

Coastal Quarter SHD 2

Architectural Design Statement



Glenn Howells Architects

Contents

Project Team	4	2.9	Adaptability	48
Vision	5	2.10	Privacy & Amenity	49
Preface	6	2.11	Parking	54
	8	2.12	Detailed Design	56
1.0 Introduction				71
1.1 Harbour Point Masterplan	9	3.0 Building Heights		
1.2 Site Planning History	10	3.1	Urban Development and Building Heights; Guidelines for Planning Authorities (The Building Height Guidelines)	72
1.3 Nature and Extent of Current Application	10	3.2	Wicklow County Development Plan 2016-2022	72
1.4 Purpose and Scope of Architectural Design Statement	10	3.3	Bray and Municipal District Local Area Plan 2018-2024	73
1.5 Development Proposed as Previously Permitted Under ABP - 311181 - 21	11	3.4	Draft Wicklow County Development Plan 2022-2028	73
1.6 Design Proposals for Blocks A & B- Addressing Reason For Part Refusal ABP - 311181 - 21	12	3.5	Dun Laoghaire Rathdown County Development Plan	74
1.7 Development of the Preferred Option	14			
1.8 Issues To Be Addressed In The Application Documents To Constitute A Reasonable Basis For An Application	18	4.0 Appendix 1 - Artist Impression		77
1.9 Further Specific Information Should Be Submitted With Any Application For Permission	19			
1.10 Coastal Quarter - Key Parameters	20			
2.0 Urban Design Manual: A Best Practice Guide (2009)	21			
2.1 Context	23			
2.2 Connections	28			
2.3 Inclusivity	31			
2.4 Variety	34			
2.5 Efficiency	36			
2.6 Distinctiveness	39			
2.7 Layout	42			
2.8 Public Realm	45			

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Vision

An aerial photograph of Bray, Ireland, showing the town, the River Dargle, and the proposed Harbour Point development on the north bank of the river. The image shows a mix of existing urban development and green spaces, with the proposed development area highlighted in the foreground. The sky is blue with some clouds, and the water is a deep blue-green color.

Ballymore proposes a mixed-use community at Harbour Point on the former Bray Golf Club lands located on the north bank of the River Dargle.

When fully built out, Harbour Point has the potential to deliver over 1,000 homes together with associated retail, recreational and social facilities that will form an urban extension of the historic core of Bray.

The scheme will be an exemplar of modern urban design with priority given to pedestrian and active transport modes, to biodiversity and natural drainage solutions, to energy efficiency and environmental resilience.

The development will reinforce the unique character of Bray as a seaside town, reinforce the viability of the commercial and social core of the Town and diversify its recreational, economic and residential offering.

The development will be delivered in two phases; the Coastal Quarter, which is the subject of this planning application, is primarily a residential based development. The River Quarter, situated along the River Dargle, will comprise a more diverse range of uses and be more urban in character.

Preface

Preface

This application is for Phase 1 of a larger development of the former Bray Golf Club. Phase 1 of the proposed development, hereafter referred to as the 'Coastal Quarter', and the subject of this application, is located off Ravenswell Road and Dublin Road, Bray, County Wicklow and County Dublin.

The Applicant is applying to An Bord Pleanála ("ABP") for permission for a Strategic Housing Development ("SHD") comprising 586 no. residential units in a mix of apartments, duplexes and houses.

In addition, a childcare facility, café, retail unit and 1 no. mixed use commercial unit (incorporating a gym and juice bar) are proposed along with all associated and ancillary development and infrastructural works, hard and soft landscaping, open spaces, boundary treatment works, ancillary car and bicycle parking spaces at surface, undercroft and basement levels.

The proposed houses and duplexes range in height from 2 – 3 storeys with the 4 no. proposed apartment blocks ranging in height from 3 – 12 storeys. It is proposed that 274 no. units will be located within the administrative area of Dun Laoghaire-Rathdown County Council and 312 no. units will be located within the administrative area of Wicklow County Council. The childcare facility, retail, café and commercial unit will all be located in the administrative area of Wicklow County Council. Block A will accommodate 162 no. Build-to-Rent ("BTR") units.

Planning permission was granted on part of the subject site for 234 no. residential units, a childcare facility, café and retail unit, subject to compliance with conditions, in December 2021. Planning permission for Block A and Block B was refused as part of this same permission. (ABP-311181-21).

The subject application includes:

- All development as permitted under ABP-311181-21 incorporating minor design revisions required by conditions attached to that permission.
- New proposals for Blocks A and B and associated public realm.

The reason for including the elements previously permitted under ABP-311181-21 in this application is due to the nature and extent of development proposals which were discussed and formed part of, of the pre-consultation process. This approach is also adopted in the interests of consistency, transparency and clarity.

The Coastal Quarter has always been and continues to be considered as an integrated whole. For example, the Part V proposals agreed with both Local Authorities satisfy the full extent of development proposed provided for in this application. Likewise, the childcare facilities previously permitted (and again proposed) in Block C are based on the requirements of the entire Coastal Quarter development presented in this application. Landscape design, open space and community facilities strategy, drainage, transportation and parking are all integrated. The application is accompanied by an EIAR which also addresses the entire proposed Coastal Quarter development.



Figure 1: Aerial view of the site looking north towards Dublin Bay (Approximate site area outlined in red)

1.0 Introduction

1.0. Introduction

1.1 Harbour Point Masterplan

The subject site forms part of the larger Harbour Point Masterplan which aims to develop the former Bray Golf Club site, an 18 Ha area of strategic importance to the town of Bray. This is evidenced by the Regional Spatial and Economic Strategy, the Dún Laoghaire-Rathdown County Development Plan 2022 – 2028, Draft Wicklow County Development Plan 2022-2028 and the Bray Municipal District Local Area Plan 2018 – 2024.

The Masterplan was commissioned by the Applicant to provide an overarching spatial layout and structured use for the entirety of the Harbour Point landholding and was undertaken by Glenn Howells Architect. It was informed by the SHD consultation process but was not prepared in conjunction with either planning authority, and is not a statutory plan. The document is included as part of this application for completeness.

The Masterplan proposes the development of two distinctive quarters on the site; the Coastal Quarter and the River Quarter, separated by the proposed public transport route that traverses the land holding.

While the subject application is a standalone development proposal for the Coastal Quarter, it has been considered in the context of the wider development.

Key characteristics of the Masterplan are:

- Buildings increase in height along seafront in response to the existing context along Bray's promenade to create a sense of grandeur and enclosure.
- Buildings become more granular and reduce in scale to the north and west as the development integrates with the late 20th century suburban development to the north, in the Dun Laoghaire Rathdown administrative area.
- A tapestry of building typologies sit side by side to create variety in terms of design and tenure.
- Varying roofline and undulating heights will create distinctiveness and a sense of identity.
- The considered use of colour and robust materials suitable for the coastal environment are to be used to give a distinctive sense of place.

Please refer to the Harbour Point Masterplan which is included within this planning application for further detail.



Figure 2: Subject application within wider Masterplan lands

1.0. Introduction

1.2 Site Planning History

An application was submitted to ABP in August 2021 for 591 residential units and c. 1,336 sqm of other units comprising of a retail unit, two commercial units, a childcare facility and a café. The residential units consisted of 76 houses, 52 duplexes and 463 apartments across 4 Blocks (A – D).

Permission was subsequently granted in December 2021 for 234 units; 76 houses, 52 duplexes and 106 apartments (Blocks C & D) plus the childcare facility, café and retail unit. Permission was refused for 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" and that the proposals for Blocks A and B "would not constitute an adequate design response to the context and the opportunity presented on this coastal urban site." (ABP Order 311181-21 issued 9th December 2021, page 4)

1.3 Nature and Extent of Current Application

The current application seeks permission for 586 no. dwellings, a childcare facility, café, retail unit and 1 no. commercial unit (incorporating a gym and juice bar).

This comprises:

- 234 no. residential units, a childcare facility, café and retail unit and associated site and landscaping development. This portion comprises the development as previously permitted under ABP-311181-21, including all of the houses and duplexes as well as apartment Blocks C and D. Design change requirements as a result of Condition numbers 4d, 4e, 4f, 4h, 5a and 11 have been captured as part of this application.
- 352 no. residential units, 1 no. commercial unit (incorporating a gym and juice bar) and associated site and landscaping development. This portion comprises the proposed Blocks A and B (where development was previously refused permission under ABP-311181-21) and the immediately associated site development and landscaping works. Given the proposed new design responses to Blocks A and B, it has been necessary to include revisions to the landscaped and public realm areas surrounding Blocks A and B.

As this application comprises the entire scheme, the redline boundary takes in the full extent of development area of the previous application (ABP-311181-21). It does, however, exclude an area that had previously been proposed for a construction compound in line with Condition 4h.

1.4 Purpose and Scope of Architectural Design Statement

This Architectural Design Statement addresses the key requirements for the development of the lands in the context of the opportunities and constraints offered by the site. Specific regard is given to national, regional and local planning policy and the nature and character of the surrounding development.

This statement addresses architectural issues including the mix of uses, height, massing, access, provisions of public open space, landscaping and the relationship with the wider existing and emerging context, particularly in relation to the coastal setting which the site is located within. The concepts of urban form, sense of place, focal points, variety, permeability, legibility, character areas, architectural heritage, important aspects and views have informed and are incorporated into the statement.

Scope & Methodology of the Design Statement

For clarity, the remainder of Section 1 considers the following:

- The minor design modifications incorporated in the current proposals for the development as previously permitted to address the requirements of conditions of ABP-311181-21.
- The design proposals for Blocks A and B and how they address the reason for refusal of same in the split decision of the previous application ABP-311181-21.
- How the current application design proposals address issues identified in the Board's Pre-Planning Opinion ABP-312257-21 dated 8th June 2022 which could result in them constituting a reasonable basis for an application for Strategic Housing Development.
- How the current application provides further specific design information in respect of items identified in the Board's Pre-Planning Opinion ABP-312257-21 dated 8th June 2022.

Thereafter, Section 2 of this statement comprises an Architectural Design Appraisal of the entire combined proposed development. This assessment has regard to the principles of spatial planning and urban design in conjunction with the 12 Criteria as set out in the *Urban Design Manual - A Best Practice Guide*. The issue of building height is addressed in the context of *Urban Development and Building Height Guidelines for Planning Authorities (2018)* and the incorporation of these guidelines into the *Dún Laoghaire Rathdown County*

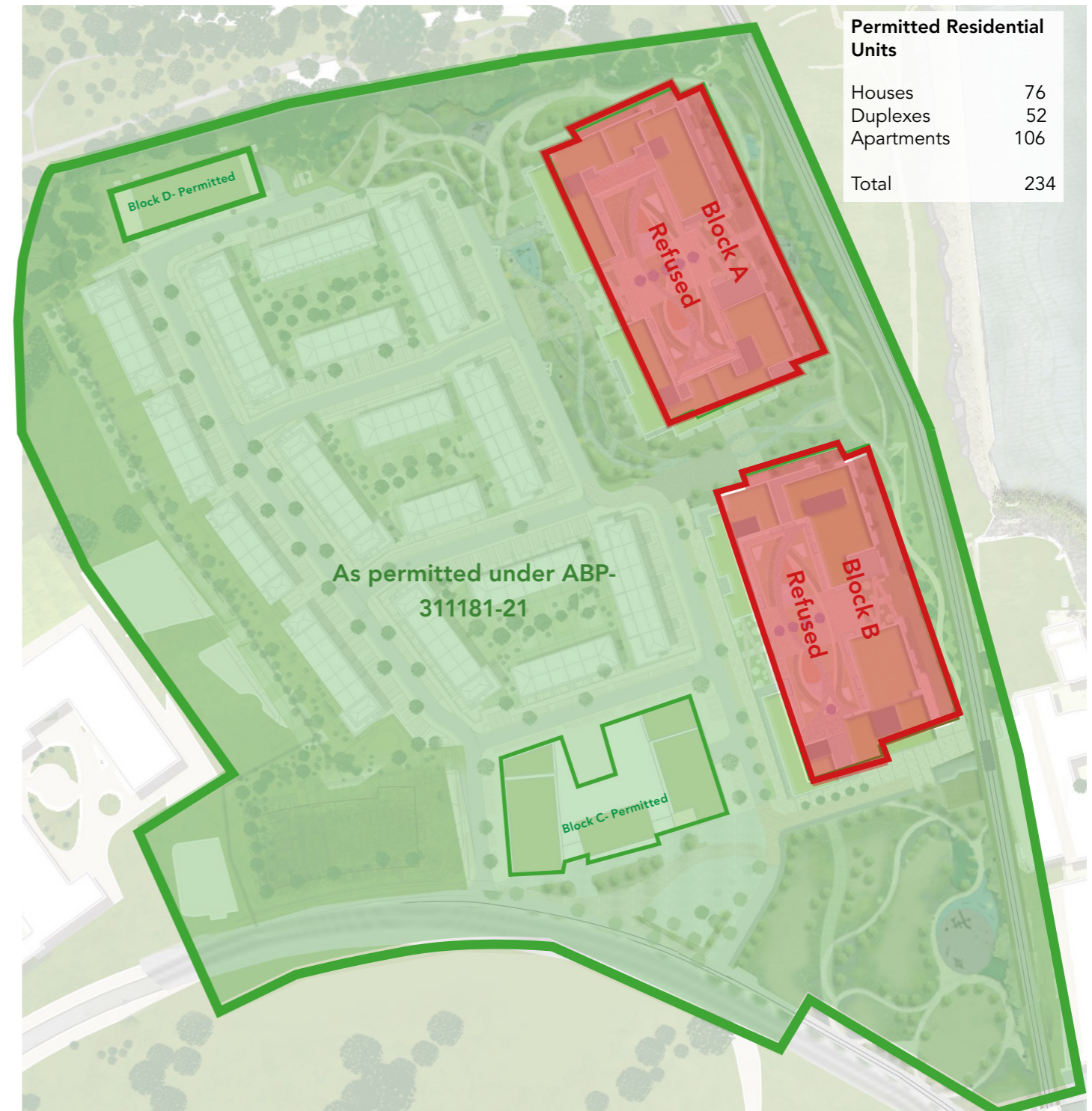


Figure 3: Scheme permitted under ABP-311181-21

1.0. Introduction

Development Plan 2022 – 2028 and Draft Wicklow County Development Plan 2022 – 2028.

Section 3 of this statement presents an assessment and rationale for the building heights proposed.

This statement also has regard to the Opinion issued by ABP following the Pre-Application Consultation held in respect of ABP-308291-20, dated 5th February 2021. Design issues raised in that Opinion are also addressed in the detail presented in this Statement.

1.5 Development Proposed As Previously Permitted Under ABP-311181-21

While planning permission has been granted for 234 units under ABP-311181-21, namely 76 houses, 52 duplexes and Blocks C and D (106 apartments), it became apparent in the course of developing the design response for Block A and Block B that they could only be resolved by extending the 'red line boundary' to a wider area than the immediate footprint of the two blocks which were refused permission.

The subject application therefore presents revised proposals for previously refused Blocks A and B that take into account the reasons for refusal, while also including the elements of the scheme permitted under ABP-311181-21 with minor amendments addressing the following planning conditions:

- **Condition 4d** – car parking has been removed from The Orchard and the space has been redesigned as a high-quality communal amenity space for residents to enjoy, with a multi-use games area, dedicated dog exercise area and informal soft landscaped spaces. The Orchard will serve as the scheme's 'Mobility Hub', accommodating standard bike and e-bike rental in addition to an electric cargo bike that will be for the exclusive use of the residents of the scheme. This facility will be accessed by key fob, with bikes booked via an App. The rental e-cargo bike, operated by the Owner Management Company, is an innovative concept that will encourage residents to use the bike for short trips such as to the local supermarket rather than use a car. The hub will also offer additional secure bike parking facilities to residents who may have non-standard sized bikes and trailers. The hub will also offer car club parking spaces, conveniently located opposite the creche facility.
- **Condition 4e** - The block wall originally proposed under ABP-311181-21 to the eastern open space adjoining the railway line has been omitted and a weld mesh, powder coated security fence included within the revised proposals.

- **Condition 4f** - The north-south path along the eastern boundary of the site has been redesigned as a shared footpath and cycleway now with a minimum width of 3 metres. The design allows for connections to Corke Abbey Valley Park on the northern boundary and a connection to the existing footpath to the south of the site at the railway underpass.
- **Condition 4h** – The red line boundary has been amended to remove the area previously proposed under ABP-311181-21 as the Phase 3 site compound.
- **Condition 5a** – Increased planting of semi-mature trees have been included within the landscape design to thicken up and improve the screening capacity of the tree line on the northern boundary of the proposed development. In addition, the landscape proposals include for increased planting of shrub species in the Coastal Gardens adjacent to the railway to provide cover for the movement of mammals including badgers through this area and habitat suitable for the stonechat.
- **Condition 11** – Block C and Block D remain as previously permitted with all elevations upgraded to a high-quality and robust, brick finish.

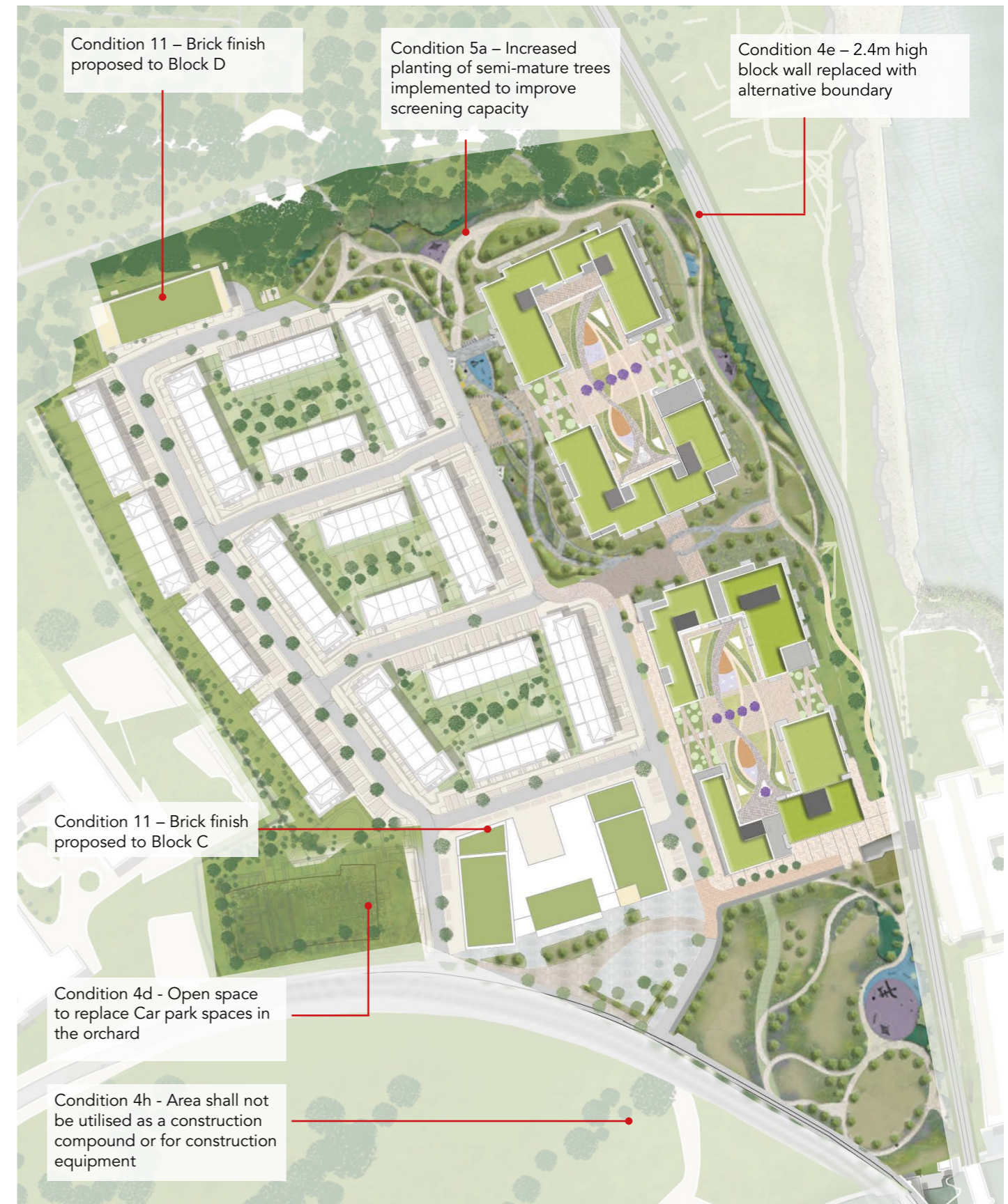


Figure 4: Overall site layout with areas amended under ABP-311181-21 planning conditions

1.0. Introduction

1.6 Design Proposals for Blocks A & B- Addressing Reason For Part Refusal ABP-311181-221

Section 10 of the Inspector's Report associated with ABP 311181-21 sets out the Planning Inspector's assessment of that planning application. Generally, it is our understanding that the Inspector was broadly satisfied with the following:

- The principle of development (Section 10.2)
- The density (Section 10.3)
- The development layout, subject to improvements to the cycle route around the Coastal Gardens and concerns about the proximity of Block B to the rail line (Section 10.4)
- The quality of the public realm (Section 10.5), subject to the removal of car parking in 'The Orchard' and reservations about the lack of ground level animation of the northern elevations of Blocks A, B and C
- The provision of open space (Section 10.7)
- The quality and residential amenity of proposed development (Section 10.9)
- The impact on the amenities of neighbouring properties (Section 10.10)
- Traffic, transport and access (Section 10.11)
- Water service including Flood Risk Assessment (Section 10.12)
- Archaeology and Cultural Heritage (Section 10.13) was considered acceptable, although the Inspector recommended the County Boundary be marked in the detailed landscaped design.

It is our understanding that the main reason for the refusal of Blocks A and B, in addition to the proximity of Block B to the rail line noted in Section 10.4, is set out in Section 10.6 (Height, Scale, Mass and Design) of the Inspector's Report. This section considered the previously proposed Blocks A and B to have "a monolithic profile... lack of significant variation/modulation in height between/within the blocks, lack of variety and visual relief in terms of elevational treatment and proposed use of render throughout as a finish."

The following sections set out how the Architect first reconsidered from first principles the challenge of 'infilling' the Block A and B site and out how the redesigned Blocks A and B respond to the above referenced criticisms.



Figure 5: Refused Block A- East Elevation



Figure 6: Refused Block A- North Elevation



Figure 7: Refused Block B- East Elevation



Figure 8: Refused Block B- North Elevation

Solutions Considered

The initial design response was to carry out an 'optioneering exercise' to consider all possible design options for the Block A and Block B site. Options were narrowed down to three potentially viable solutions:

1. A 'Finger Block' option, consisting of four equal relatively tall blocks with relatively small footprints, yielding approximately the same number of units as the refused blocks. This option had the advantage of increasing the area of open space around each block and improved sunlight and daylight. A greater number of units had sea views. Conversely, the micro-climate around the buildings deteriorated. However, this proposed solution sat uncomfortably with the consented elements of Planning Ref 311181-21, with the juxtapositioning of the three storey duplex units fronting onto the Green Spine and the proposed 10 stories of the finger blocks in particular considered to be too drastic. This solution was also difficult to reconcile with the emerging Building Height Strategy contained in the then Draft Dun Laoghaire Rathdown Development Plan. Finally, the increase in open space was at the expense of coherence of the urban form with extensive 'leakage' of space.
2. A 'Zig-Zag' option. This consisted of two blocks (A and B) in a zig-zag arrangement. While this option maximised views of the sea from the apartments, it had the effect of severing the permitted elements of the scheme from the sea by effectively creating a wall between these elements and the sea. The 'zig-zag' pattern was also difficult to reconcile with the orthogonal layout in the consented elements of the Coastal Quarter scheme and with the general established urban form of Bray analysed in the Masterplan.
3. The 'Two Block' option. While this option most closely resembles the proposal refused permission, it is a much more considered and refined design solution to that originally proposed. The two blocks (A and B) are each subdivided into two discrete blocks (A1, A2, B1 and B2) with the gap between each sub-block approximately equalling the gap between Blocks A and B. Thus a rhythm of four blocks is established, with the final block (B2) given an accent of additional height. This is a classical compositional device. The gaps between the sub blocks coincide with the termination of the homezone streets of the consented scheme creating vistas along these streets and direct visual connections to the sea beyond. Each block is further modelled so as

to step downwards to the west to respect the scale of the consented scheme. Finally, the detailing, colour and materiality of each of the 4 blocks is subtly different so as to create the illusion of four discrete buildings of a scale that respects both the elements of the scheme consented under ABP 311181-21 and the scale of the traditional Edwardian villas and hotels along the Bray Promenade.

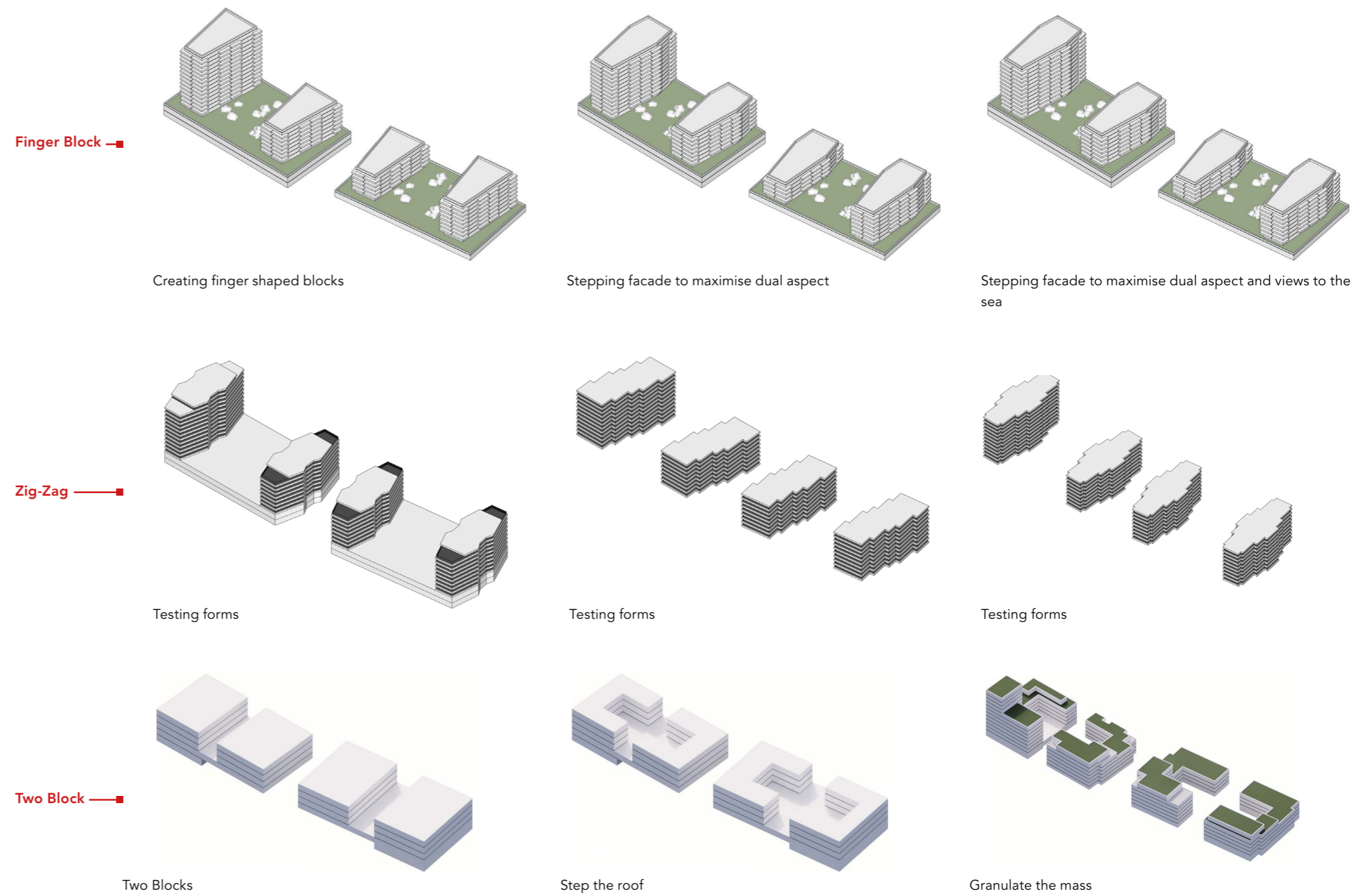


Figure 9: Block A & B solutions considered

1.0. Introduction

1.7 Development of the Preferred Option

On developing the proposed design submitted for this revised SHD application, the design team explored several massing options which considered alternative ways to respond to the ABP reasons for refusal. While there were benefits to all of the options considered, the design team concluded that in keeping with Bray as a wider district, buildings should carefully blend with the architecture of Bray while having a distinct modern architectural quality of their own.

This led the team to design four distinct but complementary architectural languages to Block A (A1 & A2) and Block B (B1 & B2) with variations in massing, fenestration, materiality, colour and balcony detail.

Responding to each reason for refusal specifically:

- Form, scale and massing:** The proposed massing of Blocks A and B step from 4 storeys to its north-west corner. responding to the adjacent consented 3 storey duplex units increasing up to between 12 storeys to the south-east corner. Responding to ABP comments on the need for variation in height, the design team have considered numerous massing options as illustrated in figure 8 and discussed above. It was concluded that core to the massing philosophy was the gradual increase in massing and density when moving from the suburban areas around Woodbrook Glen/Corke Abbey towards Bray town centre, and the ability of the coastal areas overlooking the Irish Sea to accommodate greater mass and height.

At ground level, careful attention has been placed in how Blocks A and B connect with the adjacent roads and parkland. A combination of commercial units, entrance lobbies, apartments and carefully considered plant room/ventilation facades provide a considered and active ground floor frontage. The landscaping has been moulded to anchor the building into the ground and conceal to the maximum extent ventilation ducts required for the car parking areas and service access doors. Generally, the first floor level is set approximately 1m to 1.5m above the adjacent outside ground level to ensure the active supervision of the public realm is achieved while at the same time the privacy of the apartment is respected.

To the south eastern corner, the entrance to the coastal path has been substantially increased to create a more inviting gateway from the railway underpass into the Coastal Quarter. The pedestrian underpass is considered one of the key gateways into the scheme and is therefore the location of the 'landmark' taller element of the proposed scheme. At ground level the visitor is greeted by a double height space on the corner with a juice bar at ground level and gym at 1st floor/mezzanine level. These two uses will ensure continuous activity at this key location. Tables and chairs on a south facing outside terrace associated with the juice bar will further animate this space.

- Step 1:** Grander apartment blocks act as a buffer and define the edge between the railway and the low scale housing.
- Step 2:** The apartment blocks are broken down into sub-blocks to open up coastal views from the home zone streets and maximise daylight and a sense of openness around the site.
- Step 3:** The sub-blocks are connected by a single level podium that creates a generous communal amenity and elevated views of the coast.
- Step 4:** A varying roofline is applied towards the coast, echoing the architecture of the promenade.
- Step 5:** Each block takes a distinct aesthetic creating variety along the coastal view. Each apartment block benefits from private amenity offering vistas across the natural landmarks of Bray.

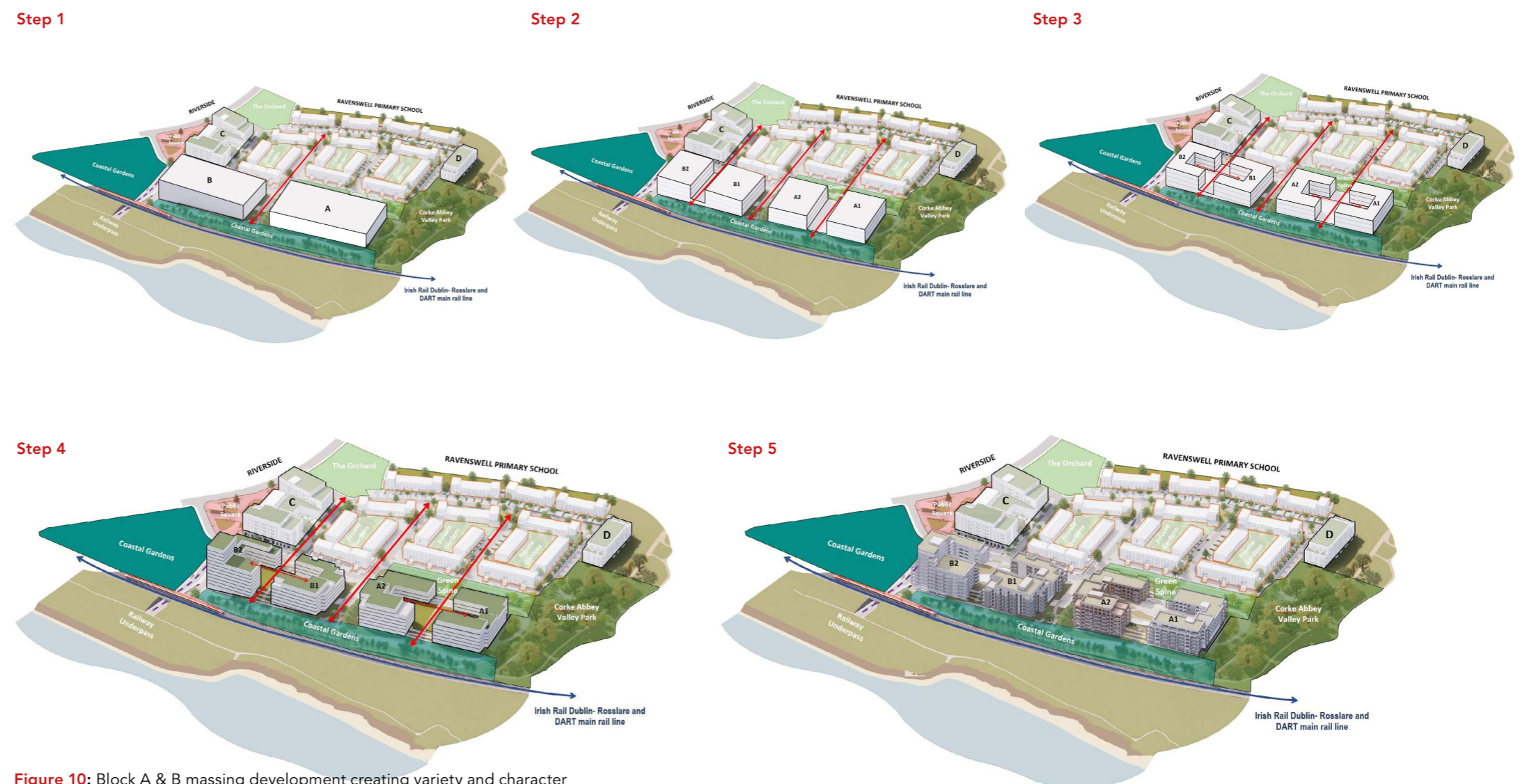


Figure 10: Block A & B massing development creating variety and character

1.0. Introduction

The two main apartment entrances have been located to the south elevations of both Blocks A and B. This allows for easy access to both blocks when traveling from Bray town and follows the natural pedestrian desire lines. A secondary access to the north elevation of Block B mirrors the primary entrance to Block A along Nun's Walk and establishes a direct connection between the two buildings. The addition of this secondary entrance on the north elevation of Block B also addresses criticism in paragraph 10.5.4 of the ABP Inspector's Report on 311181-21 that *"while the street level at the southern end of Block B is positive, the northern elevation onto the proposed open space/pedestrian zone is poor with this 58m wide ground level comprising windows to a bike store/car parking/plant room, with no activity/entrances to the block from this elevation."*

Similarly with Block A, an amenity space at podium level of Block A1 connects to the podium to the south and overlooks the parkland to the north, with balconies from this amenity space overlooking this parkland. As a result, a direct visual connection from the podium to the parkland is established. The criticism of this elevation in paragraph 10.5.5 of the Inspector's Report is also addressed.

Both blocks also have additional functional external entrances servicing each core serving as fire escapes and 'after hours' entrances.

Plant rooms have been strategically located to the eastern side of Blocks A and B and are carefully screened by planting. This will allow for all of the functionality required for maintenance and also the airflow required for the plant equipment to be provided within a screened manner than does not distract from the architectural expression of the buildings.

- **Monolithic profile:** The ABP report also criticised the monolithic profile of Blocks A and B, noting both blocks looking very similar from a distance with no unique individual changes between each block that would provide a degree of visual relief and interest.

The proposed design has addressed this by having a variety of massing conditions that respond to their positions within the site. For example the blocks facing west are 4-6 storey responding to the scale of the consented three storey duplexes and Block C whilst the southeast corner of block B2 is 12 storeys responding to the appropriateness of this part of the development to accommodate a marker building.

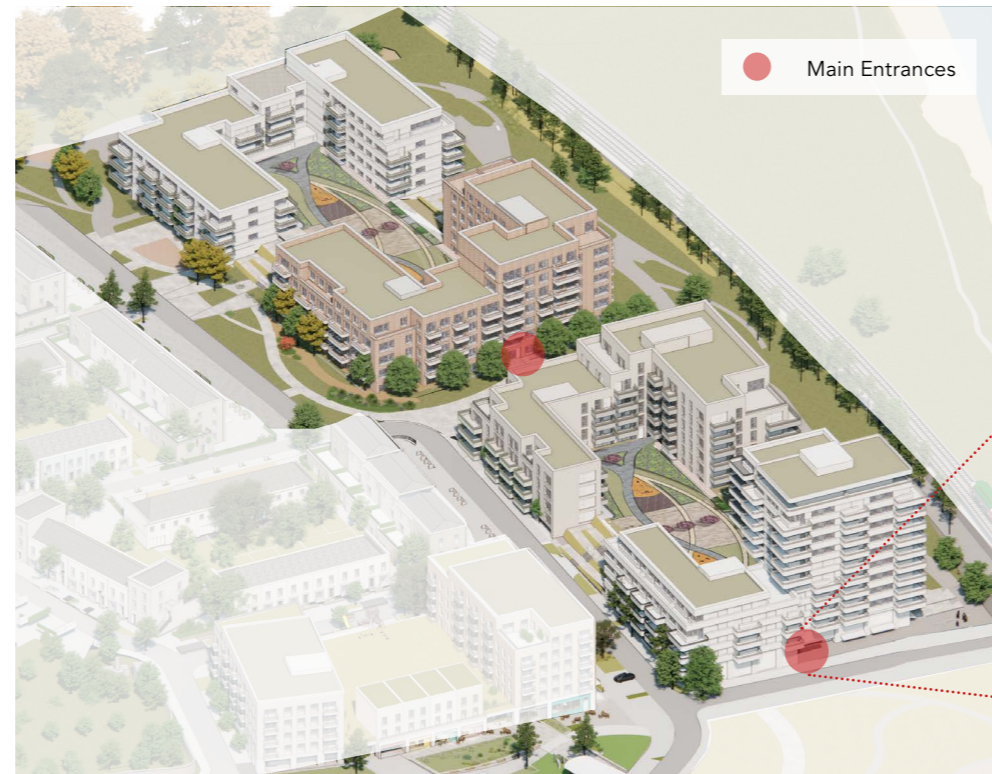


Figure 11: Diagram showing main entrances for Block A&B



Figure 12: Sea view of the proposed scheme showing different facade treatment



Figure 13: Proposed brick types for B2,B1,A2 and A1 (subject to agreement).

This marker building is visible from a number of key vantage points including the Bray Promenade and Bray Main St. and forms a visual connection to the town. In this regard we note the comment in Par 10.6.16 of the Inspector's Report which states;

"I do not consider increased height at this location would detract from the historic setting of Bray Promenade (VVM6 of verified views) or Bray Cliff Head (VVM 24) or seriously detract from the views west and south."

We also note the summary of Dun Laoghaire Rathdown Elected Members' views set out in Par 8.2.2 which noted, inter alia, that *"additional height at the Wicklow end of the overall site, closer to the town of Bray, would have been welcomed"*.

In response to this, the Design Team have included a variety of setback conditions to the upper levels of both Blocks A and B. This gives the profile of the development an undulating informal character. When combined with the variation in façade colour and balcony/window type, the form and profiles of Blocks A and B will all look comfortably different, whilst still appearing as a coordinated and cohesive new district of Bray.

- **Material finishes:** The materiality for Blocks A and B are proposed to be brick. Both blocks are the largest apartment buildings on the site, facing the Irish Sea and therefore exposed to weather coming off the coast. Therefore, the use of brick as a hard-wearing robust material will allow for the long-term weathering and upkeep of the elevation.
- **Poor design in terms of façade treatment** - the proposed design of Blocks A & B demonstrates high quality distinct balcony solutions to all blocks, a variety of fenestration types that respond to their orientation in terms of optimising views and light into apartments and a variety of rooftop massing solutions that create a uniqueness to all four buildings. This provides the development with a granularity, similar to that of Bray Promenade, allowing the proposed development to sit comfortably within the town's architectural aesthetic.
- **Coastal Walk** - ABP also raised concerns about the width of the coastal path to the east side of the Coastal Quarter, stating that a 2-3m increase in width would help the attractiveness of this route. The proposed block configurations moves the eastern façades of Block B by an additional 6m to the west and creates more space between the railway

embankment and the south east corner. This will create a better sense of space and a stronger arrival experience when walking into the Coastal Quarter from the underpass while also allowing more room for the pedestrian/cycle path that runs along the Coastal Gardens. However, as discussed above, the creation of a double height active use at ground and first floor level to the south east corner of Block B dramatically transforms the character of this space.



Figure 14: East elevation of Block A1 showing high quality brick finish and wrap around balconies



Figure 15: Underpass Entrance Node - strong arrival experience



Figure 16: Coastal Garden width between Block A & B and eastern boundary

- **Protruding balconies**– The ABP-311181-21 Inspector’s Report describes the use of protruding balconies with railings on all elevations to the sea up to a height of seven floors and raised concerns in relation to residential amenity and usability of the balconies as well as durability and lack of variety in the elevational treatment. In response to this, the design team have firstly developed an aesthetic where Blocks A and B are broken into four distinct architectural styles with their own unique balcony type. Balcony types are varied with some balconies employing a solid horizontally expressed metal band, reflective of the ‘Deco’ type building seen locally, other balconies reference the expressive wrought iron balconies of the Victorian guest houses seen along the Promenade. Where buildings are at their tallest on blocks B1 and B2 the solid horizontal band will provide a degree of wind protection to the resident and where buildings are smaller the balconies have a more open aspect allowing for their great views. All balconies have undergone design workshops with Sapphire Balconies, one of the leading balcony providers in the UK and Ireland. Balconies will be constructed using aluminium, allowing for a non-corrosive construction, leading to the much better weathering over time.

In general all balconies are a minimum 1.6m in depth and are over minimum standards as per the Apartment Guidelines. Please refer to the *Housing Quality Assessment* for further detail, where many of the balconies can be seen to be significantly larger than minimum size.

This Design Statement will now in the subsequent sections address the 12 design criteria as set out in the *Urban Design Manual – A Best Practice Guide*. in the context of this revised application for 586 units. Section 3 of this report addresses Building Heights.

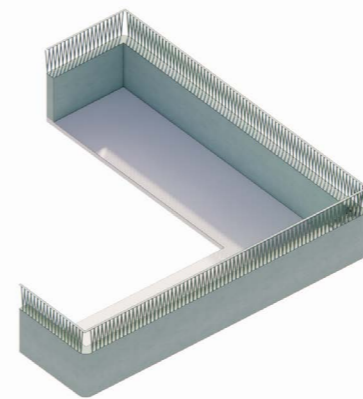
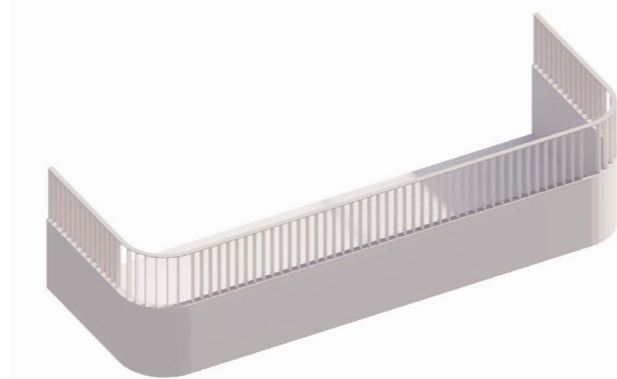


Figure 17: Precedent wrap around balcony and proposed concept for Block A1



Figure 18: Block B1 wrap around balconies with chevron balustrades



Figure 19: Block B2 wrap around balconies expressed horizontally

1.8 Issues To Be Addressed In The Application Documents To Constitute A Reasonable Basis For An Application

Incorporating the previously permitted elements of the scheme within the new current application ensures that the overall Coastal Quarter scheme has been designed with a cohesive strategy with form, massing, materiality and public realm complementing each other across both the permitted and proposed elements. This application has regard to the ABP Pre-Application Consultation Opinion (ABP-312257-21) and in particular, the items identified as needing to be addressed in the documents which could result in them constituting a reasonable basis for an application for SHD. A number of these issues are design-based elements addressed specifically in this document hereunder and in following sections as noted.

Issue 1(b) – Development Strategy

The Opinion of the Board set out that the following needed to be addressed:

“Further consideration with respect to design rationale for the proposed height, density, design and character of residential units and details of the materials and finishes of the proposed development. Particular regard should be had to the previous reason for refusal on foot of SHD 311181-21 and justification of the proposal in terms of urban design such as height, scale, massing in the context of the site’s location and architectural design treatment and interface with Bray seafront and the requirement to provide high quality, robust and sustainable finishes and details which seek to create a distinctive character for the development, having regard to visual amenity given the coastal and highly visible location of the site and its interface with Bray seafront.”

Further consideration was given to these matters and they are addressed and explained in Sections 1.6, 2.1, 2.6 and 2.12 of this statement.

Issue 2 – Intensity of Development

“Further consideration and / or justification of the documents as they relate to the height, scale, massing, plot ratio, tenure mix and tenure type and overall intensity of development given the provisions of the DLRCDP 2022 – 2028 and the Bray MD LAP 2018.”

Further consideration has been given to these matters in the design response now presented in this application, in particular for Blocks A and B in the context of the rest of the scheme as previously permitted and as incorporated in this application.

A design justification for the proposed height, scale, massing and plot ratio of the proposals is presented in Sections 1.6, 2.6 and 2.12 of this statement.

Building height specifically is considered in the context of the *DLR County Development Plan 2022 – 2028*, the *Draft Wicklow County Development Plan 2022-2028* and the *Bray MD LAP 2018* and the *Urban Design and Building Heights Guidelines for Planning Authorities* in Section 3.0 of this statement.

The *Housing and Tenure Mix and Type Report* by RPS enclosed with this application presents a rationale for the suitability of the tenure mix proposed in the scheme, in particular for the inclusion of a Build to Rent element (Block A). Please also refer to the *Housing Quality Assessment* document included with this application.



Figure 20: Overall site layout

1.9 Further Specific Information Should Be Submitted With Any Application For Permission

The ABP Pre-Application Consultation Opinion (ABP-312257-21) also identified a number of items of specific information which should be submitted with any application for permission. A number of these are Design based issues and are addressed hereunder:

Item 4 – How Scheme ties in with the expansion of the overall Bray Seafront Area

Item 4 sought the provision of information as follows:

“An assessment on how the proposed scheme ties in with the expansion of the overall Bray seafront area in particular in light of recent split decision on foot of SHD 311181-21. It is important that the proposed scheme should be highly visually and functionally connected to the portion of the scheme permitted under the recent SHD 311181-21. There needs to be strong permeability within the scheme and into adjoining lands.”

Please refer to Section 2.2 of this statement for discussion on connections within and around the proposed development.

Item 5 – Housing Quality Assessment

Item 5 seeks the following:

“A Housing Quality Assessment that provides details in respect of the proposed apartments set out as a schedule of accommodation, with the calculations and tables required to demonstrate compliance with the various requirements of the 2020 Guidelines on Design Standards for New Apartments. It is important that the proposal meets and preferably exceeds the minimum standards in terms of dual aspect and proportion of apartments which exceed the floor area by 10%. In the interests of clarity clear delineation / colour coding of floor plans indicating which of the apartments are considered by the applicant as dual / single aspect, single aspect north facing and which apartments exceeds the floor area by 10%.”

This information is provided in the separate *Housing Quality Assessment* submitted as part of this application.

Item 8 – Residential Amenity (Overlooking, Overshadowing, Overbearing)

“A report that addresses issues of residential amenity, specifically with regards to potential overlooking, overshadowing and overbearing. The report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and any adjacent existing or permitted development.”

Please refer to Section 2.10 of this statement for discussion on privacy and amenity. For consideration and assessment of daylight and shadowing matters see responses to Items 9, 10, 11 of the *Urban Design & Building Height Guidance* in Section 3.0 of this statement, commentary on daylighting in Section 2.5 of this statement, as well as the separate *Daylight & Sunlight Assessment Report* by 3D Design Bureau included with this application.



Figure 21: Map showing existing connections

1.0. Introduction

1.10 Coastal Quarter - Key Parameters

Apartments & Houses	Apartment Mix	Duplex Mix	Housing Mix	Dual Aspect Apartments	Building Areas (GIA)	Overall Net Site Area	Apartment Amenity
458 Apartment Units 76 Housing Units 52 Duplex Units Grand Total = 586 Units	1B2P - 52% 2B3P - 0.7% 2B4P - 42.1% 3B5P - 3.5% Duplex 2B4P - 0.7% Duplex 3B5P - 1.1%	2B4P = 50% 3B5P = 50%	2B4P = 17.1% 3B5P = 67.1% 4B8P = 15.8%	56% Dual Aspect (Including duplex and associated ground floor apartments)	Class. 2 Commercaill: 512sqm Childcare facilities: 627sqm Café: 195sqm Convenience store: 30,314sqm Apartments and associated areas: 30,314sqm Own door houses and duplex units: 14312sqm	Overall site area: 78,426sqm 7.84ha Developable site area: 72,798sqm 7.27ha (Coastal quarter areas less 'F' zone area: To preserve and provide open space with ancillary active recreational amenities.)	Communal amenity space required: 2,766sqm Proposed: 5,107sqm (An additional 1,817sqm shared with the houses and duplexes) Residential amenity space Block A: 545sqm Block B: 539sqm
Public Open Space	Density / Plot Ratio	Site Coverage	Apartment Sunlight. / Daylight	Parking	Part V	Scale	Communal Amenity
Required DLRCC: 4,629sqm WCC: 6,290sqm Provided DLRCC: 5,008sqm WCC: 8,457sqm	Overall plot ratio: 0.95 Overall residential density: 80 (Total units/ net site area)	Building footprints: 22,420sqm 30.80% of net site area	Daylight: 97% pass when assessed under BRE 2009 83% pass when assessed under I.S. EN 17037 All external communal areas meet the minimum BRE standards and generally exceed the guidance for Sunlight.	Block A: 125 Car Spaces Block B: 165 Car Spaces Block C: 23 Car Spaces Block D: 13 Car Spaces Surface: 223 Car Spaces	Minimum required 10% = 59 units Units Provided: Block D: 26 units Block C: 34 units One own door duplex and one associated ground floor apartment Total Provided = 62. units	Block Heights: Block A1: 6 storeys Block A2: 7 storeys Block B1: 8 storeys Block B2: 12 storeys Block C: 6 storeys Block D: 4 storeys 2 and 3 storey houses 3 storey Duplex/ ground floor apartment units	Communal Amenity required: 2766sqm Communal Amenity provided: 5107sqm

2.0 Urban Design Manual: A Best Practice Guide (2009)

2.0. Urban Design Manual: A Best Practice Guide (2009)

This Architectural Design Statement explains the design rationale behind the proposed development within the physical site, including the wider aspirations for the Bray area. This statement will also analyse the final design proposals including massing, layout, scale and façade design, while also considering the technical and functional aspects of the development.

The following sections of this statement will address the response of the development to the 12 criteria set out in the *Urban Design Manual: A Best Practice Guide (2009)* published by the Department of the Environment, Heritage and Local Government.

The 12 criteria are:

2.1 CONTEXT

How does the development respond to its surroundings?

2.2 CONNECTIONS

How well connected is the new neighbourhood?

2.3 INCLUSIVITY

How easily can people use and access the development?

2.4 VARIETY

How does the development promote a good mix of activities?

2.5 EFFICIENCY

How does the development make appropriate use of resources, including land?

2.6 DISTINCTIVENESS

How do the proposals create a sense of place?

2.7 LAYOUT

How does the proposal create friendly streets and spaces?

2.8 PUBLIC REALM

How safe, secure and enjoyable are the public areas?

2.9 ADAPTABILITY

How will the buildings cope with change?

2.10 PRIVACY & AMENITY

How does the scheme provide a decent standard of amenity?

2.11 PARKING

How will the parking be secure and attractive?

2.12 DETAILED DESIGN

How well thought through is the building and landscape design?



Figure 22 : Overall site layout

2.1 Context

'Any new development should improve on the existing situation, and at the same time be sensitive to its context.'

Key indicators:

- *A development should seem to have evolved naturally as part of its surroundings.*
- *Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.*
- *Form, architecture and landscaping have been informed by the development's place and time.*
- *The development positively contributes to the character and identity of the neighbourhood.*
- *Appropriate responses are made to the nature of specific boundary conditions.*

Urban Design Manual, 2009

The coastal town of Bray is located at the Dublin-Wicklow border, just 17km south of Dublin city centre. It is a bustling town that offers excellent economic and social functions to its residents and visitors.

Bray originally developed as a typical Irish rural town focused along the main road to Dublin at the strategic bridge crossing over the River Dargle.

With the opening of the railway to Bray in 1854, a second and separate part of Bray developed along the seafront. The town became a popular seaside resort which became known as the 'Brighton of Ireland.' The Promenade, lined with grand urban villas, developed in the 19th century. This was followed by more modestly scaled infill development between the Main Street and the grander seaside developments over the course of the 19th and 20th centuries.

During the later decades of the 20th century, and with the increased popularity of foreign travel, the towns' appeal as a tourist resort was diminished. This led in more recent times to Bray been rediscovered, principally as a high-quality market town, for existing residents and

newcomers, with great access to Dublin and Wicklow and all of the employment opportunities created there over the past 30 years. Bray has retained a strong identity and has combined this with a strong cultural offering, hosting festivals and events throughout the year.

The subject development looks to build on Bray with the types of residential and commercial accommodation and connections it is providing through an aesthetic that is youthful and of its place.

The site offers great potential to create an extension to Bray by unlocking a large, underutilised site close to the historic core of the town.

The design of the new proposed neighbourhood was informed by the surrounding architecture set out in the Masterplan that accompanies this application. The Coastal Quarter proposals continue the precedent established in the 19th century, where taller elements are located along the seafront, thus maximising the sea and mountain views, while the smaller scale housing is located inland, close to the existing suburban houses at Corke Abbey and the Ravenswell Schools Complex.

Bray is predominately a town with granular massing and an intimacy of scale. It has been built on a well laid out Victorian planning grid with generous streets and well-proportioned squares and parks. The proposed development looks to emulate these strong principles, with streets that are sized to a similar width as existing residential streets such as Meath Road and Quinsborough Road acting as proportional references for the development. This has led to a scheme that whilst being modern in detail and expression, is still very much a continuation of the Bray architectural vocabulary.

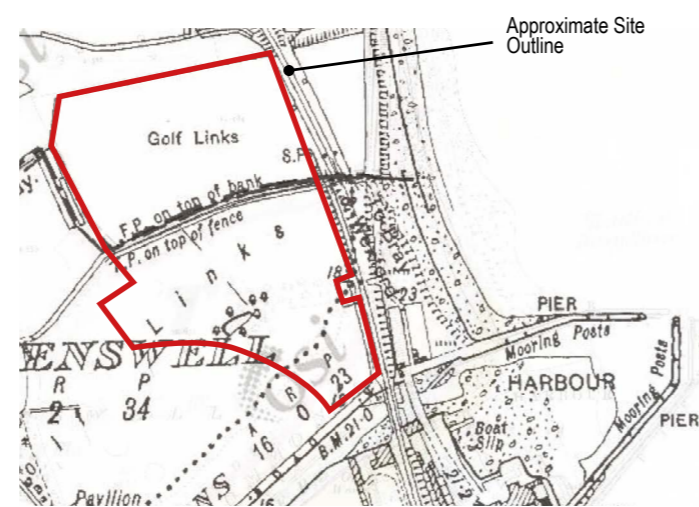


Figure 23: Extract from 6 inch Cassini map of Ravenswell

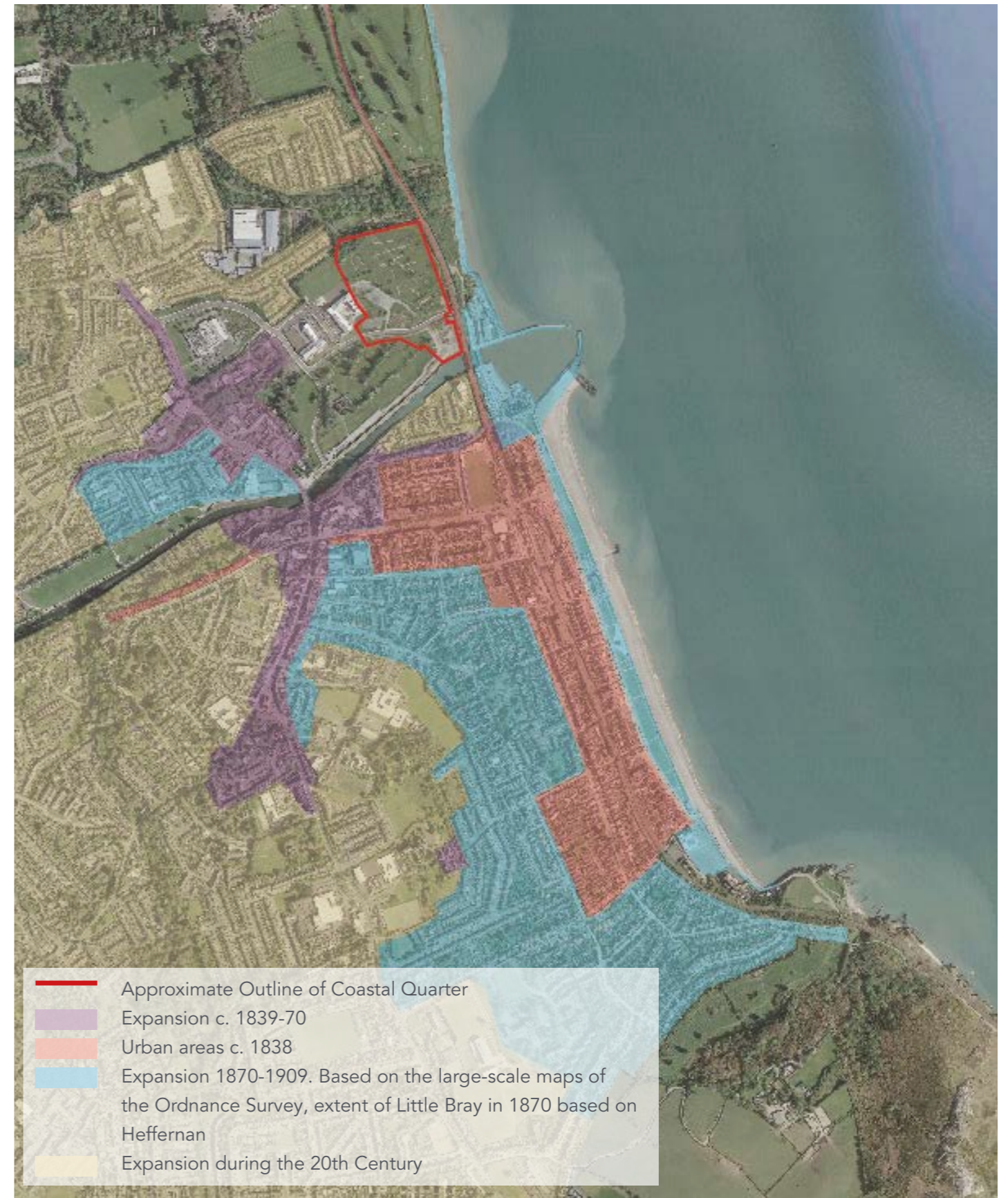


Figure 24: Historical expansion of Bray

2.0. Urban Design Manual: A Best Practice Guide (2009)

Form, Architecture & Language

The architectural language adopted in the proposed development seeks to break from the current generic apartment and building design prevalent throughout Dublin to make a conscious and purposeful effort to reinterpret and expand Bray's distinctive architectural character.

The design is intended to evoke its seaside location with references to late 19th century styles, the heyday of seaside towns such as Bray, as identified in the Harbour Point Masterplan, while at the same time being, very much, a 21st century development.

The following were considered key aspects of the architectural approach:

Street Type - Promenade

- Larger properties of varying styles facing the seafront.
- Projecting bay windows break up repetitive single window facades
- Varying roofline

Street Type - Local Bray Streets

- Long terrace elevations
- Combined staircases to recessed doorways
- End of terrace single storey projecting bays
- Low dwarf walls with metal railings



Figure 25: Proposed duplexes



Figure 26: Proposed houses within homezone



Figure 27: Proposed houses



Figure 28: Architectural style Quinsborough Road echoed within the proposed scheme. View north from Nuns Walk / County

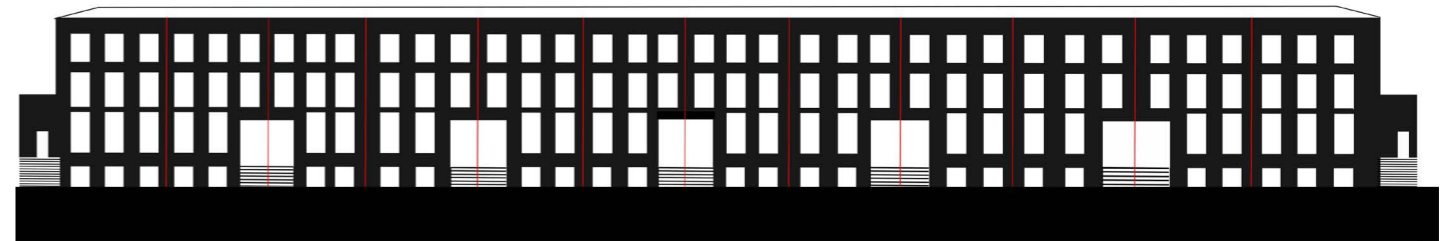


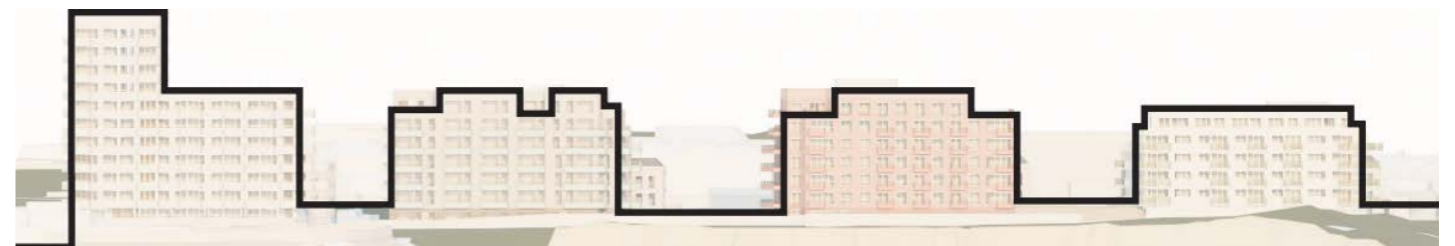
Figure 29: Site section of proposed scheme showing townscape adoption



Figure 30: Architectural style to Bray Promenade and Coastal Quarter proposals to eastern boundary



Figure 31: Varying roofline of proposed Block A & B



2.0. Urban Design Manual: A Best Practice Guide (2009)

The topography on the site provides a variety of interesting views. Panoramic sea views can be seen to the north as far as Killiney and to the south, as far as Bray Head. Mountain views are also panoramic and visible to the north, west and south.

The proposed massing is generally modest in scale, with the majority of the Coastal Quarter containing 2 and 3 storey houses and duplexes to the west in a colour and material palette, in keeping with Bray town. The massing then steps up to 6 - 8 storeys along the eastern sea front creating a grandeur and enclosure that is very common in historical Irish resort towns.

The south-east corner (Block B2) steps up further to a 12-storey marker building. This prominent area is at the junction when moving east to the harbour or north to Corke Abbey Valley Park. It will have substantial footfall and cyclist activity is therefore the optimum position for a marker building. This additional height will provide a visual link back to Bray and the promenade, connecting this new quarter of Bray with its historical core.

Landscape

The proposed development encourages social relationships and the culture of sharing spaces and functions. The layout has been arranged so that the community elements (the childcare facility, the cafe and the convenience store) form the 'public front' of the scheme to the south. These important elements front onto the 'Market Square'. This public space forms the main entrance to the proposed development and will be a lively space accommodating outdoor seating for the cafe and incidental play areas for children coming from and going to the adjacent childcare facility and schools. It is intended to host weekend farmers markets and other events.

The Market Square is at the intersection of the main east-west route through the site leading from the schools to the harbour area by way of the railway underpass, and the north-south route from Corke Abbey Valley Park to the proposed public transport bridge over the River Dargle. The Market Square leads to the main spine running north-south through the development through what is called the Green Spine. The proportions of this space consciously echo those of Quinsborough Road, one of the finest urban spaces in Bray. The north-south orientation of this space maximises daylight and sunlight in the space and also in the residential units fronting onto it.

Leading off the Market Square and heading east, is the south elevation of Block B. This already prominent walking, running and cycling route, is used when going from Bray town to Ravenswell School and further on to Corke Valley Abbey Park to the north. The proposed development looks to strengthen this route with the introduction of a commercial unit to the ground level of Block B2 and by the widening of the gateway to the coastal path to a generous 15m.

There are secondary north-south routes to the east and west of this main Green Spine route. The road to the west is primarily an access road for the houses along the western boundary while the eastern Coastal Gardens route acts as a buffer between the apartments and the rail line. The Coastal Gardens are landscaped for pedestrians and cyclists as a linear park. The pedestrian cycle path that runs through the Coastal Gardens has been increased to 3m in width and will integrate with the existing Wicklow County Council owned footpath to the south to ensure a strong and continuous north-south pedestrian cycle route.

A number of east-west lanes, or homezones connect these routes, enhancing the permeability of the scheme. The scale and character of these homezones picks up on the character of existing Bray streets such as Dargan Street.



Figure 32: Diagram showing connectivity throughout the site



Figure 33: Landscape masterplan highlighting key character areas



Figure 34: Site layout showing active routes through the Market Square and Railway Underpass

2.0. Urban Design Manual: A Best Practice Guide (2009)

Boundary Consideration

The site is generally contained by the following physical boundaries:

- The DART rail line to the east.
- The River Dargle to the south.
- The residual Bray Golf Course lands containing the future River Quarter to the south (and future public transport route)
- The Ravenswell Schools Complex to the west.
- The Corke Abbey Valley Park and Corke Abbey housing estate to the north.

The eastern boundary is defined by the rail line. Larger apartment buildings (Blocks A & B) front this boundary. The apartment buildings are set back from the rail line by 4m so that the Coastal Gardens are formed between the rail line and the development. This important linear park is overlooked by the apartments. Breaks within each apartment block create a visual and physical linkage between the internal podium courtyard within each apartment building and the linear parkland, with external staircases linking the two spaces. These gaps also connect with the wider site grid lining the terraced houses streets to the west with the coastal path.

The western boundary of the scheme is largely defined by the school campus boundary. This boundary will have 2 and 3 storey housing backing onto it. It is proposed that the existing boundary fence will be replaced with 2.4m concrete block wall, rendered and capped to ensure privacy.

The southern boundary of the scheme will adjoin the future River Quarter development. It is comprised mostly of landscape elements such as the Market Square, the southern portion of the Coastal Gardens and the Orchard. The latter integrates an existing Irish Water Underground Tank into the scheme. The area has been reinvented as open space, while maintaining 24/7 access for maintenance to the water tank, and contains a combination of amenity space and a Multi-Use Games Area (MUGA) which can be used by all residents for five-a-side soccer, basketball, volleyball or tennis. The Orchard also accommodates a residents' mobility hub, with secure storage for oversized bikes (cargo bikes etc) and shared bikes.

Block C is the most southern built element of the Coastal Quarter, providing a strong urban edge towards the Market Square and the future potential Luas Line.

The northern boundary of the site consists of a wooded area that forms the southern boundary of Corke Abbey Valley Park. Dún Laoghaire-Rathdown Parks Department intends investing in this park to provide enhanced access including cycling facilities, and are investigating the possibility of a link from the park, under the rail line, to give access to the sea.



Figure 35: Diagram showing proposed scheme with surrounding boundaries

2.0. Urban Design Manual: A Best Practice Guide (2009)

It is intended to work closely with the Council's Parks Department to integrate the public open space to the north of the site into the public park so as to form a single, seamless landscaped area. As much as possible of the existing woodland will be maintained and reinforced with new planting of native species so as to protect and enhance the biodiversity of the area. The siting of bat boxes in this woodland area has been agreed with the Project Ecologist.

There will be at least two pedestrian links between the public park and the subject site, open to the public permanently. At least one of these will be Part M compliant and also designed to accommodate cyclists.

The northern elevations of Blocks D and A are 4 and 5 storeys respectively and are intended to overlook this park, enhancing passive supervision and security.

The design of Block D and its relationship to the northern boundary has regard to the Opinion issued by ABP under reference ABP-311181-21 following the Pre-Application Meeting held in relation to the subject site consultation under reference ABP-209291-20.

Block D is the most northern element of the scheme, positioned as a continuation of the Corke Abbey housing estate. House number 112 Corke Abbey, shares a site boundary with Block D which is a typical late 20th century two storey semi-detached house with a blank gable wall facing east and onto the proposed Block D. It has two south facing windows at first floor level overlooking a rear south facing garden.

Planning permission was granted for Block D under ABP-311181-21 and the current proposal does not deviate from the consented scheme other than by changing the proposed external finishes from render to brick. Careful attention was given to the design of Block D to ensure that there is a sufficient distance from the existing housing estate. Block D is 4 storeys in height, with the 4th floor set back to the west and the east, ensuring that it is effectively a 3 storey building at its closest point to 112 Corke Abbey. This minimises any overlooking and has the effect of reducing the scale of the building towards the neighbouring existing two storey housing to the west. Furthermore, the terrace at 4th floor level is set back from the building edge to further reduce overlooking of neighbours. Balconies have not been provided to the western elevation in order to further minimise overlooking. Only secondary windows are located on this elevation.

Finally, the location of the end of terrace duplex apartments closest to Corke Abbey is approximately 19m from the existing housing and a number of 1st and 2nd floor gable windows excluded to prevent overlooking. A specific 'H6' house type is proposed at this location. Again, this house type was granted planning permission under ABP-311181-21 and no changes are now proposed in this planning application.

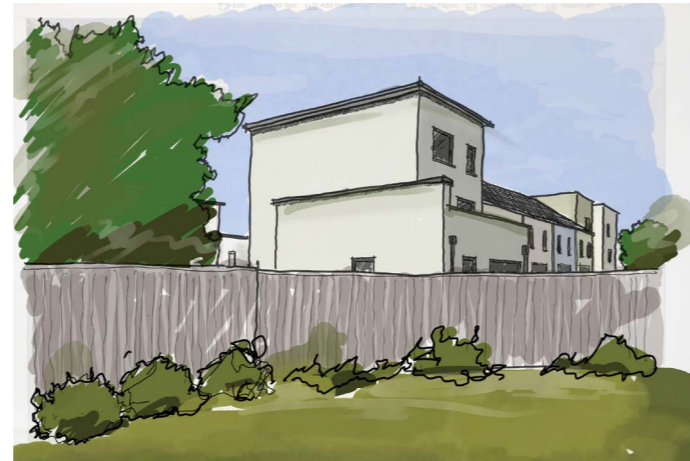


Figure 36: Indicative view from rear of neighbouring property



Figure 37: North elevation of proposed duplex unit H6

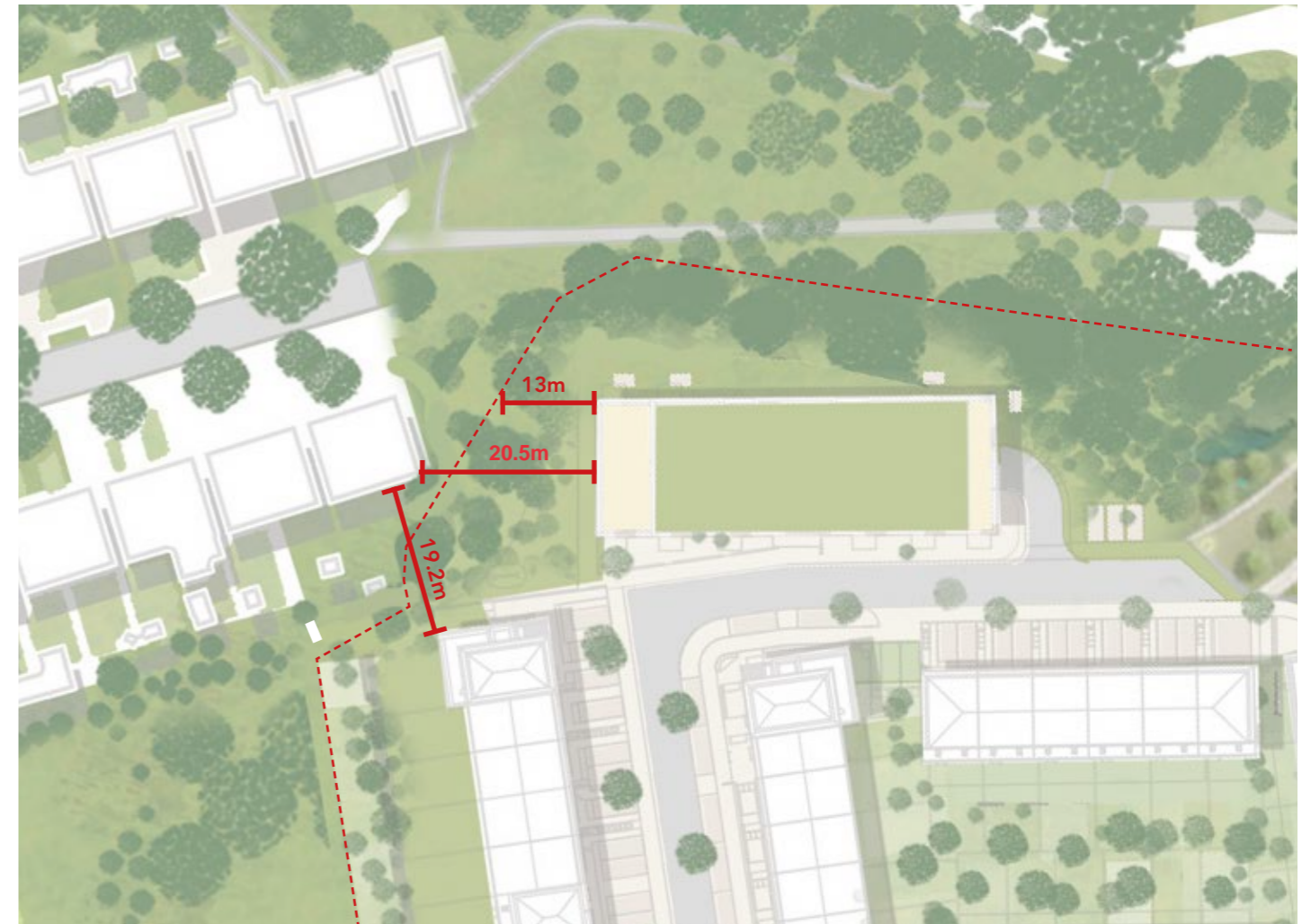


Figure 38: Plan showing distances between 112 Corke Abbey, Block D & Duplex unit H6

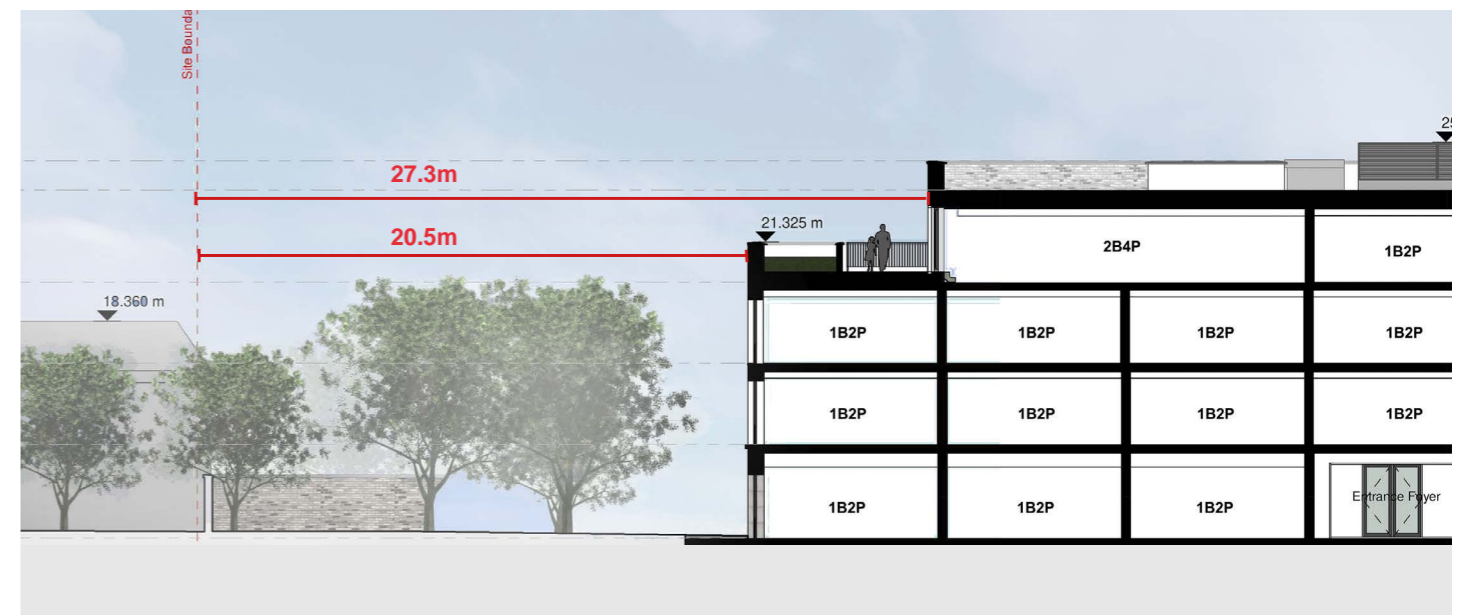


Figure 39: Section showing distances between 112 Corke Abbey and Block D

2.2 Connections

‘Successful neighbourhoods tend to be well connected to places, facilities and amenities that help to support a good quality of life. Such places include high quality open space and landscapes, leisure opportunities, shops – both for convenience and comparison goods – schools, places of worship, health centres and places of employment. When choosing which area to live in, most people will choose a neighbourhood that permits easy or close access to the places that they need or like to visit on a regular basis so the quality and sustainability of a neighbourhood can be measured both on how well connected it is to important amenities, and how pleasant, convenient and safe those links are to use.’

Key indicators:

- The development is located in or close to a mixed use centre.
- There are attractive routes in and out for pedestrians and cyclists.
- The development’s layout makes it easy for a bus to serve the scheme.
- Appropriate density dependent on location helps support efficient public transport.
- The layout links to existing movement routes and the places people will want to get to.

Urban Design Manual, 2009

The proposed development is an excellent example of the ‘15 Minute City’ concept, with all key social and economic services within a 15-minute walk from the heart of the development. Specifically, the following key amenities are all within walking distance:

- The Ravenswell Schools campus which accommodates primary and secondary level schools are immediately to the west of the site, with the main entrance 300m from the site.
- The existing Lidl supermarket on the Dublin Road and the Castle Street Shopping Centre are within 600m of the site.
- Bray Main Street is 500m south of the site with the Bray Civic Offices, the HSE Primary Care Centre and the Mermaid Arts Centre all within a 1km walk.
- Recreational facilities such as the Corke Abbey Valley Park and Bray People’s Park are all within easy reach of the site, the latter located just 800m westward.
- An amazing natural setting surrounds the site, with Bray Harbour located 300m to the south and with the town’s Promenade immediately south of the Harbour. In addition to the existing amenities surrounding the site, the proposed development will provide a childcare facility, café, gym with juice bar and a local convenience store.

Key Connections

Sustainable connectivity is a key principle of the proposed Coastal Quarter. The scheme builds upon the many assets of its immediate context and defines clear streets and squares to create a permeable and walkable public realm, allowing for a sense of community at ground level. Access roads for cars are intentionally limited and pedestrian dominated so that walking and cycling are encouraged and that streets are safe.

This section should be read in conjunction with Notice of Pre-Application Consultation Opinion (ABP-312257-21) in respect of point 4, namely:

“An assessment on how the proposed scheme ties in with the expansion of the overall Bray seafront area, in particular in light of the recent split decision on foot of SHD 311181-21. It is important that the proposed scheme should be highly visually and functionally connected to the portion of the scheme permitted under the recent ABP 311181-21. There needs to be strong permeability within the scheme and into adjoining lands.”

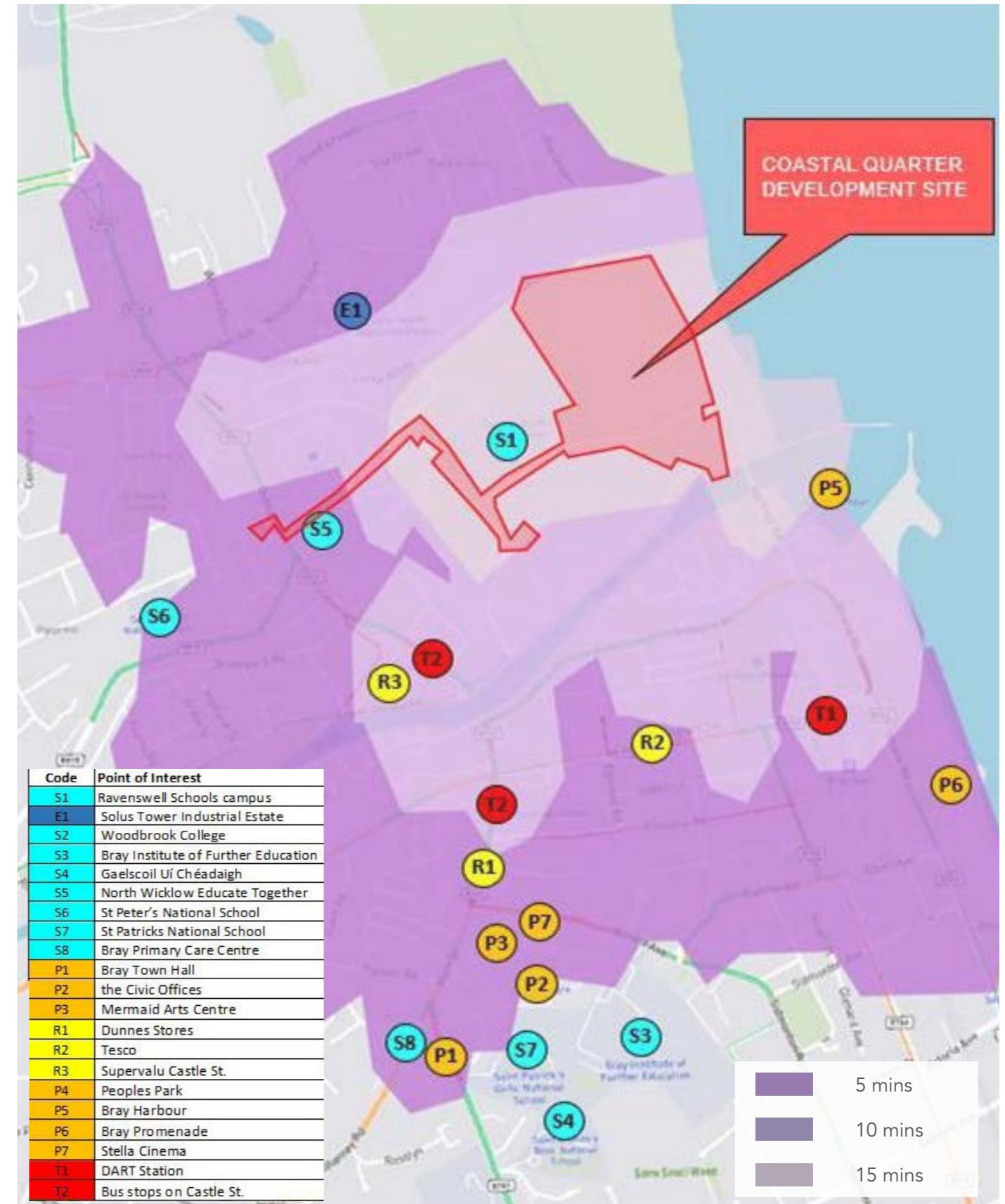


Figure 40: Diagram showing key transport links and connectivity to the scheme

2.0. Urban Design Manual: A Best Practice Guide (2009)

Pedestrian connections are reinforced by the north-south axis along the main landscaping features, namely the Coastal Gardens and the Green Spine. These retain much of the current natural condition of the site for the public with high quality open spaces. The Coastal Gardens pathway has been increased in width to 3m and will provide a high-quality link from Corke Abbey Valley Park on the north, to the existing Wicklow County Council public path on the south. By agreement, this existing Wicklow County Council path will be upgraded and integrated into the proposed Coastal Quarter development. From these central features, streets run through the development with pedestrian friendly routes and intimate residential courtyards, which maintain clear and welcoming access points to Corke Abbey Valley Park to the north, the rail underpass to the east, the River Dargle footpath to the south and the existing access roads to the west. It is intended that all public routes through the site are all accessible public open spaces. It should be noted that the boundary to the north of the site will be railings, with two openings into Corke Abbey Valley Park which will remain open to the public at all times, including for the duration of the construction period. Please refer to the boundary treatments diagram provided by Parkhood which accompanies this application.

Passive surveillance has been key to the design of all key routes. Both apartments and house fronts have all been strategically located to ensure all areas are well overlooked at all times. At key junctions such as the railway underpass, a commercial unit has been located to provide enhanced activation, ensuring a healthy foot flow happens and sense of ownership is taken to this corner of the site.



Figure 41: View showing Nun's Walk pathway between Block A&B



Figure 42: View showing Green Spine



Figure 43: View showing connectivity to the Coastal Gardens and future connection to the existing Wicklow County Council path

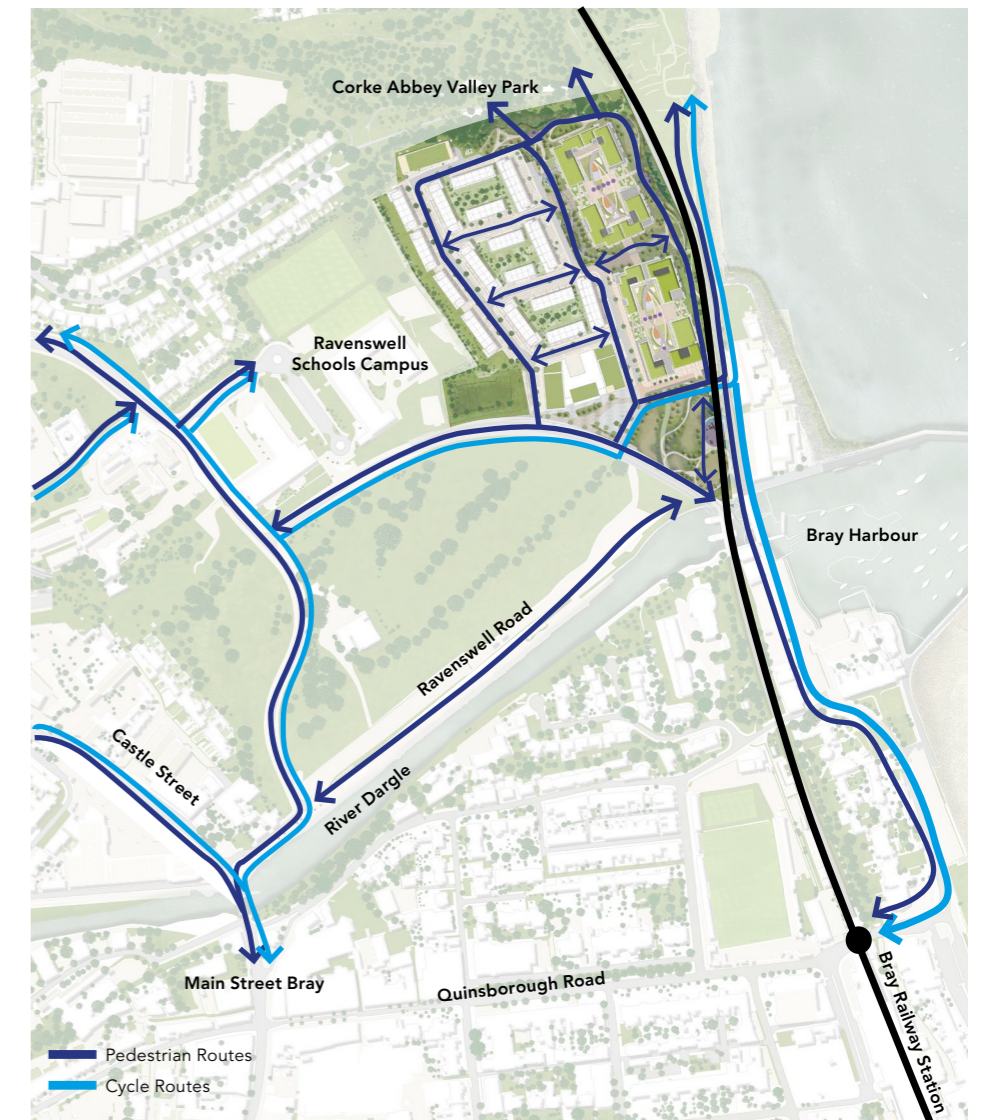


Figure 44: Diagram showing connectivity of pedestrian and cycle routes

2.0. Urban Design Manual: A Best Practice Guide (2009)

Public Transport

The Coastal Quarter proposes a density of 80 units per hectare which can easily be facilitated by the existing transport services detailed below, providing a high level of service and capacity to serve the development.

There are existing Dublin Bus services accessible on the Dublin Road, 700m to the west of the site. The bus services that serve the proposed development site are noted in Figure 46.

It should also be noted that the National Transport Authority are currently developing the BusConnects Scheme, which includes Corridor 13 Bray to UCD and the city centre.

In addition to the existing Dublin Bus services that serve the proposed development, the Bray DART Rail Station is 600m south of the site which provides rail services as noted in Figure 47.

Please refer to the *Traffic and Transport Assessment* produced by Atkins which accompanies this application for further detail.



Figure 45: Map showing Coastal Quarter existing connections

Bus Service	Route	Frequency (Mon-Friday)
45a	Dun Laoghaire Rail Station to Kimaconogue	15-20 mins
45b	Kimaconogue to Dun Laoghaire Dart Station	15-20 mins
84	Blackrock to Newcastle	25-85 mins
84a	Blackrock to Bray	25-35 mins
145	Heuston Rail Station to Ballywaltrim	10 mins
155	IKEA (Balynun) Towards Bray Rail Station	20 mins
184	Newcastle Hospital to Bray Rail Station	30 mins

Figure 46: Existing bus services

Rail Service	Route	Frequency (Mon-Friday)
Dart	Malahide to Greystones / Howth to Greystones	5-10 mins
Commuter Intercity Services	Dublin to Rosslare	10 services

Figure 47: Existing rail services

2.3 Inclusivity

'Inclusive design is defined as that which meets the needs of all users, regardless of age, gender, race or sensory and mobility abilities. In its broadest sense, it also means creating places that can be enjoyed by people from all cultural and socio-economic backgrounds.'

Key indicators:

- *New homes meet the aspirations of a range of people and households.*
- *Design and layout enable easy access for all.*
- *There is a range of public, communal and / or private amenity spaces and facilities for children of different ages, parents and the elderly.*
- *Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined and accessible.*
- *New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers and open to all.*

Urban Design Manual, 2009

The Coastal Quarter presents a real opportunity to create a democratic space that is inclusive for all, with a wide variety of house types and apartments proposed to facilitate a range of residents. The mix of units, including apartments, duplex units and conventional housing has been designed to appeal to a wide range of users and demographics.

Block A is proposed as a BTR block providing accommodation for renters. The remaining housing and apartments will serve owner-occupiers, families, single occupiers and older 'down-sizers'. Part V accommodation is also provided within the development in a range of unit types and sizes, as agreed with both Local Authorities

House types are two, three and four bedroom houses. Apartment types are one, two and three bedroom options with duplexes providing two bed ground floor apartments with three bedroomed duplexes above.

The proposed mix of housing within the scheme responds to the local needs and aims to maintain a healthy balanced community.

The scheme has been designed to incorporate the following principles:

- Access routes to the facilities and services within the development have been maximised for all future users of the scheme.
- Accessible routes to adjoining pedestrian routes are proposed, accommodating level changes in the most inclusive and sustainable way.
- Accessible drop-off points will be within 50m of each apartment and duplex block with entrance doors designed to ensure that people can use them without requiring assistance.
- All houses and apartments will have Part-M compliant access into the buildings. In the apartment blocks, all floor levels will be fully accessible by lift with all disabled car parking spaces located as close as possible to the lift cores.

Private Amenity Space

Residents in all units will have direct access to their own private amenity space, meeting or exceeding minimum requirements. Please refer to Section 2.10 of this statement and the *Housing Quality Assessment* for further information.

Public & Communal Amenity Space

The design of the scheme has focused on creating a series of character areas with a variety of streets and public spaces where the buildings enhance the legibility of connectivity through the site. The buildings provide shelter and passive supervision over all public areas to enhance the microclimate and security for pedestrians and cyclists within, and transitioning through, the Coastal Quarter. Lighting has been designed to ensure that all amenity spaces are well lit and safe.



Figure 48: Site layout showing different residential typologies implemented in proposed scheme

2.0. Urban Design Manual: A Best Practice Guide (2009)

The key public spaces can be described as follows:

1. Underpass Entrance Node- this space marks an important arrival point to the development for non-car users and provides an opportunity to develop a key piece of well used public realm that ties together the Market Square, the Coastal Gardens and the pedestrian and cycle routes to Bray town centre.

2. The Market Square – this is a hard landscaped space with a number of commercial and retail units that will form the 'hub' for the development. It is located adjacent to the rail underpass that links directly to Bray Harbour and beyond. This public space will be the entry point into the Coastal Quarter. It is intended that a future planning application will be made for a landmark communal building to the south of this Square at a future date.

3. Nun's Walk – the County Boundary between Dublin and Wicklow runs across the site and it is recognized both in the layout of the built form and by specific landscape features. 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 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 Nun's Walk will be defined by engraved paving slabs laid through the public open space to echo the alignment of this linear earthwork along the boundary between Dublin and Wicklow. The space also allows for the potential installation of public artwork to further define the character of the space. This open space will also provide connectivity with the Green Spine and the Coastal Gardens character areas to maintain pedestrian permeability throughout the development, while also providing a drop off zone for Block A's main residential entrance.

4. The Coastal Gardens – an extension of the existing Corke Abbey Valley Park, the Coastal Gardens will run along the entire length of the eastern boundary of the scheme to link up with the Market Square, the underpass leading to the Harbour and the River Dargle. It includes the main public park to the south of the scheme. It is envisaged that this will be a recreational space that will serve the wider Bray area with a regional scale playground and the capacity to accommodate events such as outdoor performance space and possibly an outdoor cinema. This space and all events will be managed by the development Management Company.

5. The Orchard – this space marks the start of the Coastal Quarter when approaching from the west. The Orchard contains a combination of public open space that is intended to build a sense of community, creating a healthy environment that offers opportunities for the cultivation of fruits and vegetables. This public space is then clearly separated from the resident's communal space that contains a multi-use games area (MUGA). This area is to be seen as the schemes 'mobility hub' with car share facilities and cargo bikes to be located on the periphery of The Orchard, accessible for all.

6. The Green Spine – this is an extension of the Woodland Setting that leads down between the housing and Block A. The proportions of this space echo those of Quinsborough Road in Bray, contributing to the character and identity of the neighbourhood within its wider context. The Spine provides pedestrian connections through the heart of the scheme and will benefit from high quality paving finishes and extensive SuDs areas to assist attenuation while providing biodiversity interest.

7. The Woodland Setting – a second extension of Corke Abbey Valley Park, the Woodland Settling is located along the northern boundary of the Quarter. This character area helps to integrate Block D into the landscape and will act as a transition from the development, benefitting from access routes to the adjacent Corke Abbey Valley Park which will be updated by the developer in partnership with Dun-Laoghaire Rathdown County Council to create a seamless significant expanse of public green open space. Informal play areas will also be development along the path network in this zone to provide local play provision for younger children.

8. Homezones – The community streets or home zones are design led concepts where the areas are intended for a range of activities and are primarily places for people not vehicles. The aim is to improve the quality of life for residents, and this takes priority in these areas over ease of traffic movements. The home zones will include seating, shared surfaces, parking spaces and areas of planting as well as indirect traffic routes.

9. Communal Gardens- Podium gardens are provided with Blocks A,B & C above undercroft carparks. These podium gardens provide amenity space for residents and will include seating and play/exercise features to facilitate active and passive recreation.



Figure 49: Overall landscape masterplan highlighting key character areas

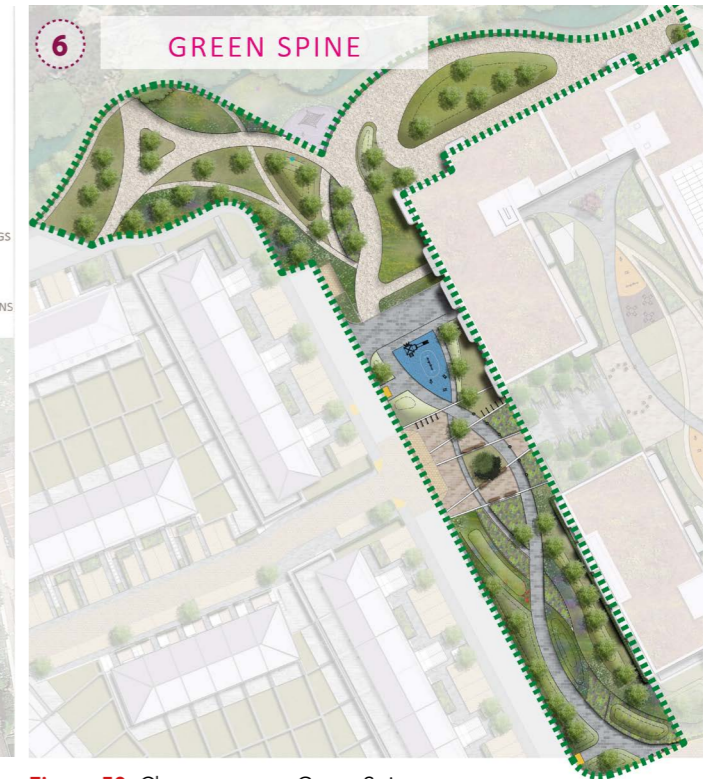


Figure 50: Character area- Green Spine

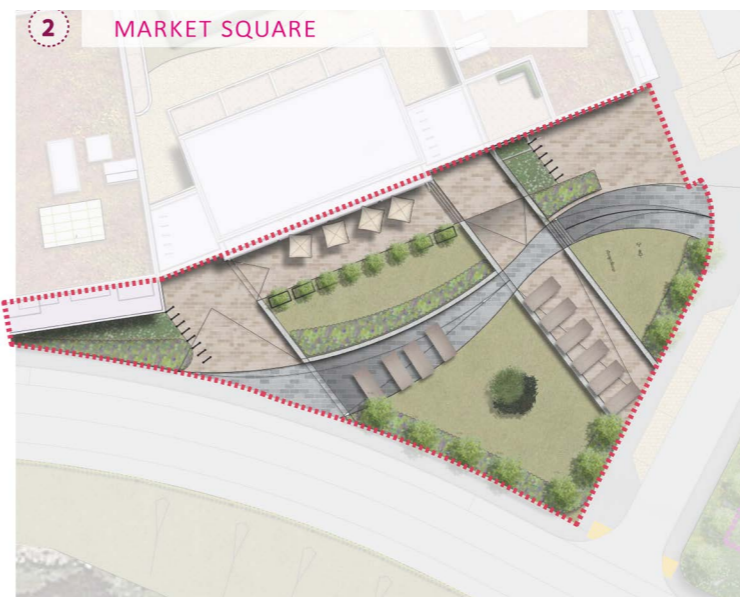


Figure 51: Character area- The Market Square



Figure 52: Character Area- Coastal Gardens

2.0. Urban Design Manual: A Best Practice Guide (2009)

The design strategy for public spaces is based on the following principles:

- Sociability – designing places to encourage social interaction and therefore building a sense of community
- Play and playfulness – providing structured and incidental play areas in the design to encourage opportunities for imaginative play across all ages and abilities.

A large playground has been located at the southern end of the development within the Coastal Gardens, close to the banks of the River Dargle. Incidental play equipment is also distributed through the scheme.

Apartment residents within Blocks A, B and C will also enjoy access to communal podiums which will be for exclusive use of the residents offering a wide range of facilities such as play provision for children, seating and recreational spaces.

All public open spaces are fully accessible to allow ease of access by all across the significant changes in level across the scheme, including access to Corke Valley Abbey Park.

All buildings have been designed so as to maximise engagement with surrounding streets and public spaces, with the passive supervision of surrounding areas provided. Commercial units and the create have been located to front onto the Market Square and along the key pedestrian route to the railway underpass in order to create a strong urban edge at this location within the development.

The Taking In Charge drawing included within this application shows that the Coastal Quarter will in the main be retained within the control of a Management Company. The main access road leading to the future public transport bridge and the link from this road to the rail underpass will be taken in charge by the Local Authority. The proposed taking in charge areas across the scheme can be seen in Figure 53



Figure 53: Diagram showing area proposed as Taking in Charge

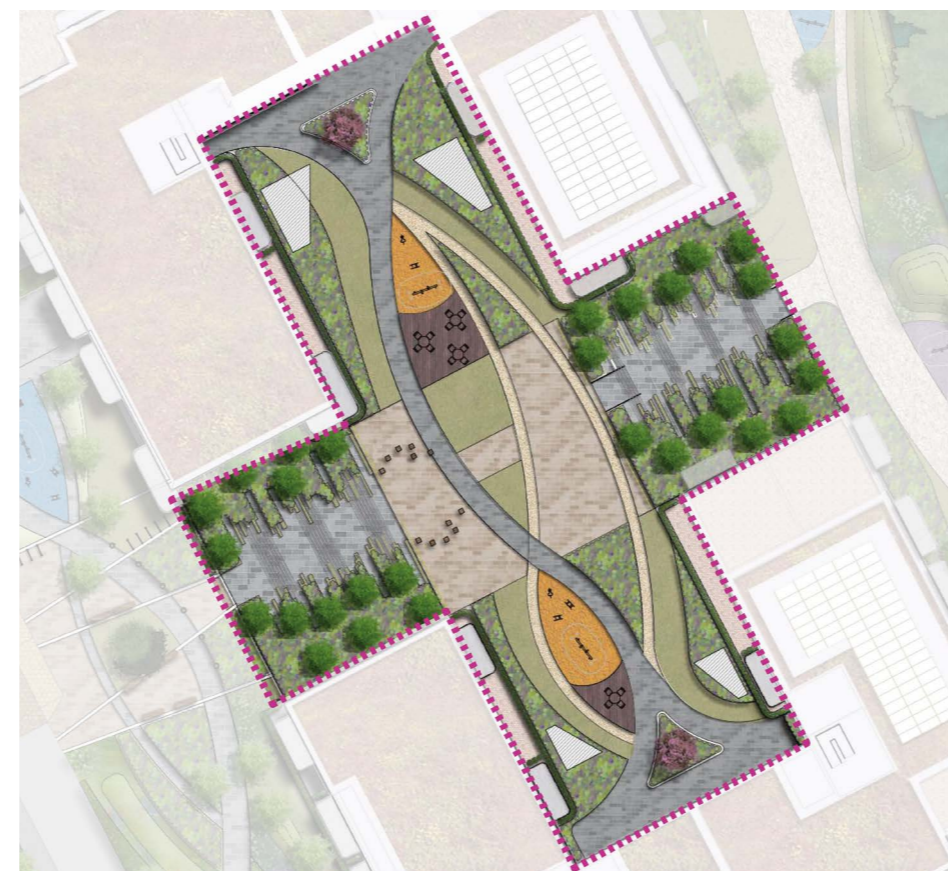


Figure 55: Communal podium showing quality open spaces in Block A



Figure 54: Diagram showing public open space and communal amenity space

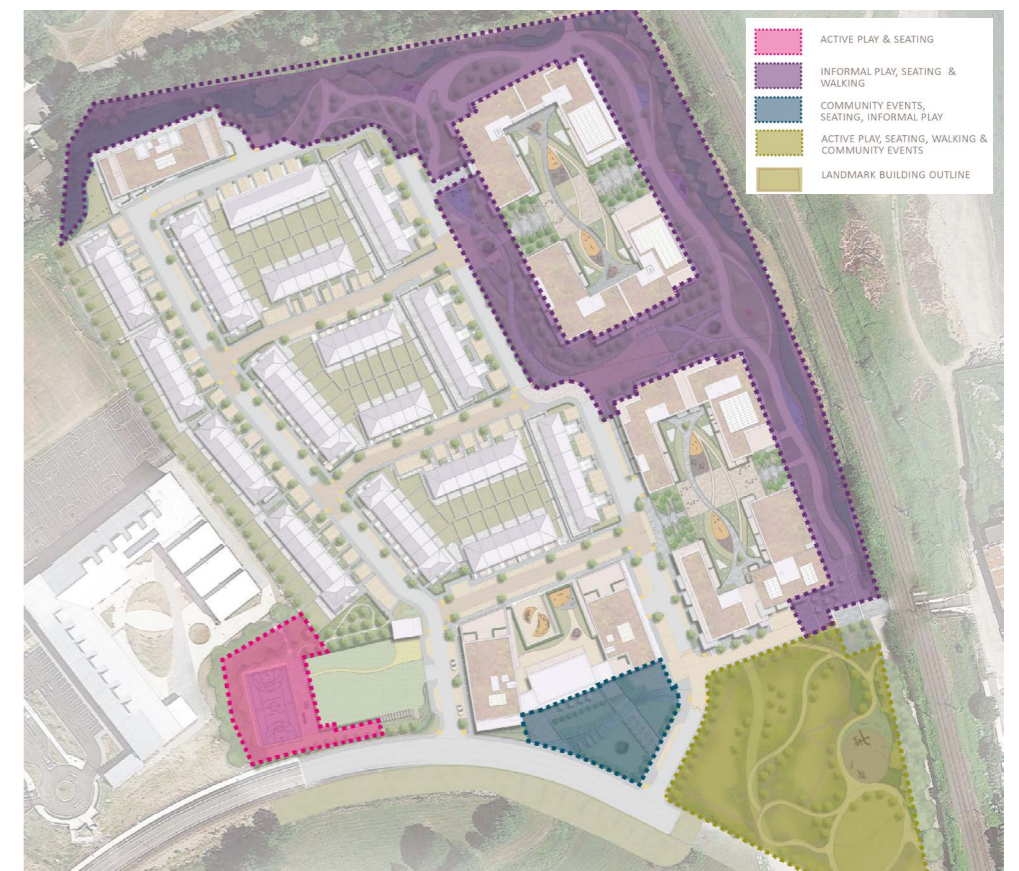


Figure 56: Diagram showing range of activities within public and communal spaces

2.4 Variety

'The most successful – and sustainable – communities are the ones that contain a good variety of things to do, see and enjoy. For larger scale development, this means providing a good mix of uses, housing, facilities and amenities that help to engender a successful community. For smaller infill developments, it means ensuring that the proposed uses and housing types complement those that already exist so that a balance is struck.'

Key indicators:

- Activities generated by the development contribute to the quality of life in its locality.
- Uses that attract the most people and in the most accessible places.
- Neighbouring uses and activities are compatible with each other.
- Housing types and tenure add to the choice available in the area.
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.

Urban Design Manual, 2009

The proposed development is primarily a residential development with a range of other uses that support its residential function and reflect its location on the edge of Bray town centre.

Variety in Typology & Tenure

The proposed Coastal Quarter presents a development that is inclusive for all, with a wide variety of house types and apartments. The mix of units, including apartments, duplex units and conventional housing has been designed to appeal to a wide range of occupiers.

Block A is proposed as a BTR building providing accommodation for renters. Housing and apartments will serve owner-occupiers, families, single occupiers and older 'down-sizers'. Part V accommodation is also provided within the development in a range of unit types and sizes, as agreed with both Local Authorities.



Figure 57: Childcare facility located beside the Market square



Figure 58: Cafe/Restaurants



Figure 59: MUGA pitch



Figure 60: Coastal Gardens to be used for community events



2 bed houses



3 bed houses



4 bed houses



Duplexes



Block B



Block C

Figure 61: Variety of building typologies across the proposed development

Variety in Amenities

The Market Square will form the public front of the development and in the longer term, once the residual lands in the Harbour Point Masterplan are built out, will form a hub where north-south and east-west routes through the scheme intersect.

The Market Square will be the centre of activity for the Coastal Quarter with connections radiating out towards the Harbour, Corke Abbey Valley Park, the Ravenswell Schools Campus, the People's Park, the Town Centre and the future public transport bridge linking to the existing railway station and the Seafront Promenade. It is envisaged that the Market Square will host weekend markets and festive gatherings offering unique amenity for both the residents and the public. As proposed, it is an excellent example of providing facilities and activities in an accessible location.

The location of the childcare facility in Block C will allow parents to drop off younger children while taking older siblings to the primary and secondary schools in the Ravenswell School Campus. Parents can also avail of the adjacent cafe and convenience store, gym facility and recreational spaces within the immediate vicinity.

The route to the railway underpass will be a heavily used pedestrian and cycle route, with a gym / juice bar located on the eastern corner of Block B to activate the space, forming a natural progression from the Market Square.

Further variety in amenity is provided by way of a MUGA which is located within The Orchard area. This MUGA includes possibility for a future connection to the school for the pupils to enjoy the sports facilities via arrangement with the Owners Management Company.

Furthermore, The Orchard will be planted with orchard trees (apples, pears, plums etc) which can be managed as a community garden and will provide attractive seasonal colour at the entrance of the scheme. Access to The Orchard will be controlled by the Owners Management Company but available to all residents of the development. It is envisaged that The Orchard and the Market Square will host shared facilities in the scheme, such as car club spaces, a 'Parcel Motel' type collection point, public bike parking, cargo bikes and electric vehicle charging points.

The Coastal Gardens to the south of the scheme will be a public park open to the residents and the wider public. It is envisaged that this will be the main amenity linking the scheme to wider Bray community and it will accommodate a regional playground and outdoor events. As the Harbour Point Masterplan gets built out in future phases, it is envisaged that a Landmark Building will be developed that will contain further commercial uses to complement those already available within the local area, such as restaurants and bars between the Market Square and the Coastal Gardens. These uses will further enliven and define these key public open spaces and further enhance the variety of amenities provided.

Variety in Design

The built form within the proposed development offers variety in terms of height, form, colour, material, scale and architectural detail. Please refer to Section 2.12 of this statement for further detail.



Figure 62: Site plan showing variety in ground floor uses

2.5 Efficiency

'High level Government Policy in the shape of the NSS and the Climate Change Strategy establishes the importance of reducing the energy requirements and greenhouse gas emissions associated with residential development. There are two main strands to designing places for climate change – mitigation and adaptation. This Criterion seeks to cover mitigation which addresses how places can be designed to reduce the impact of the development on climate change.'

Key indicators:

- *The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.*
- *Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.*
- *Buildings, gardens and public spaces are laid out to exploit the best solar orientation.*
- *The scheme brings a redundant building or derelict site back into productive use.*
- *Appropriate recycling facilities are provided.*

Urban Design Manual, 2009

The site was formally the Ravenswell Road Golf Club which was established in 1897 and closed in 2003. This has left the former Golf Club site unused for almost 20 years and has allowed it to be utilized by dog walkers and cyclists as an informal route to Woodbrook and Shenganagh to the north. The proposed development looks to bring the site back into productive use as a residential extension to Bray Town, retaining and reinforcing all of the informal routes that have been developed over the past 20 years into a pedestrian first, permeable development.

The proposed density of the development is 80 units/Ha which is substantially higher than the 50/Ha minimum recommended in the *Sustainable Residential Densities for Urban Areas (2009)*. It is, however, reflective of the fact that the site is only 40 minutes away from Dublin City Centre.

The Coastal Quarter is within 600m of a railway station and within 700m of the bus services on the Dublin Road. These public transport options provide a direct link to Dublin City Centre which is 20km away. Please refer to Section 2.1 of this statement for further detail.

Generally, the scale across the site steps up to between 5 – 12 storeys when fronting onto the sea, a scale that is generally in keeping with the existing long-established pattern of development in Bray. The tallest building is located at the south-east corner of the site and occupies a key node when moving east-west and north-south through the site.

All considered, the proposed density is appropriate and makes use of the existing facilities including public transport.



Figure 63: East elevation of Block A&B from the sea



Figure 64: Site axo of the proposed scale of development - 80 units/Ha

2.0. Urban Design Manual: A Best Practice Guide (2009)

This Block, B2, is the most expressive building proposed having elongated, horizontal, wrap around balconies and Art Deco styling. This Art Deco styling is then continued to the other coastal buildings, giving the sea front a distinctive modern aesthetic that is still consistent with Brays overall architectural form. Block B2 also has a commercially focused southern elevation and frontage to take advantage of, and encourage, footfall in this area, again reinforcing variety in amenity across the development.

Amenity & Biodiversity

All landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate SuDS. All landscaped areas are detailed using robust hard-wearing finishes and native planting. This will help ensure a long-lasting high-quality development that supports local species and habitats.

The proposed Coastal Quarter landscape design has been carefully coordinated with the Project Ecologist. The comprehensive landscape design by Parkhood has been developed to include additional boundary planting with native species and the creation of an ecological buffer zone along the northern and eastern boundaries of the site to ensure existing bat flight routes and wildlife corridors are maintained, with building placement carefully selected to respect these ecological routes. Where trees need to be removed to facilitate development, these will be compensated for by planting a significant number of new trees and native whips. In addition, the landscape proposals include hedge planting, shrub and herbaceous planting, amenity grass and meadow grass. Refer to the *Parkhood Landscape Design Statement* for further details.

The roof level of all apartment blocks are proposed as green roofs and will be planted with a mix of sedum and appropriate wildflowers to further benefit pollinating species and to help attenuate water runoff. Planting schedules have been developed with reference to the *National Biodiversity Action Plan 2017 – 2021*, *Dún-Laoghaire Rathdown Biodiversity Plan 2009 – 2013*, *County Wicklow Biodiversity Action Plan 2010 – 2015* and the *All Ireland Pollinator Plan 2021 – 2025* in order to create areas of ecological enhancement and a biodiversity net gain.

A number of bat boxes, free standing chambers on free standing poles will be provided in dark zones within woodland and tree line habitats. In addition, summer bat boxes will be provided on mature trees and bird nesting boxes will be attached to existing trees along the

northern and eastern boundaries. Finally, insect hotels will be provided in wildflower meadow areas and on green roofs. Please refer to the landscape report and drawings provided by Parkhood as part of this application for further detail.

Microclimate

A full Wind Microclimate Study has been carried out for the proposed development by B-Fluid to identify wind patterns around both the existing environment and the proposed development under mean and peak wind conditions. After a number of iterations of the simulation were carried out, and mitigation measures introduced into the design of the scheme.

The following conclusions were made by B-Fluid:

- *The proposed development has been designed in order to produce a high-quality environment that is attractive and comfortable for pedestrians of all categories. To achieve this objective, throughout the design process, the impact of wind has been considered and analysed, in the areas where critical patterns were found, the appropriate mitigation measures were introduced.*
- *A number of iterations of this study have been carried out to optimize the design in order to achieve a high quality and well sheltered scheme. Although some minor flow velocity accelerations are still noticeable on the final scheme on the road south side of Block B and adjacent to Block C, as well as the area between Block A and the adjacent rail structure, the highlighted accelerations are well kept below the threshold limit; indeed the Lawson map (which is the map commonly adopted in wind microclimate studies to relate the wind conditions with the suitable pedestrian activities) indicates that this road can be utilised for the intended use (i.e. for those activities which include any type of walking and also short term sitting).*
- *Courtyards of Block A, B and C are well protected, a small area in the middle of both courtyards of Block A and B is suitable for short term sitting instead of long term-sitting due to minor re-circulation effects. These conditions are not occurring at a frequency that would compromise the pedestrian comfort, according to the Lawson Criteria.*
- *The analysis carried out on the roof terrace on Block C shows that the area is well protected by a combination of glazed screen and parapet wall and long-term sitting is achieved for the majority of the year.*



Figure 65: Southern elevation of Block B2 showing commercial uses and active frontage

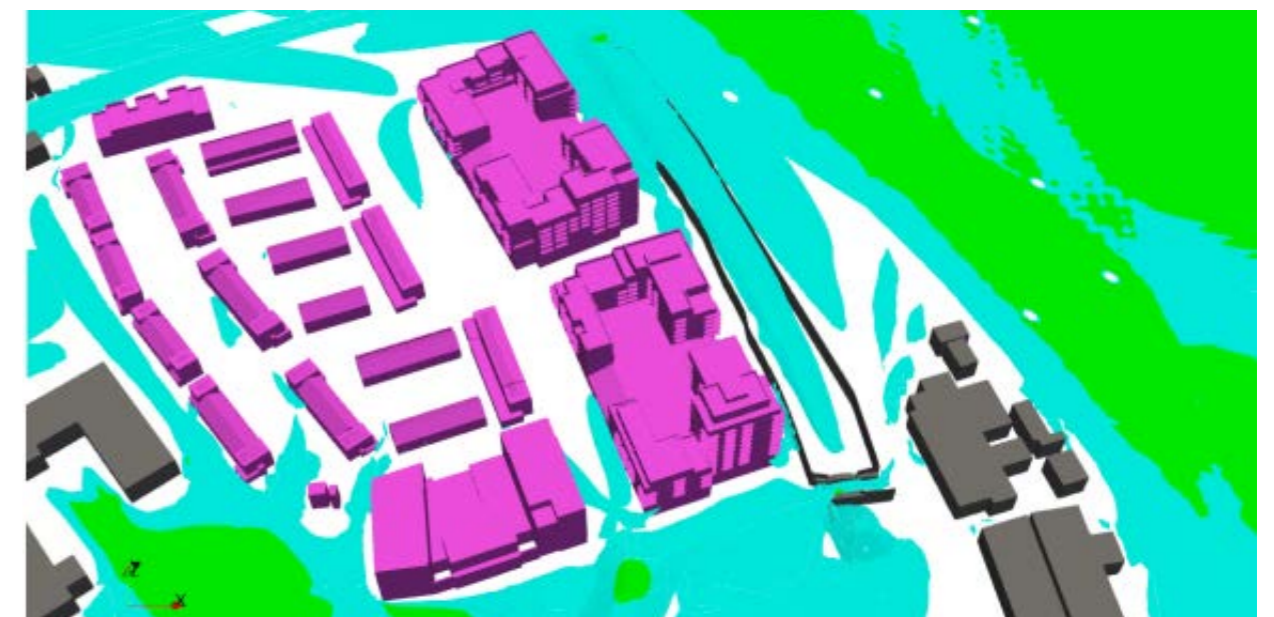


Figure 66: Microclimate Assessment by B-Fluid: Ground Floor Lawson Discomfort Map showing that standing / short term sitting to long term sitting conditions are achieved across the proposed development

2.0. Urban Design Manual: A Best Practice Guide (2009)

- Regarding the balconies, higher velocities have been identified on a number of the balconies which is to be expected in a coastal location. However, these velocities are below the threshold values defined by the acceptance criteria and therefore are not critical for safety. On occasions when the private balconies may not be suitable for short-term sitting, residents can use internal courtyard or communal amenity spaces.
- Tree planting all around the development has been utilised, with particular attention to the corners of the buildings and the courtyard and this has positively mitigated any critical wind effects. Thus, it can be concluded that at ground floor good shielding is achieved everywhere.

Daylight, Sunlight and Shadow Assessment

3D Design Bureau (3DDB) were commissioned to carry out a daylight assessment ("SDA"), sunlight assessment and shadow study. The scheme performance assessment has quantified the level of daylight and sunlight within the proposed development. Please refer to the *Daylight and Sunlight Assessment* included with this application.

Out of the proposed 586 units, 134 units were previously assessed by 3DDB under approved ABP-311181-21. These 134 units included the lowest habitable floors of the apartment blocks and a section of houses and duplex units across the scheme. For the purpose of this revised application, all apartment units previously assessed have been comprehensively reassessed relative to the recently released BRE 209 Guidelines 3rd Edition ("BRE 3") covering all habitable rooms across all floors of apartment blocks (Blocks A – D). There has been no design change to the previously permitted units of Blocks C and D and all houses and duplexes other than material finishes. The previously selected and assessed house and duplex units have also been reassessed under BRE 3 and Spatial Daylight Autonomy ("SDA") including incorporating the new material finishes where relevant. The total number of units for this application was 475.

Compliance rates for internal daylighting (SDA) can be considered favourable with all apartment blocks having compliance rates above 97% with the selected houses and duplexes assessed reaching 100% compliance rate. The small amount of surrounding context and the sea view to the east means future occupants will receive good unobstructed views and have access to very good levels of daylight. Where there is close proximity of blocks to one another, there is a slight drop in the performance of SDA but this is to be expected and the overall scheme is performing well in terms of SDA. Under

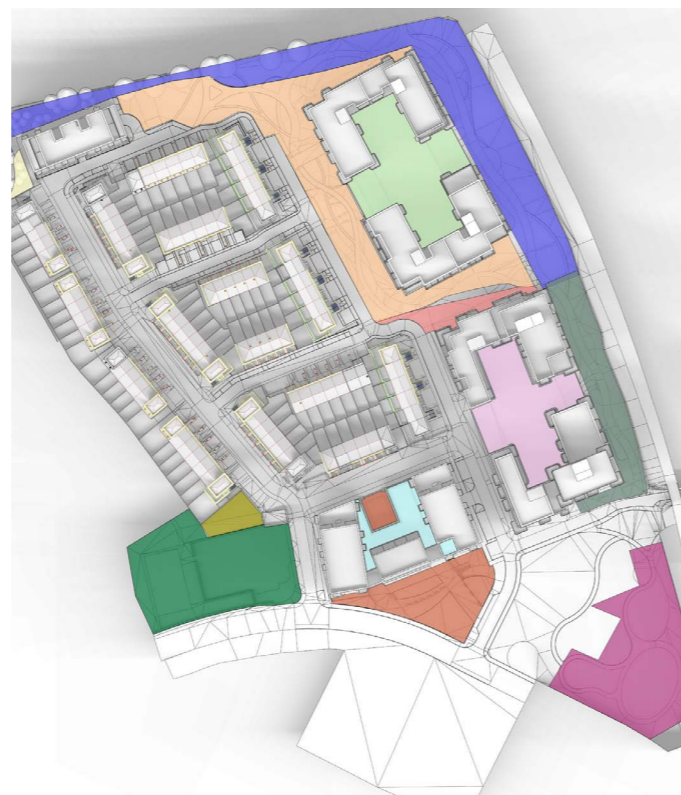


Figure 67: Sun On Ground in proposed outdoor amenity areas

Assessed Area	Area Capable of Receiving 2 Hours of Sunlight on March Day	Recommended minimum	Level of Compliance with BRE Guidelines*
Block A Communal Area	90.3%	50.0%	BRE Compliant
Block B Communal Area	79.4%	50.0%	BRE Compliant
Block C Communal Area	89.0%	50.0%	BRE Compliant
Block D Communal Area	76.6%	50.0%	BRE Compliant
Public Open Space A	92.8%	50.0%	BRE Compliant
Public Open Space B	71.0%	50.0%	BRE Compliant
Public Open Space C	84.6%	50.0%	BRE Compliant
Public Open Space D	90.4%	50.0%	BRE Compliant
Public Open Space E	84.9%	50.0%	BRE Compliant
Public Open Space F	87.2%	50.0%	BRE Compliant
Public Open Space G	97.3%	50.0%	BRE Compliant
Communal Amenity Area	88.4%	50.0%	BRE Compliant
Crèche Play Area	89.3%	50.0%	BRE Compliant

the previous assessment for ABP-311181-21, a compliance rate of 93% was achieved with Living -Kitchen Dining ("LKD") target values set to 2.0% under Average Daylight Factor (ADF). This revised assessment, carried out under the recently published BRE 3, can be considered a more comprehensive assessment, in particular to the apartment blocks. Despite no direct comparison being possible between results of the previous study and this, it can be reasonably assumed that the updated design to Blocks A & B as proposed within this application have had a positive effect to their compliance rates which should be considered very favourable. Where units have not met the recommended levels of daylight, compensatory design measures have been provided for and are detailed within the Daylight and Sunlight Assessment included with this application.

The sunlight exposure section of the assessment has shown a compliance rate of 84%. It is noted that this could be improved with the removal of the evergreen trees that are in close proximity to some of the proposed windows. However, trees are an integral part of any

scheme from an environmental and biodiversity point of view and therefore this compliance rate should not be viewed as under performance. This sunlight exposure study takes into account the orientation of the windows and the sun path in winter and summer, meaning that rooms with north-facing windows will usually perform worse than rooms with south-facing windows. The units that are under performing are north-facing with dense belts of retained evergreen trees directly facing the rooms. It should also be noted that there is no set benchmark for compliance rates, particularly with regard to sunlight exposure.

The Sun on Ground ("SOG") study shows a high level of compliance within the proposed development which can be attributed to the low-lying nature of the surrounding context, good architecture and layouts between the blocks. The updated design of Blocks A & B, in particular, has taken this into consideration for the sunlighting in the courtyard areas which has improved from 67% and 65% to 90.1% and 79.4% in Blocks A & B courtyard amenity areas respectively. Residents of the proposed development will have good access to many well-sunlit communal areas and furthermore, residents of the apartment blocks will have access to an additional private residents' open areas.

3DDB conclude that "the proposed scheme in general will offer future occupants good levels of internal daylight with many rooms exceeding the minimum target value. The layout of the scheme as a whole also offers good access to sunlight in the proposed amenity areas meaning future residents will have access to well-sunlit amenity spaces, both private and communal."

Sustainable Urban Drainage Systems (SuDS)

The SuDS features across the scheme are integrated into the landscape design using modular permeable paving, swales, tree pits and underground storage capacity with discharge to the existing drainage network.

There are green roofs proposed for all apartment blocks and much of the rainfall will be absorbed by these sedum and wildflower areas. For areas of soft landscaping, e.g. woodland mix planting, wildflower meadows, grassland areas and residential gardens the rainfall will drain to ground mimicking nature and managing rainfall close to where it falls.

The proposed permeable paving similarly allows for localized management of rainfall where during low rainfall events, surface water will infiltrate to ground. For larger rainfall events, the paving will convey some surface water run off towards tree pits, wildflower meadows,

areas of woodland planting and grassland areas. The soft landscaping and drainage design also includes for swales which will also minimize surface water runoff to the local network by allowing rainfall to be slowed and soaked to the ground. The SuDS drainage design allows for opportunities for using runoff rainfall where it falls which will ultimately allow for greatly reduced surface water outfall to the River Dargle whilst also providing for watering of extensive areas of soft landscaping.

Recycling Facilities

Details of the waste management proposals are provided within the *Operational Waste Management Plan* produced by Atkins that accompanies this application.

Each house is provided with a bin enclosure adjacent to the front door to hold three different bins for the streamlining of waste. All apartments will have receptacles in the kitchens for the streaming of waste before residents take the streamed waste to bin stores located in the undercroft areas and in close proximity to each core. Waste collection will be managed by the Owners Management Company for all residents to streamline the collection process⁸



Figure 68: Green roof

2.0. Urban Design Manual: A Best Practice Guide (2009)

2.6 Distinctiveness

'Each successful community has a distinct and special character. That is not to say that each community should compete with or try to upstage the rest – some of the most successful areas have a quiet and easy charm. Nonetheless, each successful neighbourhood will have its own raison d'être that makes people choose to live there over other places. Much of the area's character will be derived from elements considered in the other 11 Criteria, including but not limited to the variety of uses, layout and architecture. But they must come together in such a way as to make the neighbourhood memorable.'

Key indicators:

- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.
- The scheme is a positive addition to the identity of the locality.
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.
- The proposal successfully exploits views into and out of the site.
- There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.

Urban Design Manual, 2009

The proposed Coastal Quarter has been designed to be unique, distinctive and to create a successful neighbourhood.

Key recognisable features of the development are as follows:

Marker Building

From a distance, the proposed Coastal Quarter will be identified by the marker building, Block B2. This 12-storey building will act as a landmark, without being overbearing or out of scale with its surroundings. It will signify that Bray town centre has expanded north of the

River Dargle and draw people from the Bray promenade area towards the underutilised harbour area of the town.

The general layout of the Coastal Quarter is orthogonal, with north-south streets forming the main circulation routes, linking Corke Abbey Valley Park to the River Dargle via the Green Spine. East-west routes are more intimate and smaller scale home zones and pedestrian routes. This is a simple, straightforward and easily navigable arrangement. Larger buildings located to the east, and smaller buildings to the west further enhance the clarity and legibility of the scheme.

Architectural Character, Form and Scale

As discussed throughout this statement and set out in the Masterplan that accompanies this application, the form and scale of the proposed buildings has consciously drawn inspiration from the unique character of Bray as a Victorian and Edwardian seaside town. The urban grain of the existing terraces and houses in Bray have been picked up in the Coastal Quarter where the scale of the proposed new houses also makes reference to the historical proportions and simplicity of the town's period properties. The architectural style proposed is a playful take on the 19th century Victorian Villas that characterize Bray. The home zone streets echo the more modest urban housing north of the People's Park on streets just as Dargan Street.

The architecture has been designed to encourage people to identify 'their building' or 'their street', creating a distinctiveness to all areas. It also allows the Masterplan to coalesce as a coherent composition grafting onto Bray as an extension to the town centre.

The Green Spine

The north-south orientation of the Green Spine maximises the number of east-west units that can front on to it, the optimal orientation for sunlight and daylight. The proportions of this Green Spine consciously echo those of Quinsborough Road in Bray. This open space (approximately 37m wide x 100m long) flanked by buildings of approximately 10m and 16m in height, match the elongated square of Quinsborough Road, which is 50m x 120m long, flanked by buildings that are approximately 13m high. This area of open space therefore provides recognisable features. Its location also enables views to the Irish Sea to the east and the mountains to the west, all made possible by the vistas made and framed by the home zone streets and podium steps on each elevation. This space therefore takes full advantage of the views both into and out of the site.



Figure 69: View from sea showing distinctiveness and variety



Figure 70: Architectural character, form, and scale of proposed houses within a homezone providing distinctive homes



Figure 71: View showing Block A1 and A2 overlooking the Green Spine



Figure 72: Block B2 Marker Building

2.0. Urban Design Manual: A Best Practice Guide (2009)

The Northern Boundary

Blocks A and D define the northern boundary of the scheme. The presence of these blocks will assist in the passive surveillance of this public park and define its southern boundary. It is intended that the public park will merge seamlessly with the public open spaces being proposed within the scheme with two pedestrian/cycle connections connecting to the park. These pedestrian/cycle links will be permanently open affording the existing residents of Corke Abbey and Woodbrook estates access to the schools, the railway underpass and the Dargle River. The northern boundary is a semi-wild woodland environment carefully designed in collaboration with the Project Ecologist to maximise habitats for wildlife.

County Boundary and Nun's Walk

The heart of the proposed development is intimate and quiet in nature, as is appropriate for a primarily residential scheme. The county boundary is identified and marked by subtle landscape features while the 'Nun's Walk' identified as a feature of local historic significance in the EIAR that accompanies this application, will be retained as a pedestrian route between Blocks A and B and celebrated with a piece of public art work or sculpture at its eastern end point.

The Market Square

Market Square will be a key destination and discernible focal point within the Coastal Quarter for residents and visitors alike.

The Market Square to the south of Block C is designed to accommodate occasional community events such as a Farmer's Market, community 'Christmas Tree' and a small play area close to the creche entrance. As detailed within Section 2.3, the Market Square will be the entrance and key focal point to the scheme, acting as a 'hub' for the development with a well-designed, hard landscaped space surrounded by commercial and community activity. The design of the area has developed as a mix of hard and soft landscape treatments to create a series of useable spaces.

The design works with the existing topography to achieve a number of aims, including;

- Providing universal access (Part M compliant) to all adjacent buildings while accommodating stepped level changes across the space to slow pedestrian and cycle traffic.

- Creating a useful external community space for artisan markets, seasonal community events and enabling external space to be created for commercial premises.

The Orchard

'The Orchard' to the west is a community facility for the exclusive use of the residents of the scheme. It accommodates a Multi-Use Games Area (MUGA), a community garden and Mobility Hub and is located on top of an existing overflow tank operated by Irish Water as part of the Bray drainage scheme. The Orchard has been designed to facilitate access by Irish Water to this tank at all times. It may also offer a secondary 'short cut' access to the neighbouring schools complex (subject to the agreement of the schools' management)

The Coastal Gardens

The Coastal Gardens is a larger public park with a large playground intended for the enjoyment of the wider public to south of the scheme bounded by the railway line to the east, the Dargle to the south and the line of the proposed public transport route to the west. The Coastal Gardens are designed to be a destination in their own right and integrate with established walking routes along the River Dargle and the Harbour Area. They will be developed further once the detailed design of the Proposed Public Transport Bridge over the Dargle is clarified and the River Quarter portion of Harbour Point can be designed in greater detail. It is envisaged that the Coastal Gardens could become a significant amenity for the wider town, hosting events such as an outdoor cinema and an outdoor stage for some of the many events and festivals for which Bray is renowned.

Streetscape

Careful consideration has been given to the details of streetscape design between buildings. Car parking, bin stores and bike stores are all modern facets of life that have a strong influence on the character of streets. Within the Coastal Quarter, all of these elements are consciously integrated into the design and softened by the landscape proposals to create uncluttered streetscapes. Boundary walls, railings, hedges and street trees are all carefully detailed.



Figure 73: Nun's Walk between Block A & B



Figure 74: The Orchard MUGA



Figure 75: The Market Square



Figure 76: Proposed houses within homezone



Figure 77: Local street showing streetscape



Figure 78: Homezone view showing streetscape

References to Bray Historic Core

The Coastal Quarter has consciously drawn on the locality as key inspiration for the design and identity of the scheme. The proposed buildings defining the public spaces within the scheme draw on Bray's unique history as a Victorian resort town that has bestowed it with an urban morphology characterized by two, three and in places, four storey terraced houses and mansion blocks of scale and grandeur rarely found in Irish provincial towns. These grand terraces and urban spaces in Bray are particularly concentrated along the Seafront Promenade and the network of streets that connect to the promenade.

These terraces, as seen in the Quinsborough Road and Meath Road areas of Bray are well proportioned, simple blocks up to 120m long and 14m high, sometimes adorned with projecting bay windows, decorative railings often at first floor level defining the "piano nobile." A key feature of the typical Bray terrace is the use of projecting bays at the end of terraces. This feature has been reflected in the design of the proposed duplex units, with the end of terrace units have a projecting bay entrance.

The scale and proportions of the typical Bray terraces are also consciously echoed in the design of the duplexes fronting onto the main Green Spine.

Views

Maximum advantage has been taken of the extensive views enjoyed by the scheme especially to the north, east and south. Blocks A and D overlook the Corke Abbey Valley Park to the north.

While the east facing apartments in Block A and B will clearly enjoy panoramic sea views, the gaps between the blocks have been aligned with the residential streets so as to allow oblique views of the sea from the previously consented houses and duplexes to the west. Residents and visitors will be aware of the proximity of the coast at all times within the scheme.

The stepped access to the internal podium spaces within Blocks A and B allow for a subtle play on levels and enhance the visual permeability of the scheme connecting the homezones to the west through the internal communal space of the apartment blocks and glimpsed views of the sea views beyond.

Finally, the views south across the town to Bray Head from Blocks B and C will be spectacular.



Figure 79: Proposed duplexes fronting onto the main Green Spine



Figure 80: View from homezone through the internal podium of Block A



Figure 81: Aerial view south towards Bray Head

2.7 Layout

'How the site is laid out is one of the key determinants of successful places. The layout of a neighbourhood can help to determine an area's character and sense of place – the same buildings arranged differently will have a very different feel to each other – its safety and security and how well it works. Many of the mistakes that are attributed to bad planning are often errors of layout – for instance, a dead end that does not connect with the route to the school, or a lonely footpath that is a haven for crime and anti-social behaviour.'

Key indicators:

- Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.
- The layout focuses activity on the streets by creating active frontages with front doors directly serving the street.
- The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.
- Traffic speeds are controlled by design and layout rather than by speed humps.
- Block layout places some public spaces in front of building lines as squares or greens, and some semi-private space to the back as communal courts.

Urban Design Manual, 2009

Street Layout

A key focus of the Harbour Point Masterplan was an analysis of existing and future desire lines. From this, the Masterplan established a hierarchy of streets, parks and civic spaces in response to these desire lines to create a clear and coherent street pattern that is easily navigable and responds successfully to the existing environment. The main vehicular approach to the proposed Coastal Quarter is along the newly constructed roads for the Ravenswell Schools Campus. This route continues eastward and leads through to the railway underpass as a key pedestrian and cycle route to the Bray Harbour.

The main north-south route leads by way of a pedestrian and cycle link from Corke Valley Abbey Park, immediately to the north of the subject site, to the location for the proposed future Public Transport Bridge across the River Dargle proposed by Wicklow County Council.

The Coastal Quarter is an urban development with streets and squares contained by the buildings. The relationship between building heights and street widths are carefully considered and inspired by some of the finest established streets in Bray, such as Quinsborough Road. The provision of increased connectivity through the site and connectivity that follows the desire lines of pedestrians and cyclists has been used to define public spaces that create a variety of character areas that provide for intuitive wayfinding.

Within the scheme there is a hierarchy of street widths, traffic speed and the building heights provide a clear definition to the street edge. All streets within the site layout are designed to DMURS standards and can be described as follows:

- **Local Streets:** These generally have 3 storey residential housing adjacent, which is appropriate to the street width and defines the street edges.
- **Homezone Streets:** These streets are a key design feature of the proposed Coastal Quarter, creating shared surface streets running east-west across the scheme. On these streets, the road space is shared between drivers and other users to meet the wider needs of residents, including pedestrians, cyclists and children. These street types are typically lined with 2 storey housing, with 3 storey buildings bookending the entrances to those streets, or are adjacent to the taller apartment Blocks of A & B.



Figure 82: Site plan showing different street types



Figure 83: Proposed homezone



Figure 84: Nun's Walk - Pedestrian priority

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Generally, the layout has focused on larger public spaces being lined with buildings of a minimum 3 storeys in height, while the side streets are more domestic in scale, with 2 storey housing forming 'mews type' homezones with shared surfaces.

All streets and landscaped spaces have excellent passive surveillance from the adjoining housing and apartments. The houses and duplex residential units all have street frontages with own door access in order to focus activity onto the streets.

Active Frontage

The Market Square is the main commercial and communal hub of the proposed scheme and it located at the intersection of the main north-south and east-west desire lines. Overlooked by the commercial and residential units within Block C, in addition to Block B, this public space acts as a key focal point within the scheme. The proposed Block C will activate the Market Square by providing viable commercial spaces.

Similarly Block B also proposes commercial uses along its southern elevation to further activate the Market Square area and the key pedestrian / cycle route leading to the harbour area. The proposed spaces are double height, including a Concierge, juice bar and gym. The adjacent public realm has deliberately prioritized pedestrians and cyclists and omitted car parking to enable outside seating and activation of this key area.

The main entrance for Blocks A is on the Nun's Walk. It is a highly visible, double height space which will provide excellent active ground frontage. It is envisaged that all residents of Block A will utilise this concierge area for day to day functions such as collecting parcels, making reservations of communal amenity spaces and as a general amenity for flexible working, reading and socialising.

The Green Spine is an extension of the Woodland Setting that leads down between the housing and Block A. The proportions of this space echo those of Quinsborough Road in Bray, contributing to the character and identity of the neighbourhood within its wider context. The Spine provides pedestrian connections through the heart of the scheme and will benefit from high quality paving finishes and extensive SuDs areas to assist attenuation while providing biodiversity interest. The spine is fronted by the 3 storey townhouses to the west and to the 4-5 storey apartment block of A1 & A2 to its east. Careful attention has been made on active ground floor conditions with ground level apartments to blocks A1 & A2 having a strong hedge to landscape defensible edge and a strong hedge line to the front of the townhouse on the east.



Figure 85: Juice Bar amenity in Block B

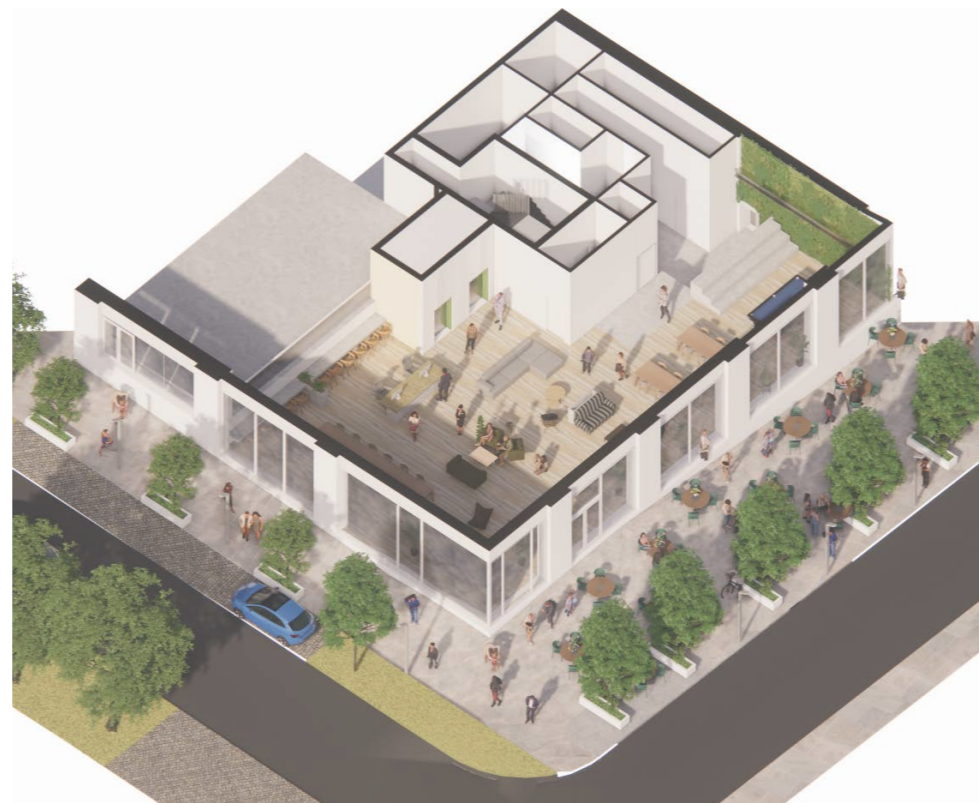


Figure 87: Concierge area in Block B



Figure 86: Block B2 active frontage adjacent to Underpass Entrance Node



Figure 88: Block C & B2- active frontage along the Market Square

Place for People

Homezones are the streets which are community led concepts where the areas are intended for a range of activities and are primarily places for people not vehicles. The aim is to improve the quality of life for residents and this takes priority in these areas over traffic movements. The homezones will include seating, shared surfaces, parking spaces and areas of planting as well as indirect traffic routes. All homezone streets are fronted by houses on either side. In order to create a sense of intimacy in the streets, driveway parking has been provided on one side with on street parking with a path on the other. This will create a condition where parking is successfully managed, however the space does not take the appearance of a carpark.

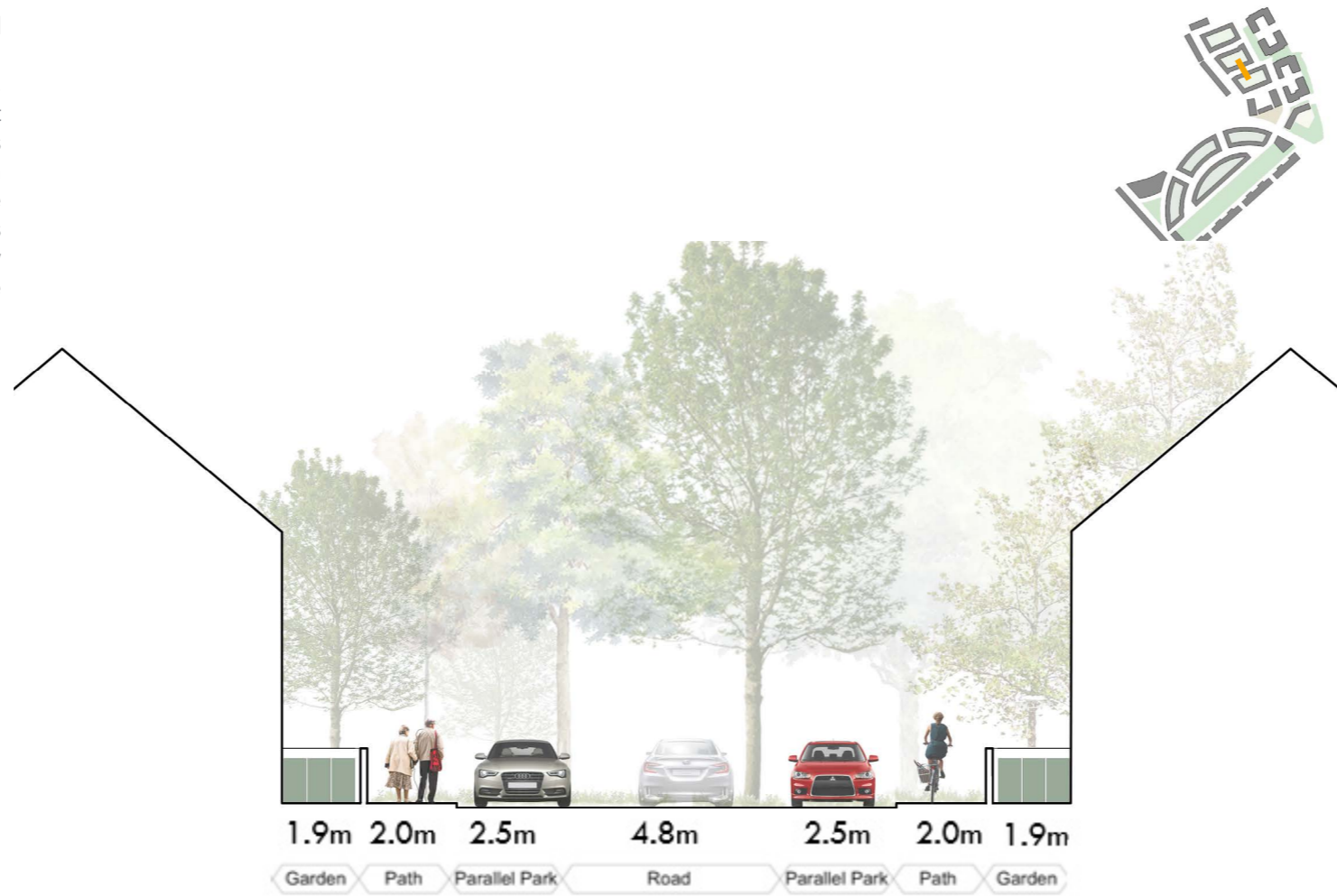


Figure 89: Section showing homezone



Figure 90: Homezone design



Figure 91: View of Homezone street



Figure 92: Homezone elevation



Figure 93: Elevation of homezone street

2.8 Public Realm

'The most successful neighbourhoods contain quality streets, squares, parks and public gardens that are as good quality – if not better – than the private buildings and spaces within the neighbourhood. A neighbourhood with poor quality spaces will rarely be improved by even the highest quality architecture – whilst a neighbourhood of ordinary buildings can be transformed through improvements to the public realm.'

Key indicators:

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.
- The public realm is considered as a useable integrated element in the design of the development.
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.
- There is a clear definition between public, semi-private and private space.
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm.

Urban Design Manual, 2009

The public realm is designed as an integrated element of the layout of the Coastal Quarter. Key public spaces are located at pedestrian and cyclist nodes or along desire movement lines across the site providing connectivity with the surrounding urban and suburban areas. The key public realm spaces are defined as the following character areas:

1. Underpass Entrance Node

This character area has been created by the removal of the existing access road to the underpass and replacing it with a plaza area that marks the entrance to the proposed development for pedestrians and cyclists travelling to and from the harbour and beyond to Bray Town Centre. The plaza also provides connection with

the existing cycle path from the harbour, creates a setting for the commercial unit on the southern elevation of Block B and provides a connection point between the northern and southern portions of the Coastal Gardens walkway. The introduction of activity along the south of Block B provides improved security and surveillance to the underpass and highlights it as a key landscape feature within the proposed development.

2. The Market Square

The Market Square is a key node within the overall Harbour Point masterplan and the key public space within the Coastal Quarter. This mainly hard surfaced plaza area will provide an external community space for artisan markets, seasonal community events and as a breakout seating space to be used by the commercial premises within the ground floor of the adjacent apartment buildings fronting onto the square. In order to deal with topography in this location, the square will be set out as a series of three terraces linked by a fully accessible feature walkway.

3. Nun's Walk

The Nuns Walk marks where Dublin and Wicklow meet. The County Boundary is located within this area, and it will be a predominately hard landscaped space that provides a high-quality environment for the grand residential entrance to Block A, and will be seen as an outdoor extension of the amenity space for the adjoining Blocks A and B. It will mark the county boundary within the landscape.

4. Coastal Gardens

The Coastal Gardens create a meandering footpath / cycle link along the eastern boundary of the proposed development with pockets of seating and informal natural play areas located along the length of the pathway, overlooked by the adjoining apartment blocks. The footpath / cycle route culminates in a large park area in the south-east corner of the development. This element of the Coastal Gardens will provide access to the existing Wicklow County Council cycle path that runs adjacent, integrating the proposed Coastal Quarter with the existing connections around the site, leading to Bray Town.

5. The Orchard

The Orchard marks the primary entrance to the development. A feature Wicklow granite stone wall will provide gateway signage for the development. This is further enhanced through the use of ornamental fruit trees and meadow within the planting scheme. A native screen planting buffer will also be created along the site boundary with the school to maintain existing bat flight routes in the locality.

6. Green Spine

The Green Spine is a key north-south pedestrian and cycle route that runs through the heart of the proposed development to link with Corke Abbey Valley Park in the north and the Nun's Walk. The Spine benefits from quality paving finishes and extensive SuDS areas to assist with attenuation while providing biodiversity interest.

7. The Woodland Setting

This area will be an extension of the existing Corke Abbey Valley Park and will create wildflower meadows, natural play areas integrated within existing trees and cycle tracks to permeate into the existing residential areas.

8. Homezones

The Homezones will be characterised by pedestrian friendly streetscapes that include extensive planting areas to soften parking areas, act as speed reduction measures and provide SuDS capabilities.

9. Communal Gardens

Apartment Blocks A, B and C will avail of central courtyard communal open spaces at podium level. These key semi-private spaces provide amenity space for residents and include seating and play / exercise features to facilitate active and passive recreation. Overlooked by the apartments in which they cater for, these soft landscape areas will be a mix of lawn and shrub planting areas. Blocks A and B in particular have been designed with extensive gaps between the blocks at podium level to allow visual and physical connections between the blocks to be created.



Figure 94: Overall landscape masterplan showing key character areas



Figure 95: Precedent - Nun's Walk boundary



Figure 96: Precedent - The Woodland Setting

Passive Surveillance

All streets and landscaped spaces have excellent passive supervision either from the houses or the apartments. Particular attention has been paid to the passive supervision of the Coastal Gardens landscaped spaces; these areas are for pedestrian and cycle use only and these spaces run parallel to the railway line. Passive surveillance is provided by the lower-level apartments residential lobbies and commercial units to blocks A, B, C and D and by the front kitchens of the townhouses.

All play areas offer a range of play opportunities for a wide range of ages and are distributed throughout the

scheme. All play areas that are located within the public realm are intentionally placed in areas that benefit from overlooking from the taller apartment blocks.

Public, Private & Semi-Private Space

In Section 2.3 of this statement, a review of the proposed development's inclusivity was undertaken to demonstrate how spaces can be enjoyed by all users. One of the key criteria under 'Inclusivity' is the need to clearly define public open space and ensure that it is accessible and open to all. The adjacent image defines spaces that are semi-public or private, with the remaining areas of the Coastal Quarter enjoying full public access.

There is a clear distinction between the private, semi-private and public space across the Coastal Quarter as follows:

- All houses have semi-public space at their frontage providing a buffer zone between ground floor rooms and the public pavement.
- All houses have a private enclosed garden at the rear of their property.
- All ground floor duplexes have their own enclosed private space to the rear of each unit.
- First floor duplex units all have a private terrace to the rear of each unit.

- All apartment residents have access to their own private amenity in the form of a balcony or terraces.
- All apartment residents within Blocks A and B will have access to a semi-public podium amenity space for the residents that allows the transition between apartment cores and in particular, the transitioning between the primary entrance and each block's lift core.
- All residents within Blocks A and B will also have access to semi-public amenity spaces within the blocks for use as resident's shared amenity provision.
- Residents in Block C will have access to podium semi-private amenity space along with access to a small rooftop terrace.
- Residents in Block D have their semi-private communal amenity space at ground level in an area that is secured for their use only.

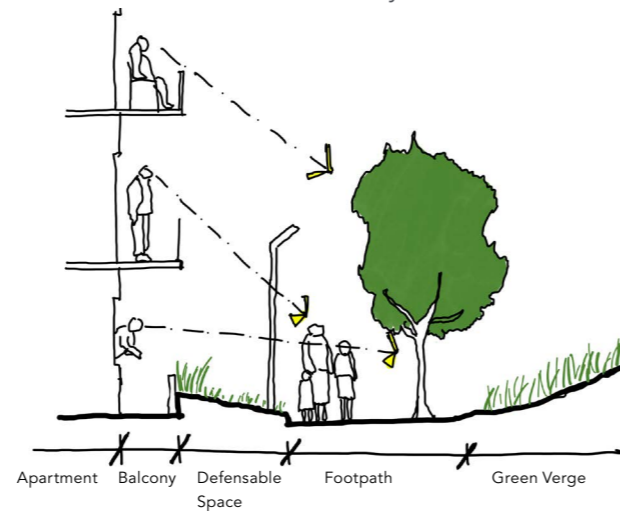


Figure 97: Section A- Coastal Gardens

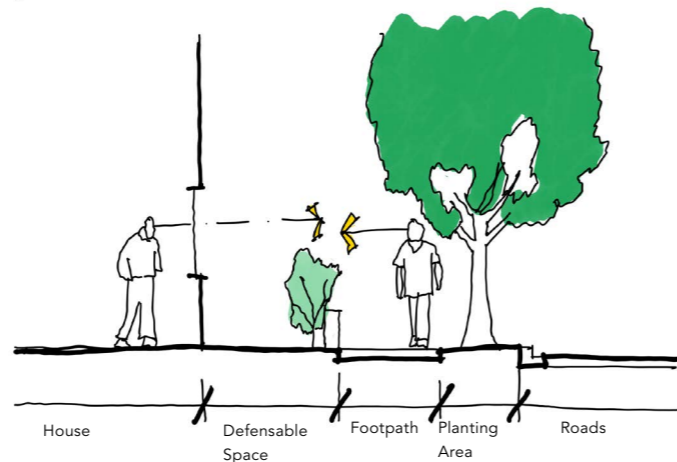


Figure 98: Section B- Homezone

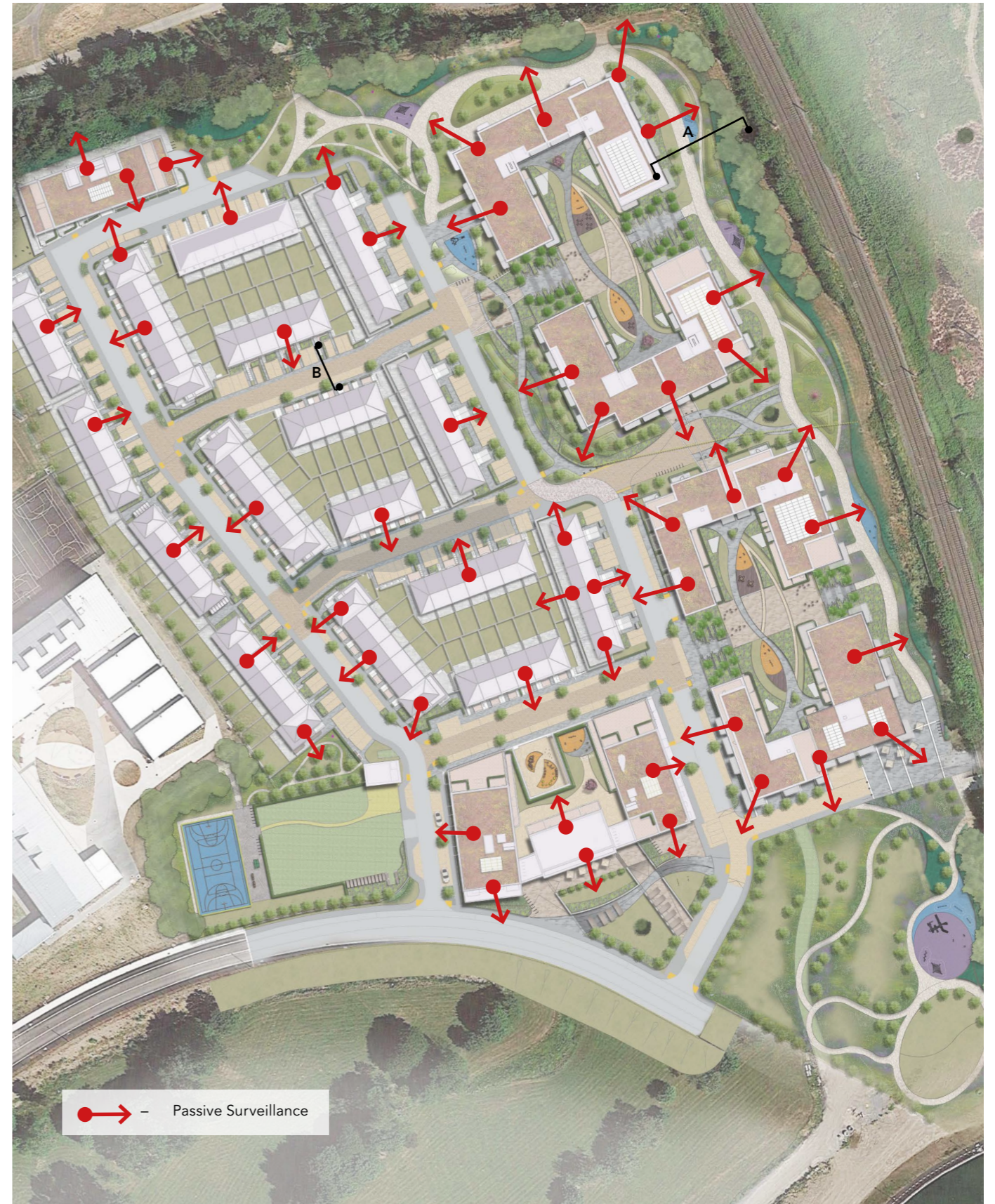


Figure 99: Overall landscape masterplan showing passive surveillance over key public spaces

2.0. Urban Design Manual: A Best Practice Guide (2009)

Roads & Parking Areas

Parking on roads, or within the private curtilage of houses directly beside the roads, has been carefully considered so that the streetscape is not visually dominated by parked cars.

Long stretches of car parking are split up into smaller groups through the use of the fencing, hedging, planted trees plus the integration of bike and bin stores as design features.

There is a clear distinction between the public and semi-public spaces at house frontages along all the streets by the use of this landscape and street furniture to define 'defensible space.'

Apartment Blocks A and B have car parking under the semi-private podium areas. Care has been taken to ensure that landscape levels along the Coastal Gardens are raised above the existing ground levels so that the new ground levels will be close to podium level. Apartments facing onto this landscaped space will have privacy by being raised slightly above the new ground level, yet they will be overlooking all of the space right up to the building frontage.

At the southern elevation of Block B, the ground floor car parking below the podium is wrapped with the main residential entrance and a gym / juice bar which has outdoor seating directly facing onto the Coastal Gardens creating activity around the route towards the railway underpass and excellent passive surveillance within this area.



Figure 100: Proposed house in homezone - bin and bike stores integrated as design features



Figure 101: Proposed duplexes on local street - in curtilage car parking

2.9 Adaptability

'The success and sustainability of a housing development can be measured by its longevity. Much of the most successful housing of the past is still in use because it has been able to adapt to changing circumstances – for example by adapting to changing family size, different forms of space heating and increased car ownership.'

Key indicators:

- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaption.
- The homes are energy efficient and equipped for challenges anticipated from a changing climate.
- Homes can be extended without ruining the character of the types, layout and outdoor space.
- The structure of the home and its loose-fit design allows for adaption and subdivision, such as the creation of an annex or small office.

Urban Design Manual, 2009

The house types in the proposed scheme offer more adaptability than the apartments. All houses as a minimum are capable of being extended to the rear at a future date. The houses offer the ability to extend out at the rear into the garden to extend kitchen / dining space. This can act in combination of an additional room been added to the attic space and the requirement of additional living space due to more people living in the house.

The two / three-bedroomed houses that are located along the home zone or community streets offer the most opportunity for future adaptability. For this house type, the placement of an extra flight of stairs leading from the first floor up to the roof space is an option for future adaptability without impacting on the visual character of the house. The steep pitch of the roof and the ability to add roof lights on the garden side of the house will facilitate future changes to be carried out with relative ease as the roof trusses will be timber.

Many of the houses include dedicated home working spaces that can be adapted as additional guest accommodation or storage should the need arise. All ground floor apartments have high floor to ceiling heights with the capability to provide future conversion to commercial use, subject to planning.

The apartment buildings have a range of shared residents amenity spaces which can be adapted for different uses as new demands evolve. For example, if co-working space became less attractive to tenants at a future date it can be converted into lounge space or vice versa. Within the apartments themselves, adaptability is somewhat restricted compared to houses due to the manner in which apartments are typically constructed.

The proposed design strategy for the scheme will ensure sustainable energy efficiency to ensure low running cost of use and consideration of green energy.

Some of the considerations are listed below:

- Most of the houses have been designed to have a compact and efficient form, with the use of terraced and semi-detached building formations limiting the heat loss and, where appropriate, availing of the heat gains through the fabric of the building.
- Highly insulated external building façades are to be used.
- The design ensures that all buildings are appropriately designed to limit the need for cooling and, where air-conditioning or mechanical ventilation is installed (as appropriate), that installed systems are energy efficient, appropriately sized and adequately controlled.
- Materials with long time life expectancy and low embodied energy are proposed. Please refer to the Building Lifecycle Report produced by Atkins.
- Consideration has been given to water saving measures, including water saving devices, controls and limiting the heat loss from pipes, ducts and vessels used for the transport or storage of heated water or air.
- Energy efficient space heating and cooling systems, heating and cooling equipment, water heating systems, and ventilation systems will be used.

- The guidance of the MEP design has been done in compliance with Building Regulations Part L (recommendations for conservation of fuel and energy), setting out the minimum energy performance requirements for the buildings to achieve the Nearly Zero Energy Building ("NZEB") status. This has been done on the basis that the energy performance of the buildings is such as to limit the calculated primary energy consumption and related Carbon Dioxide ("CO2") emissions as is reasonably practicable.
- Consideration has been given to the imitation of CO2 emissions to a NZEB level, insofar as is reasonably practicable, for landlord areas and non-domestic buildings using the Non-Domestic Energy Assessment Procedure published by Sustainable Energy Authority of Ireland.
- The energy performance of each house and apartment will comply with the requirement of Part L building regulations and achieving no lower than a BER of A3.

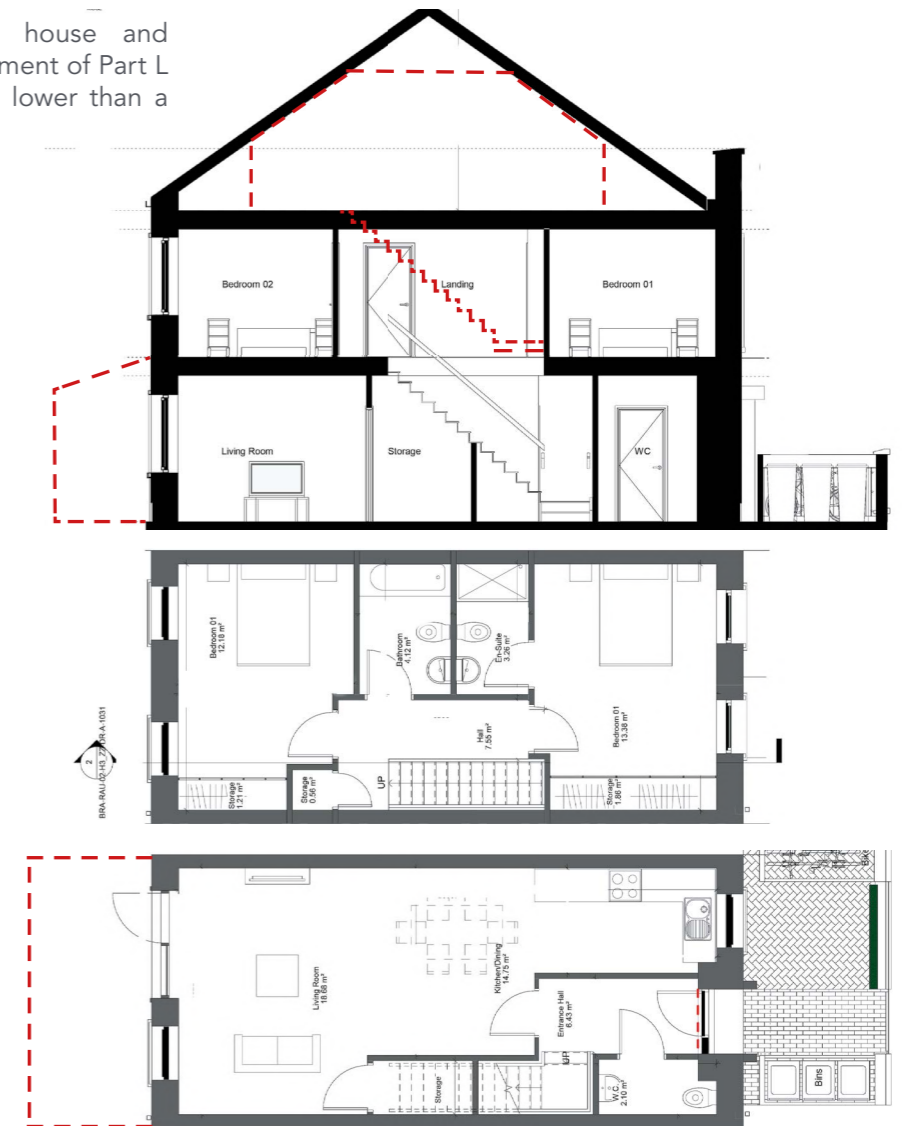


Figure 103: Diagram showing adaptability of houses

2.0. Urban Design Manual: A Best Practice Guide (2009)

2.10 Privacy & Amenity

'Privacy and amenity are extremely basic human needs. Such matters are particularly important in higher density schemes where good space standards, sound insulation and access to private open space can make the difference between acceptable urban living and a poor living environment.'

Key indicators:

- Each home has access to an area of useable private outdoor space.
- The design maximises the number of homes enjoying dual aspect.
- Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.
- Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.
- The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.

Urban Design Manual, 2009

This section should be read in conjunction with Notice of Pre-Application Consultation Opinion (ABP-312257-21) in respect of point 8, namely:

'A report that addresses issues of residential amenity, specifically with regards to potential overlooking, overshadowing and overbearing. This report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and any adjacent or permitted development.'

Private Amenity Space

Each home will have access to an area of useable private outdoor space as follows:

- **Houses:** Each individual house has access to its own garden at the rear of each dwelling, sized to the relevant *Dún Laoghaire-Rathdown County Development Plan 2022 – 2028* and *Wicklow County Development Plan 2022 - 2027* standards.

- **Duplexes:** Duplex apartments will either have ground floor or first floor terraced spaces on the rear facades facing away from street elevations meeting or exceeding the requirements as set out in the *Sustainable Urban Housing Design Standards for New Apartment Guidelines for Planning Authorities 2020*.
- **Apartments:** All apartments have access to their own private balconies or terraces, meeting or exceeding the requirements as set out in the *Sustainable Urban Housing Design Standards for New Apartment Guidelines for Planning Authorities 2020*. Please refer to Section 2.12 of this statement for further detail on the proposed balconies.

It should be noted that Block A is proposed as a BTR block. The private amenity space provided to all apartments within this block meets or exceeds the requirements set out in the *Sustainable Urban Housing Design Standards for New Apartment Guidelines for Planning Authorities (2020)*. There has been no reduction to private amenity as permitted under SPPR 8.

Please refer to the *Housing Quality Assessment* included within this application.



Figure 104: Diagram showing private amenity spaces

2.0. Urban Design Manual: A Best Practice Guide (2009)

Indoor Communal Amenity

It should be noted that while only Block A is proposed as a BTR block, both blocks A and B provide high quality resident's internal communal and recreational amenity space. These key spaces are located at the main entrance on the ground and first floors. The following resident services and amenities, plus resident support facilities are proposed within the apartment blocks:

- Resident lounge areas
- Gym / fitness centre
- Landscaped podium spaces
- Co-working space
- Recessed post-boxes
- Deliveries store/concierge
- External access to cycle stores linked to each core
- Internal secure bike storage
- Additional lock up stores
- Bike repair areas (within bike stores)

Block A Lower Ground Level

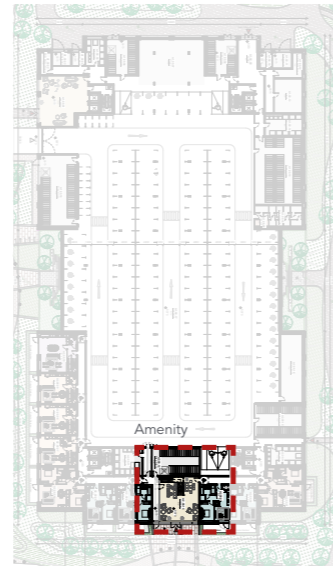
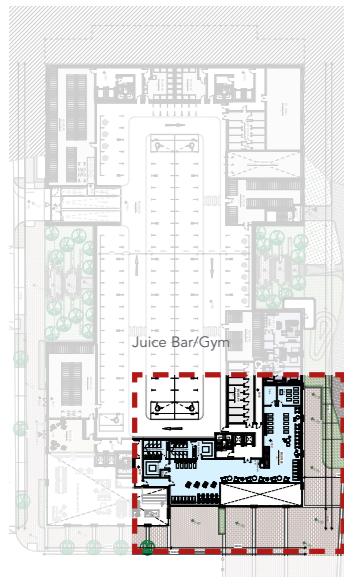


Figure 105: Block A concierge area

Block B Upper Ground Level



Block B Lower Ground Level

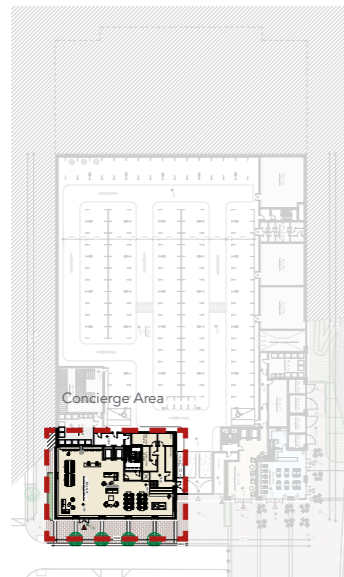


Figure 106: Gym/Juice bar in Block B

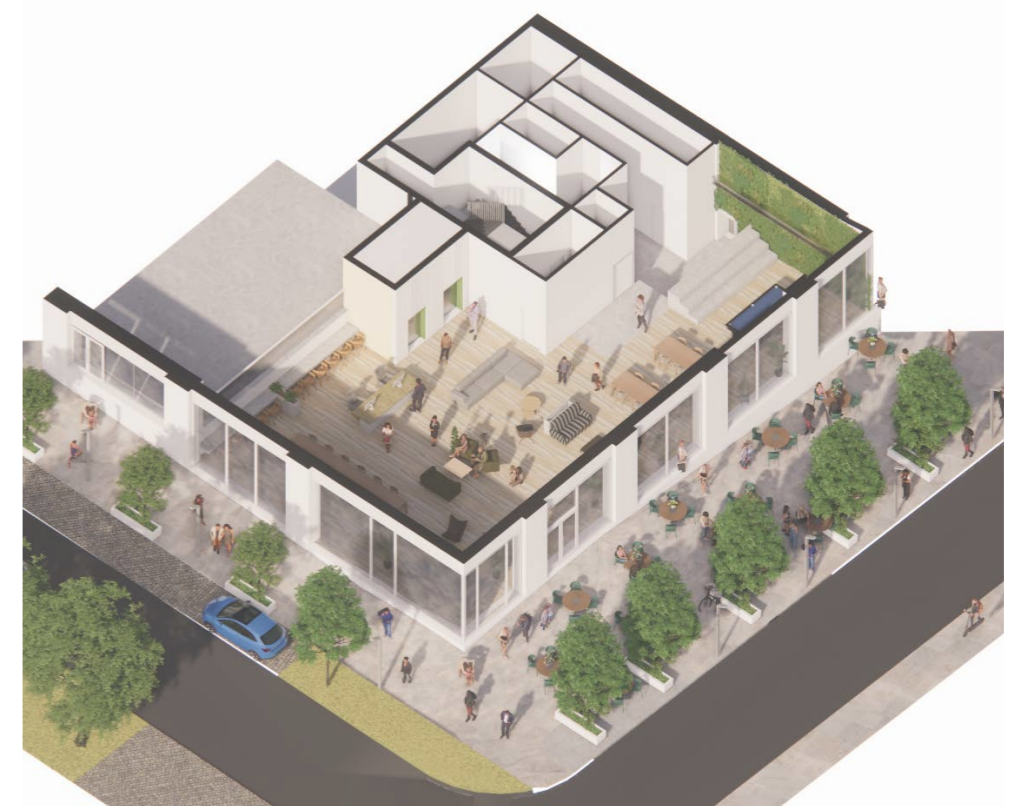


Figure 107: Concierge area in Block B

2.0. Urban Design Manual: A Best Practice Guide (2009)

Outdoor Communal Amenity

In addition to the private outdoor space for individual houses, duplexes and apartments, the following communal amenity spaces or services are available to all residents across the Coastal Quarter:

- All units within the scheme will have access to the MUGA located in The Orchard.
- All residents will have access to a dedicated on-site Car Club sharing service and electric cargo bikes located in the Mobility Hub in The Orchard
- Additional 'lock up' stores will be available for awkward items (bike trailers, oversized bikes, sports equipment) in The Orchard.

The quantity of residents' communal amenity space exceeds the requirements of the standards as set out in Appendix 1 of the *Sustainable Urban Housing Design Standards for New Apartments (2020)*. In Blocks A, B, and C, this space is provided at podium level plus a roof terrace in Block C, and at ground level for Block D.

Communal amenity and key public realm spaces have been assessed against the BRE 3 Guidelines for Sun on Ground exposure. The results are excellent for all communal and public spaces. Please refer to the *Daylight & Sunlight Report* produced by 3D Design Bureau included within this application.

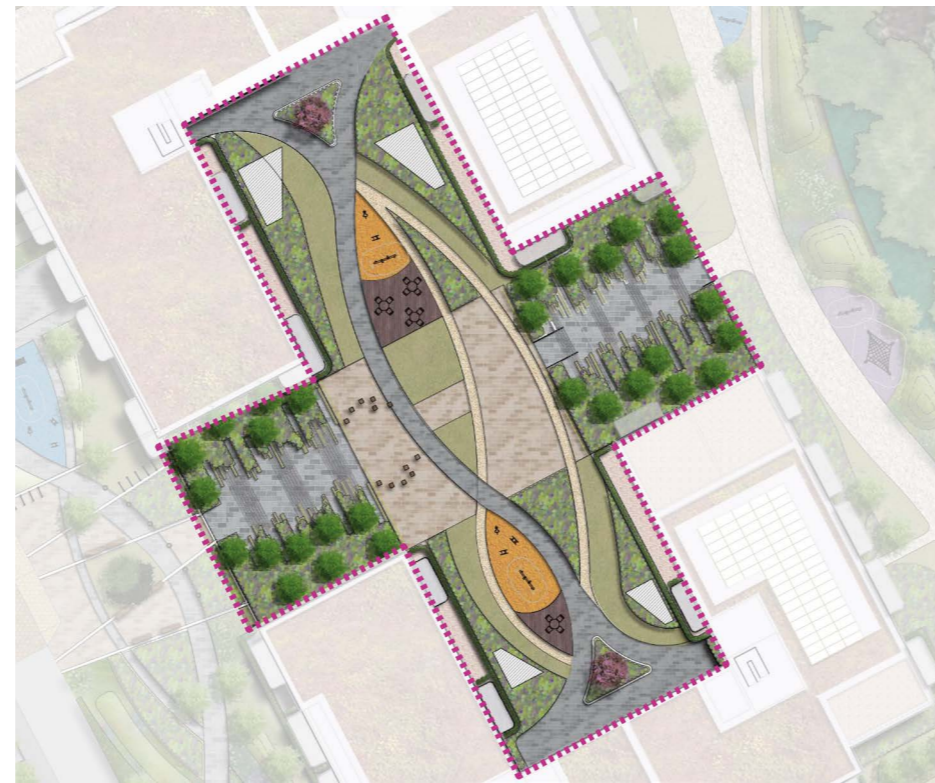


Figure 108: Block A podium- outdoor communal amenity



Figure 109: Block A podium- outdoor communal amenity



Figure 110: Diagram showing public open space and communal amenity space



Figure 111: The Orchard

2.0. Urban Design Manual: A Best Practice Guide (2009)

Dual Aspect

The apartment blocks have been oriented to provide sea views for as many apartments as possible towards the coast and to optimize daylighting. The layout of the apartments and the duplexes have been designed to provide over 50% of the units as dual aspect in each block. Please refer to the *Housing Quality Assessment* included with this application for further details.

Sound Transmission

The proposed development has been categorised as 'Negligible to Medium Risk' in the *Acoustic Report* that accompanies this application. All windows and facades will be designed to satisfy the level of sound installation required.

Balcony areas for Block A, B and C that face onto the rail tracks or towards the future Bray Transport Bridge are expected to exceed the recommended noise levels. The impact of higher than desirable external noise levels can be offset through the assessment of a hierarchy of measures including "a relatively quiet, protected, nearby, external amenity space for sole use by a limited group of residents as part of the amenity of their dwellings" or "a relatively quiet, protected, publicly accessible, external amenity space (e.g. a public park or a local green space designated because of its tranquility) that is nearby (e.g. within a 5 minutes walking distance)".

Blocks A, B and C each have communal external areas for the exclusive use of apartment residents. These spaces are predicted to meet the external noise thresholds within in their acoustically sheltered courtyards at podium level.

The development will be designed to be fully compliant with Part E of the Building Regulations for sound insulation where the required acoustic separation between apartments or houses in section and plan is required.

Distances between Buildings

The back-to-back separation distances between the rear building facades of housing and apartments within the scheme meet or exceed the 22m minimum requirements.

The courtyards within Blocks A, B and C are typically 26m wide, minimizing overlooking. Particular attention has been paid to the landscaping around the apartments at ground floor level, with dense shrub planting of a minimum 1.5m deep around bedroom windows to provide privacy and 'defensible space'. Generally, the ground floor apartment floor level is 1m to 1.5m above the external ground level to provide security to the apartment while ensuring passive supervision of the public realm.

As detailed within Section 2.1, consideration has also been given to ensuring privacy is given to any existing housing that surrounds the development.

A small proportion of the northern boundary of the site has existing housing close to the boundary. This occurs in the north-west corner of the Coastal Quarter where house number 112 Corke Abbey shares the site boundary. This house is a typical late 20th century two storey semi-detached house with a blank gable wall facing proposed Block D and two windows at first floor level overlooking a rear south facing garden.

Careful attention was given to the design of Block D to ensure that there is a sufficient distance from the existing housing. The block is 4 storeys, with the 4th floor set back to the west and the east, ensuring that the block is effectively a 3 storey building at its closest point to 112 Corke Abbey so as to minimize overlooking and to stepdown the building scale towards the neighbouring existing two storey housing to the west. Furthermore, the terrace at 4th floor level is set back from the building edge to further reduce overlooking of neighbours. Balconies have not been provided to the western elevation in order to further minimize overlooking. Only secondary windows are located on this elevation.

Finally, the location of the end of terrace duplex apartments closest to Corke Abbey is c. 19m from the existing housing and a number of 1st and 2nd floor gable windows excluded to prevent overlooking. A specific 'H6' house type is proposed at this location. Again, this house type was granted planning permission under ABP 311181-21 and no changes are now proposed in this planning application.

The Daylight and Sunlight Analysis prepared by 3D Design Bureau that accompanies this application addressed the impact on the existing buildings from the proposed development. It concluded the impacts would be minimal including on Corke Abbey and the Ravenswell Schools Complex.

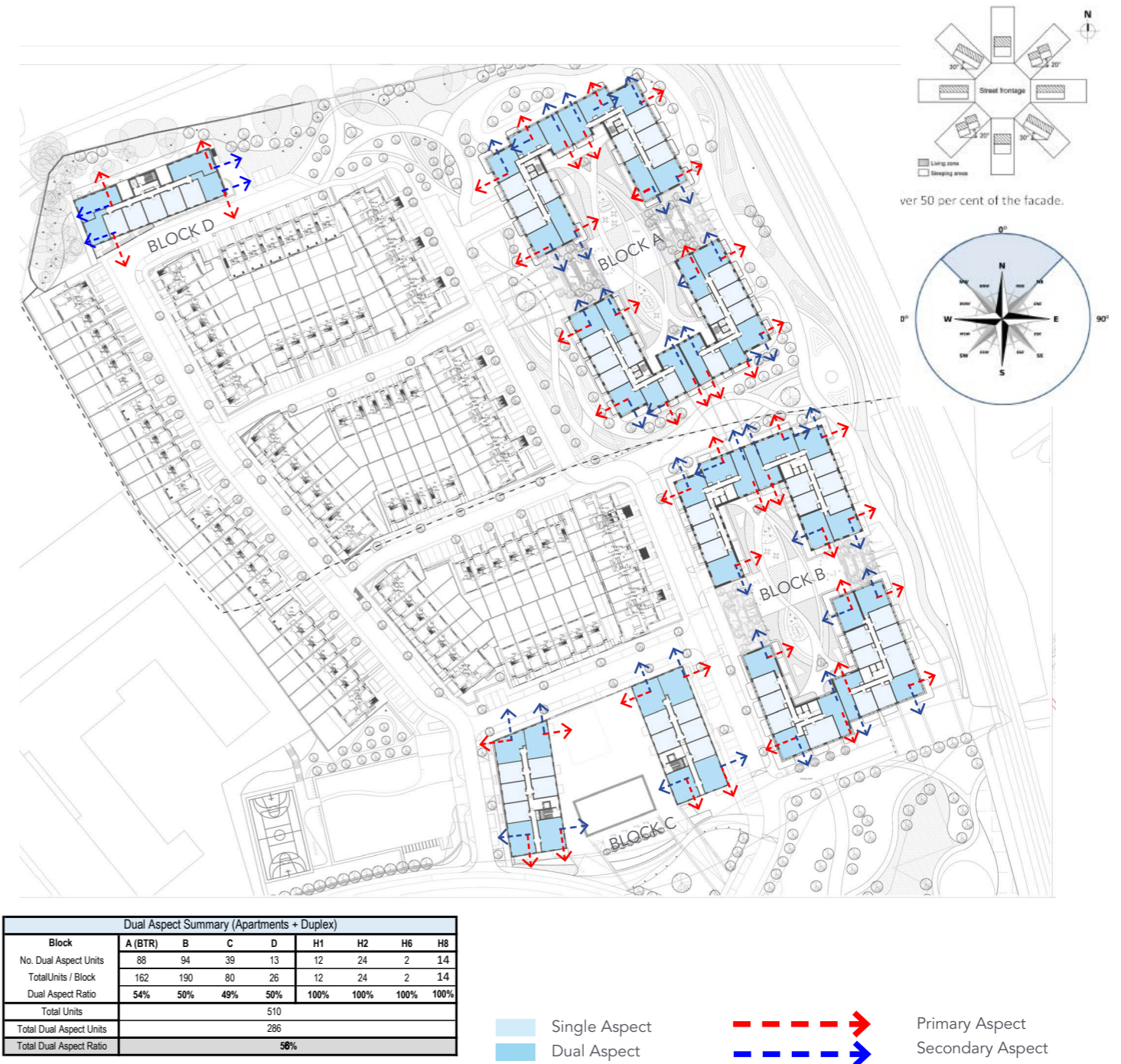


Figure 112: Dual aspect

2.0. Urban Design Manual: A Best Practice Guide (2009)

All of the apartments and houses proposed along the western boundary and Block D proposed at the northern boundary in the subject application were consented under ABP 311181-21. The units now proposed in these locations are identical in design to the consented buildings with only minor enhancements to materiality proposed.

Where the front façades of houses and duplexes are close to the back of the pavement line then a semi-private buffer zone or defensible space is provided to increase the privacy of the ground floor rooms. The semi-private space depth is sometimes used for the storage of bikes and bins that are designed so that these elements are integrated into the overall streetscape. Elsewhere, dense shrub planting under windows ensures privacy. Where on curtilage parking occurs, the depth of the semi-private zone is increased.

A small number of apartments are located at ground level in Blocks A, B and D. Where this occurs, these units are provided with terraces and/or dense shrub planting a minimum 1.5 deep to provide a buffer zone between the terraces and public footpaths or public open space.

Storage Areas & Recycling

An *Operational Waste Management Plan* has been prepared by Atkins and the residential communal waste storage areas within the apartment buildings are sized on this basis. Each house and duplex apartment will have their own individual bin store located close to each individual front door. Every kitchen will have the ability to stream recyclables with small bins within the kitchen cabinets. For the regular emptying of these kitchen receptacles in apartment buildings there is ease of access to building communal waste storage areas via lifts at each core.

All apartments and houses meet or exceed the minimum storage space requirements as set out in Appendix 1 of the *Sustainable Urban Housing Design Standards for New Apartments (2020)*. Please refer to the *Housing Quality Assessment* included within this application.

It should be noted that Block A is proposed as a BTR block. The storage space provided to all apartments within this block meets or exceeds the requirements set out in the *Sustainable Urban Housing Design Standards for New Apartment Guidelines (2020)*. There has been no reduction to storage areas as permitted under SPPR 8.

In addition to storage within each unit, Blocks A and B also provide storage rooms within undercroft car parking areas for the storage of bulky items.



Figure 113: Diagram showing proximity distances

2.0. Urban Design Manual: A Best Practice Guide (2009)

2.11 Parking

'How parking is dealt with on a development site can significantly affect the success of a development. The most successful developments tend to provide sufficient parking to cope with demand in a way that does not overwhelm the appearance and amenities of the public realm.'

Key indicators:

- Appropriate car parking is located at basement level within direct reach of the residential entrances and adjoining vertical circulation points.
- Parking to be provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.
- Parking provided at street level to front of retail and amenity areas along with lay-by areas for service vehicles to access each block.
- Adequate and secure facilities are provided for bicycle storage on ground level via the residential entrance.

Urban Design Manual, 2009



The proposed Coastal Quarter contains 458 apartments, 52 duplexes and 76 houses. Car parking for the houses and duplexes is provided in a combination of on-curtilage and on-street parking in close proximity to the dwelling. Apartments will have car parking spaces within the undercroft areas of Blocks A – D (and basement of Block B) plus visitor and set down spaces allocated between the various typologies as detailed within Section 5.0 of the *Traffic and Transport Assessment* produced by Atkins.

Provision for commercial parking, disabled parking, motorcycle parking and electric vehicles is also detailed within Section 5.0 for the *Traffic and Transport Assessment* produced by Atkins.

The proposed Coastal Quarter has been designed to promote sustainable transportation modes with walking, cycling and public transport promoted as the primary modes of transport.

Figure 114: Axon showing car parking for 2 & 3 bed houses and duplexes



Figure 115: Proposed homezone showing car parking



Figure 116: Diagram showing parking allocation throughout the scheme - Please refer to the *Traffic and Transport Assessment* by Atkins

2.0. Urban Design Manual: A Best Practice Guide (2009)

As a starting principle, cycle parking has been made to be as accessible as possible. Bike storage has been carefully designed into the private space at the front of houses that provide a buffer zone between front windows and the back of pavement line. Houses located on the western boundary are the exception, and these houses will share a secure communal bike store located in the gaps between the terraces.

All duplexes will have bike parking in secure storage either under the stairs leading up to the first-floor unit or in bike stores (similar to the houses) on the side elevation or in rear gardens.

The apartment buildings will have secure residents bike storage rooms in the individual building undercrofts. All bike storage areas in undercrofts and the basement of Block B can be reached from at grade either by ramp or entrances from grade. Each apartment block has been designed to have high quality and immediately accessible bike parking adjacent to entrances.

50% of the total visitor bike parking for apartment buildings will be covered and located at undercroft level with ease of access to the main apartment building entrances.



Figure 117: Stacked bike storage solution to maximise space



Figure 118: Hanging bike storage solution

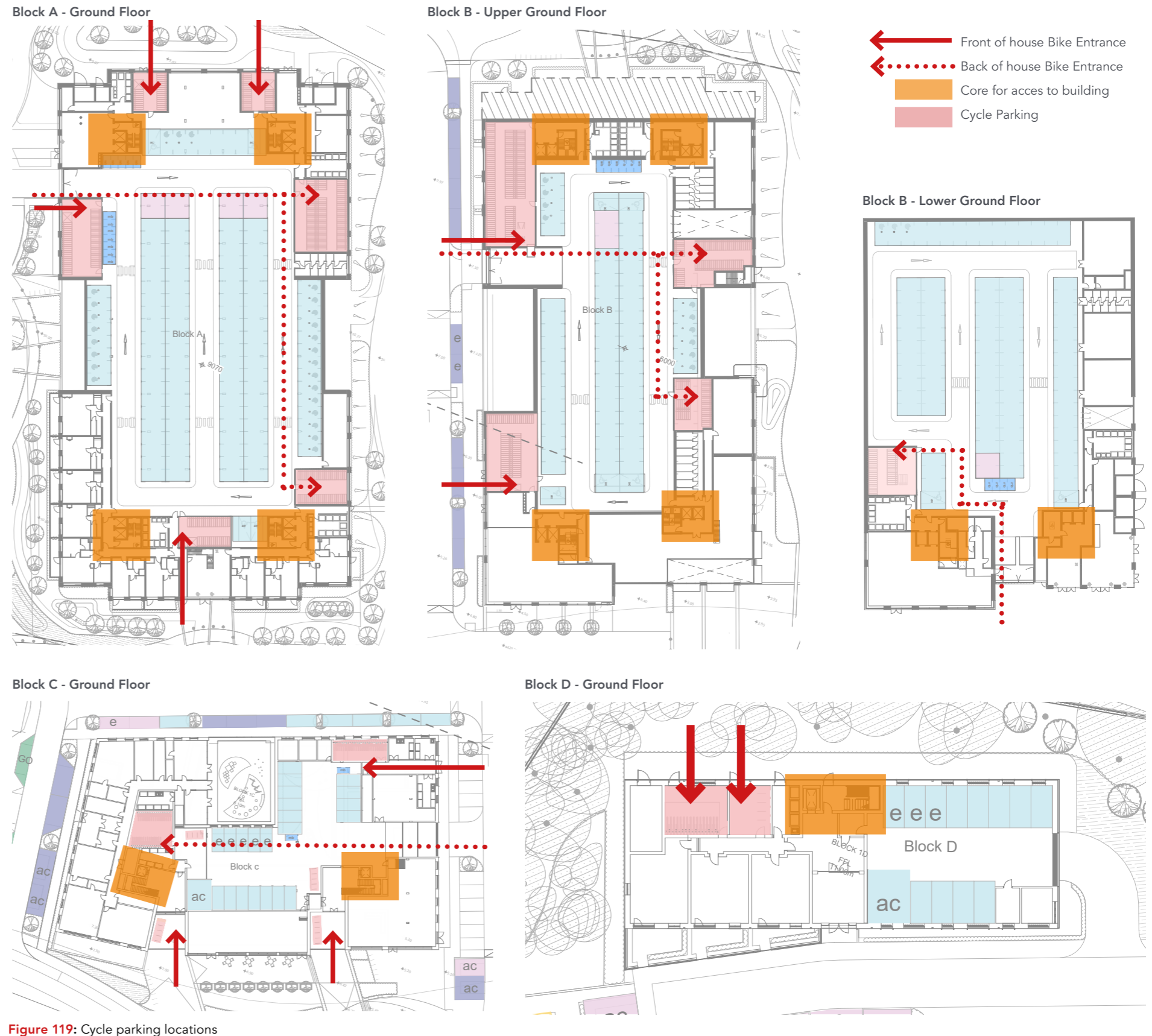


Figure 119: Cycle parking locations

2.0. Urban Design Manual: A Best Practice Guide (2009)

2.12 Detailed Design

'While strategic considerations such as location, connections and sustainability will determine much of the success of a scheme, the finished quality can have a significant effect on a development's character, sense of place and legibility.'

Key indicators:

- The materials and external design make a positive contribution to the locality.
- The landscape design facilitates the use of the public spaces from the outset.
- Design of the buildings and public space will facilitate easy and regular maintenance.
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.
- Care has been taken over the siting of flues, vents and bin stores.

Urban Design Manual, 2009

The Harbour Point Masterplan sets out a design strategy for the modern reinterpretation of the typical Bray town centre urban building typologies and their coastal content which the proposed development has been based upon. This can be detailed as follows:

Coastal Quarter Architectural Approach

The architectural concept for the Coastal Quarter development is for it to be a modern extension to the already beautiful Bray town. This has led to a granular design approach of varying architectural languages, dynamic massing and generous and expressive balconies. From a massing perspective the development goes from high to low, going from east to west, with the tallest massing along the sea front and the smallest massing further west, allowing the development to engage with the suburban housing and school to its western side.

The proposed development celebrates its seaside context with a colour and material palette of light pastel colours and metal work that is ornate and expressive.

balconies. From a massing perspective the development goes from high to low, going from east to west, with the tallest massing along the sea front and the smallest massing further west, allowing the development to engage with the suburban housing and school to its western side.

The proposed development celebrates its seaside context with a colour and material palette of light pastel colours and metal work that is ornate and expressive. This creates an uplifting spirit to the development and one that is a continuation of Bray. The development puts particular emphasis on individuality, lack of repetition and undulating massing. We believe that this gives every part of the development its own special character allowing the person living in the development or passing through to experience new settings around every corner. This we believe is core to what makes Bray town special. It is a place of outstanding architectural heritage, built over multiple architectural eras that provide this interest and surprise, a key experience we aim to emulate in the Coastal Quarter.

Bray Materiality, Colour and Variation

The bricks, renders and stone façade that define the seaside identity of Bray have been closely analysed for this development. The proposed development has a rich blend of light pastel colours that match closely with the key spaces that define Brays seaside nature.

Each building will have a different colour based on a limited pallet of materials that will allow the proposed development to blend well with the existing Bray town.

Key references such as Martelo Terrace, Quinsborough Road and Sorrento Terrace have acted as anchor points to the choice of colour and materials on this development.

The material selection and palette have been informed by the site specific *Building Lifecycle Report* carried out by Aramark and included within this application, to ensure the robustness and longevity of facades and the suitability of the materials relative to the coastal environment.



Figure 120: Diagram showing colour and variation in Bray

2.0. Urban Design Manual: A Best Practice Guide (2009)

Architectural Detail – Materials

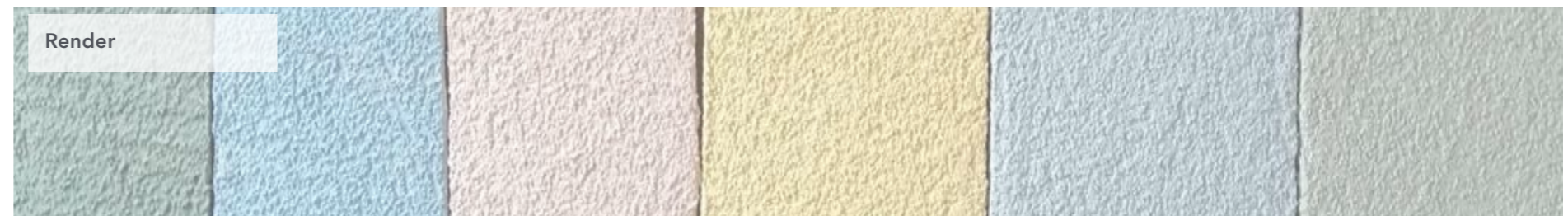
Careful attention has been made to the selection of materials at the Coastal Quarter given the need for a materials strategy that both responds to the light pastel nature of Bray's existing housing stock and also provides buildings that will weather and age well. The development proposes that a variety of complementary colour silicone renders are used for all 2 and 3 storey houses and that brick is used for all apartment blocks and selected duplex terraces. This strategy will allow for the easy cleaning and maintenance to the render houses by the owner- occupiers with brick used for the apartment buildings where maintenance will be by an Owner's Management Company This approach will create a contextual development that sits comfortably with the existing town and one that will age and weather well.

Architectural Detail – Colour Variety

Stemming from its hey day as an Irish seaside resort town, the architectural colours of Bray are a subtle blend of pastels, red and light coloured brick and Wicklow granite. This light and airy colour palette provides a consistency within the architectural language that span the current existing buildings within Bray across a number of different eras. Taking reference from the approach to colour within Bray, the proposed development looks to emulate this colour strategy with the use of render for the smaller houses and brick to the duplexes and apartment blocks. All colours chosen will be lighter hues, allowing the proposed development to blend naturally with the existing Bray Town.



Figure 121: Diagram showing proposed and surrounding materiality



Architectural Detail – Balconies

Balconies are a key component when defining the architectural story of each building. They create depth, variation and narrative whilst also providing the functional role of creating vital external living space for residence.

The position of the balconies on the apartment façades take advantage of key views to both the sea and the mountains and create overlooking and passive surveillance to communal and public open space across the proposed development.

Working closely with Sapphire Balconies, one of the leading international balcony manufactures, attention has been placed on buildability, the façade fixing connections, the draining paths and the weathering of the balconies, particularly relevant given the proposed development’s coastal location. This will provide beautiful external living spaces that don’t allow the building to stain and will stand the test of time.

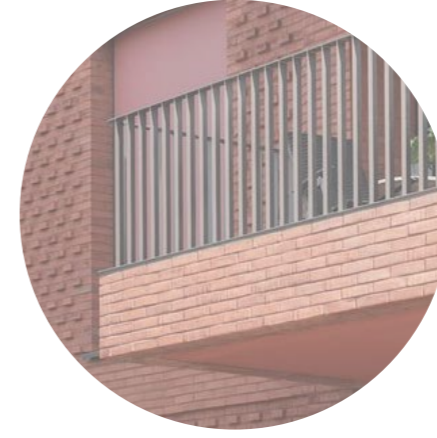
Please refer to the *Building Lifecycle Report* produced by Aramark and included within this application.



Caping profiles for drainage



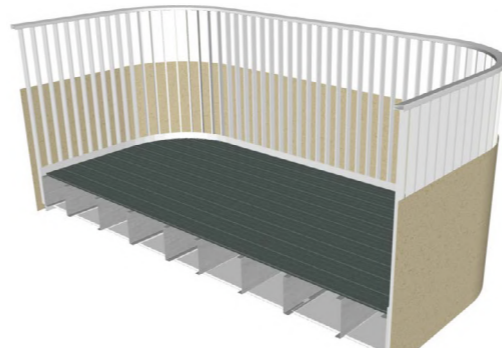
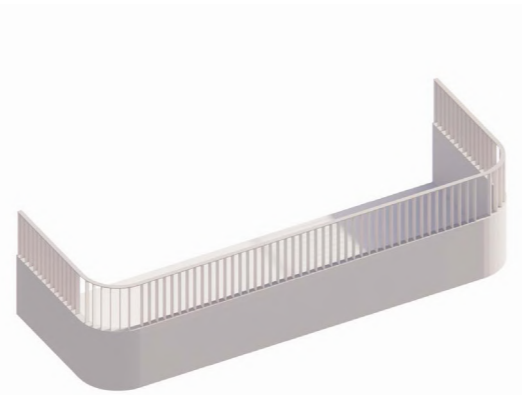
Curved Balconys



Referencing seaside palette with brick



Ornate modern balustrade



Block C



Block A1



Block A2



Block B1



Block B2

Architectural Detail – Fenestration & Window

The fenestration of the proposed Coastal Quarter buildings takes its inspiration from the ornate, seaside context of Bray town which is a celebration of pastel colours, classic Victorian proportions and ornate metal work. The fenestration leans heavily on the coastal architectural detail found within Bray, devised to shed rain water, protect against the wet coastal winds and celebrate the fantastic views wherever possible. This synergy between the aesthetic and the practical, is core to the design of the Coastal Quarter. Deep sills and copings, expressive balconies and large windows provide the development with an eclectic mix of building styles that lean heavily on their immediate context to help inform their architectural styles. This creates a mixture of vertical and horizontal window types, different balcony conditions and a gentle movement of colour from one building to the next.

The use of concrete surrounds around the windows to the duplexes, the houses and Blocks C and D has created an architectural balance when viewed with the door surround and has also created a sense of grandness to these buildings. In addition, the deep projecting sill and head details will help the buildings weather much better, a technique used in the construction of historical Bray architecture. These deep projections and overhangs also create a depth and modelling of the facades, creating a sense of quality to the overall development.

This approach has led to a development that is a natural extension to Bray town, that has been designed with weathering in mind and that is rich and varied throughout its masterplan whilst still maintaining a consistent vision.

Architectural Detail – Entrances

Entrances and thresholds have been key to the architectural expression of the duplex units and houses in the Coastal Quarter. Drawing heavily on the traditional Victorian houses of Quinsborough Road and Martello Terrace, the Design Team have looked to frame entrances using hard wearing concrete surrounds, neatly integrating functional elements such as electric meter points. This approach has led to a permanence and grandness in the building entrances that lift what could potentially have been quite ordinary terraced houses and duplexes. This is very much in the tradition of Victorian Bray that has allowed the town to retain a sense of grandeur throughout the ages.



Contemporary windows



Metal window box



Rough/smooth render detailing



Extended stone sills, capping and base



Concrete detailing to windows on houses



Concrete detailing to windows on duplex apartments



Every building has its own unique window detailing



Special attention has been made to the quality and detail of the windows



Concrete detailing to doors on houses



Concrete detailing to doors on duplex apartments

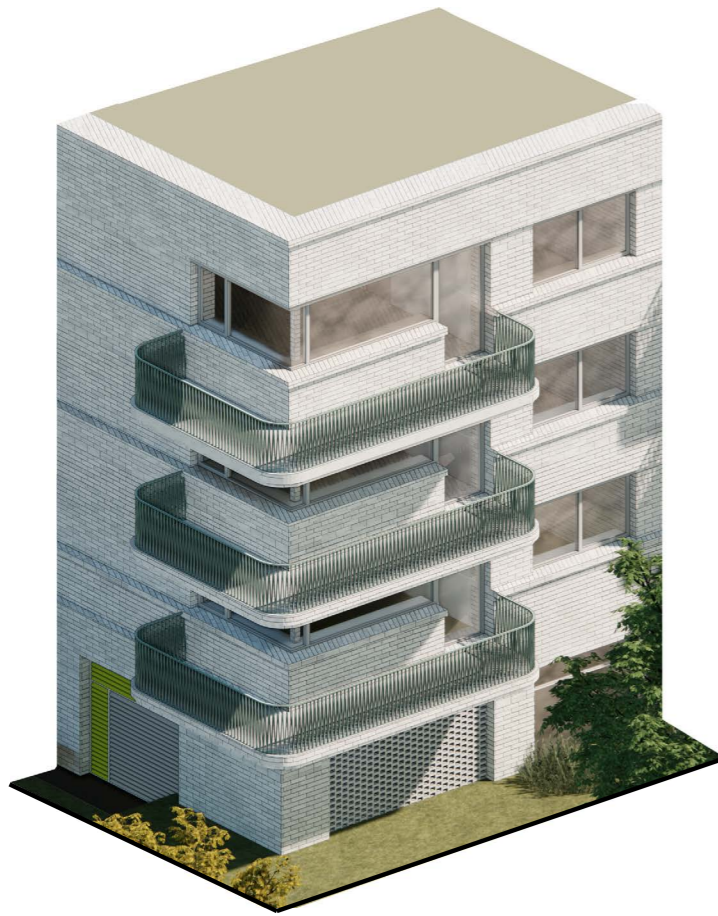


Every building has its own unique door detailing



Special attention has been made to the quality and detail of the doors

Facade Study - Block A1



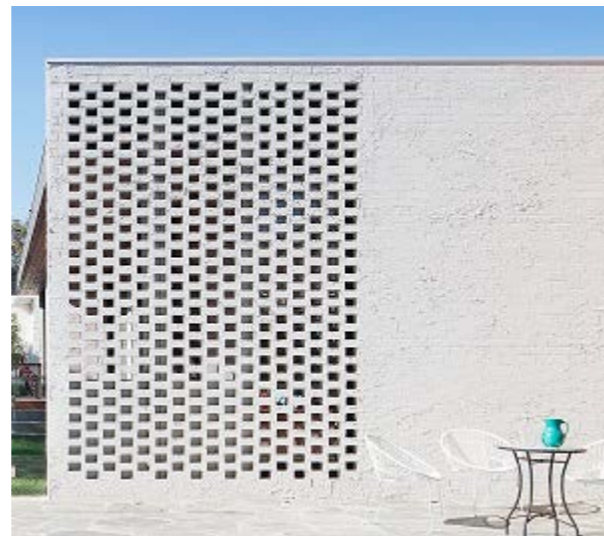
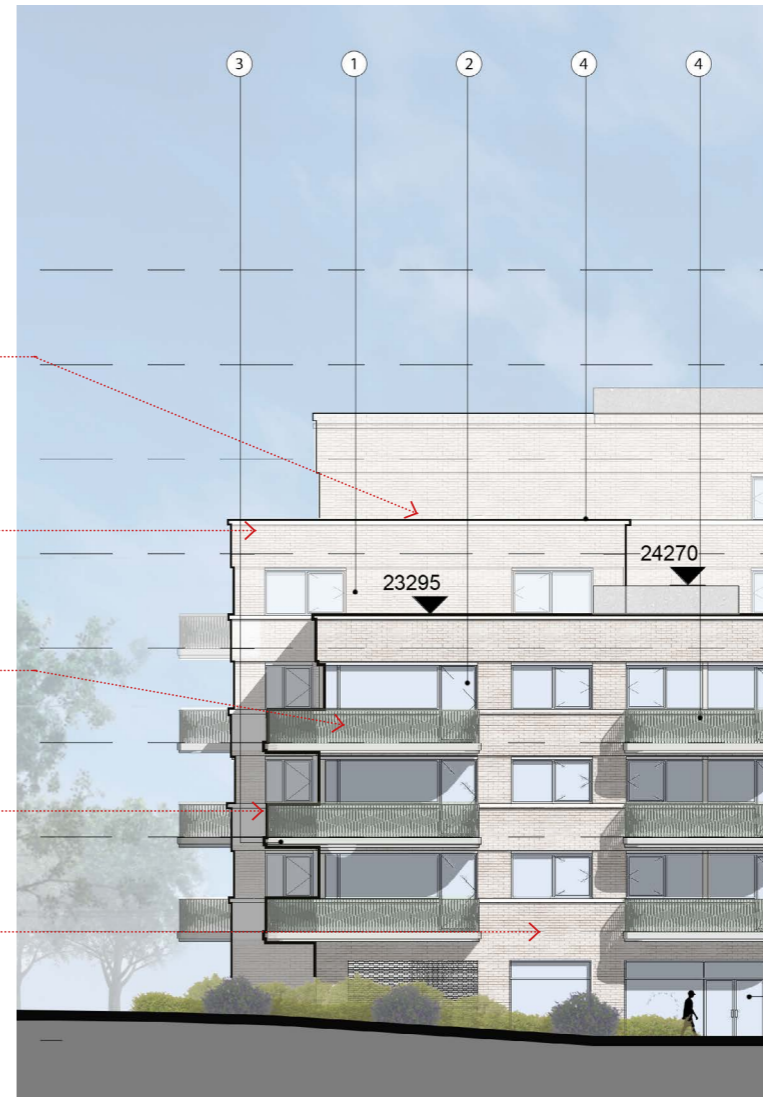
Concrete sills and copings with a deep overhang has been an important detail to this development. The ability to shed rainwater in a controlled manner is key to buildings aging well. This has then become an expressive feature of the facades providing shadows and relieve to the facades.

Brick has been banded along the façade to emphasise the horizontality of the building. This has been enhanced by a concrete sill and head detail.

Chevron balustrades provides ornamentation to the elevations picking up on the high quality metalwork in Bray town

Wrap around balconies are expressed as strong horizontal architectural component. This gives the façade a smaller recessive quality, pushing is perceived mass down.

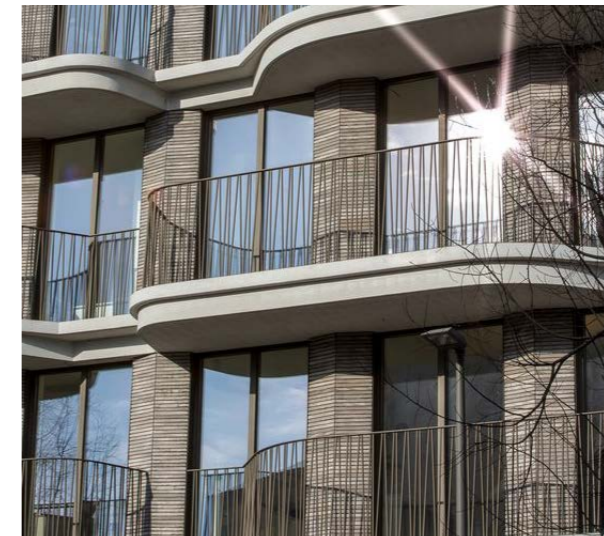
The use of off white brick allows this block to both reference some of the classic 'deco' architecture seen along this part of the east coast. It also allows the building to fit within the broader colour vision for the coastal quarter.



Hit and Miss ventilation



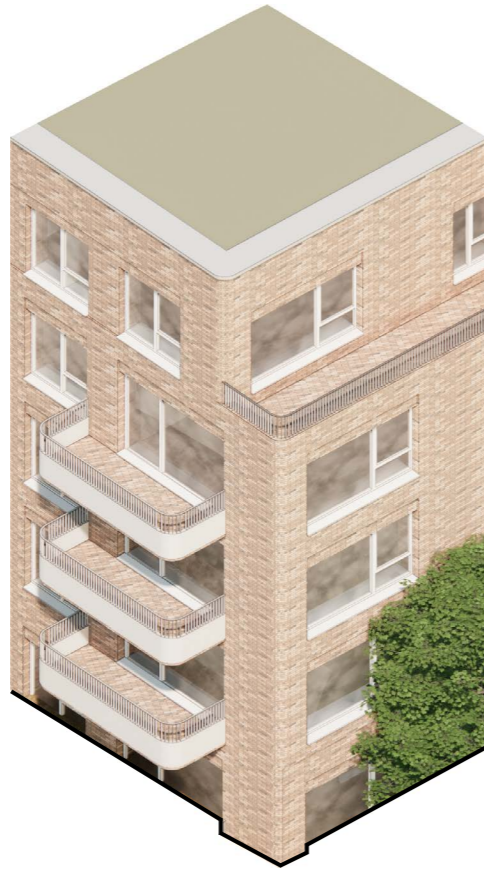
White banded brickwork



Curved decorative balcony

Details: Building A1

Facade Study - Block A2



Concrete sills and copings with a deep overhang has been an important detail to this development. The ability to shed rainwater in a controlled manner is key to buildings aging well. This has then become an expressive feature of the facades providing shadows and relieve to the facades.

Recessed head detail will create a texture to the brickwork and emphasis the height of the window apertures.

Bullnose brick corners will create a softening to the block that when combined to the rounded corners of balconies will define the core identity of the building

Balconies are expressed as solid with a 400mm handrail top. This provides a degree of protection from the Irish Sea whilst also providing a view over the balcony while sitting down.

The use of a light red brick will bring a warmth to the coastal quarter seaside elevation when viewed against the adjacent blocks.



Details: Building A2



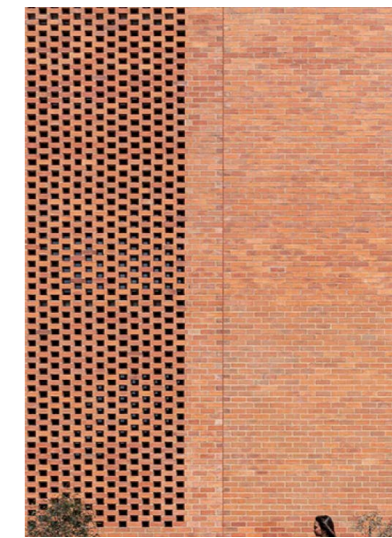
Bullnose Corner brick detail



Strong sill head detail



Curved Balcony



Hit and Miss ventilation

Facade Study - Block B1



Building Personality

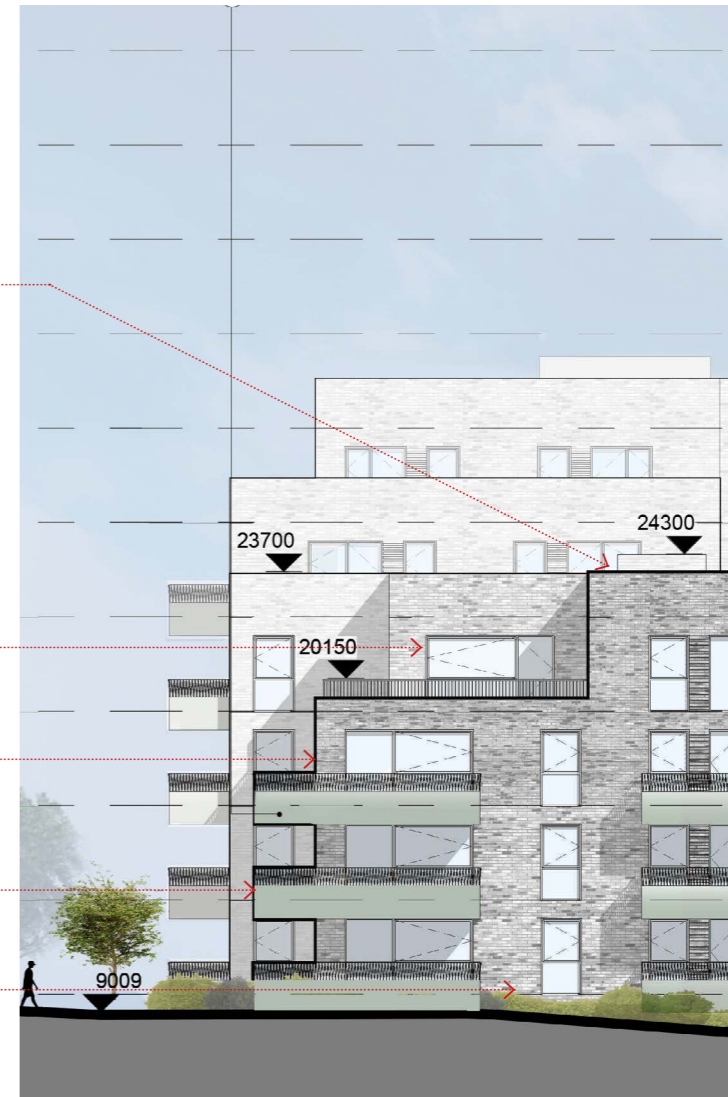
Concrete sills and copings with a deep overhang has been an important detail to this development. The ability to shed rainwater in a controlled manner is key to buildings aging well. This has then become an expressive feature of the facades providing shadows and relieve to the facades.

The inclusion of stepped brickwork to allow window apertures to appear larger maintains the horizontal emphasis given to the building.

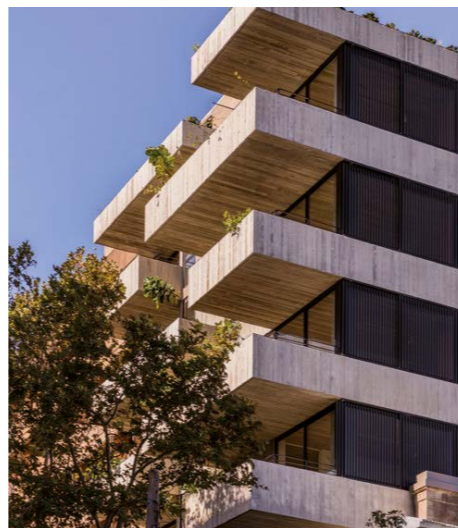
Wrap around balconies are expressed as strong horizontal architectural component. This gives the façade a smaller recessive quality, pushing is perceived mass down.

Chevron balustrades provides ornamentation to the elevations picking up on the high quality metalwork in Bray town

The use of light grey brick references the Wicklow granite used on some of the high quality buildings in Bray town.



Details: Building B1



Horizontally expressed balcony



Confident brick building



Solid upstand balcony with open top rails

Facade Study - Block B2



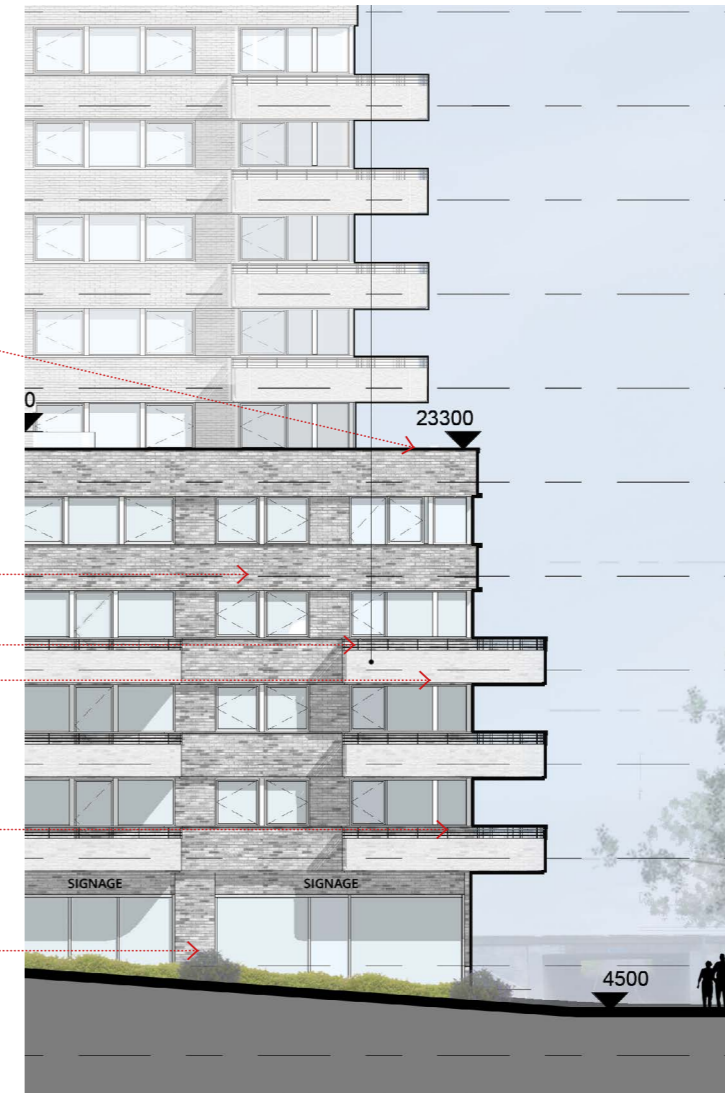
Concrete sills and copings with a deep overhang has been an important detail to this development. The ability to shed rainwater in a controlled manner is key to buildings aging well. This has then become an expressive feature of the facades providing shadows and relieve to the facades.

Brick has been banded along the façade to emphasise the horizontality of the building. This has been enhanced by a concrete sill and head detail.

Wrap around balconies are expressed as strong horizontal architectural component. This gives the façade a smaller recessive quality, pushing is perceived mass down.

Balconies are expressed as solid with a 200mm handrail top. This provides a degree of protection from the Irish Sea whilst also providing a view over the balcony while sitting down.

The use of off white brick allows this block to both reference some of the classic 'deco' architecture seen along this part of the east coast. It also allows the building to fit within the broader colour vision for the coastal quarter.



Horizontally expressed balcony

Confident brick building

Solid upstand balcony with open top rails

Details: Building B2

Facade Study - Block C



Concrete sills and copings with a deep overhang has been an important detail to this development. The ability to shed rainwater in a controlled manner is key to buildings aging well. This has then become an expressive feature of the facades providing shadows and relieve to the facades.

Concrete reveals surrounding windows

The use of a light red brick will bring a warmth to the coastal quarter seaside elevation when viewed against the adjacent blocks

Sapphire aluminium balconies with stepped base

Concrete plinth to building shopfronts



Concrete sills with overhang



Glass barrier at window openings



Vertical bar balconies

Details: Building C

Facade Study - Block D



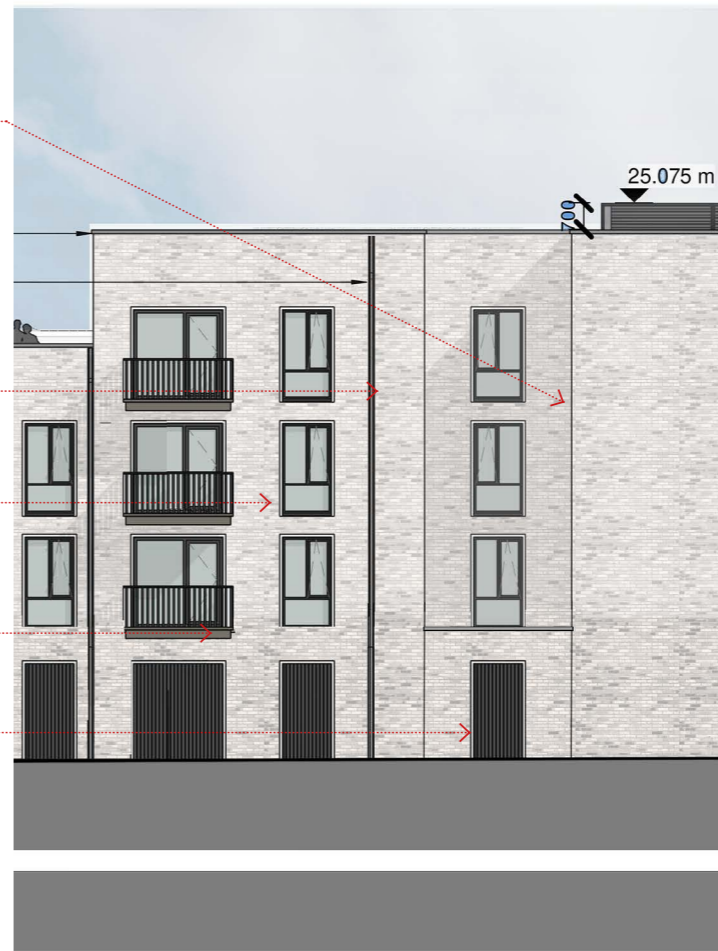
Concrete sills and copings with a deep overhang has been an important detail to this development. The ability to shed rainwater in a controlled manner is key to buildings aging well. This has then become an expressive feature of the facades providing shadows and relieve to the facades.

Concrete reveals surrounding windows

The use of a light red brick will bring a warmth to the coastal quarter seaside elevation when viewed against the adjacent blocks

Sapphire aluminium balconies with stepped base

High quality aluminum doors to plant rooms with concrete surrounds to door reveals a creating a consistent design language to all openings



Vertical bar balconies



Confident brick facade wrap

Details: Building D

Facade Study - Houses



Concrete sills and copings with a deep overhang has been an important detail to this development. The ability to shed rainwater in a controlled manner is key to buildings aging well. This has then become an expressive feature of the facades providing shadows and relieve to the facades.

Metal rainwater pipe with colour to match window frame

Concrete reveals surrounding windows

Silicone through colour render

Concrete frame surrounding door

Light grey window frame

Light grey brick base



Colourful renders



Concrete capping with effective drainage

Details: Houses

Facade Study - Duplexes



Concrete sills and copings with a deep overhang has been an important detail to this development. The ability to shed rainwater in a controlled manner is key to buildings aging well. This has then become an expressive feature of the facades providing shadows and relieve to the facades.

Recessed rainwater metal pipe with colour to match window frame

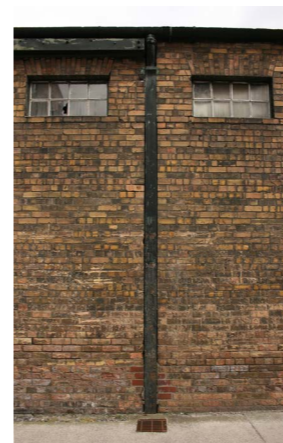
Concrete reveals surrounding windows

Concrete frame surrounding door

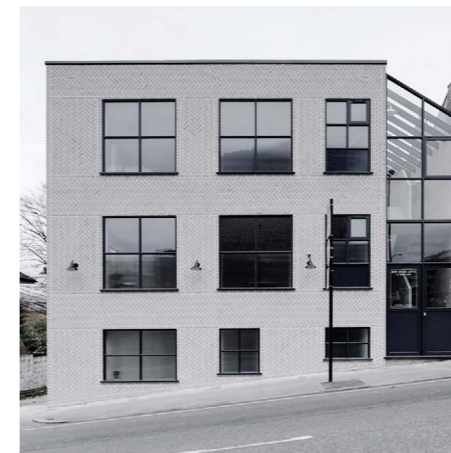
The use of off white and light brown brick references some of the colours used on the terraces along Quinsborough Road



Details: Duplexes



Recessed drainage pipe



Confident brick facade wrap



Traditional double doors

2.0. Urban Design Manual: A Best Practice Guide (2009)

Landscape

Central to the design development has been setting the buildings in high quality landscape design, allowing the Coastal Quarter to integrate with its surroundings and provide connections to Corke Abbey Valley Park to the north and Ravenswell Primary School to the west. The urban design strategy also proposes that this high-quality landscape extends to the River Quarter to the south connecting along the River Dargle walkway and through to Bray Harbour.

All landscaped spaces are conserved to sit within a connected masterplan of public open spaces, each space having a clear character, providing a vibrant and varied narrative throughout the development.

All character areas will benefit from the use of robust high-quality materials and extensive planting that build on the development's coastal location and make a vertu of some of the wilder coastal grasses, shrubs, meadows, and lawns that this area is known for. Native species are specified where possible helping to enhance and support the biodiversity of the area. The precise use and specification are picked up in greater detail in the Landscape Architects Report included within this application.

The Market Square: The Market Square is located to the southern side of the coastal quarter and is a key gateway into this quarter as well as being the eventual heart of the development once both the Coastal and River Quarter are built out. Great care has been taken to size the Market square, using precedent from market towns such as Dungarvin and Kilkenny. Widths between buildings, the quantity and type of activation and the scale of the surrounding buildings are all critical in creating a successful square. In addition a robust well detailed and planted landscape will lead to a usable functional place that becomes the heart and soul of this new district.

Nun's Walk: The County Boundary sits between the northern elevation of Block B and southern façade of Block A within the Nun's Walk. In addition to the point between Dun Laoghaire Rathdown and Wicklow County council, the areas also holds local significance as the Nuns Walk and the position of the Pale. It's significance is subtly integrated into the landscape creating paths, play areas and planted areas linking to the adjacent residential amenity areas.

Coastal Gardens: The Coastal Gardens provide a series of linear meandering walkways that provide connections along the eastern boundary of the Coastal Quarter. Loop paths add informal exercise routes and play provision, both formal and informal. The proposed planting will provide an ecological corridor through the development. This route is an important link between Corke Abbey Valley Park to the north and the Bray Harbour Front with views out to sea and along the Coast towards Bray Head.

The Orchard: The Orchard marks a key entrance to the development and has been designed to bring an aesthetic and usable space to what is currently a below ground wastewater pumping station. This significant piece of infrastructure cannot be relocated and therefore the design intent of the scheme is to create a strong frontage on the approach to the development which screens the infrastructure and creates visual continuity with the boundary treatment to the adjacent school development. A matching low stone wall and railing is softened by hedge and tree planting and flows into a higher stone wall that defines the entrance to the development. This higher stone wall will carry a name sign to mark it as a primary entrance to the Coastal Quarter development. The stone walls at the entrance to the Coastal Quarter wrap around a landscaped open space that includes a MUGA, dedicated dog exercise area, informal soft landscape areas, secure rental bike stores and a car parking area to cater for car share facilities. There is also the potential to create direct access to the school by agreement to allow the multi-sports area to be used by pupils as an additional community resource for the school. The car park arrangement and layout has been set out to maintain service access for the underground tanks located below and ensure tanker vehicles can access inspection covers and manoeuvre within the site. The car park, multi-sports court and dog exercise area will be secured and retained under the control of the Owners Management Company to control access and prevent potential misuse. Access will be by separate controlled vehicle and pedestrian gates. The area of soft landscape to the north of the car park will have full public access and will be planted with ornamental fruit trees to define the orchard character of the open space. A native screen planting buffer will also be created to maintain existing bat flight routes in the locality.

Green Spine: The proposed Green Spine consists of a series of connected footpaths, parks and squares linking Corke Abbey Valley, through the woodland setting, the coastal quarter and into the Market Square. The proposed route provides a biodiversity corridor consisting of Suds, habitats, open spaces and areas for recreation.



Figure 122: View showing Coastal Quarter scheme in wider context



Figure 123: View showing The Market Square

2.0. Urban Design Manual: A Best Practice Guide (2009)

Woodland Setting: The proposed woodland setting to the north of the Coastal Quarter is conceived as a woodland extension of the existing Corke Abbey Valley Park. The existing Park contains woodland paths, wild flower meadows and natural play areas, the woodland park is seen to be an extension of these facilities. In addition to these facilities, the proposed masterplan looks to extend the cycle track extending north, helping Bray connect its existing cycle ways to the emerging residential areas to the north.

Home Zones: The Home zone streets are pedestrian priority areas that are planted with trees and hedges to create calm efficient spaces for family and neighbourhood life. The streets include SuDs features, integrating planting and biodiversity that will create healthy streets to this development.

Wide footpaths encourage walking and cycling with seating areas that create inviting spaces. Carparking and street furniture for the storage of bins and bikes are an integral part of the landscape design in these spaces. The combination of bin and bike stores with railings and stone walls interspersed with planting softens the streetscape and breaks up areas of car parking into small groups so that streets are not dominated by rows of parked cars.

Coastal Gardens: The Coastal Gardens provide a series of linear meandering walkways that provide connections along the eastern boundary of the Coastal Quarter. Loop paths add informal exercise routes and play provision, both formal and informal. The proposed planting will provide an ecological corridor through the development. This route is an important link between Corke Abbey Valley Park to the north and the Bray Harbour Front with views out to sea and along the Coast towards Bray Head.

Communal Spaces: Podium amenity spaces are provided for the apartment buildings. The podium spaces are key circulation routes for residents from the main building reception areas and amenity spaces of Blocks A, B and C to their individual building cores or the podium gym spaces. The podiums provide an important visual amenity for the overlooking apartments residents with exceptional panoramic views out to the sea.

It is proposed that the maintenance of the semi-public areas in front of the houses and duplexes, and between the public paths and apartments edges will be undertaken by the owner management company. This will allow for a long-term high-quality finish to the parts of the buildings experienced by the public on a day-to-day basis. It will also allow to the regular upkeep

of key building elevations allowing Harbour Point to be experienced as a high-quality extension to Bray.

The maintenance of the semi-public spaces in front of all houses and apartments with duplexes above will be undertaken by the owner management company. This will include the maintenance of planting, paving, bin/bike enclosures as well as regular maintenance of brick and render to these façades.

For each of the apartment buildings all semi-public areas forming part of the resident's communal spaces will also be maintained by the Owner Management Company and all façades will be maintained regularly by the same company.

The landscape materials proposed are appropriate for the aesthetics of the scheme and need to be robust and suitable for designed loadings and maintenance operations. Areas that are taken in charge will be compliant with the relevant Council Roads Maintenance requirements.



Figure 124: Market Square precedent



Figure 125: Coastal Quarter - informal play areas



Figure 127: The Woodland Setting - playful elements incorporated



Figure 129: Green Spine - precedent image



Figure 131: Nun's Walk - hard landscape precedent



Figure 126: Coastal Quarter - passive landscaping



Figure 128: The Woodland Setting - pathway precedent



Figure 130: Green Spine - pathway precedent

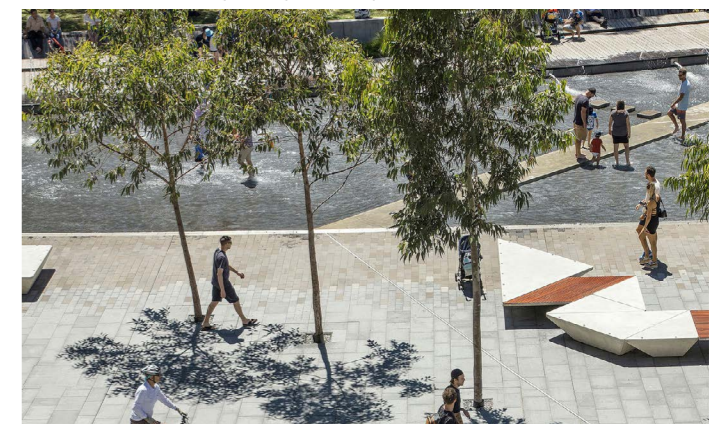


Figure 132: Nun's Walk - precedent image

Ground Floor Activation

Key to a successful residential led development is an approach to ground level activation that creates key public spaces such the Market Square and the Entrance Underpass Node with well used, community focused commercial uses that help support and grow this new community.

In addition, residential activation of secondary areas such as streets and parks is equally important. The Coastal Quarter proposes that all areas are activated by either commercial or residential uses creating areas that are well overlooked, are defined by their uses and are safe to use at all times.



Figure 133: Ground floor activation at the Underpass Entrance Node



Figure 134: Site layout showing ground floor activation

3.0 Building Heights

3.0 Building Heights

3.1 Urban Development and Building Heights; Guidelines for Planning Authorities (The Building Height Guidelines)

Urban Development and Building Heights; Guidelines for Planning Authorities (the Building Height Guidelines) was published in December 2018 and constitutes 'Section 28' guidelines to which planning authorities must have regard. The Guidelines support the increase in building heights in the five cities and other major towns identified and promoted for strategic development in the NPF and RSES. Bray is identified in the RSES as a Key Town to be targeted for strategic development. RPO 4.37 of the RSES specifically identifies Bray Golf Club lands as being an appropriate location for a major development;

REGIONAL POLICY OBJECTIVES:

Bray Key Town

RPO 4.37: Support the continued development of Bray including the enhancement of town centre functions, development of major schemes at the former Bray golf course and Bray harbour, along with increased employment opportunities and co-ordination between Wicklow County Council, Dún Laoghaire-Rathdown County Council, and the transport agencies to facilitate the delivery of key infrastructure required for the westward extension of the town, including Bray-Fassaroe public transport links and road improvements.

Paragraph 1.1 of the Building Height Guidelines identify a need to "support the consideration of building heights of at least 6 storeys at street level as the default objective, subject to keeping open the scope to consider even greater building heights by the application of the objectives and criteria laid out in Sections 2 and 3 of these guidelines, for example on suitably configured sites, where there are particular concentrations of enabling infrastructure to cater for such development, e.g. very significant public transport capacity and connectivity, and the architectural, urban design and public realm outcomes would be of very high quality."

It is clear therefore that, in principle the subject site is an appropriate location for taller buildings.

SPPRs 1, 2 and 3 require the Guidelines to be incorporated into County Development Plans. This has now been done in the latest reviews of both the Dun Laoghaire Rathdown and Wicklow County Development Plans, which both now align with the RSES and acknowledge that the former Bray Golf Club

is an appropriate location for a large-scale strategic development. Both County Development Plans have also incorporated the Building Height Guidelines recommendations into their policies and objectives although the Bray Municipal District LAP 2018-2024 predates the publication of the Guidelines and RSES.

SPPR 4 of the Building Height Guidelines specifically addresses "planning the future development of greenfield or edge of city/town locations for housing purposes" and calls for higher densities, a greater mix of building heights and typologies and "the avoidance of mono-type building typologies." The proposed development complies with this Specific Planning Policy Requirement.

3.2 Wicklow County Development Plan 2016-2022

The Wicklow County Development Plan 2016-2022 predated the Building Height Guidelines. Section 1 of Volume 3, Appendix 1 (Development and Design Standards) states;

"Heights more than 1-storey above adjoining buildings will not normally be accepted, unless the individual town plan has set a height standard. Any application for heights in excess of this shall submit detailed justification and visual assessment of the proposal, including rendered drawings / photomontages and day and sunlight analysis." (Page 4)

The subject development is not adjoining any buildings other than the three storey Coláiste Ráithín and proposed building heights adjacent to this are generally two storey terraced houses, bookended with three storey houses and duplex. The proposed taller buildings (Blocks C and B) step up in a graduated way from these houses and duplexes. These blocks have been considered in the *Landscape Visual Impact Analysis* which forms part of the EIAR that accompanies this application. Photomontages are included in this statement. A *Sunlight and Daylight Assessment* prepared by 3DDB accompanies this application.

"Where a development takes the form of more than one structure (i.e. a number of apartment blocks or a multitude of individual houses), adequate variety in form, height, materials etc shall be employed, within an overall unified theme, to provide for visual diversity." (Page 9)

It is submitted that this variety has been achieved in the subject application.



Figure 135: Proposed Block B2 – 12 storey marker building

3.0 Building Heights

3.3 Bray and Municipal District Local Area Plan 2018-2024

SLO 3: Former Bray Golf Course of the BMDLAP 2018-2022 sets out various requirements that must be addressed for the build out of these lands. The Masterplan that accompanies this application sets out how these requirements are proposed to be addressed. Building heights is not specifically mentioned in this Objective.

3.4 Draft Wicklow County Development Plan 2022-2028

The draft Wicklow County Development Plan 2022-2028 addresses building height in Appendix 1. Heights in relation to 'Mixed Use and Residential' schemes is addressed in Section 3 of Appendix 1: Development and Design Standards. Paragraph 3.1.2 states the following:

"Building height can make a positive contribution to the identity and character of an area. In general terms, building height shall be assessed having regard to the building's function, location, setting and whether it can be successfully integrated into the existing streetscape without being unduly overbearing, obtrusive or impacting adversely on existing amenities. Excessive height relative to local context will not be permitted where it would result in visually obtrusive or overbearing buildings."

"Sense of enclosure is generally measured as a ratio where the height of a building is measured against the width of the street. Enclosing streets with buildings helps to define them as urban places, creates a greater sense of intimacy and promotes them as pedestrian friendly spaces that are overlooked. The relationship between building height and street width is important for creating a strong urban structure. Proposals including buildings that are of a height and scale significantly greater than the prevailing height and scale shall be assessed in accordance with the development management criteria set out in Section 3.0 of the Urban Development and Building Heights Guidelines (DHPLG 2018)."

The proposed development complies with the above Design Standard with particularly attention paid to:

- Scaling down the height of development close to existing buildings (the schools complex and Corke Abbey) to the west and north and
- The relationship between the height of buildings and the width of the street or adjacent public space.



Figure 136: Sea view showing proposed blocks B2, B1, A2 and A1



Figure 137: Aerial view of proposed development

3.0 Building Heights

3.5 Dun Laoghaire Rathdown County Development Plan

Appendix 5 of the *Dun Laoghaire Rathdown Development Plan 2022-2028* is the *Building Height Strategy*. Section 4 of Appendix 5 sets out the general policy approach to taller buildings. This section identifies specific locations where taller buildings would be considered appropriate. While the subject site is not specifically identified in this section, Policy Objective BHAS 1-Increased Height also recognises the appropriateness of taller building *“in suitable areas well served by public transport links (i.e. within 1000 meter/10 min walk band of LUAs stop, DART station or Core/Quality Bus Corridor. . . provided that proposals ensure a balance between reasonable protection of existing amenities and environmental sensitivities, protection of residential amenity and the established character of the area.”*

NPO 35 of the National Planning Framework and SPPR 1 and 3 are cited in support of this policy objective.

The subject site is clearly such a suitable area, being within 1,000m of both Bray DART Station and a Core / Quality Bus Corridor on the Dublin Road and being sufficiently removed from established residential areas as to not negatively impact on them.

Policy Objective BHAS 1 goes on to define a taller building in this context as *“those that are significantly taller (more than 2 storeys taller) than the prevailing height for the area.”* The prevailing height of the closest buildings to the subject site in the Dun Laoghaire Rathdown administrative area are the two storey houses on Corke Abbey and the 2 and 3 storey school buildings in Coláiste Rathin. Thus, a taller building in this context would be a building of 5 storeys or more.

Only the proposed Block A would thus be considered a taller building in the Dun Laoghaire Rathdown administrative area. The LVIA that accompanies this planning application has established that Block A (or indeed Block B) will not be visible from Corke Abbey, or from the majority of viewpoints identified within the Dun Laoghaire Rathdown administrative area.

Table 5 in Section 5 of Appendix 5 sets out performance criteria to be addressed in the assessment of taller buildings. These are addressed below;



Table 5 in Section 5 of Appendix 5 sets out performance criteria to be addressed in the assessment of taller buildings. These are addressed below;

Criteria for All Such Proposals
At 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.
Site must be well served by public transport – i.e. within 1000 metre/10 minute walk band of LUAS stop, DART Stations or Core/Quality Bus Corridor, 500 metre/5 minute walk band of Bus Priority Route - with high capacity, frequent service and good links to other modes of 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.
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.
Infrastructural carrying capacity of area as set out in Core Strategy of CDP, relevant Urban Framework Plan or Local Area Plan.
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.
Proposal should not be monolithic and should avoid long, uninterrupted walls of building in the form of slab blocks.
Proposal must show use of high quality, well considered materials.
Proposal where relevant must enhance urban design context for public spaces and key thoroughfares and marine or river/stream frontage.
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.
Proposal must positively contribute to the mix of uses and /or building/dwelling typologies available in the area.
Proposal should provide an appropriate level of enclosure of streets or spaces.
Proposal should be of an urban grain that allows meaningful human contact between all levels of buildings and the street or spaces.

Response

At County Level

The subject site is a key infill site within 800m of Bray DART Station and Bray town centre. It is also well served by bus services and with the potential for a future LUAS service. The site is acknowledged in the RSES as an appropriate location for higher density development.

The building heights within the proposed scheme are not especially high. The bulk of the site is proposed as two and three storey terraced houses and three storey duplex units. Block D in the northwest corner of the site is 3 and 4 storeys and fronts on to a public park while Block A is generally 4 storeys, stepping up to 7 storeys along the eastern coastal edge.

The taller buildings within the scheme, Blocks B and C, are located in the Wicklow County Area, as the ground level slopes downwards towards the Dargle, and closer to Bray Town Centre.

The 4 and 5 storeys along the western elevation of Block A address the Green Spine, a significant public open space bounded on the western side by three storey duplex units. The proportions of this urban space have been carefully considered, with the heights of the buildings to the east and west sufficient to contain the space, but not overwhelm it.

The 6 and 7 elements of Block A address the coast. The LVIA assessment in the EIAR clearly illustrates the fact that the visual impact of this building, and Block B to the south are insignificant when viewed from sensitive locations such as Killiney Hill to the north. The two buildings are clearly visible from Bray harbour itself, but form an attractive, self-confident extension of the Edwardian and Victorian Bray seafront Promenade.

The infrastructure carrying capacity is more than capable of accommodating the scale of the proposed development. This is set out in detail in the Engineering Services Reports that accompany this application.

At District/Neighbourhood/Street Level

As noted above, the taller elements of the proposed scheme have been carefully considered to integrate with the more traditional two and three storey houses and duplex units proposed. Buildings are stepped so that there is no abrupt transition from low rise to medium rise.

The taller buildings are modest in scale with the larger buildings, Blocks A and B, each broken into two discrete blocks so as to read as four separate structures of approximately the same scale, and approximately evenly spaced so as to establish a rhythm when viewed from afar such as from Bray Harbour. The taller element of Block B creates a satisfying termination of this rhythm.

Each of these four elements is a different colour with differing detailing, fenestration patterns and balcony details creating visual interest and avoiding monotony when viewed from closer quarters. Variations in the roof line further add to the visual interest.

3.0 Building Heights

Table 5 in Section 5 of Appendix 5 sets out performance criteria to be addressed in the assessment of taller buildings. These are addressed below;

Criteria for All Such Proposals
Proposal must make a positive contribution to the character and identity of the neighbourhood.
Proposal must respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring properties.
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.
Proposal should ensure no significant adverse impact on adjoining properties by way of overlooking overbearing and/or overshadowing.
Proposal should not negatively impact on an Architectural Conservation Area (ACA) or the setting of a protected structure.
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
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.
Additional specific requirements (Applications are advised that requirement for same should be teased out at pre planning's stage).
Specific assessments such as assessment of microclimatic impacts such as down draft.
Potential interaction of building, materials and lighting on flight lines in locations in proximity to sensitive bird/bat areas.
Assessment that the proposals allows for the retention of telecommunications channels, such as microwave links.
An assessment that the proposal maintains safe air navigation.
Relevant environmental assessment requirements, including SEA, EIA (schedule 7 information if required), AA and Ecological Impact Assessment, as appropriate.
Additional criteria for larger redevelopment sites with taller buildings
Proposal should make a positive contribution to place making, incorporating new streets where appropriate, using massing and height to achieve densities but with variety and scale and form to respond to scale of adjoining development.
For larger unconstrained redevelopment sites BRE standard for daylight and sunlight/any forthcoming EU standards on daylight sunlight should be met.

Response

Particular attention has been paid to how the buildings meet the ground with landscape mounding and screen planting anchoring Block A into the surrounding landscape. The ground floor level is generally 1 – 1.5m above the adjacent ground level to facilitate passive surveillance of the neighbouring open space while at the same time ensuring privacy of the apartments.

The integration of Blocks A and B into the landscape is further enhanced through the provision of stepped access from the public open space to the east and west up onto the podium in the centre of each block.

A different approach is taken with the southern frontage of Blocks B and C. This frontage is more urban in character with commercial uses and double height spaces at ground level enlivening the public realm.

The taller buildings have been sited away from existing buildings so as to minimise overlooking and overshadowing issues. The LVIA illustrates that most of the scheme will remain invisible from most vantage points in the existing urban areas within both Dun Laoghaire Rathdown and Wicklow.

The proposed site does not impact on any Architectural Conservation Area

A *Daylight and Sunlight Analysis* prepared by 3DDB accompanies this application. This report assesses the buildings in the context of the BRE and EU standards.

A *Building Lifecycle Report* produced by Aramark addresses construction sustainability issues.

County Specific Criteria

While the proposed development is in a coastal area, it is a substantial distance south of Dalkey. The visual impact from Dalkey and Killiney Head have been assessed as being insignificant in the LVIA that accompanies this application.

The EIAR and NIS that accompany this application have assessed the impact of the proposed development in its entirety on birds, bats and ecology generally, including on European Sites.

A *Microclimate Assessment* prepared by B-Fluid accompanies this application.

The impact of the 12-storey element on telecommunications, and air navigation is addressed in the *Telecommunications Impact Assessment* prepared by BBSC.

4.0 APPENDIX 1

Artist Impressions













