units are universally designed homes in accordance with the requirements of 'Building for Everyone: A Universal Design Approach and the Universal Design Guidelines for Homes in Ireland (2015).</p> <p>Reason: To promote universal design, in the interests of proper planning and development.</p>
Archaeology	<p>Attach a condition for the protection of archaeology on the site.</p>



Chief Executive
Wicklow County Council

DATE: 21 November 2022