FASSAROE CO. WICKLOW

An Bord Pleanála | Stage 3 planning application

6th of April 2022

MCORM
Mc CROSSAN O'ROURKE MANNING ARCHITECTS

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FASSAROE MIX - USE DEVELOPMENT

Project number:15011.1

Location: Fassaroe, Co. Wicklow

Client: Cosgrave Property Group

Document title: Design statement

Document purpose: Planning

SECTION 1.01
DESCRIPTION OF THE DEVELOPMENT

The development will consist of the construction of 650no. residential units in a mix of apartments and houses, 1395m^2 sub-dividable retail / commercial / Cafe space in the neighbourhood centre and a 480m^2 neighbourhood residents lounge, gym and concierge. Other ancillary buildings are proposed as part of this phase of development including a crèche and a small retail kiosk in the central district park

A summary breakdown of the development is as follows:

- 409no. apartment units within 4- 6 storey buildings, comprising of 99no. 1-Bed, 279no. 2-Bed and 31no. 3-Bed. units, all with associated private balconies/terraces to the north/south/east/west elevations. Each block has designated parking spaces for visitors and residents, between basement car park and surface parking

- 241no. houses, comprising of 50no. 3 -Bed + study, 88no. 4-Bed and 103no. 5-Bed, each house has designated parking spaces in the front portion, and a private garden to the rear.

- Neighbourhood Centre (part of)

- 1no. Crèche of 733m2

- Road link to connect N11 to Ballyman Road

- Pedestrian / cyclist bridge over N11, connecting Fassaroe to Upper Dargle Road and Wicklow County Council proposed Greenway.

- Remediation of 5 No. historic landfill areas

- 15.3 ha of District Park / Active Open Space

- Kiosk in District Park

- Demolition of existing dwelling at Berryfield Lane

- All associated development works, substations, bin stores and landscaping required.

Along with these elements, the application will also include these associated works:

- Rerouting and undergrounding of overhead ESB lines (110kV and 38kV lines).

- Site development / ground works on future development areas.

- Water supply, foul and surface water drainage proposals.

- Provisions for public bus service within the proposed layout.

- Provision for future school sites.

SECTION 1.02 - SITE CONTEXT

Bray is the most northerly town in County Wicklow, located at the border with Co. Dublin with parts of Bray town located in County Dublin itself. The town is approximately 17km south of Dublin city centre. Bray is well connected to the city through a railway network, M11 motorway and smaller road systems and forms part of the 'Dublin Metropolitan Area'.



Figure 1.02.1 - Fassaroe in relation to Existing Bray Town

The Eastern and Midland Regional Spatial and Economic Strategy (RSES) identifies Bray as a metropolitan key town within the Dublin metropolitan area. it specifically identified that the lands at Fassaroe are targeted for new housing, employment and community and sports facilities, in order for Bray to fulfil its growth potential. The Fassaroe subject site is located in Bray, immediately adjacent to the existing town.

The growth of Bray is constrained by the coast to the east and Bray Head / Sugarloaf mountains to the south. Accordingly, to achieve its growth goals the majority of the future expansion of the town will be accommodated to the west at Fassaroe as well as the Old Conna and Woodbrook areas to the north west and north. Fassaroe is considered the only location within the Bray Environs within County Wicklow suitable to accommodate significant new population and employment.

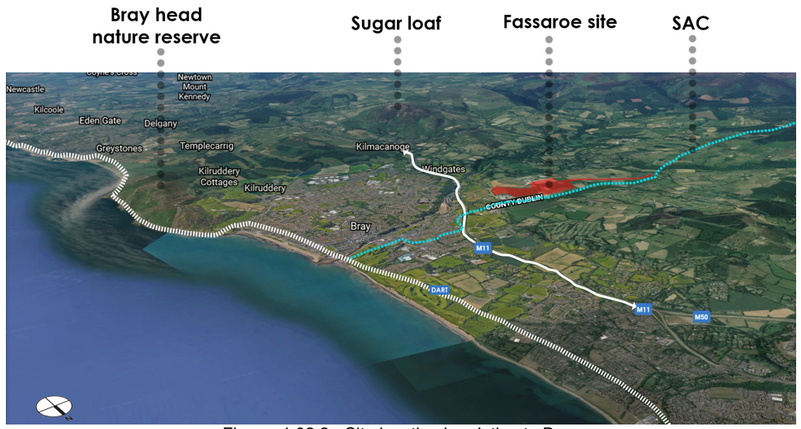


Figure 1.02.2 - Site location in relation to Bray

The Wicklow County Development Plan, 2018 sees Fassaroe as a key location for new employment and housing, education, active and passive public open space and employment as it is identified as a focused area for Bray's expansion and growth. See figure 1.02.3

Fassaroe contains approximately 79 hectares of "new residential" zoned lands as well as other areas zoned as "Employment", "Community and Education", "Neighbourhood Centre" and "OS"to the west of the existing built-up area of Bray See figure 1.02.3. The site is bounded by the M11 to the east, Ballyman Glen to the north, and by agricultural lands to the south and west. Enniskerry is located to the south west of the site. Powerscourt Demesne is located c. 2km to the southwest. Dun Laoghaire Golf Club is located on elevated lands to the north west of the site, accessed from Ballyman Road. The overall Fassaroe development area is made up primarily of existing agricultural and quarry lands along with some clusters of private dwellings and a waste management facility. An existing sports facility of 3.1 ha. (Eniskerry AFC) has been already completed by Cosgrave Property Group on Berryfield Lane.

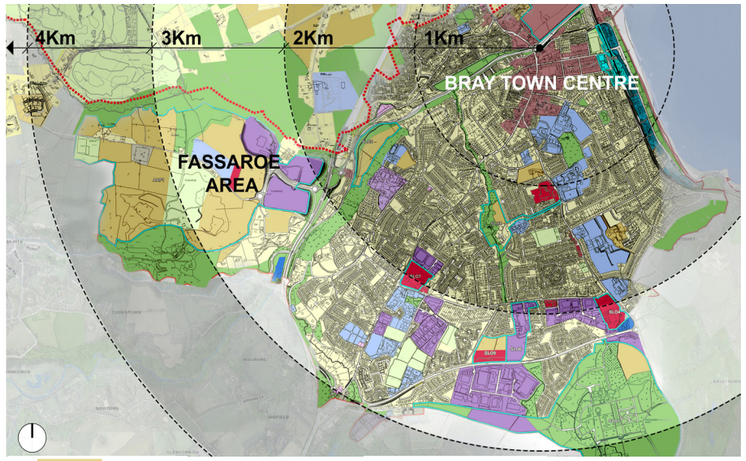


Figure 1.02.3 - site location in relation to Bray Town AND LAP

The Fassaroe area is currently accessed from the M11 via the Junction 6 interchange. This also comprises of a bridge across the M11 which links to the built-up area of Bray at Dargle Road. The road access into the lands from Junction 6 was previously upgraded to accommodate development at Fassaroe on the basis of a previous industrial development permission which was not subsequently implemented. There is a roundabout providing access to Thornhill Road which links to the Old Connaught area to the north. A proposed cycle and pedestrian bridge parallel to the existing structure will improve cycle green sustainable links to Bray Town Centre and it forms part of this application .

There are a number of existing residences located along Thornhill Road. The existing roundabout also provides access to an existing Greenstar Waste Management facility on the north-eastern quadrant of the overall Fassaroe development lands. A second roundabout to the south provides access to Kilbride Lane and Berryfield Lane along which there are a number of residences. Berryfield Lane runs east west through the overall Fassaroe development lands and links to Ballyman Road. The lands between Berryfield Lane and Ballyman Glen are primarily agricultural. Access into the overall lands to the east has recently been facilitated with the construction of 290m of the link road by Cosgrave Property Group from Ballyman Road.

The subject site is a 14 minute cycling distance away from Bray DART Station. There are a number of existing Dublin Bus routes operating in the vicinity of the Fassaroe lands that can be easily diverted into the site. The 185 from Enniskerry to Bray DART station can be rerouted to run through the overall lands and the No. 84X to Dublin City Centre can be routed into the eastern side of the land at Junction 6. In the long term for the full build out of the Fassaroe lands provision is made for a North South bridge across Ballyman Glen connecting to Old Connaught which could accommodate additional public transport connections (Bus or LUAS if ever planned in the future). See figure 1.02.4 for existing and potential long term future public transport connections.

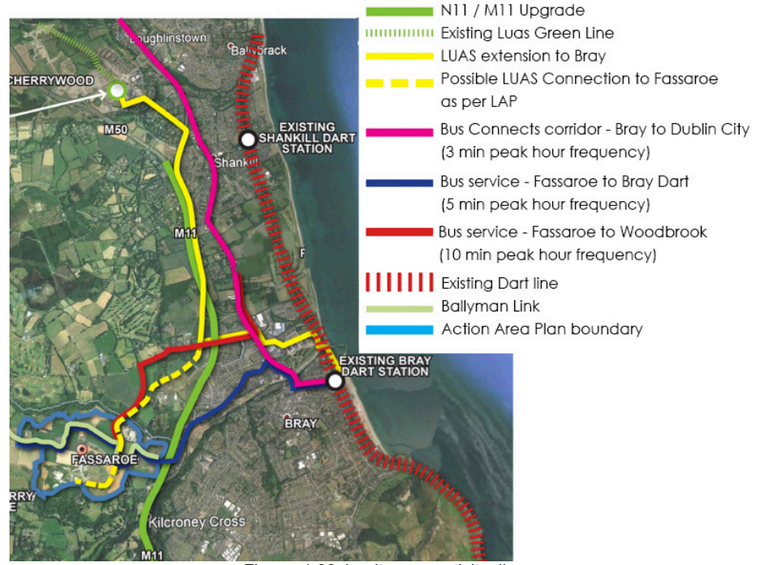


Figure 1.02.4 - site connectivity diagram

There are five historic landfill sites previously operated by Wicklow County Council between the early 1970s and mid-1990s which have been filled and are currently in use for agricultural purposes. These sites had historically been quarried for sand and gravel. The Greenstar facility is also located on an area which was previously quarried. The lands to the south of Berryfield Lane are comprised of agricultural and quarry uses primarily as well as accommodating a large ESB electricity sub-station set centrally within the lands. See figure 1.02.5

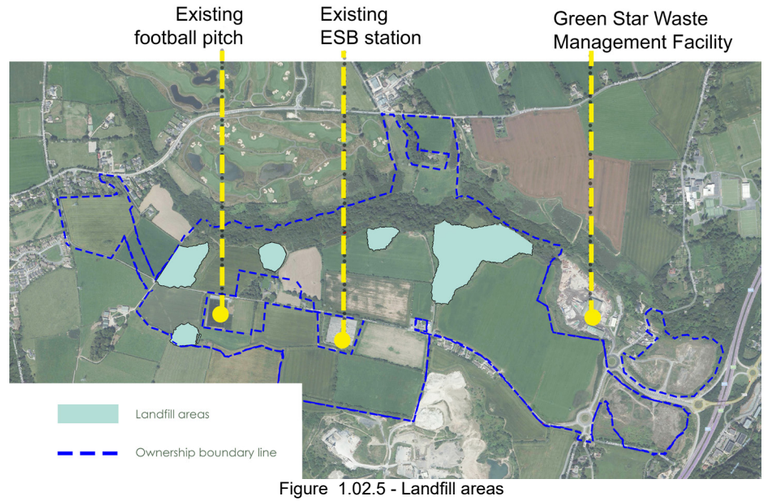
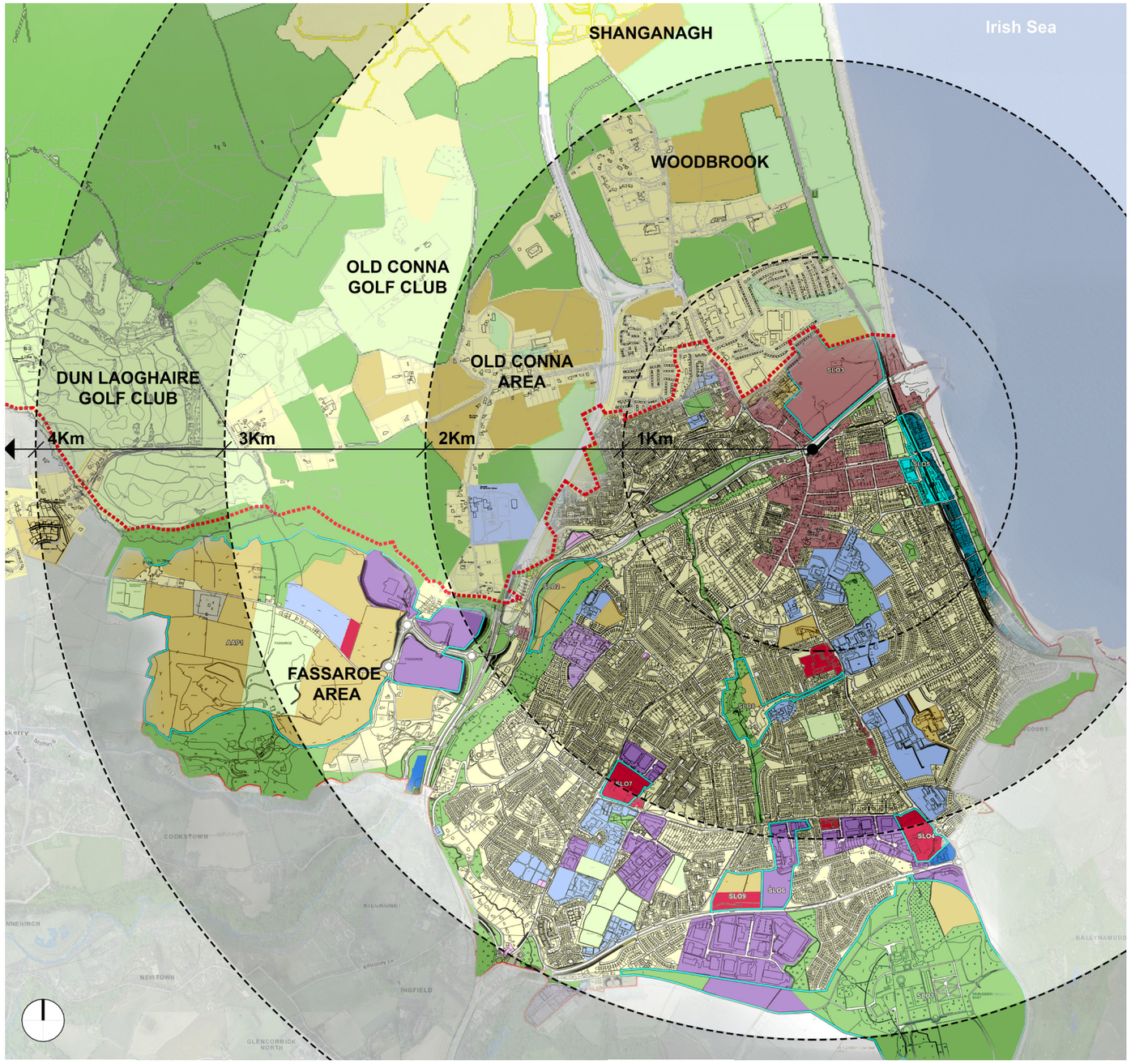


Figure 1.02.5 - Landfill areas



Neighbourhood centre

Conservation amenity / green buffer / landscape

Open space / park / recreation

Community and education

County boundary line - Co. Dublin and Co. Wicklow

New residential

Existing residential

Town centre

Employment

Figure 1.03.1 - The site in context - zoning illustrated

SECTION 1.03 - LOCAL AREA PLAN

The Bray Environs Municipal District Local Area Plan seeks to provide a coherent and robust framework for the further development of the town. It is essential at the outset that the planned development of Fassaroe is identified and understood in its broader strategic development context as an integral part of Bray and neighbouring areas.

The lands are zoned under the Bray Municipal District (MD) LAP 2018. The Fassaroe area is identified and suitably zoned for the future growth of Bray. As noted earlier, Bray is also designated in the Eastern and Midlands Regional Spatial and Economic Strategy (RSES) as a metropolitan key town within the Dublin metropolitan area.

To achieve the desired densification and create a new sustainable neighbourhood, the area is zoned to encourage densification and mixed-use with large portions of the area zoned as R-HD Residential. Neighbourhood centre,CE Community E1 - Employment areas and a large area allocation to open space. See figure 1.03.1

Cosgrave Property Group is lodging a planning application for a Strategic Housing Development to An Bord Pleanála on lands at Fassaroe, Bray, Co. Wicklow. The overall proposed Action Area Plan envisages a mix of uses including residential units, (houses and apartments), commercial and office units, schools, creche, district parks, active open spaces, a kiosk and a neighbourhood centre

The LAP identifies two overall phases of development for Fassaroe. The development shall be carried out in two phases:

<u>Phase 1</u>

- Road Link from N11 to Ballyman Road

- Main district park 8ha

- Active open space/ sports Zone (min of 14 ha)

- Site identified and reserved for school campus

- Neighbourhood Centre

- Up to 2,000 residential units

<u>Phase 2</u>

- Identification and reservation of site for additional primary school and remainder of residential units

The current application included part of the first stage of the ‘Phase 1’ development. It incorporates the road link, district park, part of the active open space, the first part of the neighbourhood centre in addition to 650no. of residential dwellings in a mix of typologies

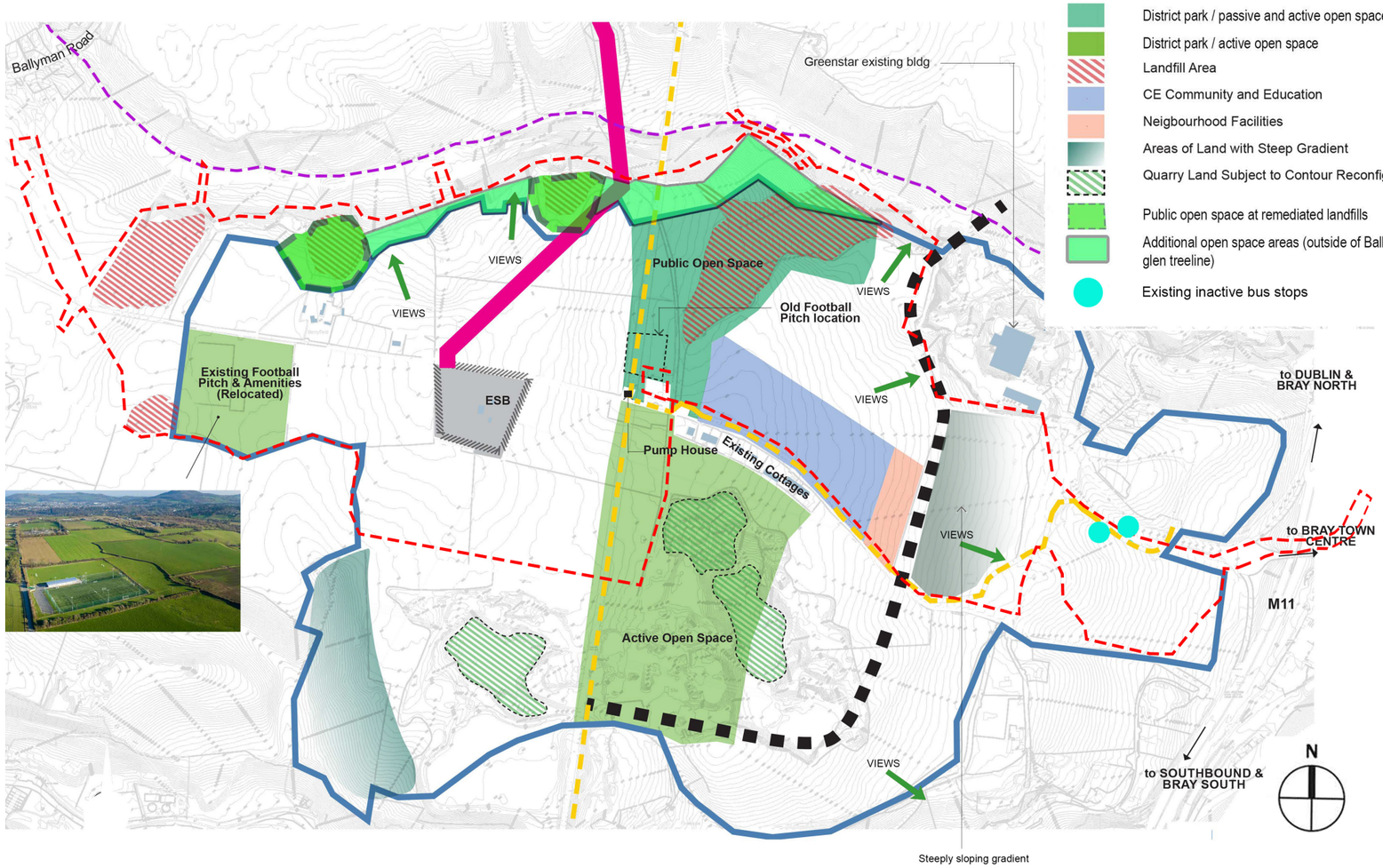


Figure 1.04.1 - Site analysis diagram

The LAP examines the possible uses and density range for the site. Furthermore, the site presents particular characteristics and constraints that will give rise to a tailored design that responds to each of these unique aspects.

The key constraints that were considered in the development of the proposed site layout includes the following:

- Existing ESB station in the centre portion of the site

This is a substantial ESB exchange site. The existing structure will be screened by existing / new hedgerows, overhead cables to be re-routed underground, as per drawings attached prepared by ATKINS

- Former landfill areas

These areas are currently covered, and used for growing crops. The proposed application seeks permission to remediate these landfill sites in line with Certificates of Authorisation granted by EPA 10 2019. The remediated sites are proposed to be laid out as public open spaces in line with the zoning objectives for the site. In this way a significant constraint will be converted into a valuable community facility.

- Future north / south link

The LAP identifies a future north/south link from Fassaroe across Ballyman Glen connecting to the Old Conna area. The LAP notes that the exact nature of this link should be identified at application stage. As it does not form part of this current initial application the exact nature and dimension of this route are not fully detailed. The proposed site layout accommodates this envisioned future link by leaving an adequate reservation zone along this identified new corridor.

- Existing Irish Water wayleave

A significant existing way-leave have been identified. No buildings will be constructed above it and required reservation set-backs will be maintained.

- Areas of steeply sloping gradient

The natural contours vary across the site, and in some cases the gradient of the land is quite steep. This feature of the land can be used as an opportunity for the delivery of higher density housing in the form of apartment buildings at these locations, making the best use possible of the natural contour with a efficient use of cut and fill solutions to conceal the car parking in undercroft solutions. This also allows for maximising the natural views that the site has to offer.

- Bus connections:

There are two inactive bus stops at the entrance of the site. These can be activated to serve proposed rerouted existing Dublin Bus services No. 185 and 84x.

- TO THE NORTH

The views to north look over Ballyman Glen, Dun-Laoghaire Golf Course and Old Conna (see point A and B). The Site layout strategy aims for maximise the available views by locating high density peripheral apartment blocks along the northern border. The zoned open spaces stretch across the site from south to north, forming a ecological corridor to Ballyman Glen and visually connecting the views with these new high quality landscaped public spaces.

- TO THE EAST

The site is naturally elevated towards the east in relation to Bray and the M11. This feature favours the views of Bray and the Irish Sea beyond.

- The north east portion of the site (point C) looks over Ballyman Glen with the Irish Sea beyond.

- The eastern portion of the site (point D) looks over Bray, with Bray Head beyond.

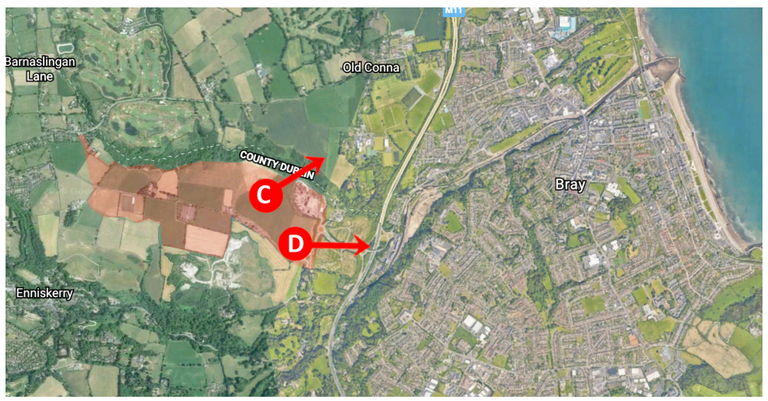
TO THE SOUTH

The views to the south include the iconic Sugar Loaf Mountain and Little Sugar Loaf Mountain. These views dominate the skyline from south east to south west.

- The south east views (point E) include both the Little Sugar Loaf Mountain and Sugar Loaf Mountain beyond

- The views towards the south (point F) favour the Sugar Loaf Mountain across the agricultural land.





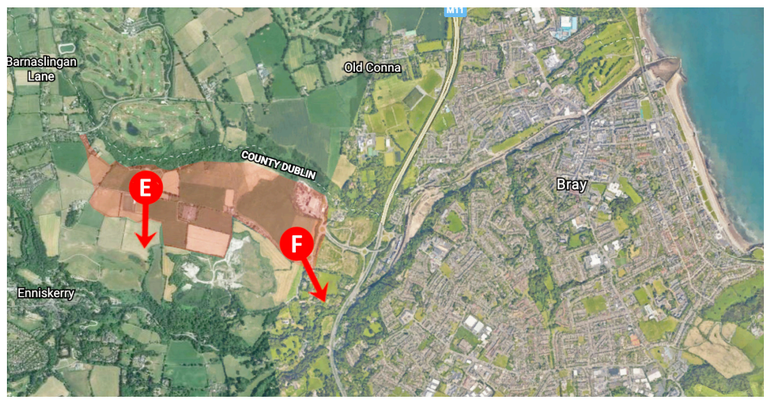




Figure 1.05.1 - Views from point A to the north west, over Dun- Laoghaire Golf Course



Figure 1.05.2 - Views from point B to the north east, over Old Conna



Figure 1.05.3 - Views from point C to the north east, over Bray towards the Irish Sea



Figure 1.05.4 - Views from point D to the east, over Bray including Bray Head beyond

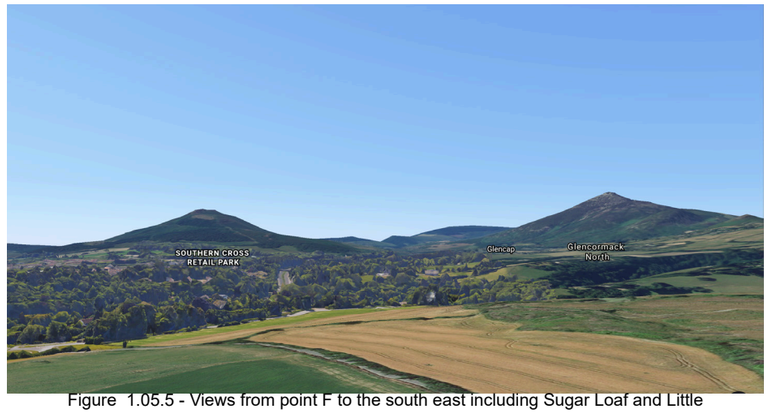


Figure 1.05.5 - Views from point F to the south east including Sugar Loaf and Little



Figure 1.05.6 - Views from point E to the south, including local Enniskerry Youth club and Sugar Loaf Mountain

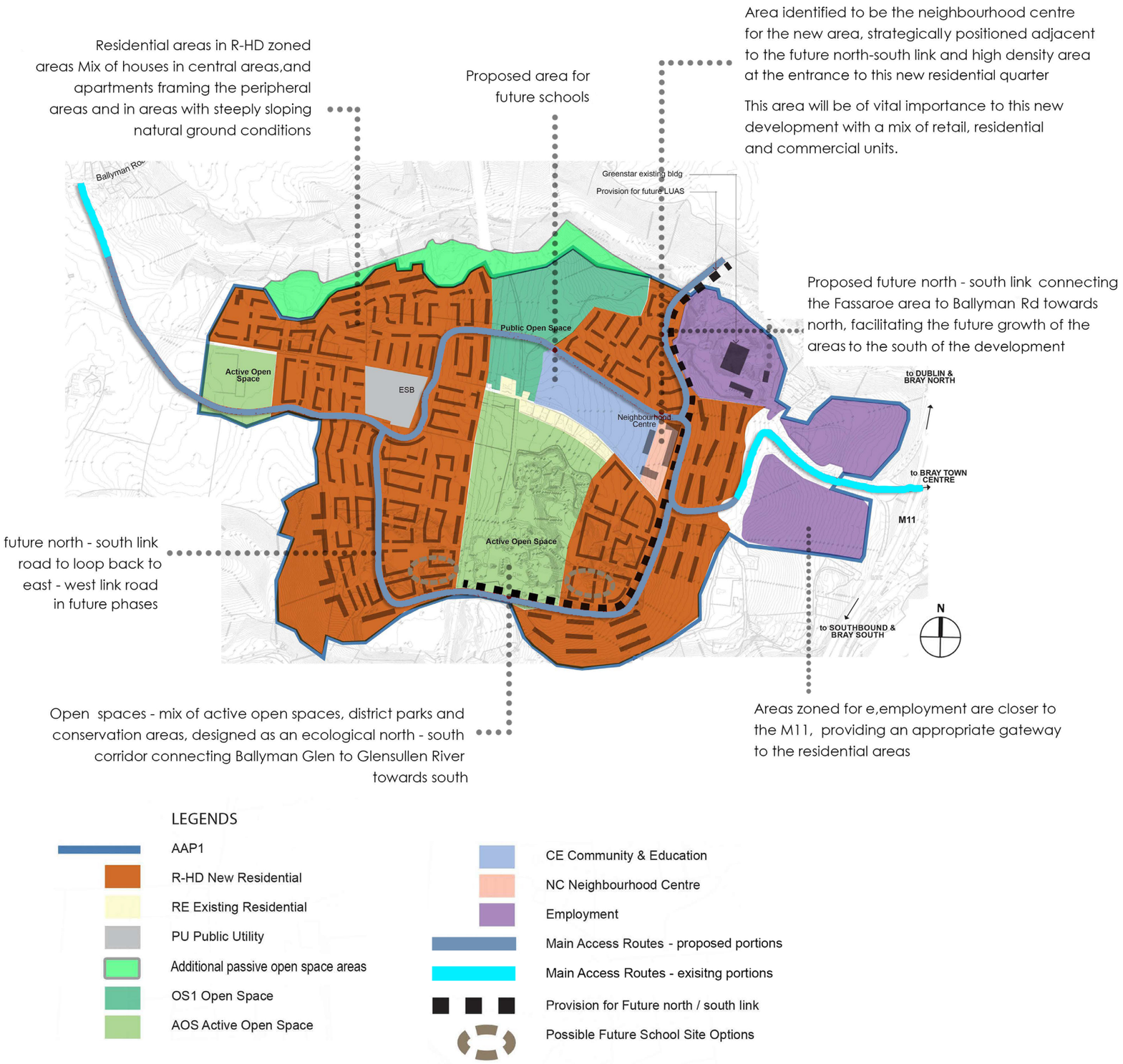


Figure 1.06.1 - initial site strategy diagram

The urban fabric of the existing Bray area is well defined, with the established built-up area centred around a distinct commercial and civic area — mostly focused upon Main Street. Outside the traditional Town Centre area, the various existing communities and neighbourhoods of Bray are served by lower hierarchy district and neighbourhood-scale retail and civic cores. These include the shopping centres at Little Bray, the Vevay Road and Boghall Road. In terms of function and urban structure, these are subservient to the Town Centre, providing convenience retail and community services for the residents and employees of these areas. Other local facilities, such as primary and secondary schools, and places of worship are generally spread throughout the existing built-up areas which they serve. As discussed in page 1.03, the current LAP aims at creating in the Fassaroe area a new community, comprising of places of employment, schools, a new neighbourhood centre within an urban residential fabric, all serviced by a substantial amount of high quality public open spaces. This well thought out combination of uses will deliver a neighbourhood well served by necessary ancillary facilities.

We have developed a framework as part of a proposed Action Area Plan for the overall Fassaroe Lands to broaden the existing urban and landscape fabric of Bray. Our proposal should provide a distinctive sense of place to be the framework to a self-sustaining diverse multi-generational community that grows in harmony with its environment. Favouring living, working and recreation, the development responds to different use requirements through a legible hierarchy of streets which have been designed to facilitate connections through the area and wider community, mainly prioritising pedestrians and cyclists. The uses provided allows for home working and will promote a good work / life balance. It is also well connected to Bray Town Centre with good bus and cycle links which allows for travel to Bray, Dublin City Centre and other localities using public transport.

The design strategy involving the delivery of this invaluable community amenity has been Cosgrave's strategy in previously completed developments, most notably in Honeypark and Cualanor on the lands of the old Dun Laoghaire golf club of approximately 2000 residential units, neighbourhood centre and public park. The scheme was the recipient of the 2020 ULI & CBRE Excellence in Placemaking Award. It is important to note that the creation of the new public park amenities in both schemes encourages the greater Dun Laoghaire community in the use of these spaces. They have become "destinations" for locals and wider community to meet and play and a similar early delivery of a similar park at Fassaroe will assist in promoting community at this location.



Figure 1.06.2 - Sample of comparable development delivered by Cosgrave Developments
Upfront provision of Green spaces, framed by apartment buildings and houses



Figure 1.06.3 - Sample figure of comparable development delivered by Cosgrave Developments
Varied range of provision of green spaces



Figure 1.06.3 - Sample figure of comparable development delivered by Cosgrave Developments
Varied range of provision of green spaces

- Roads layout approach

A clear circulation hierarchy is essential to the design. The layout seeks to provide a high degree of pedestrian and bike permeability and connectivity, with a clear street hierarchy for access by car. The fabric addresses future growth enabling the future expansion of Fassaroe as envisioned in the Bray MD LAP and Bray and Environs Transport Strategy with provisions made for a future north-south link. Special attention was taken in the development of the proposed east - west link street (N11 to Ballyman Road) from which the proposed residential quarters will be accessed. The idea is to create a urban corridor with as much active frontage as possible, linking and extending Bray Town in the east to Ballyman road in the west. A significant portion of this link road has already been constructed from the Ballyman junction eastward into the Fassaroe lands as part of an earlier planning permission for 12 houses - Monastery, Ballyman.

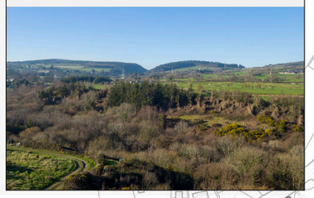
- Residential areas approach:

The intention is to create an ordered series of residential cells, linked by a clear hierarchy of streets and open spaces. A concentration of apartment buildings is planned at the entrance of the residential precinct and opposite the Neighbourhood Centre. This portion of the site is the closest residentially zoned lands to Bray Town Centre and its also adjacent to the important ancillary facilities provided in the Neighbourhood Centre. It is appropriate therefore to maximise density here and provide density of population at this location. This higher density strategy and mix of uses creates a new Town Centre sense of place. This allows for a shift to lower scale housing immediately to the west with an entirely different character. A switch back to apartment typology reintroduces scale at this appropriate location overlooking the expansive proposed new Main District Park as one moves further west through the site. This use of significant variation in typology allows the various character areas proposed introducing visual interest and makes the scheme very legible and easy to navigate.

- Green spaces:

High quality design and placement of a range of types and sizes of open space is a key factor in the quality of the resulting urban living environment. A new centrally located public park space area will stretch across the site, connecting the most southern portion of the site to Ballyman Glen in the north, providing a series of active and passive open spaces to be used by the local community and visitors alike. In addition the park provides a valuable ecological corridor connecting back to the rural landscape adjacent. The Strategy of “up front” provision of parkland with a strong mix of houses and apartments has been successfully implemented by the applicant in their Honeypark and Cualanor developments in Dun Laoghaire. See figure 1.06.2 to 1.06.3

Apartment buildings proposed for phase 4, optimising views over Ballyman Glen and Dun Laoghaire Golf Course.



The density reduces gradually from the areas east of the site to the west.

Residential streets are proposed and populated with terraced and semi-terraced houses framing the public spaces and linear pocket parks within the development



Higher density apartment buildings up to 6 storey proposed for phase 2, providing passive surveillance over the 12.3 Hectares main district park and enhancing the views of the park to be delivered in Phase 1.



Kiosk in main district park.



Comparable large scale development with Central Public Park.



11.5 Hectares main district park
Landscaped areas

Future north - south link
Final housing cell design in future phase pending-bridge alignment over Ballyman Glen

Higher density apartment buildings proposed for phase 1 for its close proximity to Bray town and to existing public transport links.
112 social units proposed as part of Phase 1.



Employment zones.
Subject to future planning application.



Views of Bray Head and the Irish Sea beyond.



Existing residential along Thornhill Road



East - west link street Connection at Ballyman Road already in place with dedicated cycling lane. To be continued through the site connecting the Fasaroe area and Ballyman Road to Bray Town.

Existing Fassaroe KV station

SCHOOL SITE

Existing residential along Berryfield Lane

Employment - phase 4

Existing Bus stop

Main connection to Bray Town

Existing Bus stop

Employment - phase 3

Connection to southern development lands.
(Not under Cosgrave ownership)

ACTIVE OPEN SPACE
To be integrated with later phases of Active Open Space
(Not under Cosgrave ownership)

Connection to southern development lands.
(Not under Cosgrave ownership)



Enniskery Youth Club / AFC
3.1 Hectares active open space
Already provided by Cosgrave.



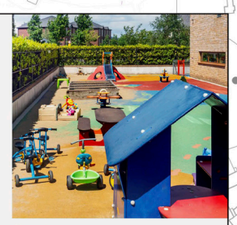
Higher density apartment buildings up to 6 storey proposed for phase 2, providing passive surveillance over the 3 Hectares Active Open space.



3 Hectares Active Open space multi-purpose pitches.



Future school sites.
Subject to delivery by the Department of Education.



Creche.
Proposed as part of Phase 1.



Proposed Neighbourhood Centre

- Ground floor sub-dividable retail/commercial providing active street frontage to proposed Main Street.
- 63 apartment units above, framing the Main Street and public plaza.
- N.C. parking in undercroft basement.
- 490msq community/ concierge area for the use of the residents of the development.
- Proposed cafe adjacent to main public plaza.
- Future extension to N.C. in phase 3 as becomes viable with the growth of the community.



Higher density apartment buildings

Proposed for phase 3, complementing the neighbour-hood centre and:

- Responding to steeply sloping gradient area.
- Close proximity to areas of employment.
- Connectivity to existing and future public transport links.
- Optimised views of the Sugar Loaf Mountain.



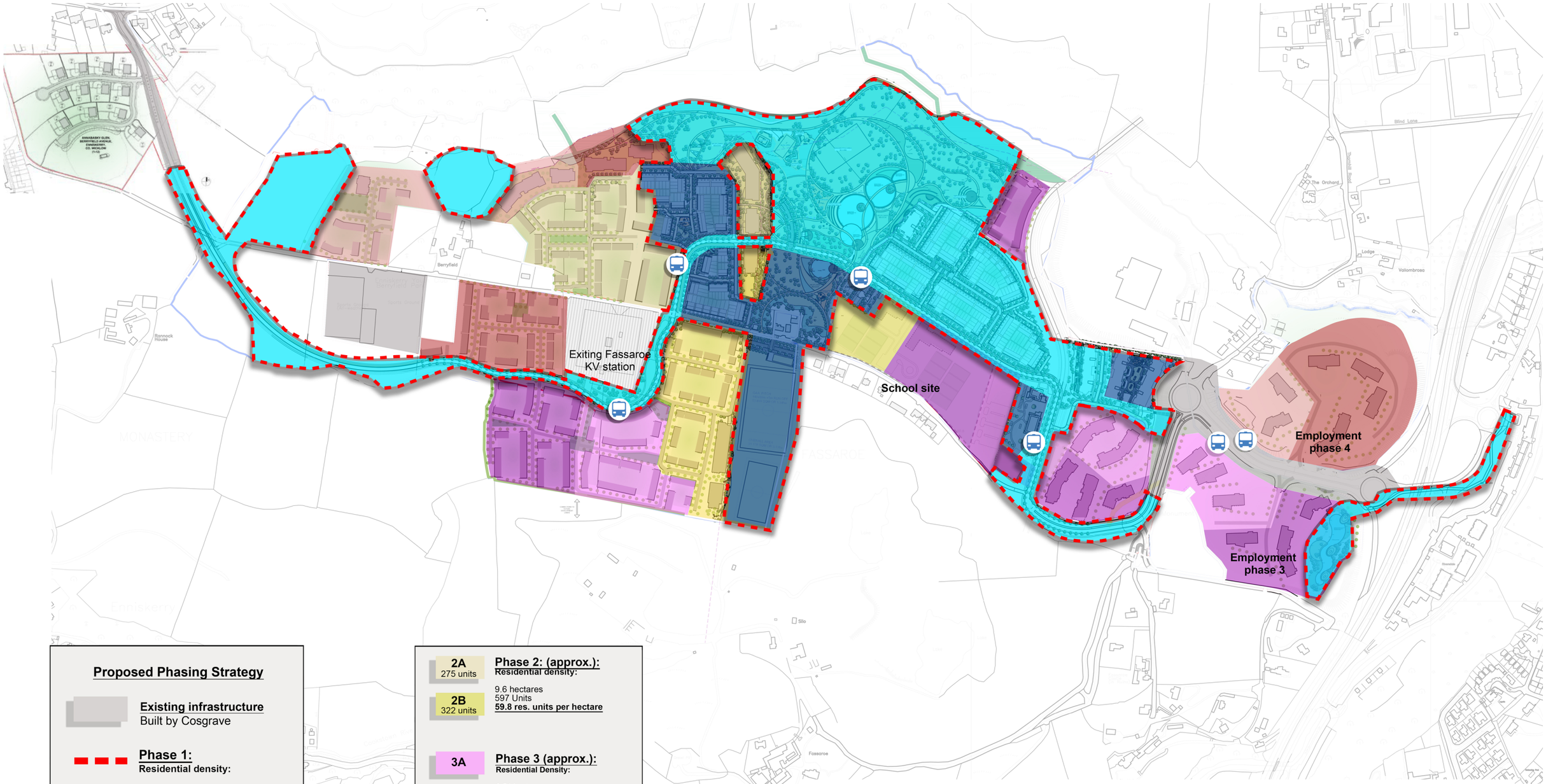
Proposed pedestrian / cycle bridge across M11, connecting Fassaroe to Bray town .



Employment zones.
Subject to future planning application.

KEY

LANDS IN CONTROL OF APPLICANT AND LANDOWNER



Proposed Phasing Strategy

Existing infrastructure
Built by Cosgrave

Phase 1:
Residential density:

11. 55 hectares
650 Units
56.3 res. units per hectare

1A
296 Units
47.6 units per hectare

6.22 Hectares
144 apartments
152 houses

1B
354 Units
66.42 units per hectare

5.33 Hectares
265 apartments
89 houses

2A 275 units
2B 322 units

Phase 2: (approx.):
Residential density:

9.6 hectares
597 Units
59.8 res. units per hectare

3A
3B

Phase 3 (approx.):
Residential Density:

9.54 hectares
575 Units
60.27 res. units per hectare

4A
4B

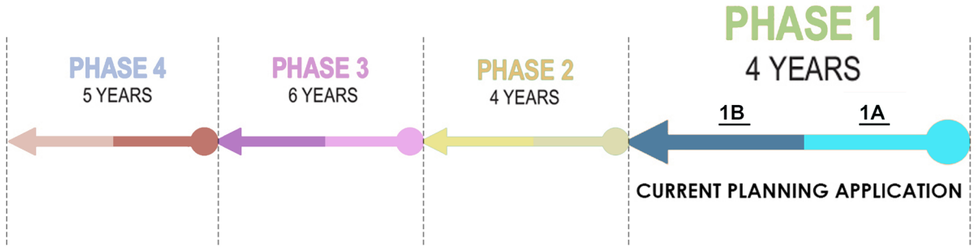
Phase 4 (approx.):
Residential Density:

8.0 hectares
498 Units
62.25 res. units per hectare

Approx.Total Schedule of Areas:
Residential Density:

38.75 hectares
2,297 Units
59.28 res. units per hectare

(Areas based on net density of **Residential Development Lands Only i.e. excluding district park, active open space, link road.)*



SECTION 1.08 - OVERALL COSGRAVE LANDS VISION - PHASING DIAGRAM

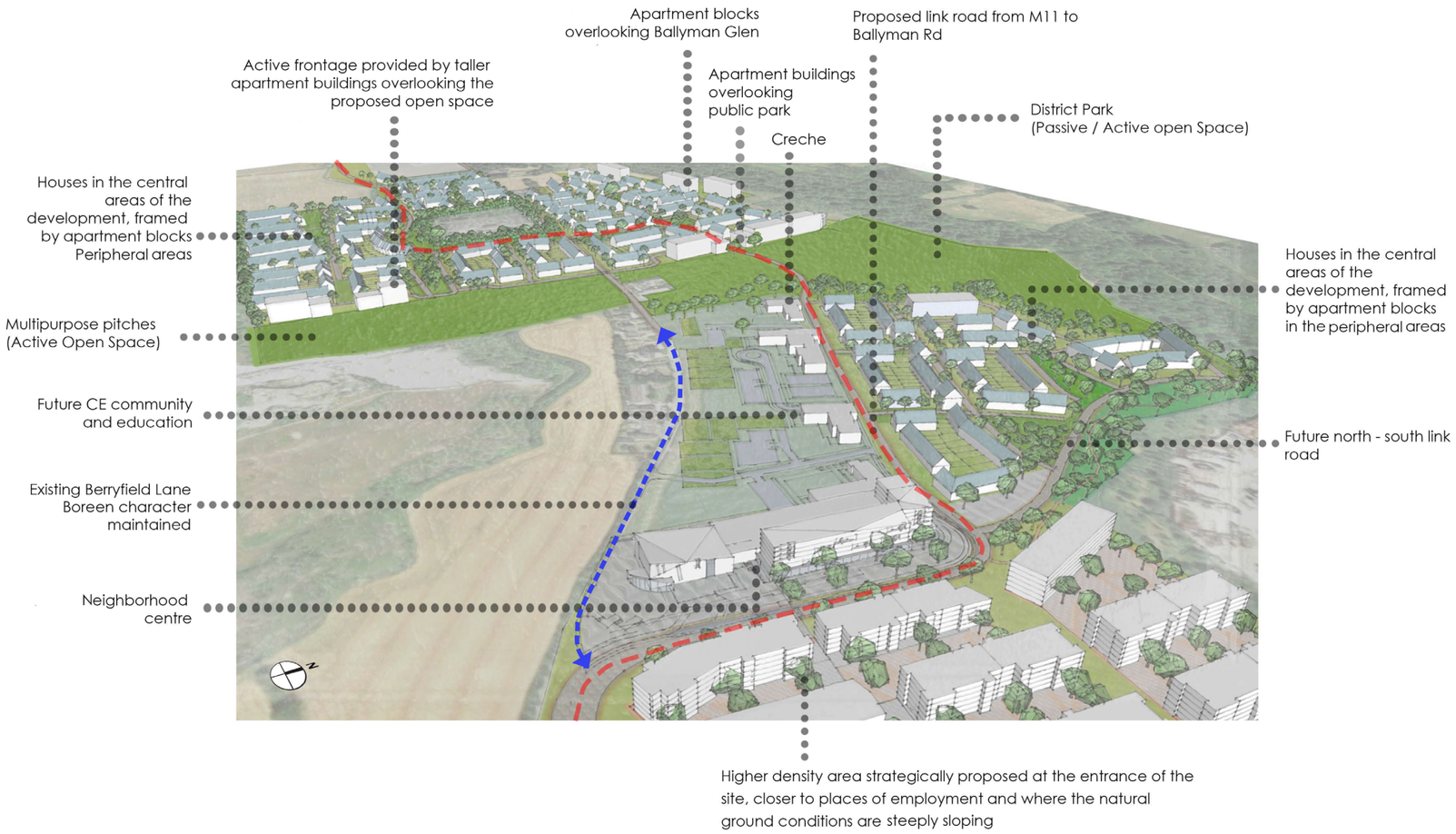


Figure 2.01.1 - initial site massing strategy diagram



Figure 2.01.2 - Massing diagram around the district park / open spaces

Density by phases Res. Areas only	Areas (hectares)	N. of resi. Units	Units per Hectares	
PHASE 1	11.55	650	56.3	
Phase 1A	6.22	296	47.6	
Phase 1B	5.33	354	66.4	
Phase 2	9.6	597	59.8	NOT PART OF THIS
Phase 3	9.54	575	60.27	THIS PLANNING
Phase 4	8	498	62.25	APPLICAOITN
OVERALL TOTAL	38.7	2297	59.3	

Figure 2.01.3 - table of proposed density

SECTION 2.01 - SCALE AND DENSITY

The urban design and landscape framework proposes a medium density mixed typology scheme, providing a good balance of different unit types that will address the many unique aspects of the site as well as delivering a well populated sustainable new neighbourhood. A wide range of end uses is anticipated and the residential mix will provide for this

Key drivers for masterplan for Cosgrave Property Group controlled lands at Fassaroe:

- The massing/scale of development generally decreases as one moves from the entrance to the scheme in the east moving westward towards Ballyman Road. The entrance of the site has been designed with higher density apartment blocks, varying from five to six storeys high. This is in response to the steep gradient of the site at this location as well as the proximity to places of employment, the M11 and Bray Town Centre.

- The main urban centre will be focussed around the future neighbourhood centre. This building achieves substantial residential density, providing active retail / commercial frontage to the street, passive surveillance and suitable legible urban edges to the new central plaza.

- Development located centrally in the site reduces in scale changing to two and three storey houses arranged into legible urban cells. These cells are designed to have active frontage on all sides and a fully permeable pattern.

- The main district park is framed to the east and west by taller apartment blocks, varying from four to six storey in height, These blocks provide an appropriate scale adjacent to this expansive public park and provide excellent passive surveillance over this area. This landscaped corridor allows for visual and ecological connections to Ballyman Glen to the north and to the Sugar Loaf Mountain to the south.

- The local topography led to the placement of taller apartment buildings in the sloping areas at the northern side of the site overlooking Ballyman Glen and at the eastern entrance to the site. Higher density buildings will address the existing topography in their final design and will not appear “tall” as they will be built into the hillside.

- The proposed urban structure is respectful of the current context along Berryfield Lane, while also enabling existing residents to be integrated into the overall development without impact from the new scheme proposed, It is the design intention to maintain its “boreen” like character.

The density proposed of 56.3no. of units per hectare in this application and an overall anticipated density of 59.3no. of units per hectare on the entire Cosgrave landholding is appropriate for a development of this type with its own ancillary neighbourhood facilities and designated school site. It is well connected to Bray Town Centre and will have good cycle and bus links to the scheme.



Figure 2.02.1 - Site layout prepared for first Pre-planning meeting

An initial proposal of 1994no. of residential units, the neighbourhood centre and a creche was the subject of preliminary pre-planning consultation with WCC in November 2019. The proposed extent of development in the initial planning application was reduced on foot of discussions with WCC.

A second pre-planning meeting was held with WCC on 5th of March 2020. A reduced quantum of residential development was proposed and discussed. Figure 2.02.1 illustrates a revised application of 1084no. of dwellings proposed with the residential development starting at the Green Star roundabout moving westward.

Based on discussions with Wicklow Co. Council, a final layout including 1161no. dwelling units was prepared for submission to An Bord Pleanala requesting a stage 2 pre-planning application meeting. Wicklow were satisfied that the planning application would include for landfill remediation. They were satisfied with the area of active open space proposed. They were also satisfied that the Neighbourhood Centre would not be provided as part of this initial application and that the kiosk proposed in the public park would serve local needs for this first phase of development.

Based on previous consultation meetings with the NTA and TII and the provisions of a new Bray MD LAP in 2018, the commercial/ office element was moved to a later phase of development. We included the residential lands closest to the M11 and Bray itself with this application. Due to the steeply sloping nature of this land, its relationship to the future neighbourhood centre, proximity to area of employment and its very accessible location, it is particularly suitable for apartment buildings. A concentration of density is proposed at the entrance to the new residential area and will combine with the mix of uses proposed in the neighbourhood centre to create a 'main street' and an outdoor public plaza with an appropriate density and scale for this portion of the land.

The M11 to Ballyman link road formed part of this application as before, but now in this revised application the eastern extent of the link road connecting to Ballyman Road is now complete. In addition and as required in the Bray MD LAP, provision in the layout for a future link to Old Connaught to the north has been made. A reservation for this link has been provided for in the design.

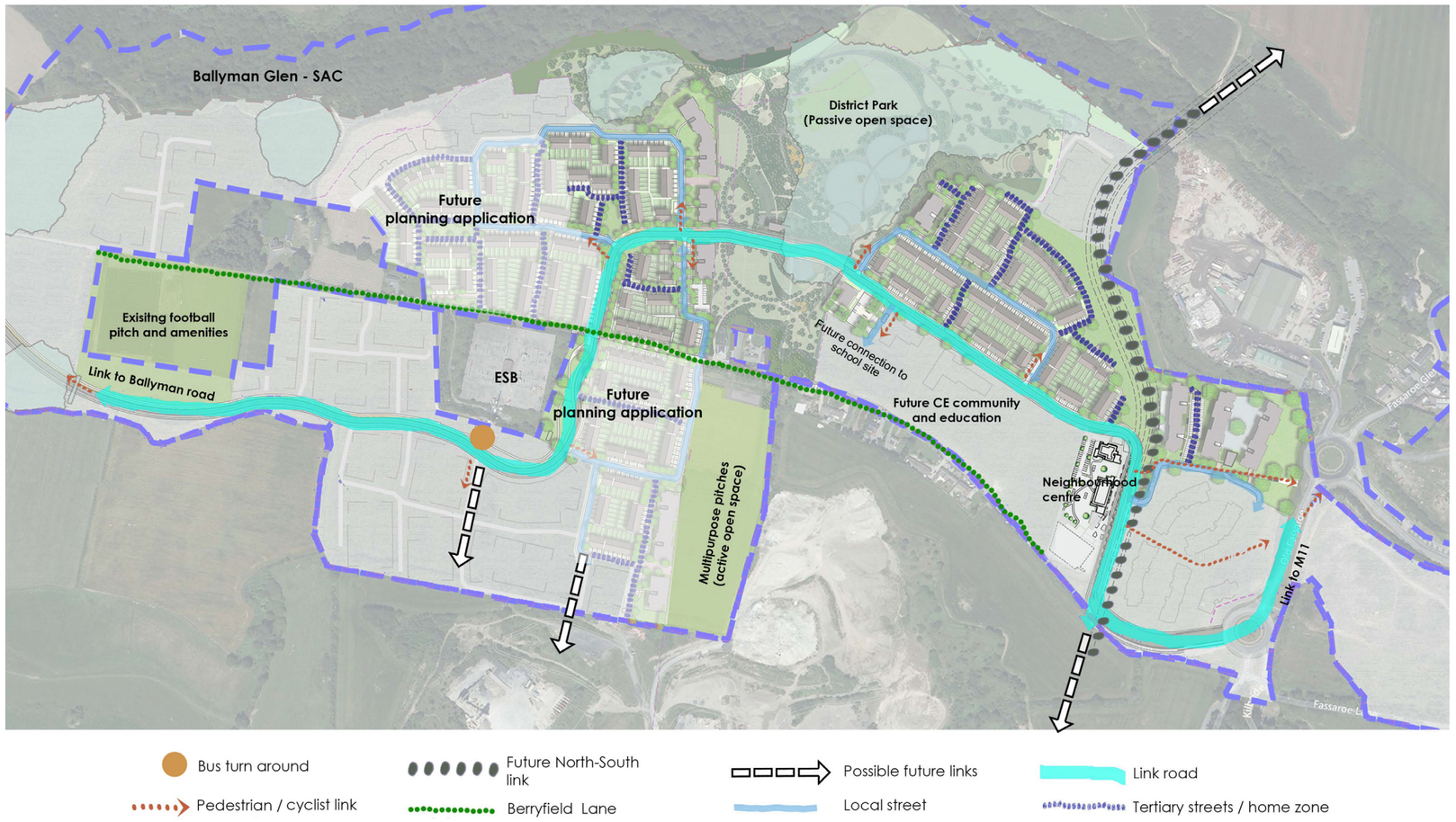


Figure 2.03.1 - Site layout connectivity diagram



Figure 2.03.2 - Existing link street and existing bus connection eastward to Bray



Figure 2.03.3 - Recently completed link street connection westward to Ballyman Road

The subject site is located immediately to the west of the established town of Bray. It is accessed via junction 6 off the N11 / M11 corridor. The topography of the site is steeply sloping in many areas. Although this presents certain design challenges, it also presents opportunities in terms of design solutions for the site.

As reviewed in previous pages 1.03 and 1.04, a significant tranche of the development land falls within the 3 km walk-bound from the centre of Bray. This phase 1 application falls almost entirely within that area with a series of uses planned intended to compliment the large residential scheme proposed. As can be seen in the diagrams in page 1.04, this mix of uses is similar to that of development on established areas to the south of Bray. In addition, it is a similar distance from Bray Town Centre and DART station. The mix of residential uses and ancillary supporting retail, community and amenity uses planned at this stage, will be laid out in line with the use objectives set out in the Bray Environs LAP. The topography will be exploited to shield the proposed scale of the taller buildings proposed around the Main street area and the Neighbourhood Centre. The lower rise traditional housing will be flanked by these taller buildings but located on the more level areas of the site on the higher ground and adjacent the public park. The concentration of population therefore will develop close to the neighbourhood facilities with the more family orientated dwellings located more proximate to the park and slightly further west in the development. The context allows for this combination of residential typologies to be delivered at suitable locations across the scheme. The rationale for these particular locations will be outlined later in this document.

- Connections

The subject site has been identified in the Wicklow County Development Plan as a key location for a new residential and employment quarter with associated uses and neighbourhood facilities. It has been identified as a focused area for the natural expansion of Bray. The site is connected to the existing developed area of Bray by a bridge across the N11. A new pedestrian and cycle bridge extension is proposed adjacent to the existing bridge as part of this planning application. Accessibility to the Bray Dart station by bike will take 14 minutes. The site will also be served by a new bus services from Enniskerry via Fassaroe to Bray and Bray Interchange (No. 185A) and a new service from Fassaroe to the Luas at Cherrywood / Brides Glen (Luas XP). It is proposed that new bus stops and a bus turning around area will be provided along the new proposed Link Street, at the south side of the ESB station as illustrated in figure 2.03.1. Additional detail in relation to public transport options for the future residents is outlined in the in the Public Transport Access Strategy by ATKINS.

As part of this planning application, the new link between the N11 and the Ballyman Road is a strategic part of the overall development proposal at Fassaroe. This link traverses the Fassaroe lands from east to west and will provide a valuable piece of infrastructure which is an objective of Wicklow Co. Council. The various phases of development planned will be accessed off this new link. The first section of this road has already been constructed by Cosgrave Property Group connecting in to the subject site from the Ballyman Road as part of a separately granted planning permission by Wicklow Co. Council.

A future public transport link to Old Conna to the north has also been provided for in the masterplan for the overall lands. A significant reservation has been provided for as part of this application to accommodate this future link which starts from the Neighbourhood Centre. A significant part of the neighbourhood centre is planned in

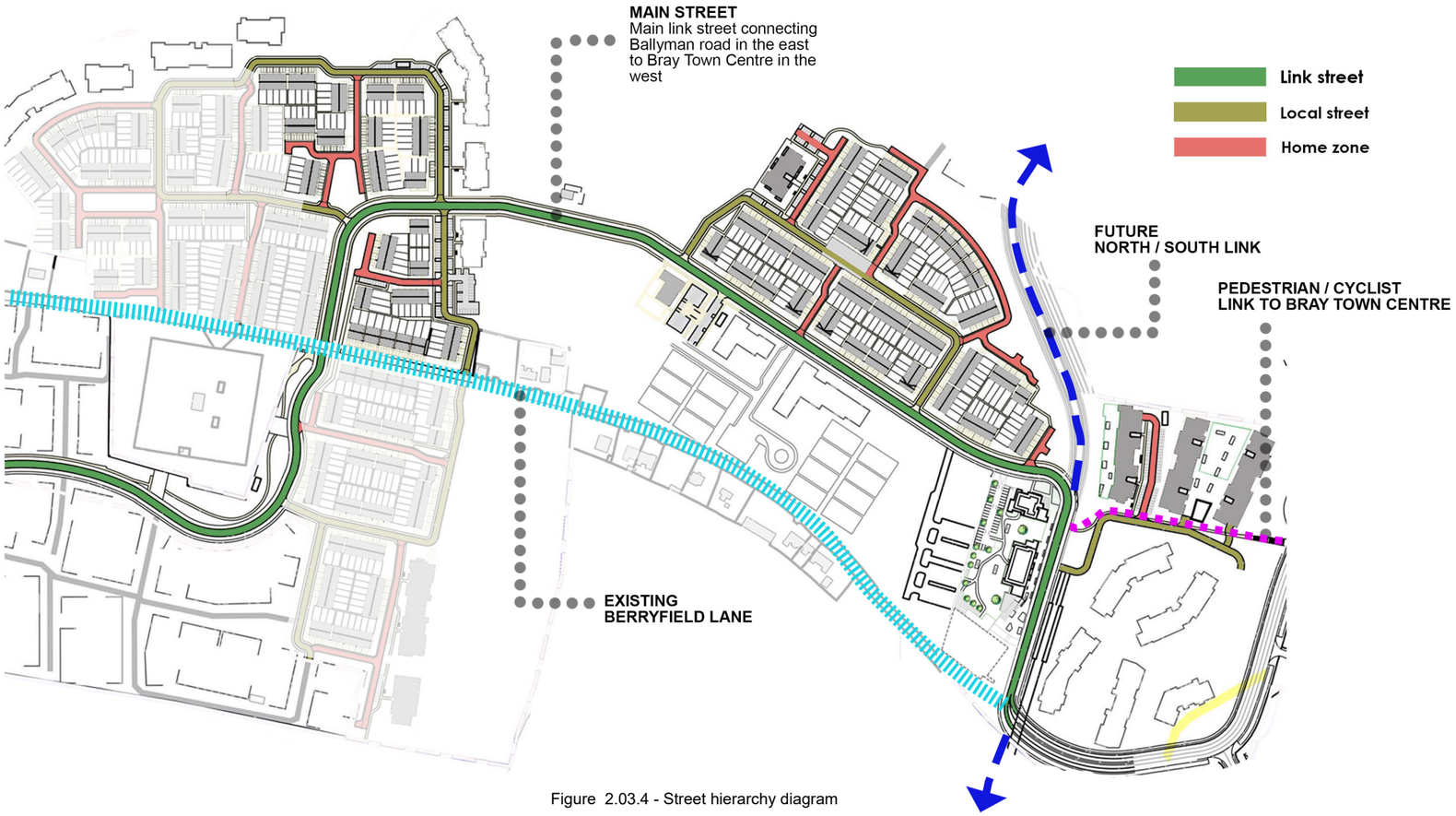


Figure 2.03.4 - Street hierarchy diagram

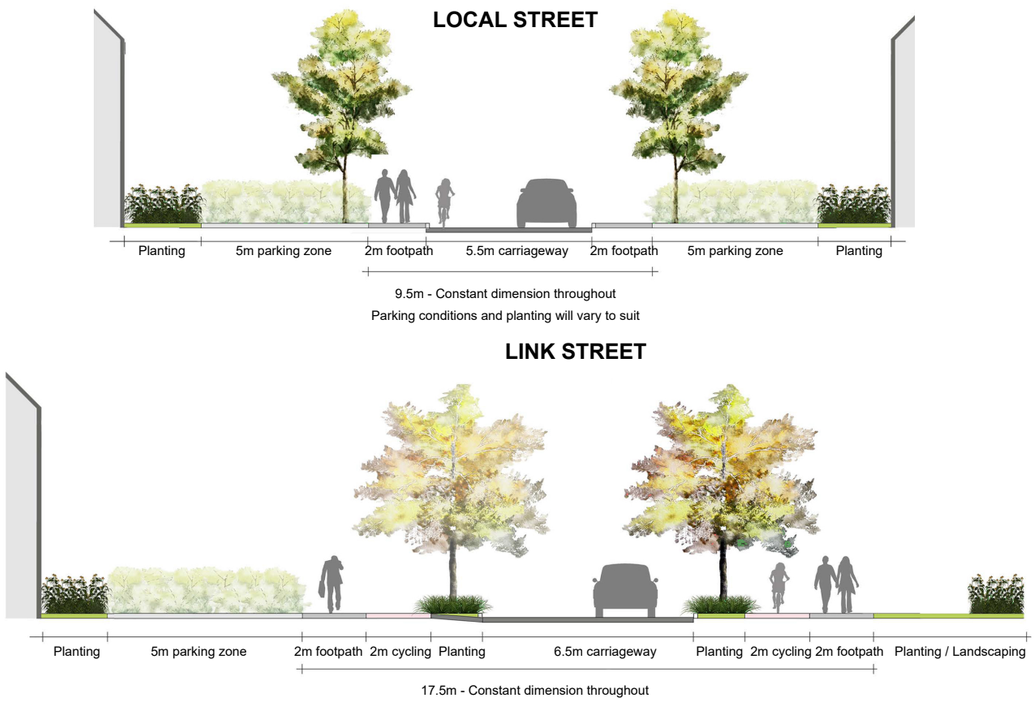


Figure 2.03.5 - Street hierarchy diagram

This enhancement of connectivity will greatly improve links between Bray, Fassaroe, Ballyman, Enniskerry and Old Conna as the different phases of the development are delivered over time.

Within the development itself, a clear hierarchy of streets and public realm/parkland areas has been established. The N11 to Ballyman link becomes a treelined street off which the various precincts of the scheme develop. A concentration of density around the Neighbourhood Centre will create a “Main Street” with hard landscaped plaza contained by buildings either side. A significant portion of this area is planned in the first phase at a location where the residentially zoned land is most proximate to the N11 and Bray Town itself. In addition, full provision for future links to the zoned southern Fassaroe lands has been made as part of the masterplan strategy for Cosgrave Property Group lands.

A hierarchy of streets has been established across all development areas. The link street will have a designated cycle route and be attractive for use by pedestrians and cyclists. The secondary streets across the site layout provide access into and around the different character areas of the scheme. This link acts as a wayfinding guide across the entire site with points of interest occurring along its path. The first significant node is the Neighbourhood Centre which will provide convenience shopping facilities and café for residents at an early stage as well as residential units overhead. It will also have ancillary community areas provided as part of the apartment development concentrated at this location. As one moves westward, a significant school site has been reserved immediately west of the neighbourhood centre. The school will face an ordered grouping of houses opposite. The next significant feature is the District Park which will be delivered as part of the first phase providing a high-quality amenity to the community. Additional Active Open Space is planned to the south of the park and Cosgrave Property Group have already completed the Enniskerry Football Club facility at the western end of the site.

The link street feeds into a secondary network of streets and pocket park areas that create the individual character areas of the scheme. These secondary streets serve an informal grid of housing cells that is fully permeable. Parking for houses is generally on curtilage with basement parking provided for apartment buildings thereby reducing the impact of the car on the streetscape. Carriageway widths are limited to 5.5m with 2m footpaths and lead to shorter “homezone” streets where a shared pedestrian and vehicular carriageway is proposed comprised of a 4.8m carriageway with flush 1.2m wide pedestrian refuge zones intended to slow motorists and create a quieter community feel. Regular street tree planting will be a feature of all residential streets.

Berryfield Lane currently traverses the site from east to west. This lane has a number of one-off residential properties along its length. In addition, it serves a large ESB substation and the Enniskerry Football Club grounds and facilities. The lane has a very rural character with varying carriageway width and no footpaths. We have included the lane into the design of the scheme with the intention of maintaining its character by ensuring minimum intervention by the proposed development. By providing the new N11 to Ballyman link, we propose to take the vast majority of vehicular traffic off the lane allowing pedestrians and cyclists safer use of this local link. Local access for vehicles will obviously be maintained but the vehicular link to the lane at the neighbourhood centre will be eliminated eventually (not in this phase) in order to achieve this quieter local access only arrangement favouring pedestrians and cyclists.

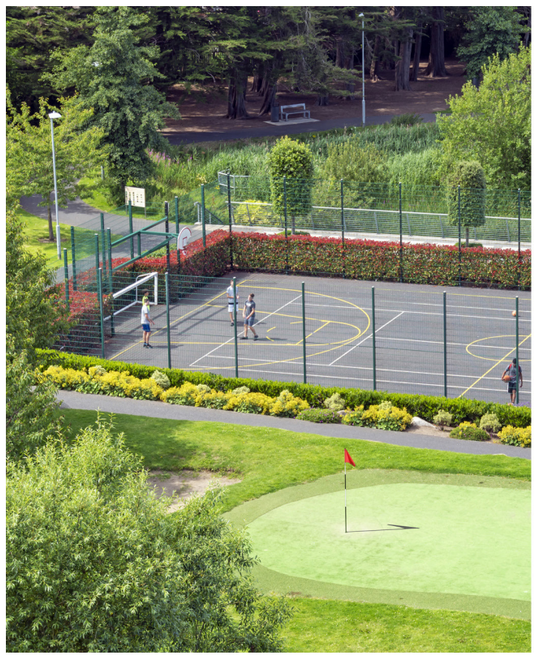






Figure 2.04.1 - Varied range of public spaces and play facilities provided
Source: Comparable size development delivered by Cosgrave



Figure 2.04.2 - Variety of typology
Source: Comparable size development delivered by Cosgrave



Figure 2.04.3 - Semi-privates spaces provided
Source: Comparable size development delivered by Cosgrave

SECTION 2.04 - INCLUSIVITY

This new development at Fassaroe will include a wide range of dwellings in terms of type, size and tenure. A variety of end user will therefore be attracted to live in this new neighbourhood which Cosgrave Property Group hope will enable the creation of a balanced and sustainable community. The fact that such a large range of accommodation will be on offer here will also allow residents to change their house or apartment over time as their needs change having the option always to remain in the community they become a part of over time.

The first phase will include both apartments and traditional housing typologies. These will range in size from 1 bedroom to 5 bedrooms. A minimum of 10% of the units will be built as social and affordable units in line with Part V legislation. It is envisaged that a significant number of the other apartments in this phase will be constructed to cater for the private rental sector and the majority of the houses will be sold to various private individuals to cater for their personal accommodation requirements. This outlines the detail of the variety of type and size of unit available as described above. Please refer to the Housing Quality Assessment included as part of this application for more details.

The scheme will be fully compliant with Part M of the Building Regulations with level access to all dwellings. As some members of the community may experience mobility problems with age, they will have the option of choosing an apartment either at ground level or served by a lift instead of a two or three storey house where stairs have to be navigated on a daily basis.

Car parking is provided with universally accessible spaces at a 5% ratio, allocated and evenly distributed across the site. Notwithstanding the topography, landscaping, footpaths and routes generally have been designed to eliminate large changes in level prioritising pedestrian and cycle movement throughout the scheme.

The public realm areas ranging from public parks and active amenity facilities down to localised pocket parks provide high quality amenities for all. The public park will be located centrally within the overall development rendering it highly accessible to all residents. A small convenience kiosk/coffee shop is planned in this space will allow people to buy daily convenience requirements in addition to being able to meet neighbours for a coffee while entertaining younger children in the park. In addition to the major open spaces including the park and active amenity spaces, a well distributed network of pocket parks across each residential zone provides immediate amenity for those living close by. This feature will also serve both the very young and elderly who may not be very mobile. At the neighbourhood centre and main street, a public plaza will be provided as another social focal point. The higher density apartment buildings at this location will also have communal landscaped courtyards and other shared areas of open space provided. These amenity spaces will be provided in addition to the private balcony or terrace area dedicated to each individual apartment unit.

1 - LEVELLED PROPOSED MAIN PUBLIC PLAZA CONSTRUCTED IN A CONSISTENT AND FIRM NON-SLIP SURFACE

2 - WELL DEMARCATED PEDESTRIAN PREFERENTIAL ZONE ADJACENT TO BUS STOP USING CONTRASTING COLOURS AND TACTILE FLOOR

3 - PROPOSED PARALLEL SETTING DOWN/ TAXI / LOADING AREA WITH ADDITIONAL 800mm BUFFER ZONE BETWEEN CYCLE PATH AND PARKING BAY ADJACENT TO AREAS OF INTEREST

4 - PROPOSED LINK STREET AND BUS STOPS, DMURS COMPLIANT THROUGHOUT THE DEVELOPMENT, SPECIALLY DESIGNED AT NEARLY NO GRADIENT ALONG THE NEIGHBOURHOOD CENTRE

5 - PROPOSED HARD AND SOFT LANDSCAPING AREA ADJACENT TO COMMUNITY CONCIERGE, WITH SEATING SPACES WHICH IS ONE OF THE PLACES THAT CAN BE USED AS RESTING AREAS DURING THE PEDESTRIAN'S JOURNEY

6 - ALL ROAD INTERSECTIONS CLEARLY DEMARCATED WITH CHANGE IN COLOUR AND TACTILE FLOOR SURFACE WHERE KERB IS DROPPED.

7 - PROPOSED PEDESTRIAN CROSSING DESIGNED WITH UNIVERSAL DESIGN PRINCIPLES, STRATEGICALLY LOCATED OPPOSITE THE CAFE AND BUS STOPS, CONNECTING THE PEDESTRIAN SAFELY FROM BOTH SIDES OF THE STREET TO THE OVERALL PATH NETWORK. THE CROSSING AREA IS RAISED AND WILL BE TREATED WITH A DIFFERENT COLOUR, SURFACE FINISH AND TACTILE FLOOR TREATMENT,



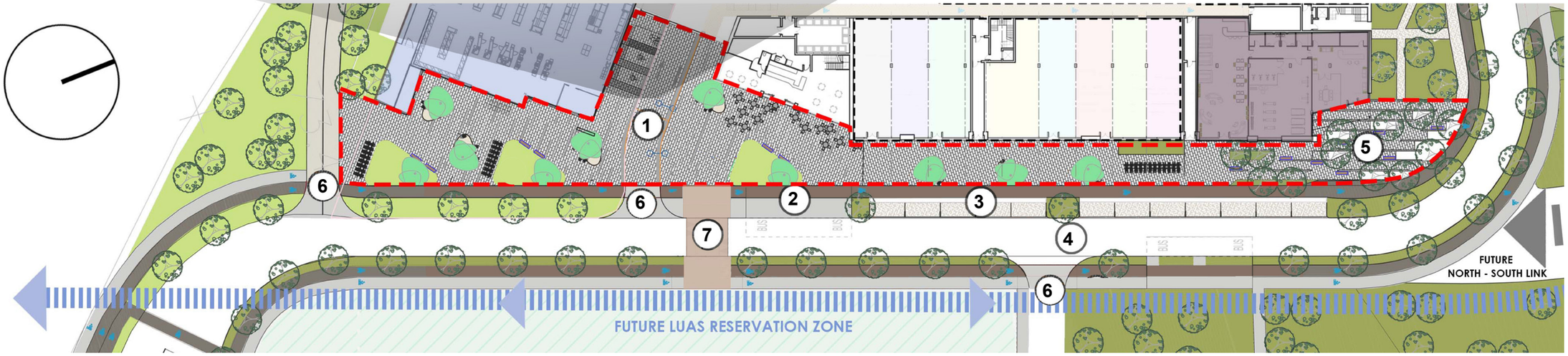


Figure 2.04.4 - Universal Design principles applied to the main proposed plaza of the Fassaroe development

The buildings are designed in line with Universal Design principles. All access to buildings, houses and amenities will be compliant with part M of the Building Regulations which will in itself ensure that the Fassaroe environment will be delivered to meet the needs of all who wish to use it. All public areas will be designed for inclusive access.

The Site layout plan proposes a legible contrast for footpaths and cycle lanes, complemented by a fully detailed public lighting layout also accompanying this application. Designated footpaths are proposed in a firm non-slip surface, with a minimum width of 2m, and steps and ramps have been avoided wherever possible. Tactile surface treatment is provided at the kerb drop areas. For more details please refer to site layout plan drawings PL01 to PL25 and Mitchell + Associates drawings and reports attached to this application.

Figure 2.04.4 adjacent illustrates the main applications of such principles along the neighbourhood centre, where a legible built environment combined with the hard and soft landscaping design will ensure that an inclusive public realm is delivered at Fassaroe.

1 - MULTI-GENERATIONAL PLAY AREA ADJACENT TO KIOSK

2 - DISTRICT PARK / KIOSK PUBLIC PROPOSED PARKING AREA PROVIDED WITH 4 DISABLED PARKING SPACES

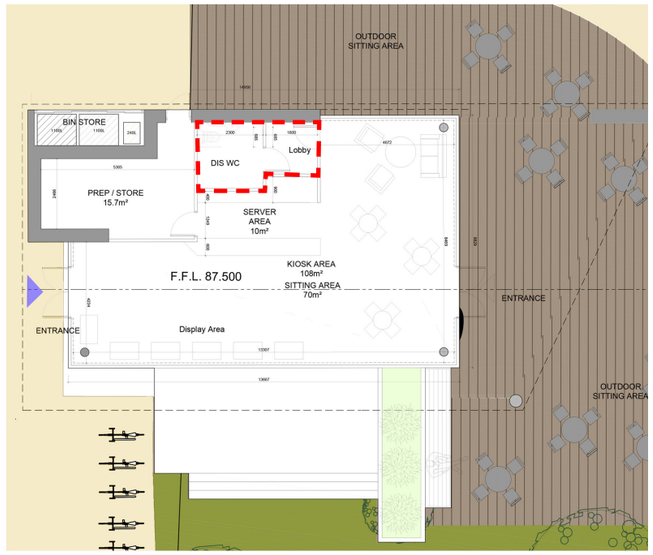
3 - PROPOSED KIOSK WITH LEVELLED ACCESS AND PART M COMPLIENT AND AMBULANT TOILET

4 - LINK STREET LEVEL CROSSING, WELL DEMARCATED WITH CONTRASTING COLOURS AND TACTILE SURFACE

5 - LINK STREET CHANGE OF SURFACE AS A TRAFFIC CALMING MEASURE IN SECTION ALONG THE DISTRICT PARK



PROPOSED KIOSK FLOOR PLAN



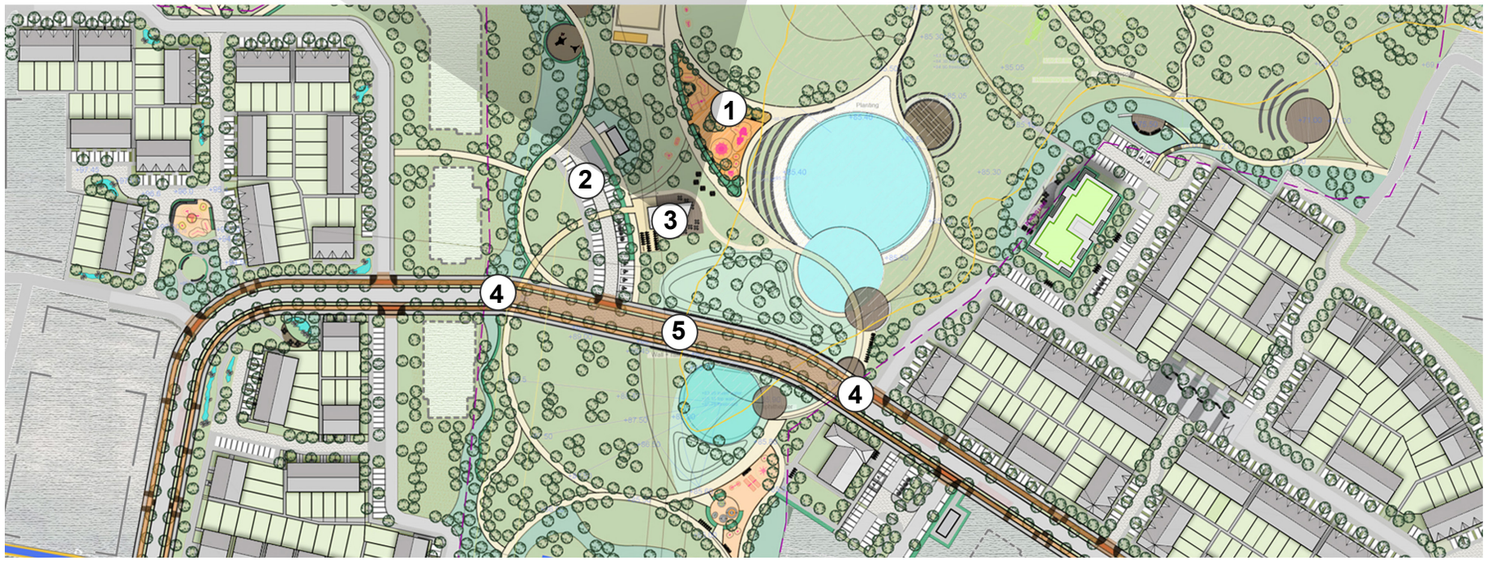


Figure 2.04.5 - Universal Design principles applied to the main proposed plaza of the Fassaroe development

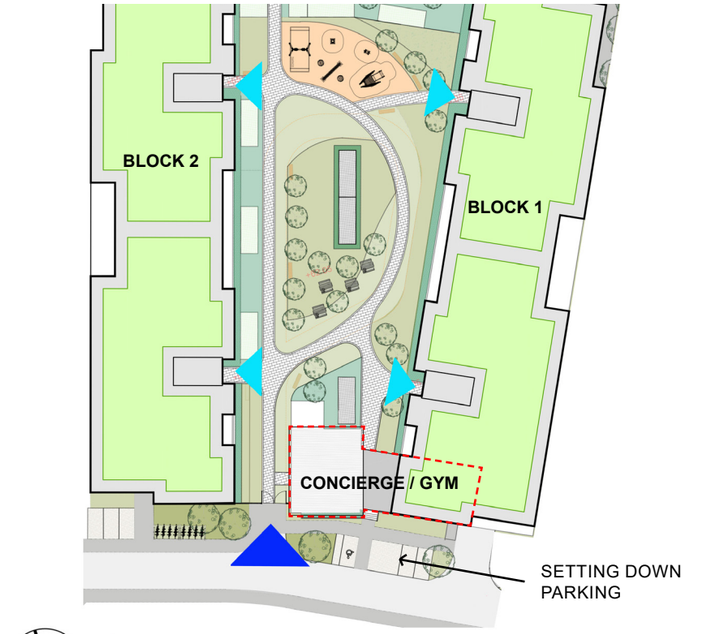
A series of interconnected public open spaces is proposed for Fassaroe. These spaces are interconnected by well demarcated footpaths, cycle lanes and pedestrian oriented streets designed after Universal Design principles. The District Park is the focal point and principle green open space for the Fassaroe community. Located at the centre of the development, the space is well defined and overlooked by the proposed built fabric and landscaping. The main entrance area is located off the proposed main Link Street as indicated in Figure 2.04.5

There are two crossing points provided on the main Link Street where it intersects with the district park. The crossings are based on Universal Design principles, strategically located at each side of the park and form a continuous part of the overall path network to best serve all users from all sides of the park. Both crossing points are raised and will be treated with a different surface finish and tactile floor treatment to create a legible physical and visual gateway to the park. The gateway will be further enhanced by tree planting along the park edge creating a different feel to the road edge and also contributing to the traffic calming of this road section.

A small car park providing for 40no.spaces including 4no disabled car park spaces is proposed adjacent to the kiosk, easily accessible to the park pathways, and clearly marked on the floor surface.

The district park provides an organic arrangement of pathways built with a firm non-slip surface through a variety of spaces. There are large open levelled grassed spaces for both active organised sport and informal kick about spaces to occur, creating an inclusive multifunctional park, with a wide range of experiences, providing for different ages groups and abilities. Some areas have been created as universally accessible with gentle gradients and in other areas along the Ballyman Glen the sloping topography has been retained as a strategy to reduce any environmental impact and to protect the biodiversity present in the area. All of these park amenities are provided in addition to the provision of the Active Open Space area to the south.

To the forefront of the design is creating a park that can be utilised by all. Universal access routes are provided from the proposed Link Street through the parkland open space, around the attenuation ponds, to and from the car park and main playground. This provides for a variety of experiences encompassing a wide range of ages and abilities. Figure 2.04.5 adjacent illustrates the main Universal Design principles adopted in the District Park and Kiosk



LEVEL, WELL DEMARCATED IN FIRM NON-SLIP SURFACE FOOT-PATHS LEADING TO ENTRANCES TO APARTMENT CORES

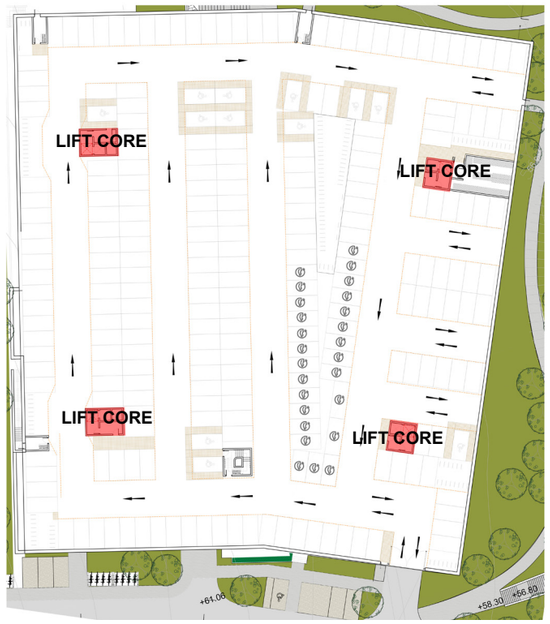
PEDESTRIAN / CYCLIST ENTRANCE TO LANDSCAPED PODIUM LEVEL WITH ADJACENT STREET AND FOOTPATH

Figure 2.04.6 - Sample of Universal Design principles applied to proposed Blocks 1 and 2



1 - HOUSES ENTRANCES PAIRED ADJACENT TO LOW PLANTING ZONE
2 - AREA FOR POSSIBLE FUTURE SHOWER ROOM AT GROUND FLOOR
3 - SEPARATE LIVING AREA FOR POSSIBLE FUTURE BED SPACE
4 - PROPOSED PART M COMPLIMENT GUESS WC AT GROUND FLOOR LEVEL
5 - PROPOSED FAMILY / KITCHEN / DINING AREA

Figure 2.04.7 - Sample of Universal Design principles applied to proposed houses



BLOCKS 1 AND 2 PARKING BASEMENT
LIFT CORES TAKEN ALL THE WAY TO BASEMENT

Figure 2.04.8 - Sample of Universal Design principles applied to proposed parking basement in apartment buildings Block 1 and 2



Figure 2.04.9 - Sample of Universal Design principles applied to proposed houses
Character area 4, paired house entrances with clearly legible entrances

Key Universal Design measures adopted for all dwellings in Fassaroe:

- Windows to be operable with one hand, majority of windows specially in the living room areas with height maximised enabling wheelchair users to fully enjoy the views

- Internal non-load bearing walls constructed as insulated studwork providing flexibility should the residents require to adjust the house or apartment layout to suit

- Part M compliant bathroom in each dwelling

- Living room / kitchen / Dining Room levelled with entrance hall / door

The entrances to apartment cores are in a logical locations, levelled with adjacent foot path access. Figure 2.04.06 illustrates the core entrances to blocks 1 and 2 as an example of the application of Universal Design principles, where residents would approach the buildings via the Community Concierge, following a series of well demarcated, firm and non-slip footpaths to core entrances in the semi-private podium. All parking basements will be serviced by lift cores, as an example, in Blocks 1 and 2 disabled parking spaces are located within 20m radius of core entrances in various locations, with preference to the north end of the basement where passing traffic is expected to be reduced as illustrated in figure 2.04.8. 5 surface perpendicular setting down visitors parking spaces including 1 disabled bay is provided adjacent to the concierge along the access street. This would enable easy access to best welcome visitors with mobility issues.

In the housing areas, the entrances have been typically paired to ensure good visibility from the street, the door itself will have a glass panel insert, finished in a contrasting material and painted in different colours according to each character area design, creating good legibility. Please see figure 2.04.07 and 2.04.9. In every house a living room is located at the entrance level, with one continuous floor surface throughout the ground floor facilitating access to its residents and to welcome any visitors with mobility issues. A part M compliant guest wc is provided at ground level for all houses. Additional area can be allocated to guest wc by including storage / utility space behind creating a full Universal Design bathroom with shower if required. Each of the proposed houses have a separate living space in addition to the family area adjacent to kitchen and dining areas. This would facilitate temporary or permanent conversion of the separate living room into a ground floor bedroom if the need ever arises.

Furthermore, Universal Design principles will be observed when detailed tender construction drawings are prepared.

The proposed design will enable a fully inclusive sustainable community to develop over time in the Fassaroe area by considering and incorporating the diverse needs and abilities of all throughout the design and construction process.

SECTION 2.05 VARIETY



Figure 2.05.1 - Variety - multi-use sports facilities
Source: Comparable size development delivered by Cosgrave



Figure 2.05.2 - Variety - community gym
Source: Comparable size development delivered by Cosgrave



Figure 2.05.3 - Variety - Sample of commercial / retail at street level envisioned for the Neighbourhood centre



Figure 2.05.4 - Variety - community concierge
Source: Comparable size development delivered by Cosgrave

The Fassaroe masterplan illustrates how compatible neighbouring uses can be populated across the scheme over time. This mix of uses and facilities will generate a vibrant community at this location which will ultimately contribute to the quality of life of those who live there. Although proximate to Bray and an extension the town, the scheme will also be able to rely on its own services and amenities. The uses proposed include, employment, office, retail, school, creche, sports facilities and park all of which will sustain the new residential community proposed. The current revised Phase 1 proposals also now provide a mix of uses to establish an appropriate level of amenity and services for the initial residents of Fassaroe.

The scheme provides for a wide range of people from different social and income groups, will strengthen the neighbourhood created and allow people to live and work within the area across all stages of their lives. The variety of dwelling type and size are outlined in page 2.06.

This variety will also provide strong visual interest across the various residential zones. The neighbourhood centre and the apartment quarter facing it across Main Street, will have a particular character and sense of place. The next residential zone will be characterised by 2 and 3 storey housing predominately. This housing area opposite the school site to the north will have a very different character. The strategic location of apartment buildings in appropriate locations such as those overlooking the larger expanse of the public park not only provide variety in buildings mass and form but also serves to provide strong passive surveillance over these public realm areas.

Variety is therefore achieved in a number of different ways across the proposed scheme. It is not purely about buildings or their uses but how they relate to the network of landscaping and ancillary facilities that provides the opportunity for a new community to flourish here at Fassaroe, as illustrated in previous page and images adjacent

SECTION 2.05 VARIETY

When considering the design of a development of this nature and scale, it is important to deliver a scheme that represents an efficient use of serviced land in the first instance. We have endeavoured to create a compact community with a variety of residential typology suitable served by supporting neighbourhood facilities and landscaped amenity space, as shown in image 2.05.5 and drawings PL01 and PL 02 attached to this application



Figure 2.05.5 - Units type and height schedule

FASSAROE ACCOMODATION SCHEDULE

Fassaroe,Co.Wicklow
15011.1

McCROSSAN O'ROURKE MANNING **ARCHITECTS**

Apartment Units	Unit Type					
Block	1 Bed	1 Bed + Study	2 Bed	3 Bed	Total	Total Dual Aspect
Neighbourhood Centre	13	3	44	3	63	35
Block 1	13	0	77	6	96	47
Block 2	18	0	82	6	106	56
Block 3	47	0	53	12	112	56
Block 4	5	0	23	4	32	16
Total Units	**96**	**3**	**279**	**31**	**409**	**210**
					Overall Dual Aspect	**51.3%**

	APARTMENTS	HOUSES
	409	241
Overall Total	**650**	

Application Site Area	194.032 Acres	78.522 Hectares
Developable Site Area	28.540 Acres	11.550 Hectares
Site Density	22.8 units per Acres	56.3 units per Hectares

Houses Unit	Unit Type			Total
Character Area	3 Bed + Study	4 Bed	5 Bed	Total
Character Area 2	28	58	66	152
Character Area 4	10	7	37	54
Character Area 5	12	23	0	35
Total	50	88	103	241
Overall percentage	21	36	43	

Figure 2.05.6 - Extract form HQA - Residential units types



Figure 2.06.1 - Fassaroe Phase 1 density diagram

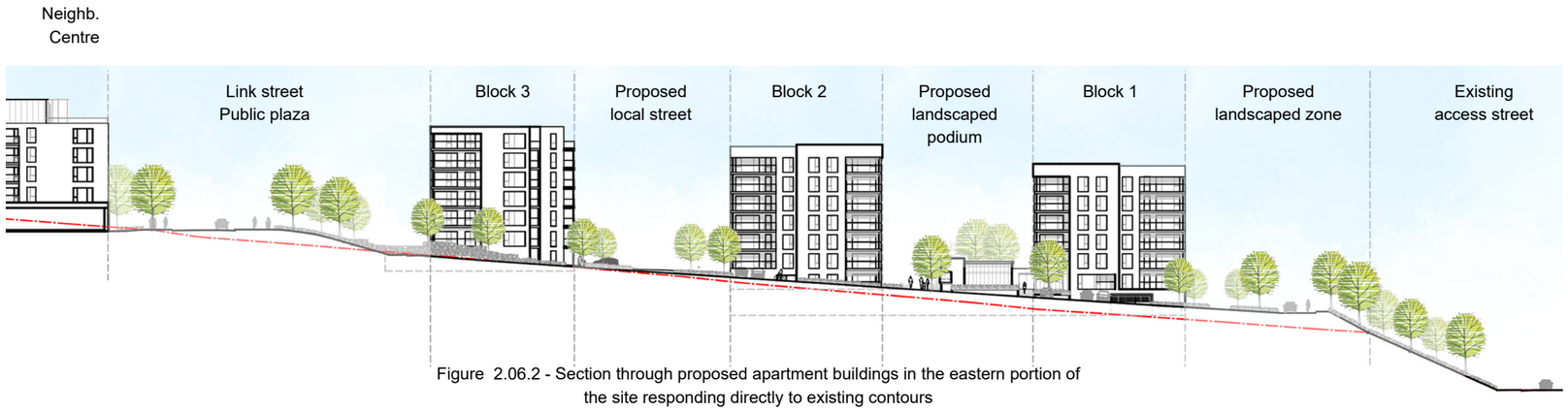


Figure 2.06.2 - Section through proposed apartment buildings in the eastern portion of the site responding directly to existing contours

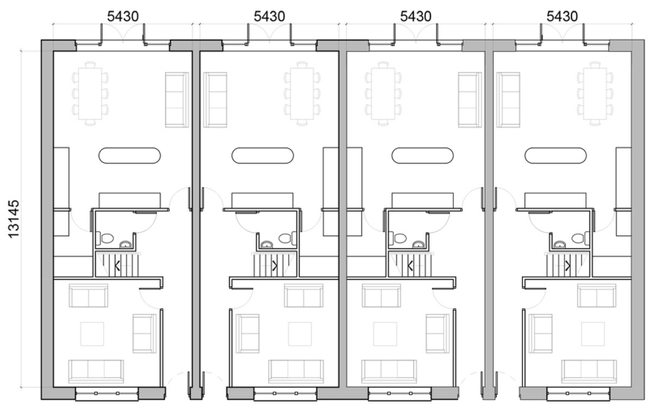


Figure 2.06.3 - Sample 4-bed terraced house, deep floor plan design approach to achieve desired density

SECTION 2.06 - EFFICIENCY

Efficiency starts with a rigorous masterplan that provides a framework for how the residential components and supporting uses will be developed over time. By providing the variety in residential typology at different scales across the scheme a sustainable density of approximately 56 units per hectare can be achieved on the overall Cosgrave Property Group landholding as shown in image 2.06.1. To achieve the density outlined, the buildings internally also need to be planned efficiently with well proportioned rooms, compact circulation arrangements and adequate storage. The standards outlined in both the Design Standards for new Apartments: Guidelines for Planning Authorities, March 2018 and Quality Housing for Sustainable communities 2007, have been adhered to and improved upon in most unit type.

In many instances, particularly in the eastern most portion of residentially zoned land, the topography is quite challenging. In these areas through careful analysis of cut and fill, we have proposed building the apartments in a tiered fashion into the contours of the land. This allows an efficient site layout where generous podium courtyard spaces can be created. The spaces under these podium areas can be efficiently used as car parking areas, taking the car off the street and thereby allowing for an attractive well landscaped public realm to be achieved. Therefore, these higher density areas of development are not totally dominated by buildings but are suitably greened, creating landscape relief in the streetscapes presented, as shown in image 2.06.2

It has been possible to arrange the apartment buildings proposed with a favourable east-west orientation allowing maximum sunlight penetration into the streets and courtyards contained by the buildings. This orientation also avoids any north facing single aspect units. The buildings can avail of the fabulous views towards Bray and the sea and over 50% of the apartments proposed are dual aspect. Each unit has been designed to minimise exposure of external walls which provides for an efficient thermal envelope. The apartments will be constructed to current NZEB standards giving a high level of energy efficiency. The number of units provided per lift/stair core has been maximised in so far as possible while still achieving a dual aspect ratio over 50%. The reduction in cores generally leads to reduced maintenance and ultimately a reduced lifetime cost for the building.

The housing units proposed are designed with deep plan arrangements as per sample of 4-bed terraced house plan shown in image 2.06.2. This allows for an efficient use of land and also provides for an efficient thermal envelope by reducing the extent of insulated external wall required. This is achievable through the use of a predominantly terraced housing format which is more urban in nature than historic suburban semi-detached housing layouts. All houses are designed to achieve high levels of thermal performance in accordance with Part L of the Building Regulations.

We have considered achieving efficiencies therefore at the Macro level by creating a site layout based on a compact urban framework of housing cells populated with a range of typologies. We believe the new Fassaroe neighbourhood will be well served from the outset by neighbourhood facilities and amenity spaces in a fully permeable layout which also benefits from good cycle and public transport connections to the centre of Bray.

PROPOSED LINK STREET
FUTURE NORTH - SOUTH LINK
LANDFILL REMEDIATION ZONES
LANDS UNDER APPLICANT'S OWNERSHIP



Figure 2.07.1 - Proposed site layout

1 - FUTURE PLANNING APPLICATION
2 - FUTURE NORTH- SOUTH LINK ROUTE. HOUSING CELL FINAL DESIGN PENDING ON FINAL ROAD LAYOUT
3 - LANDFILL REMEDIATION ZONE
4 - PROPOSED LINK STREET CONNECTING BRAY FROM THE EAST TO BALLYMAN ROAD TO THE WEST
5 - DISTRICT PARK AND SPORTS FACILITY. TOTAL OF 15.3 HECTARES INCLUDING ACTIVE AND PASSIVE OPEN SPACE
6 - CRECHE
7 - EXISTING ESB STATION
8 - EXISTING ACTIVE OPEN SPACE 3.1 HECTARES
10 - PROPOSED NEIGHBOURHOOD CENTRE

A successful layout is a key element in placemaking. How buildings are arranged on a site and most importantly the spaces between these buildings will determine the kind of place a new development will become once occupied. The site layout for Fassaroe has been carefully considered for the overall Cosgrave landholding and a masterplan produced as the framework for the orderly roll out of this new neighbourhood with all of its supporting uses and facilities on a phased basis.

The context of the site has been fully recognised and informed the final layout design. The location of key elements at node points along the proposed new N11 to Ballyman Road Link including a Neighbourhood Centre and Main Street, well appointed District Park, new Active open space for use by sports clubs and indeed the Enniskerry football Club facility already delivered by Cosgrave Property Group creates a strong easily navigated route through the site. The strong network of streets accessed by this primary street has already been described. These streets have been designed as "places" instead of "roads for cars" which benefits the future residents providing safe and secure residential quarters with associated landscaped pocket parks throughout the scheme.

The use of a grid system to organise the built form and urban structure, which is more organic than rigidly orthogonal, creates a well-connected framework that is legible and enjoyable for people to use. The permeable nature of the resulting layout will avoid larger than necessary pedestrian and cycle routes thereby discouraging the use of the car for relatively short local journeys. The use of short cul de sacs has been employed in a limited number of locations to introduce variety into the scheme. These areas generally have a shared surface treatment allowing priority for the pedestrian. Full pedestrian and cycle permeability is always provided between the cul de sac areas and neighbouring streets.

Good passive surveillance of all public realm areas whether this is a public landscaped open space or simply a pedestrian route along a street has been achieved with the strong configuration of buildings overlooking these areas across the scheme. The public face of all buildings relates directly to the street serving the building. This strong active street frontage further improves security, both real and perceived.

Open space areas within the scheme are well defined whether public open space or private open space. A hierarchy of well distributed public open space has been provided including the District Park reducing in scale to pocket parks within each character area and also the creation of well designed hard landscaped areas. All buildings enjoy a defensible space buffer between the building edge and public footpath. This private set-back allows for a degree of privacy for the dwellings but also ensures good overlooking and passive surveillance of the public area whether streets, squares or parkland.

The grid or cell arrangement proposed provides a clear distinction between public and private areas. The perimeter housing cells are arranged to protect the private rear garden areas located behind the building line. Highly landscaped private communal open spaces have been provided for the apartment buildings in addition to a private balcony serving all apartments proposed. This well-connected layout takes full advantage of its mature and attractive natural setting. The introduction of 650new dwellings in a permeable and legible pattern mixing well with ancillary neighbourhood facilities and parks will provide much needed residential accommodation at this location as a natural extension to Bray.



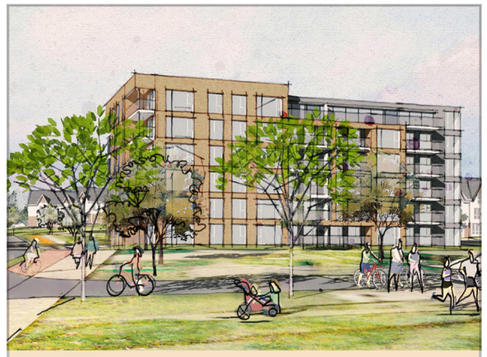
CHARACTER AREA 1



CHARACTER AREA 1 NEIGHBOURHOOD CENTRE



CHARACTER AREA 2



CHARACTER AREA 3



CHARACTER AREA 4



CHARACTER AREA 5

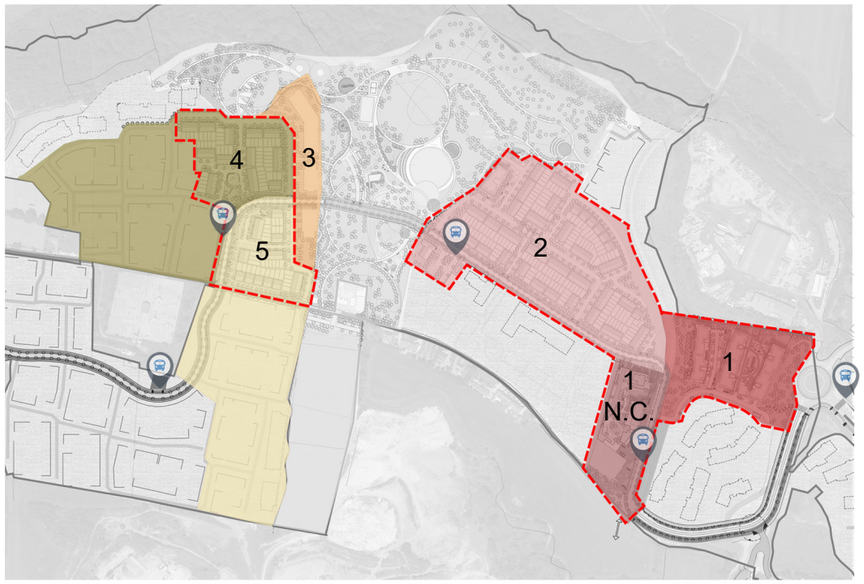


Figure 2.08.1 Character area schedule

The overall site layout plan proposed for the subject site at Fassaroe has drawn on a number of features both natural and designed to give the new neighbourhood a distinctive feel. Some of these features have already been outlined in the preceding sections of this document. The variety of uses and typology, urban form and street network coupled with the architectural and landscape strategy for the site will give the scheme it's sense of place which is suited to a very particular context.

Context itself and the site's natural setting here gives the scheme some very strong and recognisable landscaping features with excellent views abundant from pretty much all areas of the proposed development. The large parkland amenity spaces will form an integral part of the scheme and the District Park in particular gives the overall community a central focus from where multiple views of the neighbouring environments are available to the north, south east and west.

The character areas so far defined are related to Phases 1 and 2 which are the subject of this planning application. Character Areas for Phases 3 & 4 to be further defined in due course at application stage, as shown in figure 2.08.1 adjacent.

The neighbourhood centre and apartments in Character Area 1 either side of Main Street provide primary focal point to the scheme with necessary neighbourhood facilities being provided here as part of this Phase 1 application. These two significant focal points ensure that the scheme will be easy to navigate around by someone who has never been there before. The Park and the Centre are both important focal parts connected by the N11 to Ballyman link grounding the scheme at this location and around which a number of distinct character areas are planned. In addition to the varied focal points, each of the character areas will vary in terms of use, built form, landscaping, architectural style and proportion and choice of materials.

Notwithstanding the fact that Area 3 is not proposed as part of this phase, we have included a description of this area to outline the differences that can be expected between the phases of development to be applied for.

Each character area for the current Phase 1 application and for the envisaged Phase 2 application are described separately in more detail in pages 2.09 to 2.14

SECTION 2.09 - CHARACTER AREA ONE
APARTMENT BUILDINGS 1 TO 3



Figure 2.09.1 CGI character area 1 - Pedestrian cycle link entrance to site
The topography allows for the apartment buildings proposed to step up the hill allowing cars to be concealed in combined undercroft and basement under the blocks

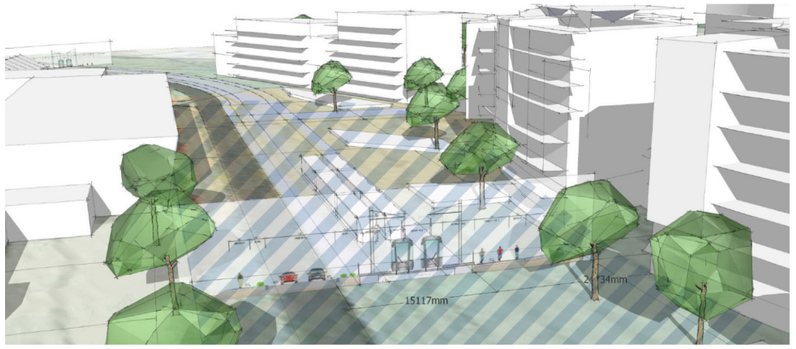
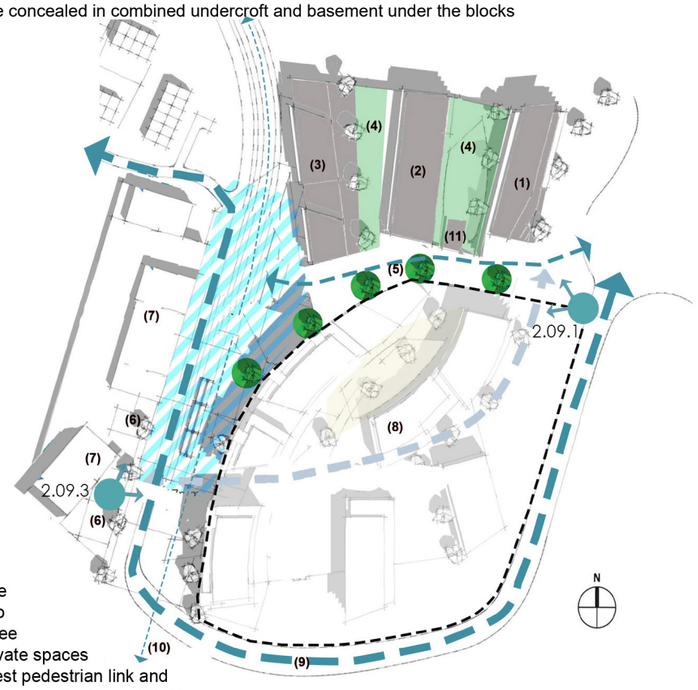


Figure 2.09.2 -view of plaza with neighbourhood centre



Figure 2.09.3 - CGI of envisioned character area one with neighbourhood centre when future phases are complete



(1) Block one
(2) Block two
(3) Block three
(4) Semi-private spaces
(5) East - west pedestrian link and vehicular access to blocks 1 to 3
(6) Neighbourhood plaza
(7) Neighbourhood centre
(8) Future apartment buildings
(9) Link street
(10) Future north - south link
(11) Resident's gym and concierge

Figure 2.09.4 - diagram of character area 1

The apartment buildings, eight in total located at the entrance to the scheme coupled with the Neighbourhood Centre on the other side of the new "Main Street" combine to create Character Area 1. Three of these buildings and residential above the neighbourhood centre are proposed in this phase of development comprising 314 No. of apartments. As already mentioned in the preceding paragraphs, this is a very important focal point or landmark within the overall scheme. As one enters the residentially zoned quarter from the N11 to the East, the apartment buildings announce the scheme to the visitor. Due to the prevailing steep topography at this location, apartment typologies are most appropriate here connecting with the hillside using a cut and fill strategy to conceal the resident's cars in spaces created under the communal landscaped podium area and in the streets separating the blocks.

Apartment buildings 1,2, and 3 + neighbourhood centre apartments are proposed in this Phase 1 application with the additional 5 apartment buildings coming as part of later phases of the development in the future subject to separate planning applications in due course.

Strong pedestrian and cycle links through this area connecting to the Neighbourhood Centre with its associated apartments are proposed. Figure 2.09.4 illustrates these links from the employment lands and existing bus routes at the lower portion of the site adjacent the N11.

This area around what will be the new Main Street will be a vibrant community hub. The first section of the Neighbourhood Centre complex will ensure sufficient convenience shopping and facilities will be provided to serve all Phase 1 residents. The concentration of population in this higher density area of the scheme will sustain the retail proposed in the short-term pending the delivery of more dwellings in subsequent stages of the development.

In addition to retail, community facilities including a coffee shop opening onto the plaza, residents lounge at penthouse level and a community concierge will also be provided. This is in addition to the residents concierge and gym provided in both apartment buildings 1 and 2. As the critical mass of population establishes itself at Fassaroe, the balance of the Neighbourhood Centre and a larger convenience retail store will be provided subject to a future planning application.

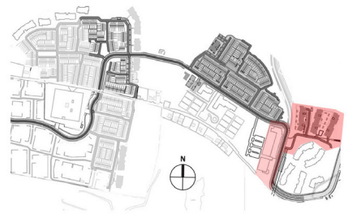


Figure 2.09.5 - Key plan of character area 1



Figure 2.10.1 - CGI Neighbourhood Centre taken from proposed plaza. This first phase of the N.C. can stand alone and be sufficient to serve the new residents of the early phases of the residential development. The complex of buildings has been carefully designed to allow for future expansion as the later phases of the scheme happen over time.



Figure 2.10.2 - CGI Neighbourhood Centre in relation to character area 2

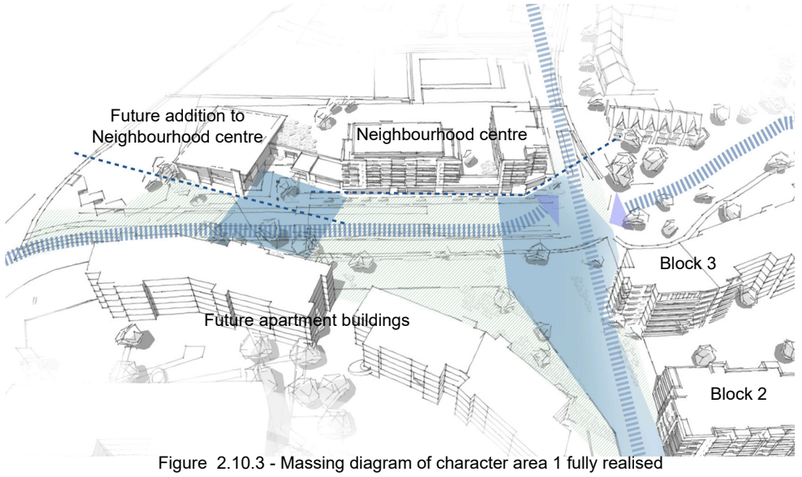


Figure 2.10.3 - Massing diagram of character area 1 fully realised

SECTION 2.10 - CHARACTER AREA ONE NEIGHBOURHOOD CENTRE

The buildings at this location are predominately 6 storeys in height. A variety in height is achieved primarily using the existing topography so that the buildings effectively “step up the hill”. The scale of the neighbourhood centre relates well to the buildings opposite containing the Main Street and new plaza space. A reservation capable of accommodating a Luas or designated bus-way has been worked into the design. Although no plans currently exist for such a facility, we have future proofed the street for its inclusion if such a requirement is ever necessary in the future.

The scale and configuration of the neighbourhood centre reflects the objectives cited in the Bray municipal District LAP - Action Area Plan 1, more specifically Item 6 page 59 of LAP, where it specifies the scale, type and nature envisaged for this location. The proposed retail area is designed to attract smaller retail offerings through the provision of flexible sub-dividable retail spaces at ground floor as illustrated in figure 2.10.4 in the following page, encouraging a varied mix of tenants to populate the spaces as demand arrives to best serve the community. The total retail / commercial area provided in phase one is 1035sqm + 360sqm double storey cafe, which if added to the additional estimated 1000sqm future anchor retail envisaged for phase 3 of development in this area, the total is within the objectives set in the County’s Retail Strategy Plan of a total maximum of 2500sqm convenience retail by 2031.

The proposed design strategy ensured the delivery of a vibrant heart to the existing and new residents of the Fassaroe community by providing a carefully considered mix of building typologies and uses at this location complemented by higher density residential development in the N.C. itself and character area 1 to the east and 4.27ha. future school site immediately to the west, all serviced by high quality public transport links and a network of dedicated cycle lanes and footpaths.

Above the retail space there are 63no. of apartment units proposed overlooking the street and public plaza providing passive surveillance to the public realm. This also falls within the LAP’s objectives of a maximum of 75no. of units in the Neighbourhood Centre. Active street frontage along Main Street is achieved with continuous retail uses broken by entrance cores to provide access into the apartments proposed above the ground floor retail.

The public realm was designed around a wide range of pedestrian orientated streets and squares favouring outdoor uses, as illustrated in figure 2.10.4. While the new link street comes through the area, neither the road nor significant car parking areas dominate the centre as parking is provided in an undercroft basement behind the retail with high quality landscaped podium overhead.

The buildings will be finished predominantly in brick for durability. A red brick has been chosen to link the mixed-use neighbourhood complex to the apartment buildings to the east and character area 2 to the north. Feature elements will be completed in selected stonework and some upper floors in zinc or aluminium curtain walling to add visual interest. Figure 2.10.2 adjacent illustrates the arrangement of the built form envisaged. Figures 2.10.1 illustrates the vibrant and diverse street scape planned for this area of the development.

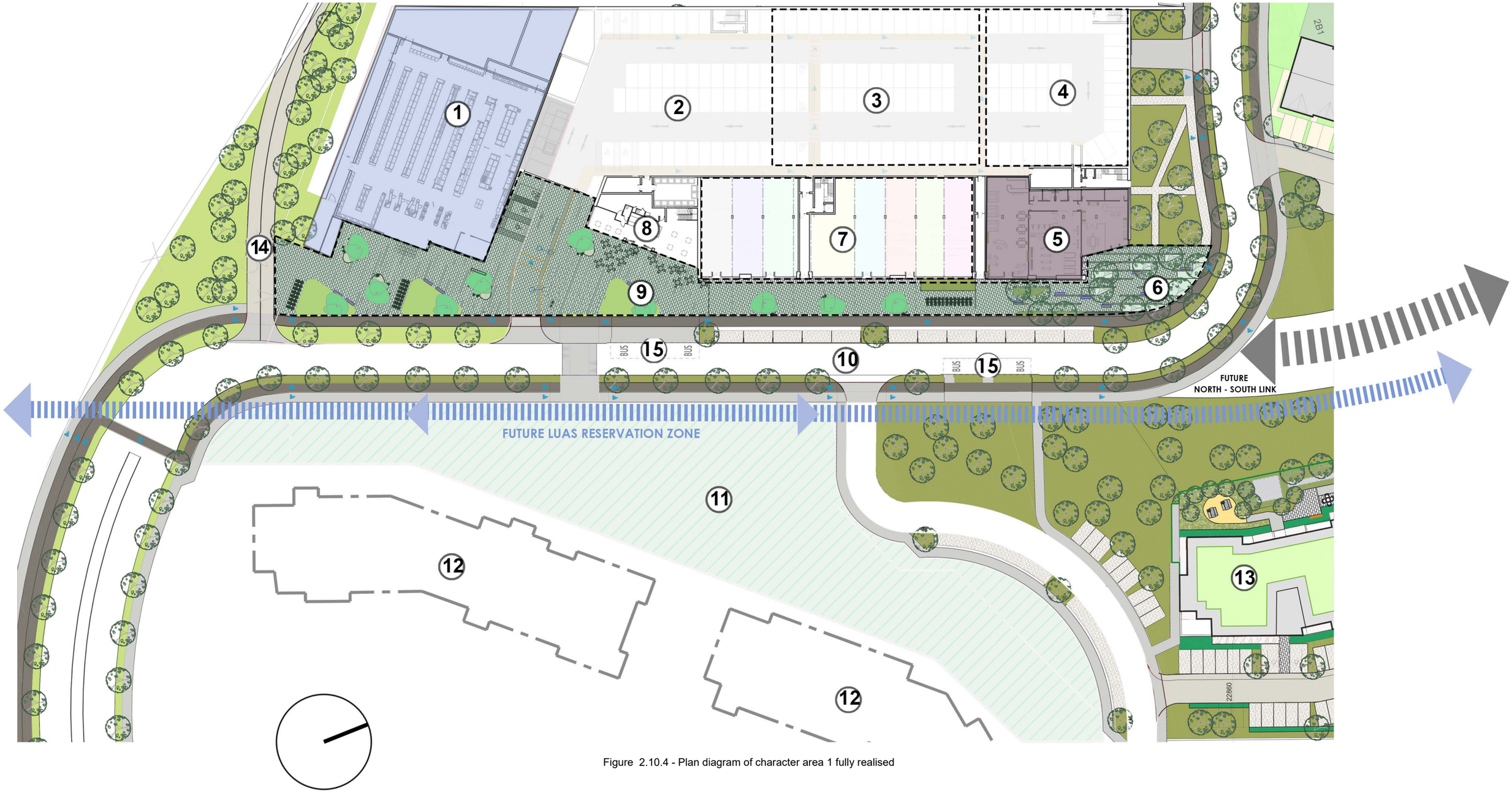


Figure 2.10.4 - Plan diagram of character area 1 fully realised

1 - Future anchor retail - not part of this planing application
2 - Additional parking for future anchor retail- included in this planning application
3 - Parking for proposed sub-dividable retail in this planning application
4 - Parking allocated for residents of the apartments in N.C.
5 - Proposed community Concierge and gym
6 - Proposed public plaza adjacent to Neighbourhood concierge and gym
7 - Flexible sub-dividable retail
8 - Double storey cafe
9 - Proposed main public plaza framed by cafe and commercial activity at ground level
10 - proposed link street. Stretch adjacent the Neighbourhood Centre designed almost at no gradient
11 - Future additional public landscaped area - not part of this planning application
12 - Future apartment buildings - not part of this planning application
13 - Apartment building 3
14 - Proposed connection to existing Berryfield lane
15 - Proposed bus stops

SECTION 2.10 - CHARACTER AREA ONE
NEIGHBOURHOOD CENTRE

At the north west corner of the Neighbourhood Centre where the link street turns left towards the western character areas, a Neighbourhood concierge is proposed. This location is a convenient place of gathering where different realms converge and residents from different parts of the Fassaroe community can meet and socialise.

The concierge will be a place for community meeting, facilities for the general management of the area and parcels delivery for the benefit of the entire neighbourhood. An adjoining multi- purpose space is proposed as well as a resident's gym. These spaces will be managed by the resident's management company, and combined will form a diverse range of social activities in this new vibrant community at this prominent corner of the site

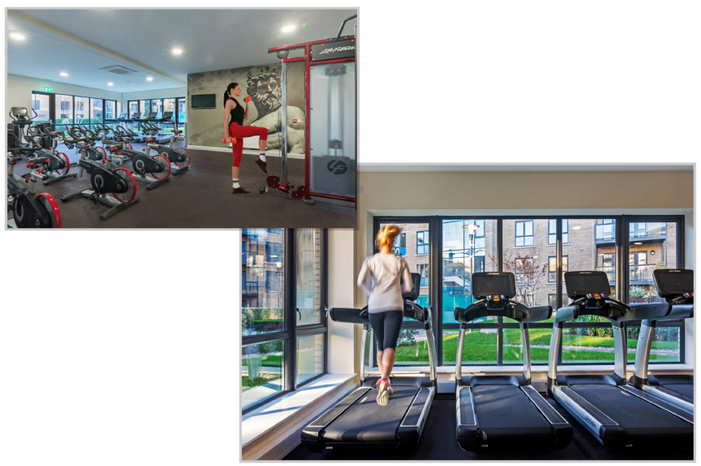
Such spaces have been successfully delivered by Cosgrave in other locations, for example Honeypark in Dun Laoghaire. The local community has welcomed the communal areas as places of gathering and local convenience. The sample images used in image 2.10.5 shows the high quality spaces and finishes provided in these areas already completed by Cosgrave



COMMUNITY LOUNGE / MEETING / MULTIPURPOSE ROOM
Approximately 180 sqm



GYM
Approximately 140 sqm



COMMUNITY CONCIERGE
Approximately 100 sqm

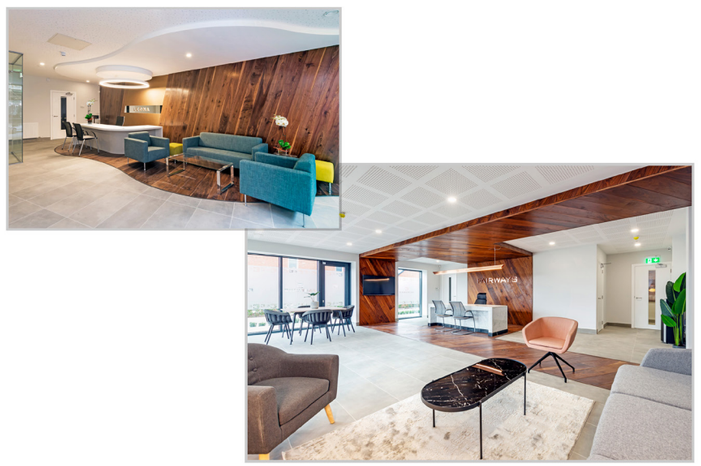


Figure 2.10.5 - diagram of proposed neighbourhood gym, concierge and multi purpose rooms



Figure 2.11.1 - CGI of proposed hard landscaping square, character area 2



Comparable scale development delivered by Cosgrave Property Group

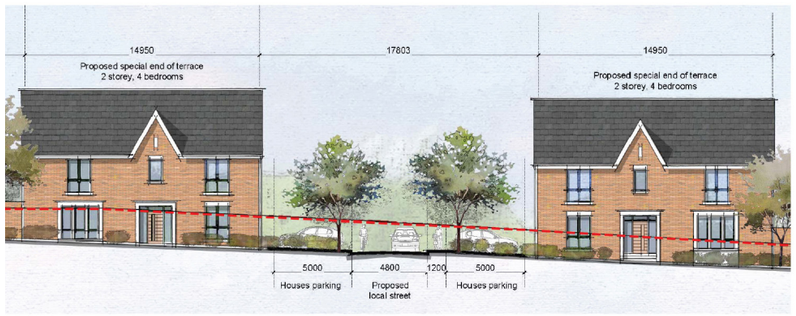


Figure 2.11.3 - View of block set entrance piece gables

This character area is comprised of a total of 184 no. residential units and a Creche with a gross floor area of 733 m2. An apartment building containing 32 no. units has been located at the western end of this area to provide some scale at 4 storeys overlooking the Park. This area however is characterised predominately by 2 and 3 storey houses, 152 no in total in a mix of terraced and semi-detached dwellings.

This residential quarter is located immediately west of the neighbourhood centre and opposite the designated school lands. It also benefits from bordering the district park located immediately west of this character area. The network of quieter residential streets here has a distinctly different character to the higher density typologies that characterise the area around Main Street and the neighbourhood centre. This strategy of combining traditional urban housing streetscapes with higher density concentrations of apartments where scale is appropriate within the site has been used previously by Cosgrave Property Group in the Honeypark / Culanor schemes in DunLaoghaire and which have been the recipient of the 2020 ULI & CBRE Excellence in Placemaking Awards. In the case of this scheme at Fassaroe, taller buildings form part of the urban structure of the neighbourhood centre or deliver scale overlooking the expanse of the Park for example. These buildings frame the lower scale housing areas well and allow for a varied character right across the scheme. The figure 2.11.2 from Honeypark adjacent illustrate how these very different typologies can exist side by side, complementing each other, providing a variety of unit sizes for the end user and ultimately achieving a sustainable density ensuring efficient us of the available zoned residential land.

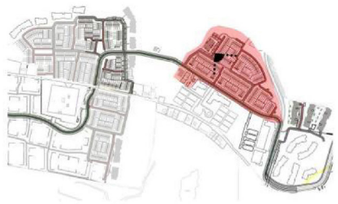
The link street which runs westward between this area and the school sites will be addressed by a strong built edge created by terraced housing fronting directly onto the street at this location. A local secondary loop street provides vehicular access as can be seen in the plan diagram in Figure 2.11.4 opposite. Entrances to the loop are framed by special end houses creating elevational variety onto the link street. These entrance feature houses can be seen in Figure 2.11.3 adjacent. The tertiary streets and shorter homezone streets are served off this loop. Figure 2.11.1 illustrates the aspiration for this area within the new neighbourhood to create streets for the safe use of cyclists and pedestrians in the first instance and where cars can permeate but at very slow speeds. Residents can therefore use the public realm areas safely with very limited interruption by the car.

The figure 2.11.1 adjacent also illustrates as a focal point the central hard landscaped square which is located at the heart of this character area. This area uses a change in surface finish utilising a paved area to introduce a shared surface for pedestrians, cycles and cars intended to slow traffic and make this area very user friendly for residents.



(1) Future housing cell
(2) Block four
(3) Creche
(4) Future CE community
(5) Central urban linear park
(6) Green buffer
(7) Future north-south link

Figure 2.11.4 - diagram of character area 2



Character area two
152 Houses
32 apartments - block 4
Pocket park 1 - 0,13 Acres

Figure 2.11.5 - Key plan of character area 2



Figure 2.12.1 - CGI of character area 3 viewed from the district park



Figure 2.12.2 - Apartment buildings framing public spaces
Comparable scale development delivered by cosgrave



Figure 2.12.3 - Proposed Kiosk in main district park

SECTION 2.12 - CHARACTER AREA THREE

Character Area 3 does not form part of this Phase 1 application, with the exception of the kiosk located in the district park itself. We have included commentary on this character area as it relates directly to character Area 4 to the west and illustrates the variety achieved between different sections of the development. It also faces character area 2 across the district park and is distinctively different style.

This area immediately framing the District Park to the west is characterised by apartments ranging in height from 5 to 6 storeys. They deliver good passive surveillance over the park and are of a scale appropriate to a large landscaped space of this nature. These buildings will avail of views of Bray Town, The Irish Sea in addition to oblique views over the SAC towards Dun Laoghaire Golf Club to the north. Blocks 6 and 7 located either side of the Link Street, have strong corner cubic forms that frame the entrance to Character Area 4 and the western neighbourhood at Fassaroe. They contrast with the housing of Character Area 2 and Character Area 4 which are both proposed as part of this Phase 1 application.

Underground parking is provided for the blocks overlooking the park accessed off Link Street. Podium areas above the basement are highly landscaped and this landscaping provides an attractive buffer between these taller buildings and the lower rise housing of Character Area 4. Visitor parking is provided in this area along the local street running south to the west of these apartment buildings.

The park creates a distinctive landscaped break in the development pattern at this point separating the western development area from the eastern area. The park contributes in a significant way to the creation of a sense of place here at Fassaroe. It links to the large area of Active Open Space to the south creating a strong ecological corridor linking agricultural lands in the south with Ballyman Glen along the site's northern boundary. The parks provided in both Honeypark and Culanor developments by Cosgrave Developments have become destination locations in their own right for people visiting from outside these schemes. It is intended that this park will fulfil a similar community and public function and will be available to all residents of Bray and not just those living in this new scheme. We have included a photo of the park area in Honeypark adjacent figure 2.12.2

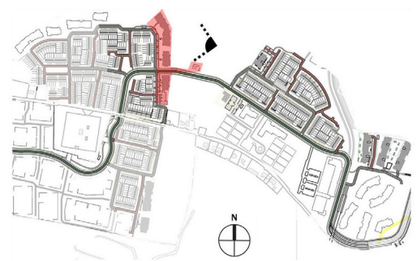


Figure 2.12.4 - Key plan of character area 3



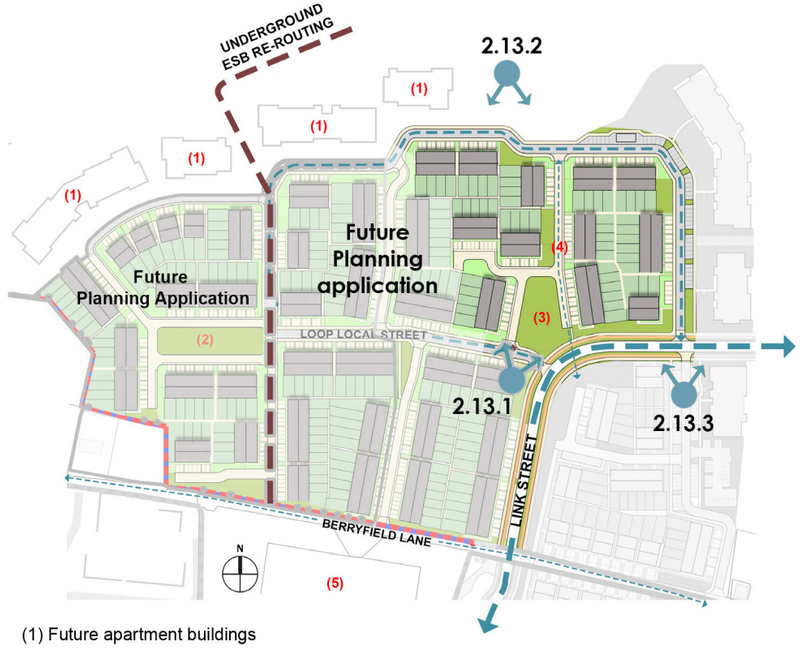
Figure 2.13.1 - CGI of urban linear park character area 4



Figure 2.13.2 - CGI of context elevations of two and three storey houses from left to right



Figure 2.13.3 - CGI houses and block six in context



(1) Future apartment buildings overlooking Ballyman Glen
(2) Urban linear park
(3) Nodal pocket park
(4) Pedestrian / cyclist link from character area five towards Ballyman Glen
(5) Existing ESB station

Figure 2.13.4 - diagram of character area 4

Character Area 4 is laid out with a mix of traditional housing types in 2 and 3 storeys. These dwellings are predominately terraced and vary in size from 3 bedrooms to 5 bedrooms in terms of the accommodation they provide. The housing proposed is arranged in cells around two pocket parks. The cells are flanked by apartments to the north adjacent Ballyman Glen and to the east adjacent the proposed District Park. These apartments will be subject to a future planning application at later phase. 54 no. houses within this area are included as part of this phase of development in this planning application.

The entrance to this quarter is marked by the first of the two pocket parks proposed which is reached as one passes through the gateway feature elements of Blocks 6 and 7. A local secondary loop connects to the tertiary streets serving the individual housing cells. This is illustrated in diagram 2.13.4 adjacent. The streets here are designed to favour pedestrians and cyclists in a similar manner to Character Area 2. The new houses along Berryfield Lane are designed with gable access providing surveillance frontage to the lane with car parking access contained within the new homezone proposed. The character of Berryfield Lane will be maintained by limiting the impact of these units on the laneway. It can therefore be maintained for local access only with the needs of pedestrians and cyclists prioritised as with the rest of the proposal. The existing large ESB substation complex facing this area on the southern side of Berryfield Lane will be heavily screened by planting and hedgerows to minimise its visual impact on the new dwellings. It is proposed to reroute the existing overhead cables underground towards Ballyman Glen as indicated on figure 2.13.4

Shared surface treatments are widely used in this character area of the scheme to discourage speed and allow pedestrians safe movement between streets and landscaped spaces. The adjacent figure 2.13.1 illustrates the quiet Sylvan nature of the pocket park proposed.

Elevational treatments of the houses will differ here from those proposed in Area 2 and 4. A pale buff brick will provide a contrast to the red tones used in both Area 2 and for the apartments proposed in Area 3 (part of a later phase) The indicative street views adjacent illustrate the type of design and finish envisaged.



Character area 4
54 houses
Pocket park 2 - 0,28 Acres

Figure 2.13.5 - Key plan of character area 4

SECTION 2.14 - CHARACTER AREA FIVE



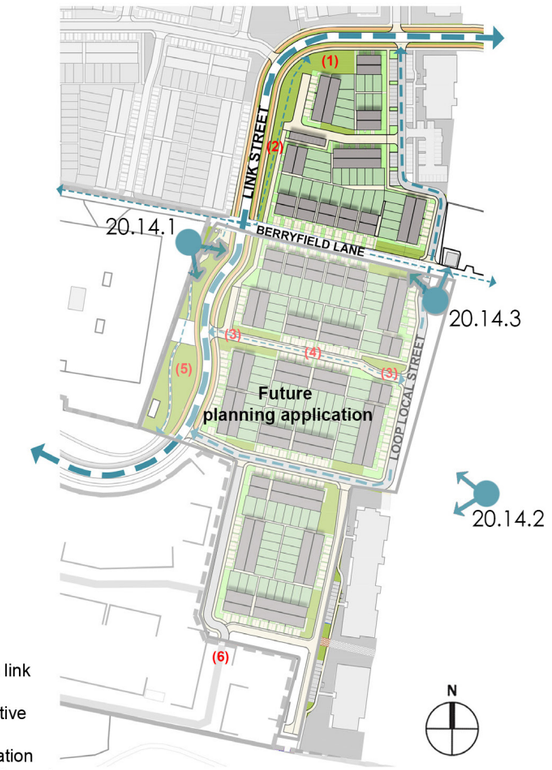
Figure 2.14.1 - CGI of character area 5, view of set entrance piece



Figure 2.14.2 - Context elevations of character area six to the left and three storey houses from character area five facing open public spaces



Figure 2.14.3 - CGI houses facing Berryfield Lane



(1) Local linear park
(2) Pedestrian and cyclist green link
(3) Set entrance piece
(4) Pedestrian / cyclist link to active open spaces
(5) Green buffer around ESB station
(6) Link to future developments towards south

Figure 2.14.4 - diagram of character area 5

A portion of Character Area 5 forms part of this phase and is included in the planning application. 35 no. of houses within this area is now proposed out of a total 136 no. of units that make up this quarter. A mix of 2 and 3 storey development is proposed with a similar range of units to Area 4 ie. 3-5 bedrooms. A green link provides a strong visual and physical connection to the nodal pocket park previously referenced in Area 4. Green connections such as these strengthen the legibility between these different development zones. In a similar manner to Berryfield Lane, the ESB substation complex will be heavily screened from the Link Street by proposed new hedgerows and planting.

Elevational treatments of the houses will differ here from those proposed in Area 2 with brown / red brick at base and buff brick above with zinc dormers in a contemporary composition that will provide a contrast to the pale tones used in character area Area 4 and red tones for the apartments proposed in Area 3 (part of a later phase) The indicative street views adjacent illustrate the type of design and finish envisaged.

This area straddles Berryfield Lane with a group of the proposed houses engaging the lane at this location. A secondary loop street provides local access connecting the housing cells and also provides links to the active open space over which a number of the houses will have a favourable aspect. As with the other housing area, an ordered network of streets provides variety and permeability with the streets organised to provide safe use by pedestrians and cyclists.

The principal access to this zone off the Link Street is framed by houses designed as an Urban Design set-piece. The Architectural treatment of this entrance is illustrated in figure 2.14.1 adjacent. The linear landscaped treatment, pedestrian and cycle paths are also shown. This strong edge treatment to the Link Street provides future connectivity to the lands to the south which will accommodate the next phases of development on both the remaining Cosgrave Property Group Lands and the CRH zoned southern Fassaroe lands beyond. The east-west orientation of the streets and housing grid in this area means views of the Active Open Space will be available from the Link street through the housing proposed.



Character area five
35 houses
Pocket park 3 - 0,24 Acres

Figure 2.14.5 - Key plan of character area 5



Previously completed district park at Honeypark, Dun Laoghaire by Cosgrave Development



Sample image of active open space proposed



Pocket park's relationship to housing illustrated above
Previously completed by Cosgrave Development



Typical attenuation pond completed at Honeypark, Dun Laoghaire by Cosgrave Developments



Figure 2.15.1 - proposed landscape site layout - Courtesy of Mitchell and Associates

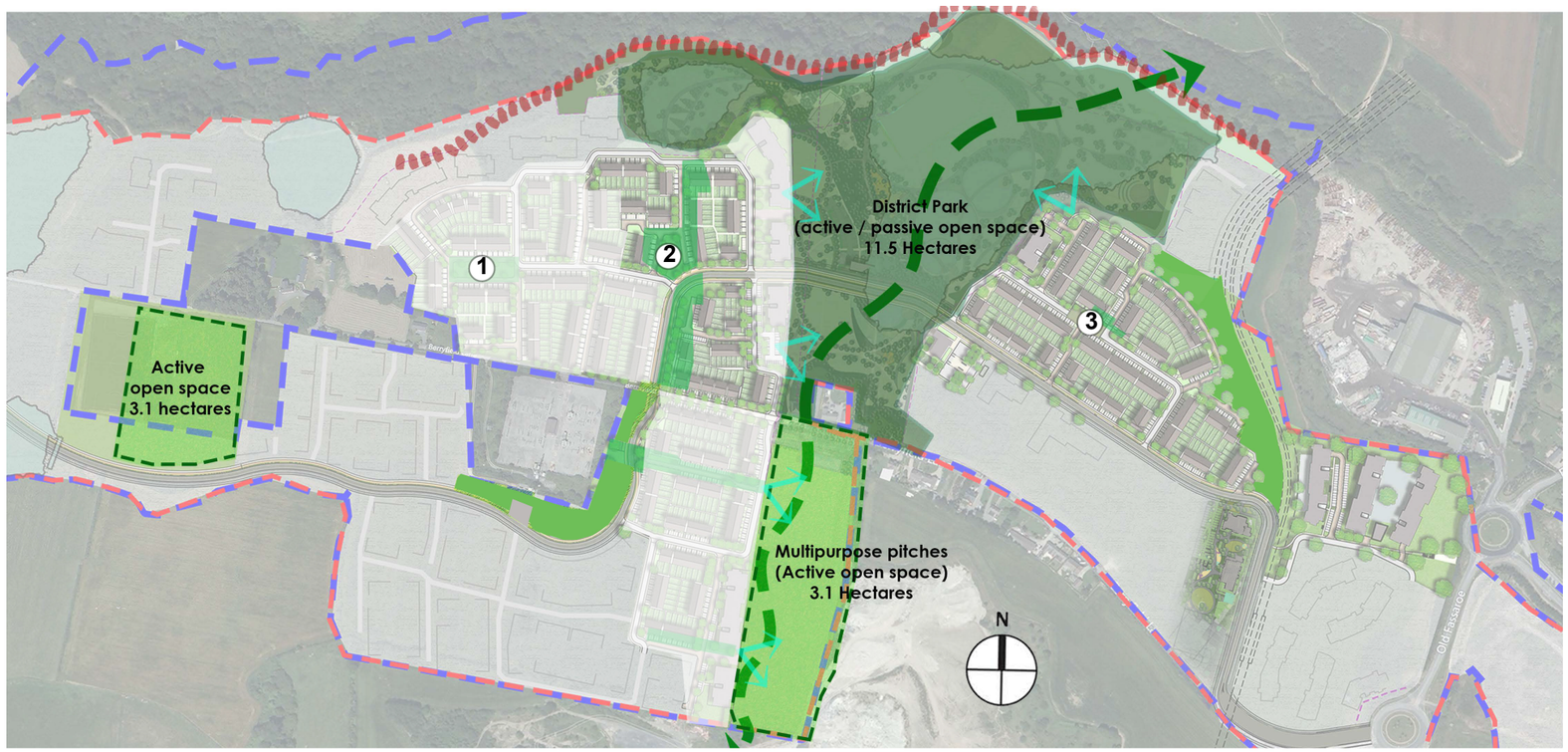


Figure 2.15.6 - Design strategy open spaces

1 Linear pocket park:

Located to the west of the development with a meandering sloped pathway, undulating grass area and some incidental nature play elements such as stepping disk and tree logs integrated in the design. Seating is orientated to the south. The pocket park is well overlooked to provide good passive surveillance of the space.Ipsum

2 Centralised pocket park:

Located to the west of the District park and north of the Main Link Road with a proposed formal toddler play area and a more informal mounded grass play area with some nature play elements such as stepping logs and natural slide integrated in the design. Seating is provided within the green planting belt around the pocket park adjacent to the play spaces. To the South of the Link Road a more naturalistic seating area is provided with bioretention area integrated which provides for additional amenity and adds to the biodiversity of the overall development.

3 Centralised pocket Plaza:

Located to the east of the District park and north of the Main Link Road. This has a more urban approach and lends itself to local street parties or small events. A sculptural seat meanders through a line of trees creating some additional interest and also provides for some play opportunities. A change in materials will contribute to traffic calming.

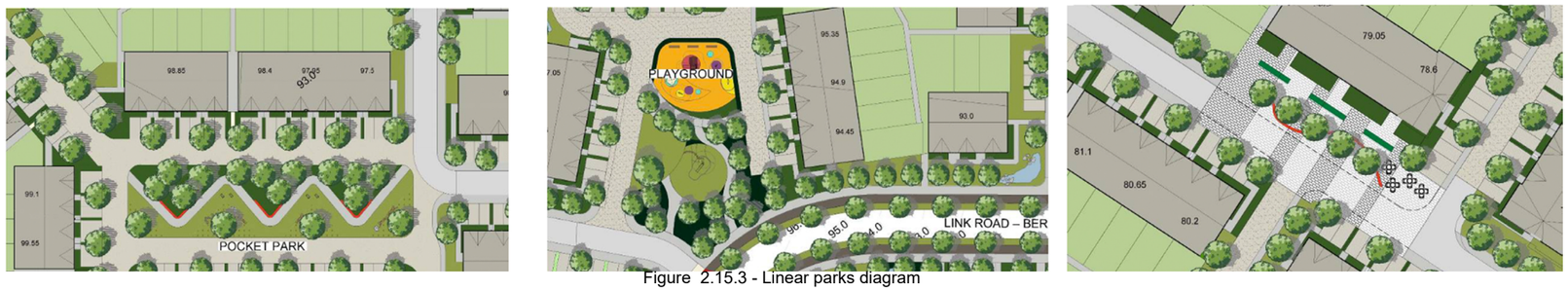


Figure 2.15.3 - Linear parks diagram

The scheme takes its inspiration from the site's unique natural setting, such as the Ballyman Glen and responds to the existing natural features present on site with newly proposed features to enhance the amenity and sustainability of the area. The aim is to create a high-quality public realm that provides a series of spaces and opportunities for both residents, employees and visitors that complements and enhances the development at Fassaroe. (Courtesy of Mitchell and Associates). Please refer to landscape strategy and rationale also submitted with this planning application for more details.

An overall planting strategy has been developed for this development. The street tree planting aims to differentiate between the various character areas and helps reinforce its natural setting, orientating residents and visitors through the site. Berryfield Avenue the new link street from the N11 to Ballyman Rd is proposed to be planted with large broad Avenue Trees along its length.

Different types of pocket parks have been provided throughout the development each responding to their location and site constraints. Below diagrams of the different pocket parks in the proposed layout as illustrated in figure 2.15.3

The palette of plant species used within the various spaces shall be based on a range of largely native species. Hardy species will reduce, maintenance over-time, and contribute to the early and rapid development of the planted installation.

Seasonal interest will be a consideration in the plant mixes through the site - See figure 2.15.2 where some of the chosen species are illustrated.



Figure 2.15.2- Tree typology and character area diagram - Courtesy of Mitchell and Associates

Amenities around the site and environs - 4Km raod distance from site

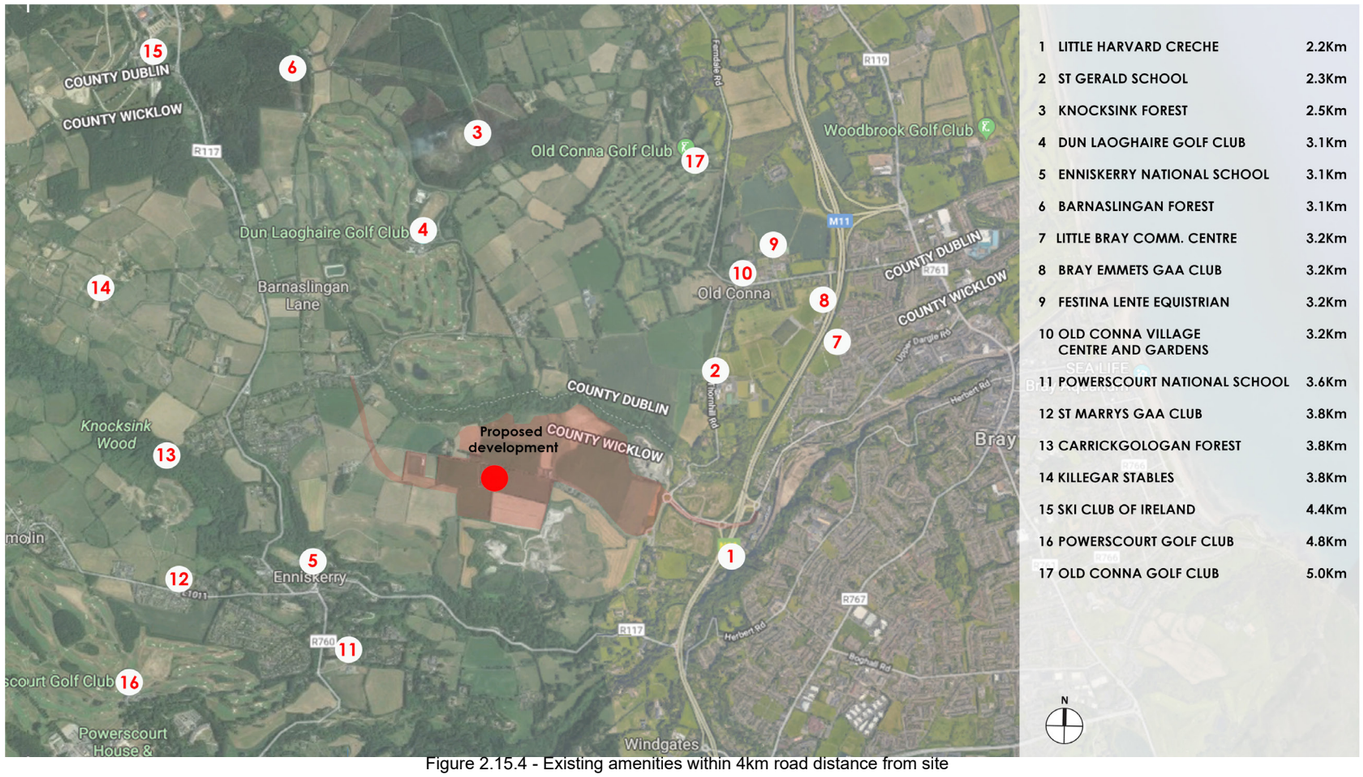


Figure 2.15.4 - Existing amenities within 4km road distance from site

BROADER CONTEXT amenities around the site and environs

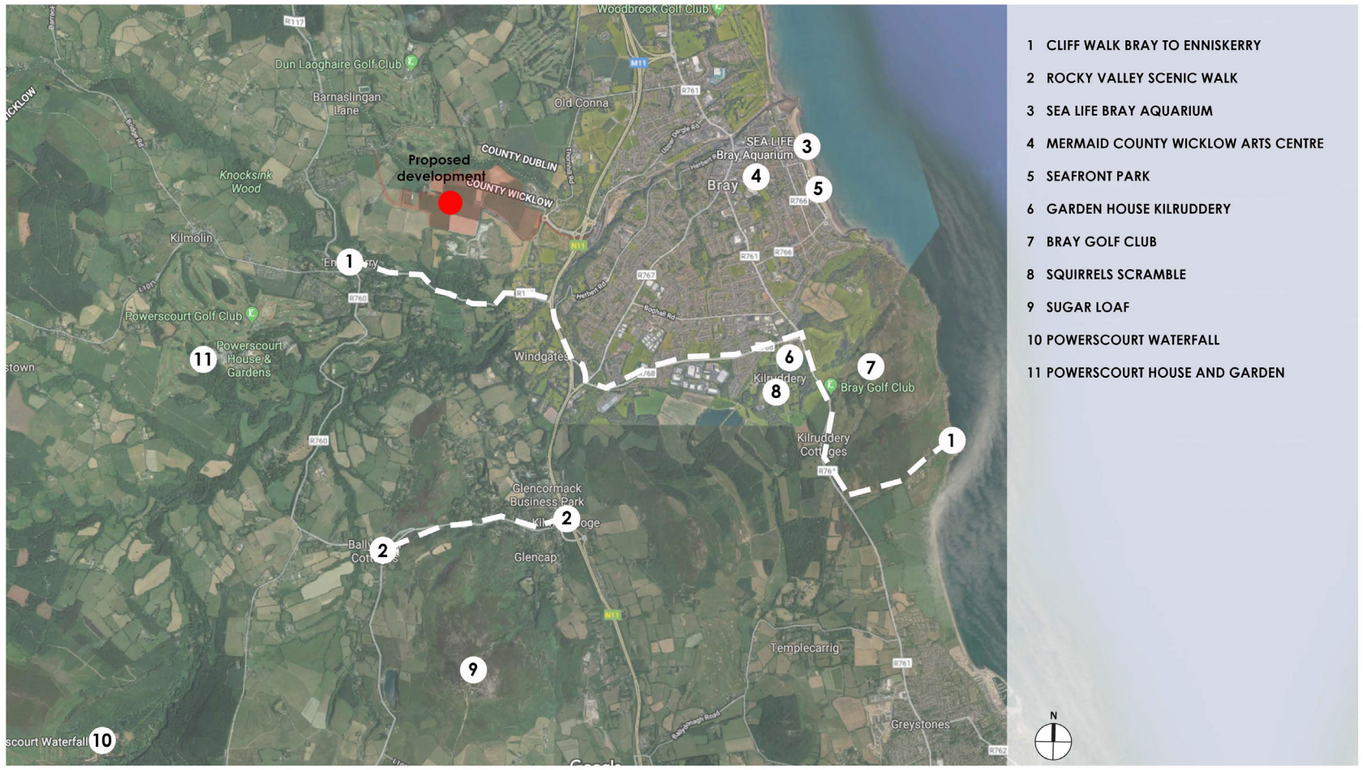


Figure 2.15.5 - Existing amenities Fassaroe environs

Landscaped open space is an essential amenity in the urban environment, as it provides for recreational activities, and ensures visual relief in built up areas. The adequate design and location of a range of types and sizes of open space is a key factor in the quality of the resulting urban living environment. The inclusion of active open spaces provides for active recreation such as organised sport and other more spontaneous recreational activities. Bray and its environs is well served by recreational facilities such as golf courses, sports grounds, indoor and outdoor sports facilities. In addition to these facilities the new public park and active open spaces will provide excellent amenity space for this new neighbourhood.

The Bray MD LAP seeks to address the increase open space and recreation provision in the town. Specifically, it is a stated objective of the LAP to provide a district park and a network of smaller parks within Fassaroe, comprising of both active and passive open space, to provide for the recreational amenity requirements of the Fassaroe area. The landscaping and public realm strategy for the subject site fully embraces the aspirations of the LAP in this regard

Mitchell and Associates strategy for this development at Fassaroe is to create a scheme with a strong ‘genus loci’, that complements Bray’s existing urban public realm and structure while also sensitively integrating the development into the surrounding landscape. We aim to create a new urban and landscape extension to Bray of unique and distinctive quality with a strong sense of place; a self-sustaining and diverse multi-generational community in harmony with its environment that will offer lifelong choices for living, working and recreation. The development will be a highly accessible destination with strong connections to Bray and other parts of its Environs welcoming the wider community to engage and utilise the various facilities provided, as well as providing good connections for its residents and employees to connect with the existing neighbouring towns and villages and wider rural landscape beyond.

Adaptability:

The development provides a generous mix of typologies and dwelling sizes to suit a variety of end user. The 10% Social / Affordable requirement of Part V will also be met and delivered at an early stage of Phase 1 of the development. The variety of dwelling type across a scheme of this size gives future residents the opportunity to stay within an area and enjoy the benefits of a community that will establish itself over time. As some residents get older, they may wish to "trade down" to a smaller dwelling thus freeing up a larger family house for the younger generation. Similarly, first time buyers can establish themselves in a smaller unit within the neighbourhood with the flexibility to move to a bigger dwelling within the same immediate area if the need arises.

All houses have been designed to meet the requirements of "Quality Housing for sustainable communities" 2007 and all apartment units meet the requirements of "Sustainable Urban Housing: design standards for new apartments" 2018. All buildings will be constructed in traditional construction. They will be thermally efficient and employ a suite of sustainable measures to comply with the Building Regulations and to achieve an NZEB standard. Notwithstanding the variety of unit type available, these buildings will be capable of modification to suit the needs of the end user over time subject to the necessary statutory consents or adherence to the Exempted Development Planning regulations. Internal alterations and/or extensions to the rear or into attic spaces will be possible should occupiers wish to expand their available space in due course.



Figure 2.16.4 - typical electric car charging point provision constructed by Cosgrave



Figure 2.16.5 - typical bring centre provided in main District Park

Privacy and amenity:

Every residential dwelling proposed will have an area of private open space to enjoy, immediately accessible from the dwelling. All houses have private rear gardens enclosed by the housing cells and built form ensuring privacy for the homeowner as per figure 2.16.2. Visible screen walls have been kept to minimum across the layout but where necessary will be completed in high quality materials to match the finish on the housing units themselves. Apartments have individual private balconies sized in accordance with the standard outlined in "Sustainable Urban Housing: Design Standards for New Apartments" 2018. In addition, they will also have associated communal private areas in the form of landscaped podium courtyards and garden areas adjacent to the block depending on the designed configuration of the block.

A semi private area of defensible space has been provided to safeguard the privacy of all dwellings proposed whether house or apartment. These areas will be landscaped to a very high level to a public realm design prepared by Mitchell and Associates. Bin storage is catered for by the provision of access laneways to the back gardens of all housing units. The bin storage for apartment units is located in the undercroft / basement areas generally to keep them from public view. A very limited number of bin stores will be required in certain locations such as for apartment building 4 in Character Area 2 where no basement is proposed. In these cases the structures proposed will be finished in brickwork to match the buildings they serve to enable them to be easily maintained.

Generous storage provision for each dwelling has also been provided. We have had regard to the guidance outlined in Quality Housing for Sustainable Community when designing the storage provision in the houses. Similar guidance is given and has been followed for the apartments in the "Design Standards for New Apartments" 2018.

Sound transmission between dwellings for both houses and apartments will be limited by careful detailing of all party walls. Separation between blocks has been designed to avoid overlooking in addition to allowing maximum daylight penetration into gardens and courtyards. 22m separation has been achieved between first floor opposing windows for the houses and only reduced where one unit doesn't have any windows at first floor level (unless landing/toilet with obscure glazing).
As described earlier we have achieved a dual aspect ratio greater than the 50% minimum required. The single aspect apartment units all enjoy a favourable aspect with many having attractive views of the surrounding landscape, with no north facing single aspect units proposed.



Figure 2.16.1 - Semi-privates spaces provided
Comparable size development delivered by Cosgrave



Figure 2.16.2- typical back garden,
Comparable size development delivered by Cosgrave



Figure 2.17.1 - Secure bicycle parking provided in undercoft, constructed by Cosgrave



Figure 2.17.2 - Housing high quality facade, constructed by Cosgrave



Figure 2.17.3 - Apartment high quality facade, constructed by Cosgrave

- Parking:

Car Parking and Bicycle parking have been adequately provided for across the scheme. We have had regard to the car and bike parking standards set out in the following documents when working up the parking strategy for the proposed scheme :

- Wicklow County Development Plan 2016 – 2022
- Bray Environs Municipal District Local Area Plan 2018
- Sustainable Urban housing: design Standards for New Apartments 2018

A range of parking solutions has been proposed, responding to location, topography, street type and typology served. The car parking arrangements employed are outlined below:

- On Street parking
- Basement parking
- Undercroft / semi basement parking
- Grouped courtyard parking
- On curtilage parking

Car parking as proposed will not dominate the visual character of the street. In all cases where either on street or on curtilage parking is proposed, a strong street planting scheme has been detailed by Mitchell and Associates. Basements and undercroft arrangements by their nature take the car out of the public realm for the apartment buildings. Apartments generate a significant parking requirement and concealing it therefore is advantageous for the successful completion of the public realm areas.

A total of 2 spaces per dwelling house is proposed. These spaces are predominantly located on curtilage thereby immediately accessible to the units they serve. Some limited on street parking is proposed for houses. In particular the hard landscaped square at the centre of Character Area 2 has a shared parking area incorporated as part of a shared surface high quality hard landscaped centre piece for this quarter that favours the pedestrian and bicycle over the car.

The majority of the apartment car parking is located in basement or undercroft areas. A ratio of 1 space per apartment and 1 visitor space for every five apartments has generally been proposed. The total proposed provision to serve apartments within the application equates to 1.25 spaces per apartment unit. This provision is in line with the parking ratio suggested in the Design Standards for New Apartments 2018. Apartment Block 4 at the western extremity of Character area 2, is served by surface parking grouped and with some on street. The parking is well broken up by landscaping and has been considered here due to the limited size of this building compared to the other larger blocks proposed.

Bicycle parking has been provided for all units. Houses will have secure storage in back gardens accessible via side passages for semi detached units. As most of the houses proposed are terraced, we have proposed a series of access lanes accessible only by resident keyholders. This allows access directly to the rear garden areas for bikes but also for bins and garden maintenance. Removing bin storage from the streetscape avoids driveway bin storage arrangements greatly improving the look and feel to the public realm. This system which will be managed by a properly constituted management company has worked extremely well in Honeypark / Culanor for Cosgrave Property Group. Apartments will be provided with undercroft and external secure bike storage structures. Similar design of these storage areas are illustrated in Figure 2.17.1 .Spaces have been provided at a rate of 1 space per bedroom + 1 visitor for every 2 apartment units.

- Detail design:

The detail design of both the buildings proposed and all public realm areas has been carefully considered as part of the design process. The detail of how this scheme is put together is vitally important so that the scheme exudes a quality strong enough for the location, but also to ensure that the buildings and public areas are durable and remain high quality in years to come.

The houses proposed are primarily finished with a high-quality brick finish on all primary elevations facing the street or other public realm areas. As a low maintenance material, a variety of different bricks chosen for different character areas will ensure that the streetscapes created will endure and retain a high-quality feel for longer. The roofs of the houses will be completed with a dark coloured roof tile to complement the brickwork & U-PVC windows add to the high thermal efficiency of each unit and will also be very low maintenance components.

The apartment units will also be finished in brickwork and stone matching the houses in their respective character areas. Durable materials on management-controlled buildings is critical to avoid the deterioration of external finishes over time. The Cosgrave Property Group track record in maintaining their schemes including both buildings and public realm areas is well established.

The landscaped areas will be developed in accordance with a high-quality landscape design prepared by Mitchell and Associates Landscape Architects. All screen walls to public areas, bin and bicycle stores (where proposed) will be finished in brickwork to avoid the necessity and cost for ongoing undue maintenance. Balconies will be framed in powder coated mild steel with glazed balustrade guarding's. These details will be colour coordinated with all external joinery presenting a unified aesthetic to address the public realm areas.

Image 2.17.4 in the next page summarizes the overall materials palette selected for this phase of development. Additionally a fully detailed materials report has been prepared together with the Landscaping architects and both reports are included in this application.

The proposed buildings employ a controlled palette of materials where detailing is intentionally sharp-lined, taut and edited.

The primary materials for the development will be a mix of high-quality brick textures with complementary stone details in selected areas to the street elevations. The material choice will ensure that the buildings proposed are durable as well as being of high visual quality.

Each one of the 5 proposed character areas has legible unique features that will create a sense of identity and place, while applying a coherent architectural language through the use of repeating elements such as complementary brick types, window types, balcony treatments, stone cladding and metal cladding. Such features will be discussed in more detail the next pages.

A - BLOCK 1 & 2





Red brick type 2
Cayenne with grey mortar or similar approved



Buff brick
Creme with grey mortar or similar approved

B - BLOCK 3





Red brick type 2
Cayenne with grey mortar or similar approved



Buff brick
Creme with grey mortar or similar approved



Sandstone cladding details

C - NEIGHBOURHOOD CENTRE





Red brick type 1
Heritage red with grey mortar or similar approved



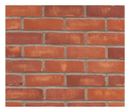
Sandstone cladding details



Curtainwalls

D - BLOCK 4





Red brick type 1
Heritage red with grey mortar or similar approved



Brown brick
Chailey hamsey or similar approved

CHARACTER AREA 2





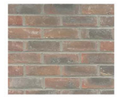
Red brick type 1
Heritage red with grey mortar or similar approved



Reconstituted stone cladding details

CHARACTER AREA 4





Brown brick
Chailey hamsey or similar approved



Buff brick
Creme with grey mortar or similar approved

CHARACTER AREA 5



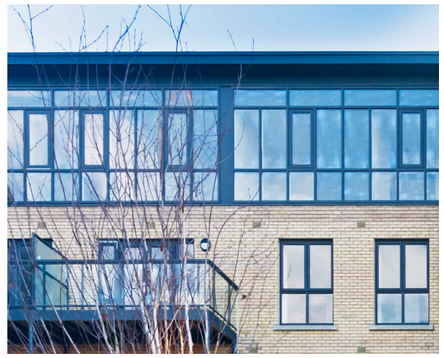


Buff brick
Creme with grey mortar or similar approved



Red brick type 2
Cayenne with grey mortar or similar approved

Figure 2.17.4 - Materials palette



Curtain wall example 1 - penthouses



Balconies example 1
Pre - fabricated concrete



Building signage example 1S
Stainless steel letters on stone plinth



Curtain wall example 2 - penthouses



Balconies example 2
Pre - fabricated metal



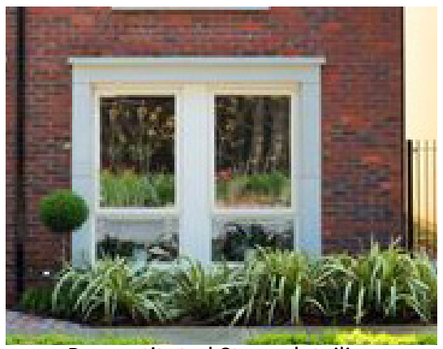
Building signage example 2
Etched sandstone



Zinc cladding - walls



Zinc cladding - dormer windows



Reconstituted Stone detailing

Figure 2.17.5 - Sample images of the proposed materials
all from schemes previously delivered by Cosgrave Developments

- WINDOWS

To deliver visual variety and add variations of perceived wall depth, it is envisaged that a diversity of different detailing approaches will be applied to the in-wall opes:

- Curtain walling to create a sense of delicacy at selected corners and penthouses

- Well considered wall openings balanced through different facades creating a rhythm

In all cases, the aesthetic aim is to play on the contrast between solid and void between the glass and brick.

- BALCONIES

The design and detailing of these elements follow those of the curtain walling. Balcony balustrading is to be glass supported on framing systems positioned behind the glass to deliver a clean appearance, while downplaying the mild steel framing.

Balcony construction will be either pre- fabricated concrete or pre- fabricated mild steel, with supporting columns, all to later specification

Special wrap around corner balconies are proposed to enhance the volumetric composition of the Neighbourhood centre with a contour stone band detail

- SIGNAGE

Way-finding signage is proposed in selected locations as part of the public realm and character of each area. These signs will be made integral to the materiality of the surrounding and corresponding character area, varying from stone, stainless steel and concrete.

-TOP FLOOR AND STAIRCORE CURTAIN WALLING

These glazed areas are designed with repeating regular modules and with minimum definition of the aluminium transoms and mullions. The panes of glass are positioned in a way that expresses minimal external façade shadowing. The framing and the large glass areas read as taut flat skins, sheer reflecting surfaces contrasting with the textured surfaces adjacent.

- ZINC CLADDING

Zinc cladding is proposed for selected areas mainly in 2 different forms, as window dormers in the houses and cladding to penthouses and roof edging in apartment buildings. This additional material variation adds to visual interest while also complements the pallet of natural materials proposed

For more details please refer to fully detailed materials report accompanying this planning application

HOUSING QUALITY ASSESSMENT

Fassaroe,Co.Wicklow

15011.1

MCORM McCrossan O'Rourke Manning ARCHITECTS

	APARTMENTS	HOUSES
	409	241
Overall Total	**650**	

Application Site Area	199.11 Acres	80.58 Hectares
Developable Site Area	28.6 Acres	11.55 Hectares
Site Density	29.02 units per Acres	56.3 units per Hectares

Density by character area Res. Areas only	Area (Hectares)	n. of res. Units	Units per Hectares
Character Area 1 & 2 + N.C.	8.2	561	68.5
Character Area 4 & 5	3.1	89	28.7

Density by phases Res. Areas only	Areas (hectares)	N. of resi. Units	Units per Hectares	
PHASE 1	11.55	650	56.3	
Phase 1A	6.22	296	47.6	
Phase 1B	5.33	354	66.4	
Phase 2	9.6	597	59.8	NOT PART OF
Phase 3	9.54	575	60.27	THIS PLANNING
Phase 4	8	498	62.25	APPLICATION
OVERALL TOTAL	38.7	2297	**59.3**	

Apartment Units	Unit Type					
Block	1 Bed	1 Bed + Study	2 Bed	3 Bed	Total	Total Dual Aspect
Neighbourhood Centre	13	3	44	3	63	35
Block 1	13	0	77	6	96	47
Block 2	18	0	82	6	106	56
Block 3	47	0	53	12	112	56
Block 4	5	0	23	4	32	16
Total Units	**96**	**3**	**279**	**31**	**409**	**210**
					Overall Dual Aspect	**51.3%**

Houses Unit	Unit Type			
Character Area	3 Bed + Study	4 Bed	5 Bed	Total
Character Area 2	28	58	66	152
Character Area 4	10	7	37	54
Character Area 5	12	23	0	35
Total	50	88	103	241
Overall percentage	20.75	36.51	42.74	

Pocket Parks Area	Hectares
Character Area 2	
Pocket Area 1	0.13
Character Area 4	
Pocket Area 2	0.28
Character Area 5	
Pocket Area 3	0.24
Total Pocket Park Area Provided	**0.65**

Proposed Retail/ Commerical/Other	
Neighbourhood c. sub-dividable retail / com. n. 1	400 sqm
Neighbourhood c. sub-dividable retail / com. n. 2	635 sqm
Neighbourhood c. double storey café	360 sqm
Neighbourhood resident's lounge penthosue	256 sqm
Neighbourhood centre community concierge	480 sqm
Creche	733sqm
Kiosk	108sqm
Residents Gym(Block 1 & 2)	90sqm
Residents Concierge(Block 1 & 2)	68sqm

Open Space	Hectares
Active Open Space- Existing Football Pitch & Amenities (previously provided)	3.1
Active Open Space	3.8
District Park	11.5

Figure 2.18.1 - Extract of HQA - Accommodation Schedule

The resulting overall density across the 4 phases discussed in this document is 59.3 units per hectare. Phase 1 which is the subject of this planning application achieves 56.3no. units per hectare.

The proposed layout will achieve an optimum use of the newly zoned lands, strategically located to create a new urban quarter with higher density around the open spaces and closer to the M11.

In this context, we are confident that the varied mix of unit types will ensure that this community can accommodate a variety of residents, allowing for growth and mobility within the community over time. The provision of the Park, other amenity spaces and a Neighbourhood Centre will enable the community to be sustainable while also being close to Bray and the M11 / N11.

A stage 2 pre-planning consultation meeting with An Bord Pleanala was held on 13 of November 2020.

A second consultation meeting was proposed by ABP requesting amongst others, the following items discussed in the following 4 pages:

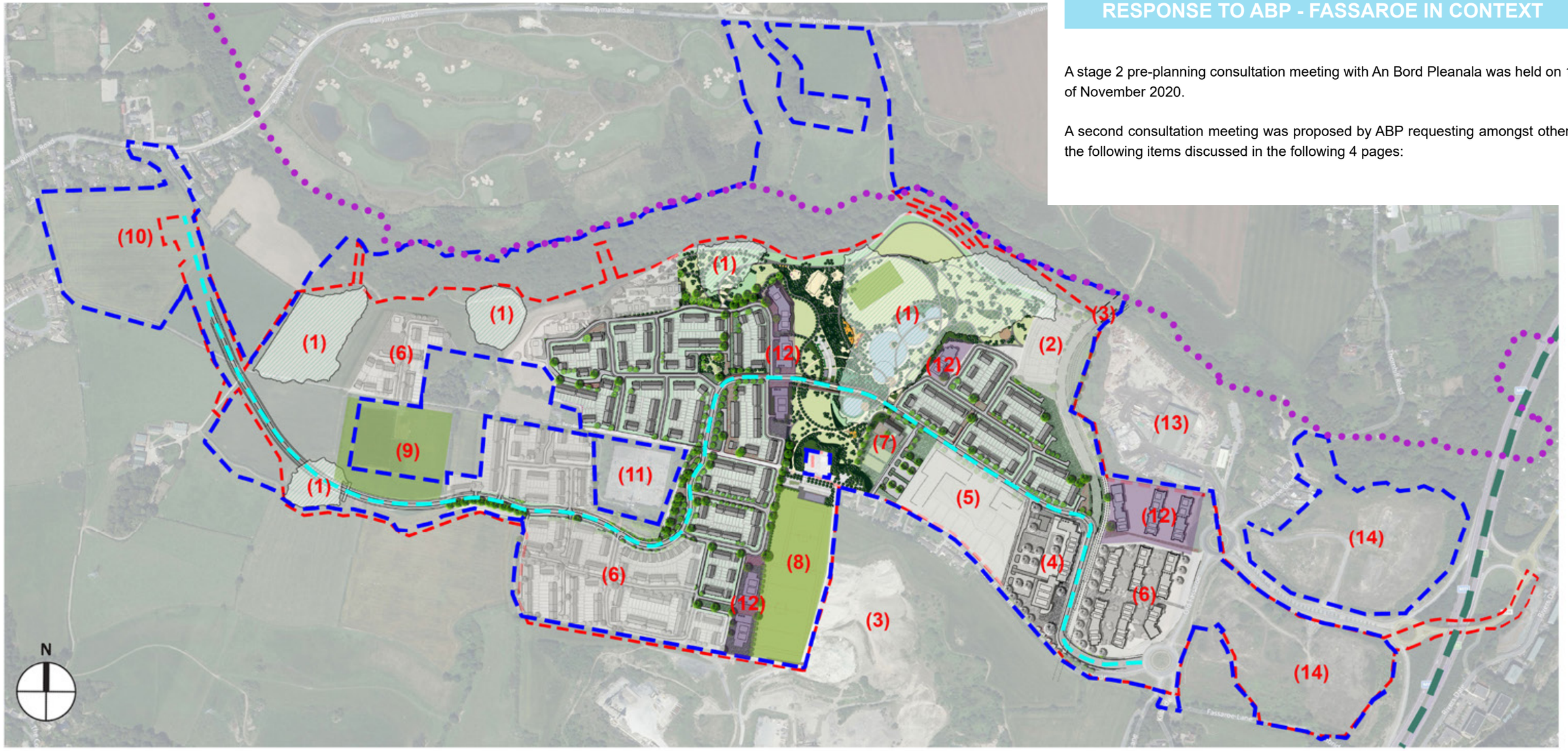


Figure 3.01.1 - Site layout prepared for ABP Pre-planning meeting containing 1161no. of residential units

1 - Former landfill areas
2 -Future north - south link
3 - Quarry
4 - Neighbourhood centre
5 - Future CE community
6 - Future development areas
7 - Proposed creche
8 - Active open space
9 - Existing new Eniskerry AFC provided by Cosgrave
10 - Monastery development - Road link already constructed
11 - ESB station
12 - Areas with steeper slopes, taller apartment buildings proposed
13 - Green star existing facility
14 - Areas zoned E1 employment - future development

SAC
Lands under ownership of the applicant
M11 / N11
Proposed link street
Application boundary line

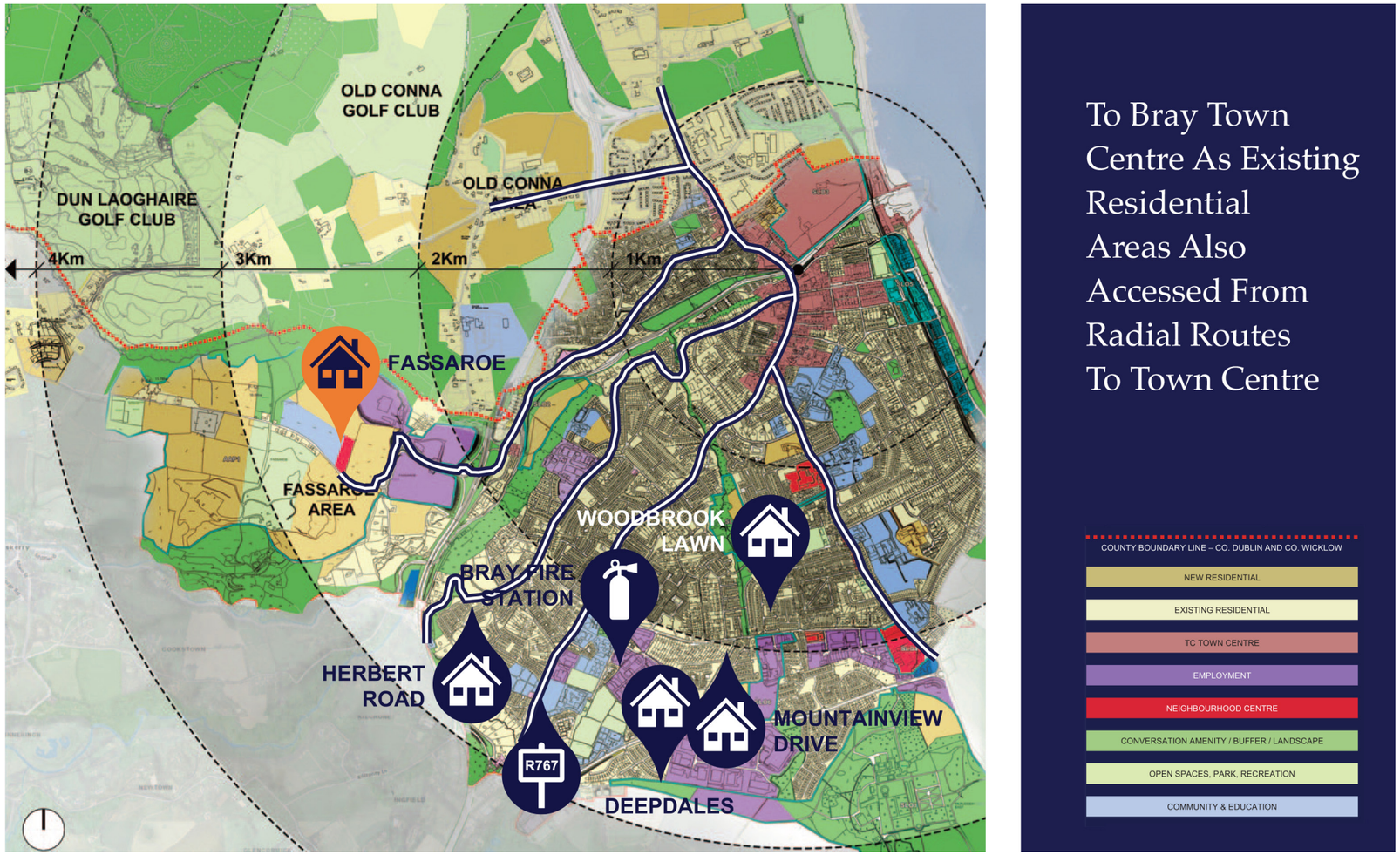


Figure 3.01.1- Fassaroe zoned lands in relation to existing Bray areas within 3km radius context from Town Centre

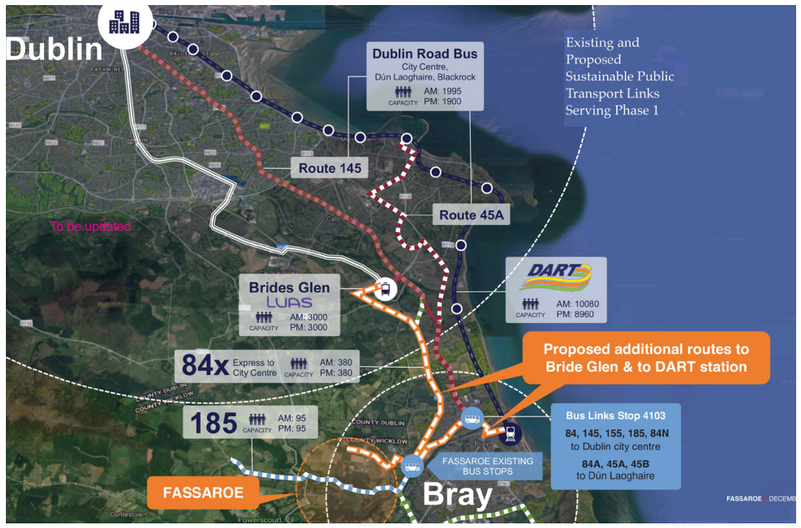


Figure 3.01.2- Fassaroe pubic transport connections in broader Dublin context

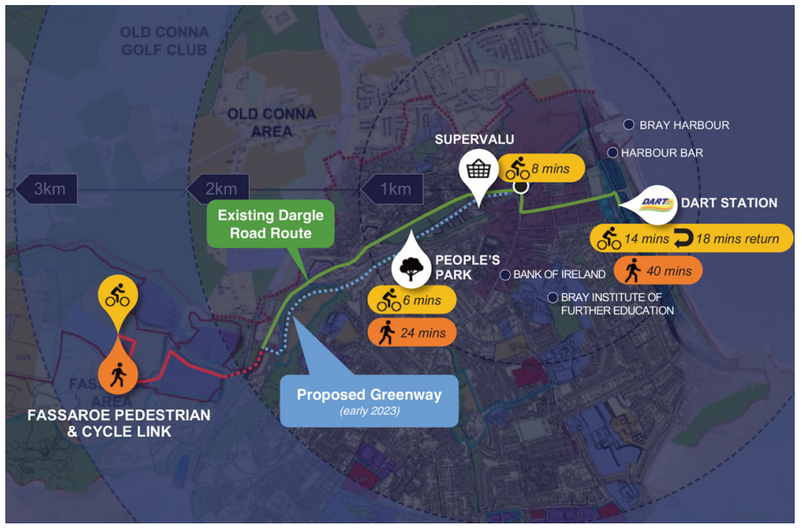


Figure 3.01.3- Fassaroe pedestrian and cyclist connections to Bray

Transport linkages / connections
Further clarification / justification of the documents as they relate to the delivery of infrastructure and high-quality public transport connections to Bray Town Centre and Dublin City Centre, which are key dependencies for the development of this major expansion area. Provide clarification / justification in relation to:

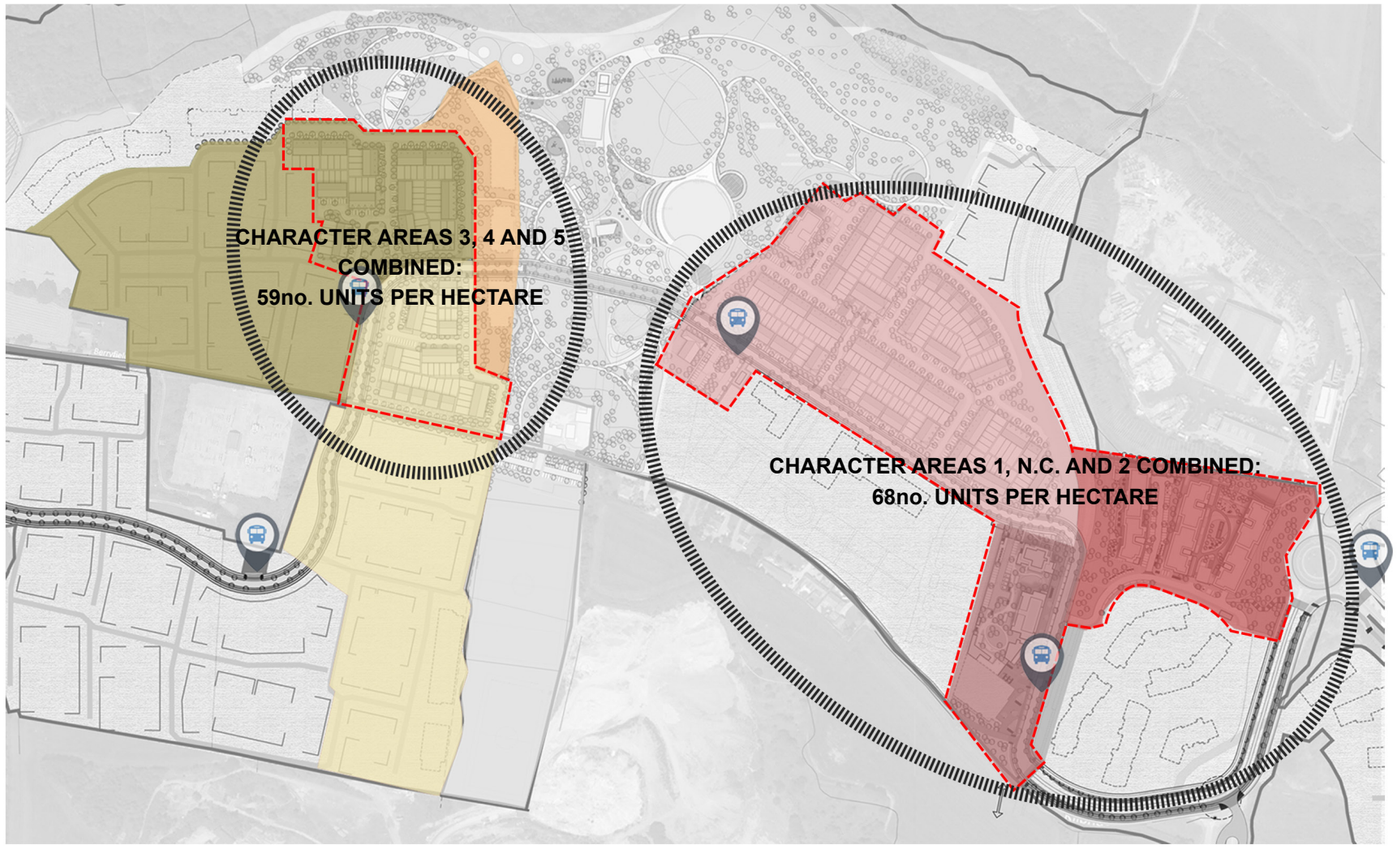
1 - (a) Provide justification for the scale of development proposed relative to the phasing thresholds identified in the Bray Environs Transport Study, and clarification that the development will accord with the objectives of the study and would not otherwise constitute premature development.
(b) - Provide clarification in respect of the nature and efficacy of proposed Traffic Management Measures at the Fassaroe Interchange
(c) - Provide clarification of the status of the Implementation and Monitoring Plan for further phases of the build-out of lands at Fassaroe beyond Phase 1(
(d) - The status and / or likely timing of the N11/M11 Junction 4 to Kilmacanogue - Junction 14 Improvement Scheme

2 - Further clarification / justification of the documents as they relate to the degree of integration between public transport and land use planning, which is necessary to facilitate the development of the lands.

3 - (a)Further clarification / justification of the documents as they relate to measures to provide or improve pedestrian and cycle connectivity with Bray Town Centre, public transport nodes and other community facilities, including schools.
(b)With regard to the proposed N11 Cycle and Pedestrian Bridge, the documents should clarify how this will connect into existing / proposed cycle and pedestrian infrastructure
(c) Clarification should be provided with regard to proposals for green routes in the study area such as Bray - Dargle River south bank, which may be critical in providing connectivity with the subject lands

In relation to items 1-3 inclusive, the Board sought further clarification / justification of the documents as they relate to the delivery of infrastructure and high-quality public transport connections to Bray Town Centre, which are key dependencies for the development of the Fassaroe area.

Atkins, Consulting Engineers for the development prepared detailed responses to these items. We HAVE included some useful diagrams adjacent which illustrate the proximity and connection of the subject site to Bray. In terms of relative distance and connectivity to Bray town centre, Fassaroe is similarly positioned as a number of existing development areas on the southern side of Bray. Figure 3.01.1 illustrates the fact that in terms of relative distance and connectivity to Bray town centre, Fassaroe is similarly positioned as a number of existing development areas on the southern side of Bray, such as Herbert Road, and Deepdales. The mix of uses including residential with supporting ancillary educational and neighbourhood centre uses is also similar to these established communities. The colour key illustrates this fact.



AREAS INCLUDED IN THIS APPLICATION



C.A. 1 151no. UNITS PER HA

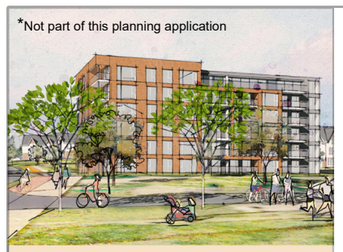


N.C. 63no. UNITS PER HA



C.A. 2 34NO. UNITS PER HA

CHARACTER AREAS 1, N.C. AND 2 COMBINED: 68no. UNITS PER Ha



*Not part of this planning application

C.H. 3 162no. UNITS PER HA



C. A. 4 32no. UNITS PER HA



C.H. 5 30no. UNITS PER HA

CHARACTER AREAS 3, 4 AND 5 COMBINED: 59no. UNITS PER Ha

Figure 3.02.2 Character areas in the context of scale and density

The Fassaroe public transport connections diagram figure and the pedestrian and cycle connections in the previous page illustrate the current revised proposal in relation to the available sustainable transportation network. A more detailed analysis of these options has been prepared by Atkins and is included in the Atkins reports submitted as part of the Response to Request for Clarification

- 4. Further clarification / justification of the documents as they relate to the mix of uses on the lands the provision of local and community services.

The total number of residential units proposed was reduced from 1161no. to 697no. in a mix of houses and apartments. The mix of uses included in Phase 1 was also revised to enhance the local and community services being provided as part of the initial application. Phase 1 is located at the closest point to Bray town and the subsequent phases will be delivered from east to west portions of the landholding over time. We have reduced further the total number of dwellings proposed to 650no. in this application,

- 5. Further clarification / justification of the documents as they relate to the range of uses proposed across the application lands and the densities of residential development, which should be broken down by character area. Proposed densities and phasing of development should have regard to the requirement to deliver a critical mass of development to support public transport and community services.

The Applicant has revised the proposed phasing of the development of their overall landholding at Fassaroe as illustrated in figure 3.02.1 in the following pages. It is now envisaged that Cosgrave Property Group will develop its overall landholding by way of four phased planning applications. The initial Phase 1 planning application which is the subject of this current pre-application consultation process has accordingly been revised, and the main changes are as follows:

Phase 1 of the development will have a density of 56.3 units per hectare. This density is achieved using a mix of house and apartment typologies, located in a manner that creates diversity and variety across this phase of development. As mentioned earlier we are proposing a concentration of density around the Neighbourhood Centre. In addition, under a future phase, a significant number of apartments will overlook the Public Park leading to another concentration in this character area. These apartments will not be applied for in this phase as we are already proposing 409no. apartments in phase 1 which equals to 59% of the residential units proposed.

Character area 1 will have a higher density of 151no. units per hectare. as mentioned in the previous pages, this location is identified for higher density for its proximity to Bray town and N11 / M11, public transport links, steeply sloping existing contours and avail of views of Bray Town, The Irish Sea and Bray mountains.

Character area 1 Neighbourhood Centre will have a density of: 63no. units per ha. Similarly to character area 1, the scale of this area forms part of the overall strategy to design for higher density at this location.

Character area 2 will have a density of: 34no. units per hectare. This area is populated predominately with 2 and 3 storey houses + smaller apartment building block 4, forming part of the overall scale strategy between character areas 1 and 2, where the buildings change in scale reducing as one moves away from the Neighbourhood Centre towards Ballyman Road.

These three character areas located between the entrance of the scheme and the main district park will form part of phase 1 and will have an average of 68no. of units per hectare.



Figure 3.02.1- Fully realised Neighbourhood centre artist impression



Figure 3.02.2- Neighbourhood centre plaza artist impression
looking south towards another anchor unit (subject of future planning application)

Character areas 4 and 5 will also form part of phase 1. They will be linked to character area 3 of the masterplan which will form part of a future planning application and will complete this area of development adjacent the public park.

Character area 3 will have a density of 162no. of units per hectare (phase 2). this area is adjacent to the proposed district park and for that reason we have indicated 5 and 6 storey apartment buildings overlooking the public realm providing appropriate scale and passive surveillance, while avail of views of Bray Town, The Irish Sea in addition to oblique views over the SAC towards Dun Laoghaire Golf Club to the north

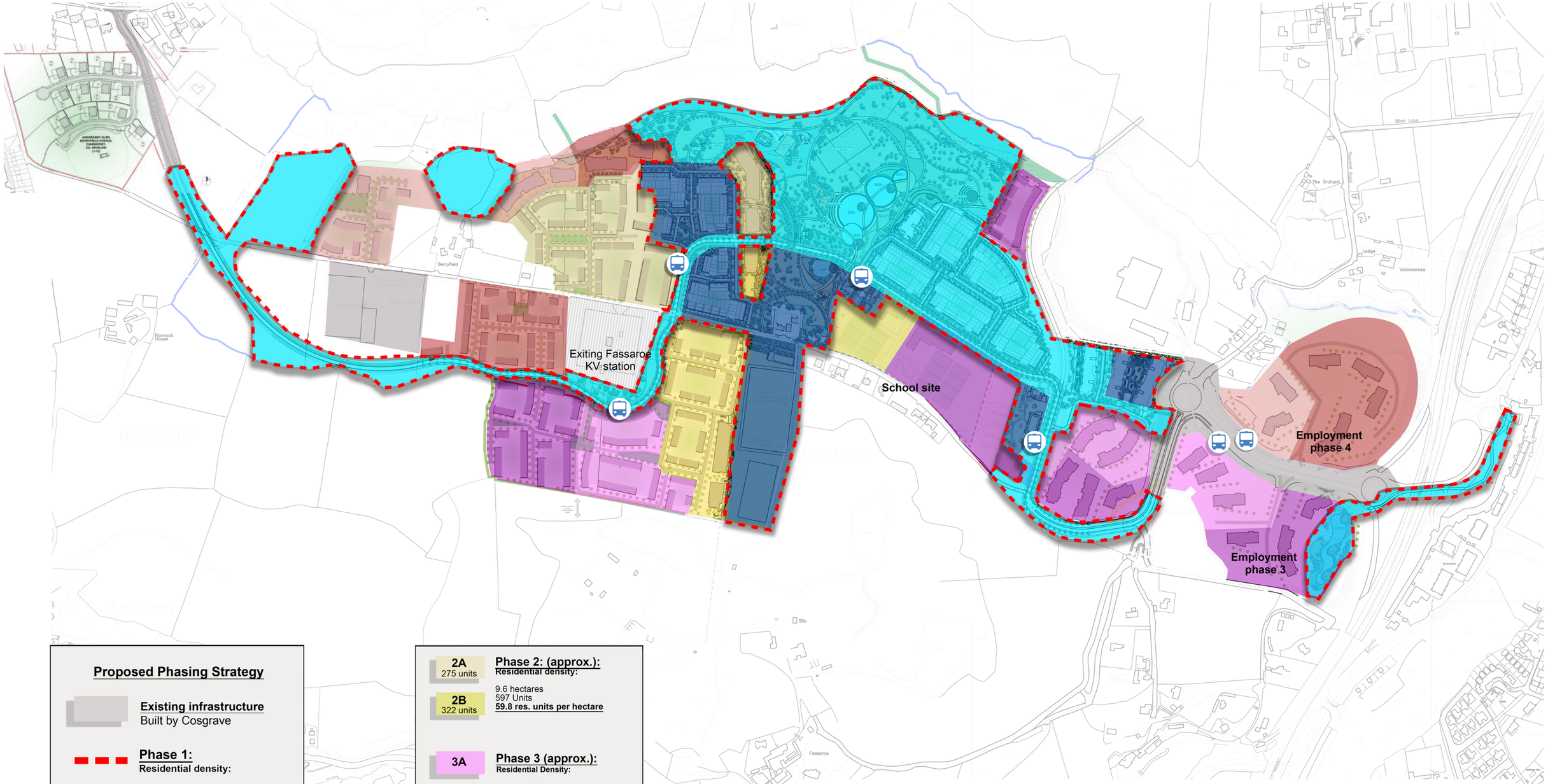
Character area 4 will have a density of: 32no. of units per hectare. This area is laid out with a mix of traditional housing types in 2 and 3 storeys, reducing scale from character area 3

Character area 5 will have a density of: 30no. of units per hectare. Similarly to character area 4, this area is predominantely populated with 2 and 3 storey housing, reducing scale from character area 3 as one moves towards Ballyman Road to the west.

As illustrated in Figure 3.02.2 in the previous page, these three character areas located immediately west if the public park will have an average density of 59no. units per hectare.

The various character areas proposed are defined not only by buildings and housing typology but also by landscaping, street types and materials / finishes. The masterplan highlights differences in character between areas characterised by housing to those characterised by apartments. Certain character areas continue as mentioned above to give a sustainable density with a building form responding to context and location. This occurs in a number of locations around the site but most particularly adjacent the public park, where a combination of apartments with a scale appropriate to a large expanse of landscaping combines with the neighbouring housing proposed to achieve a density appropriate for this location. This strategy will also be used for future phases, for example, a linear number of apartments is proposed overlooking Ballyman Glen that will complement character area 4 and 5 to the south of these units, while also deliver a blended density of approximately 55 to 60no. of units per hectare for all phases of development.

In response to item 4, it is now proposed to deliver a portion of the neighbourhood centre as part of the first phase of development. Approximately 1050sqm of commercial / retail space will be constructed with ancillary parking concealed in an undercroft car park behind the shops. 63no. of apartments will also be provided overhead with a high quality landscaped podium courtyard covering the car parking area. It is envisaged that the retail space will be occupied by a series of smaller end users and a cafe overlooking the plaza as illustrated in figure 3.02.2. A larger convenience retail space will be located to the south of the plaza as part of a later phase of development. Figure 3.02.1 adjacent illustrates an artist impression of the completed neighbourhood centre and public plaza space. These buildings will create a two sided street with future apartment buildings opposite to the east which will also be planned at a future date.



Proposed Phasing Strategy

Existing infrastructure
Built by Cosgrave

Phase 1:
Residential density:

11. 55 hectares
650 Units
56.3 res. units per hectare

1A — **296 Units**
47.6 units per hectare

6.22 Hectares
144 apartments
152 houses

1B — **354 Units**
66.42 units per hectare

5.33 Hectares
265 apartments
89 houses

2A 275 units
2B 322 units

Phase 2: (approx.):
Residential density:

9.6 hectares
597 Units
59.8 res. units per hectare

3A
3B

Phase 3 (approx.):
Residential Density:

9.54 hectares
575 Units
60.27 res. units per hectare

4A
4B

Phase 4 (approx.):
Residential Density:

8.0 hectares
498 Units
62.25 res. units per hectare

Approx.Total Schedule of Areas:
Residential Density:

38.75 hectares
2,297 Units
59.28 res. units per hectare

(Areas based on net density of **Residential Development Lands Only i.e. excluding district park, active open space, link road.)*

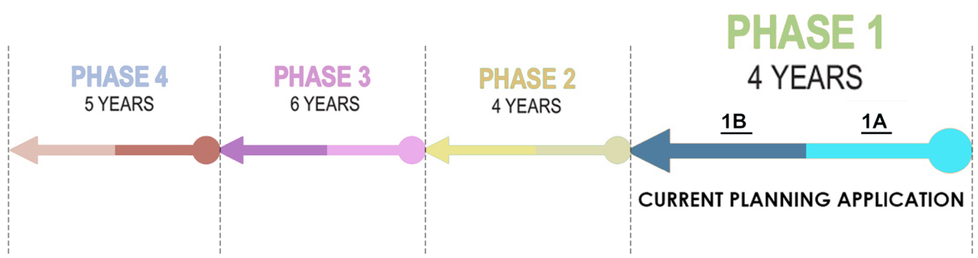
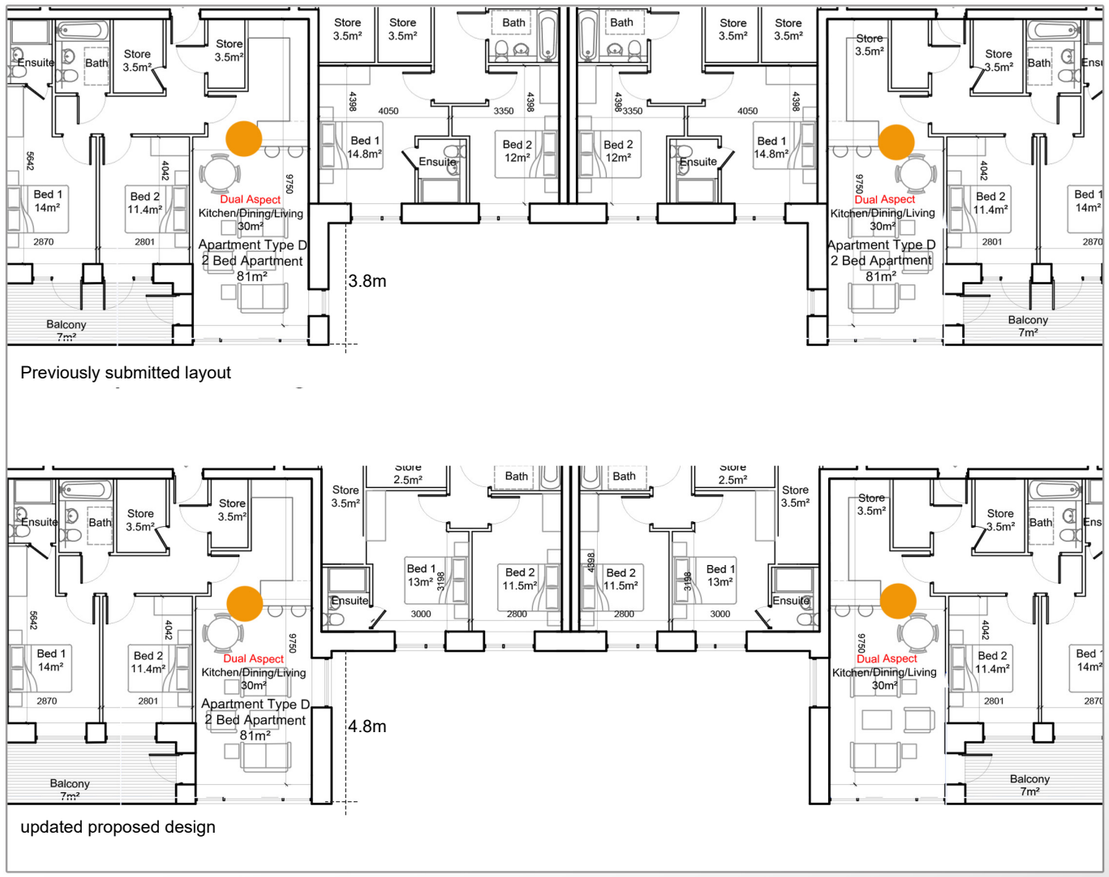
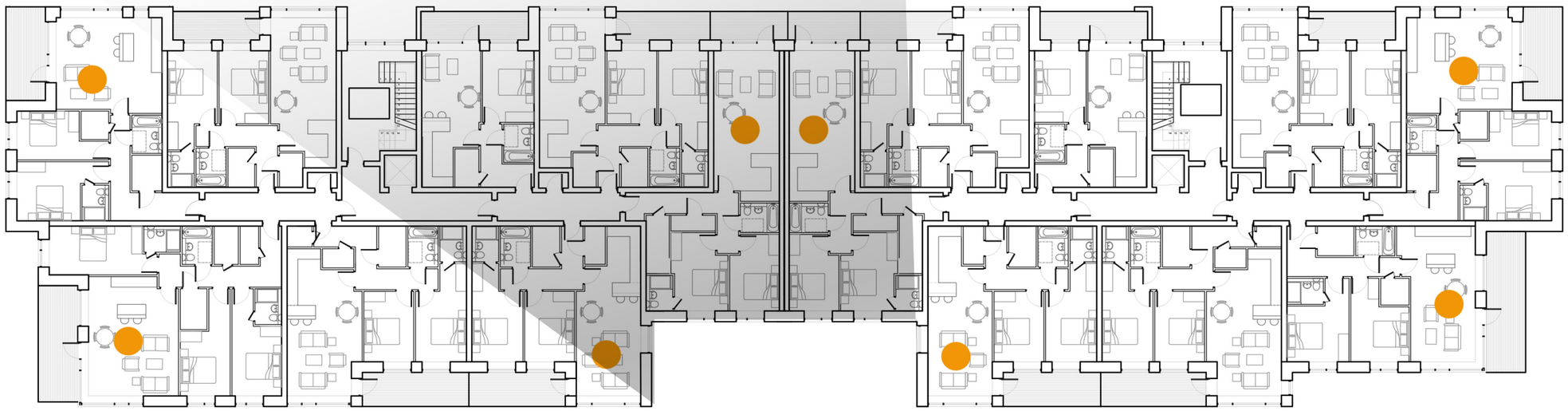


Figure 3.02.1- Fassaroe phases of development





Apartment building block 3 - third floor plan
Typical floor plan arrangement - recess increase also applied to apartment buildings block 2 and 3

Dual aspect units

Figure 3.02.3 - Dual aspect design and strategy, blocks 1, 2 and 3

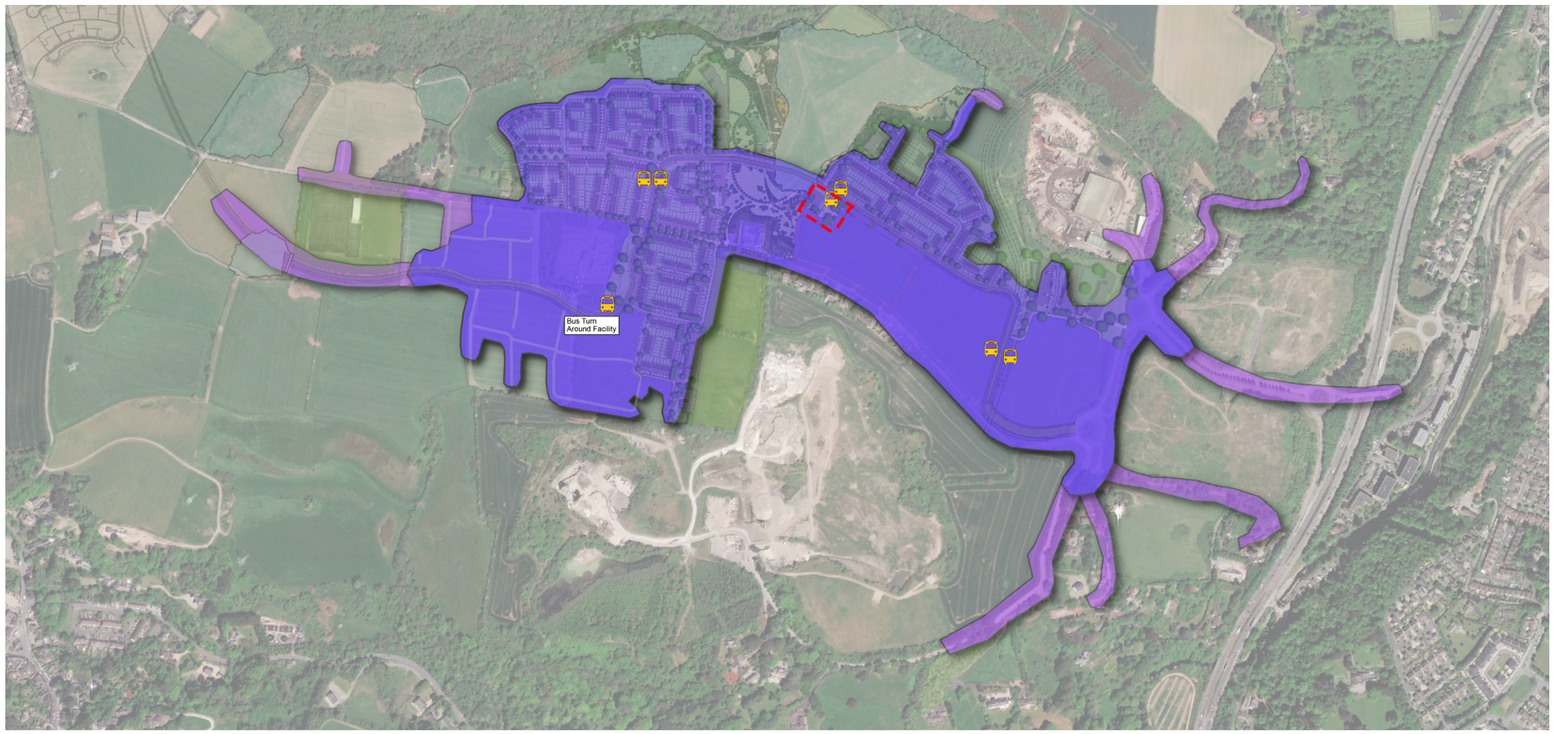
- Dual aspect apartments:

ABP commented during the meeting that the quality of the dual aspect units provided in some areas required a review to ensure they were of a suitable quality. This was reviewed within apartment buildings one, two and three.

We note that the apartment layout previously submitted sample as indicated on Figure 3.02.3 adjacent had a slot window close to the main façade window. We note these concerns and revised the design solution that would enhance the quality of these apartment types. These dual aspect apartments have been redesigned as follows;

Figure 3.02.3 shows 3rd floor, apartment building Block 1 updated layout in response to the comments received. In this instance, a ratio of 50% dual aspect per floor is achieved in the design, and the enlarged gap depth strategy was also applied to apartment building blocks 2 and 3. The depth of the recess has been increased by 1m, from 3.8m to 4.8m and the window size has been increased to match that of the neighbouring window types on the elevations and the window location has been set further back on the plan of these apartments so that it will add additional light to the dining/kitchen areas and enhance the quality of the overall apartment living area.

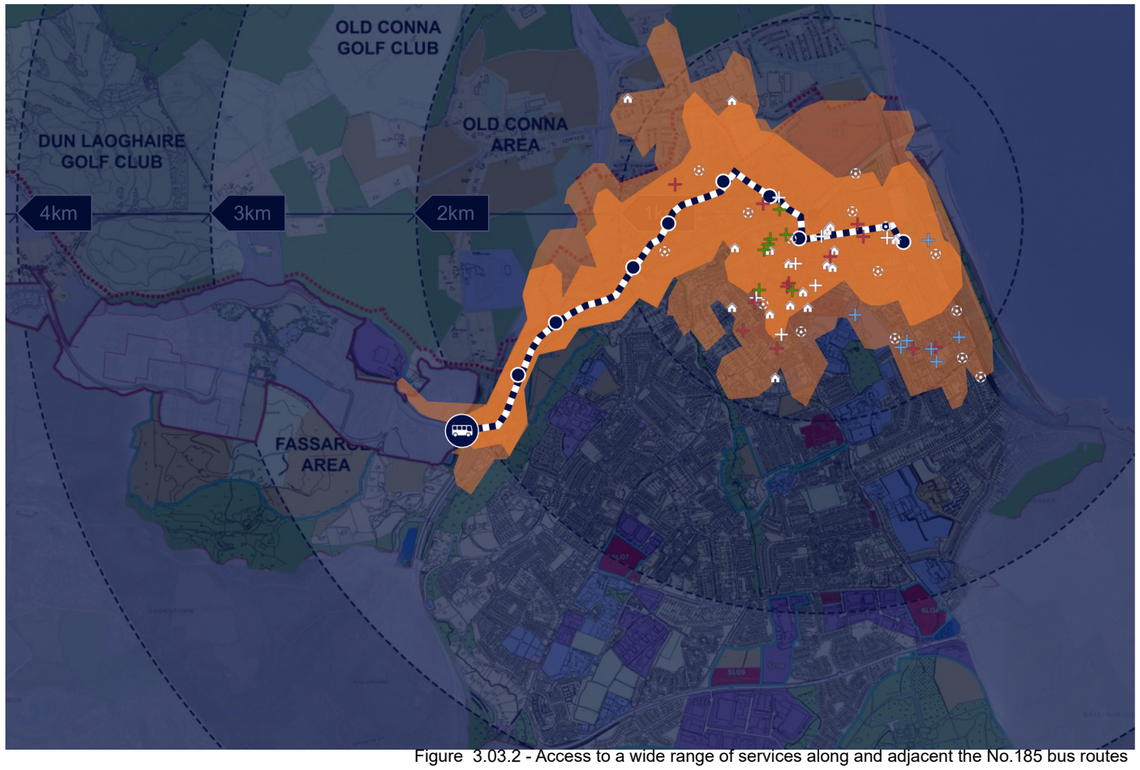
Overall, the dual aspect ratio achieved among the residential apartment buildings is 51.3%, for more details please refer to Housing Quality Assessment document accompanying the planning application



Bus Catchment:

- 5 Minutes walking
- 10 Minutes Walking
- Proposed Bus Stop
- Créche and Primary School Grounds

Figure 3.03.1 - All residents located within 5 minute walking distance of a bus stop in Fassaroe



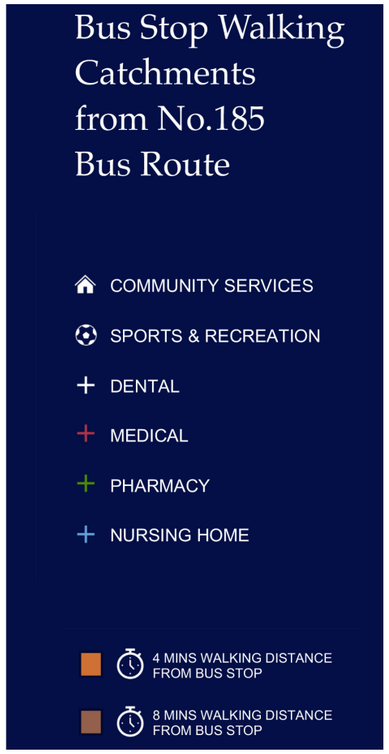


Figure 3.03.2 - Access to a wide range of services along and adjacent the No.185 bus routes

- 6. Further clarification / justification of the documents as they relate to the integration of public transport and development on the lands. Clarification should address the location and routing of public transport services through the lands and the provision of a central bus or transport hub, easily accessible from all lands in Fassaroe. Justification for the densities of development proposed proximate to quality public transport services should be provided.

The Public Transport Access Strategy prepared by Atkins in support to this application sets out in detail the proposed bus routing and outlines how work and educational trips from the development can be accommodated using bus based services. Within the proposed development it is proposed to provide 4no additional bus stop locations, each location consisting of a bus stop on both sides of the roadway to serve a new No. 185A public bus service from Enniskerry to Bray and a school bus service provided by the developer. These new bus stops will complement the existing bus stops adjacent Junction 6 which will specifically serve the 84X service directly to the city centre. The site will also be served by a new public bus service the Cherrywood / Brides Glen Luas (Luas XP)

The location of these new bus stops is shown in Figure 3.03.1. This figure indicates that all development in Phase 1 will be located within a 400 metes / 5 minute walking distance of a bus stop. This will ensure that all residents would be able to easily access the planned bus services from the development towards Bray town and Bray DART Station interchange.

For more details please refer to the public transport strategy document prepared by Atkins attached to this application

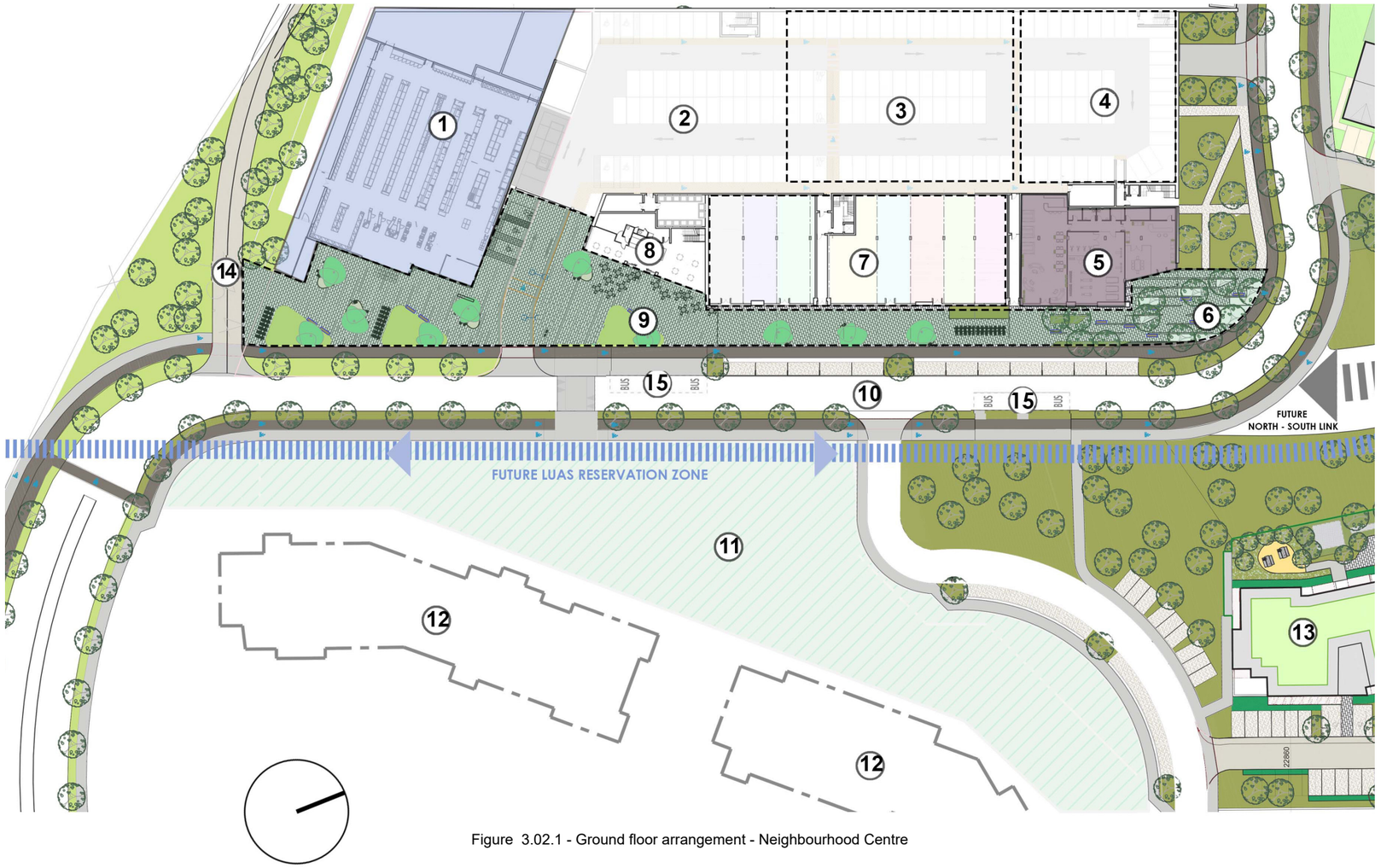


Figure 3.02.1 - Ground floor arrangement - Neighbourhood Centre

1 - Future anchor retail - not part of this planning application
2 - Parking provision for future anchor retail - included in this planning application
3 - Parking for proposed sub-dividable retail in this planning application
4 - Parking allocated for residents of the apartments in N.C.
5 - Proposed Community Concierge and gym
6 - Proposed public plaza adjacent to Neighbourhood concierge and gym
7 - Flexible sub-dividable retail
8 - Double storey cafe
9 - Proposed main public plaza framed by cafe and commercial activity at ground level
10 - Proposed link street. Stretch adjacent the Neighbourhood Centre designed almost at flat gradient
11 - Future additional public landscaped area - not part of this planning application
12 - Future apartment buildings - not part of this planning application
13 - Apartment building 3
14 - Proposed link to existing existing Berryfield Lane
15 - Proposed Bus stops on Link Street adjacent to neighbourhood Centre

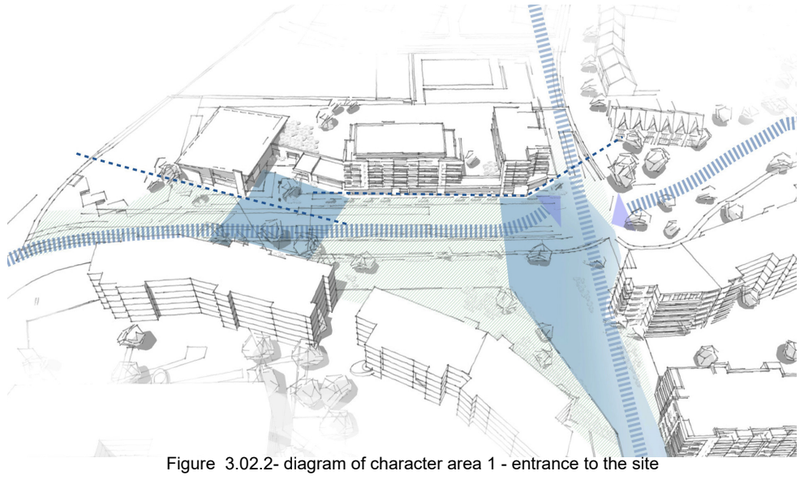


Figure 3.02.2- diagram of character area 1 - entrance to the site

SECTION 3.02
RESPONSE TO ABP - NEIGHBOURHOOD CENTRE DESIGN

A second stage 2 pre-planning consultation meeting with An Bord Pleanala was held on 21st of May 2021. The following 3 pages outline the main changes and rationale related to the comments received

"A review of the design and layout of Character Area 1 - Neighbourhood Centre should be undertaken. A specific design statement should be provided having regard to the objectives of the Bray Municipal District LAP – Action Area Plan"

The Bray Municipal District LAP - Action Area Plan 1 describes the Neighbourhood Centre as a small group of shops, typically with a small grocery shop sub-postal office and smaller retailers to provide a range of convenience, easily accessible to its local community. As discussed in pages 2.10, the proposed retail area is designed to be conducive to smaller retail environments through the provision of flexible sub-dividable retail spaces at ground floor and encouraging a varied mix of tenants to populate the spaces as demand arrives to best serve the community.

Although this planning application only comprises of Phase 1 of the Fassaroe envisaged development, careful consideration has been given to the design of this neighbourhood as a whole, especially when designing the neighbourhood centre. The new neighbourhood centre was designed around a wide range of pedestrian orientated streets, squares, landscaped areas and future public transport links that will cater for the envisaged density and efficiency this location is zoned to offer.

While the new link street comes through this area, neither the road nor significant car parking areas dominate the centre as parking is provided in a fully landscaped undercroft basement behind the retail. The link street proposed is well integrated to the urban setting, creating a usable a public square.

The proposed retail spaces are compliant with the County Retail Strategy, ensuring a non-disruptive relationship to Bray Town Centre. The proposed sub-dividable floor area for this phase of development is 1395m^2 . The future envisioned phase 3 would add circa 1000m^2 for an anchor retail which is well within the County's strategy for the Fassaroe area.

"in respect such facilities and in particular the provision of outdoor spaces within the centre. The extent of car parking provision within this local centre should also be justified and regard should be had to the comments of Wicklow County Council in their submission of 22/03/2021."

The car parking provision forms part of the overall strategy that includes the larger anchor retail in the future. The commercial component of phase 1A requires 56no. parking spaces The remaining 64no. of bays would serve the anchor retail which will form part of a future planning application to suit the overall Fassaroe development strategy as previously discussed in page 1.08. Considering that the parking spaces are provided in a basement with landscaped podium above that serves as semi-private spaces for the Neighbourhood Centre apartments, it would be appropriate to build the car parking area in full in this phase of development, both from A technical and amenities provision perspective. More details can be found in drawings PL150 to PL155 illustrating the extent of the parking and its relationship to the buildings served.

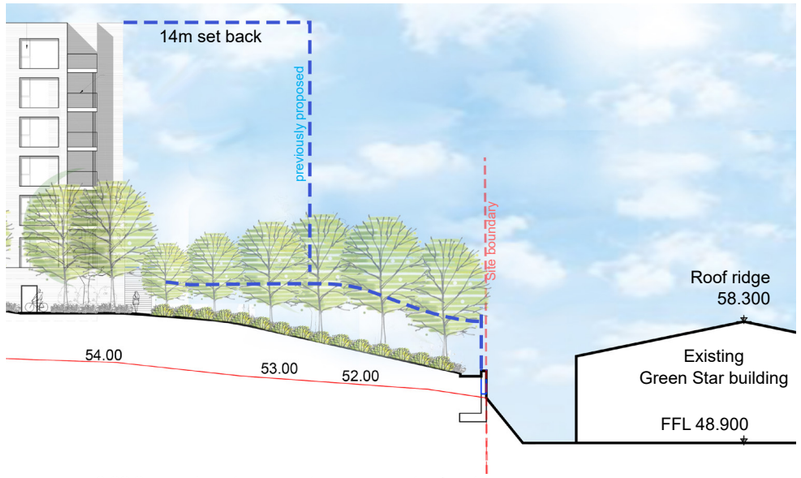


Figure 3.02.3 - Apartment building 1 and green star facility changes since previous submission



Figure 3.02.4 - CGIs of apartment buildings 1 to 3 and Neighbourhood Centre in context

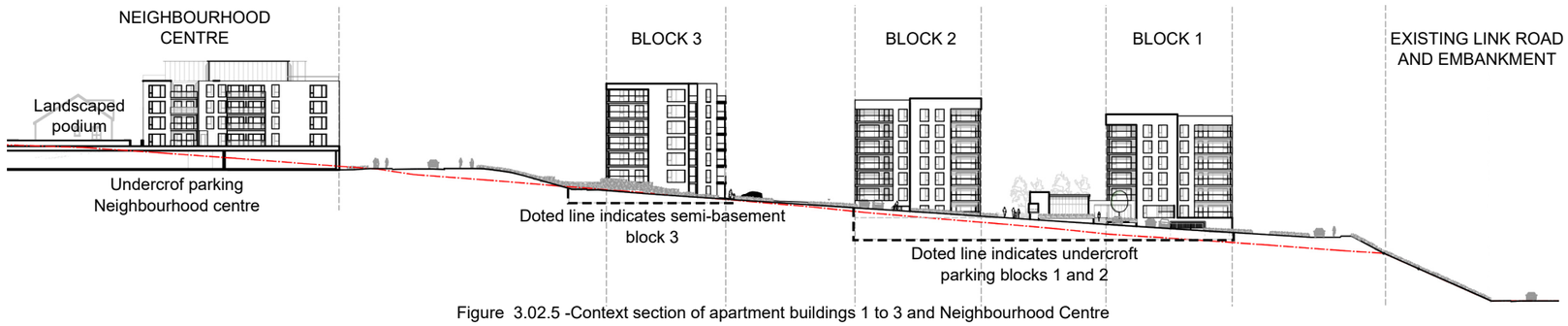


Figure 3.02.5 -Context section of apartment buildings 1 to 3 and Neighbourhood Centre

The relocation of proposed childcare uses to within or adjacent to the neighbourhood centre as part of the community service offering should also be examined.

Considering that the demand for childcare facilities will come predominately from the proposed houses, the crèche position at the centre of the development would best suit the development as a whole. This would facilitate pedestrian / cyclist access as it is within 500m radius from all houses proposed for this phase and the majority of the other envisaged phases. The proposed position will work well with the existing child care facility Little Harvard located at Upper Dargle Road, east of the neighbourhood centre as demonstrated in image 3.04.6.

The crèche is located next to the toddlers and small children playground in the main district park. This will enable controlled interaction between the crèche play areas and the toddler's play ground in the District Park.

From a roads network perspective, providing the crèche site further north west of character area 1 will also prevent any possible excess traffic around the neighbourhood centre during peak hours.

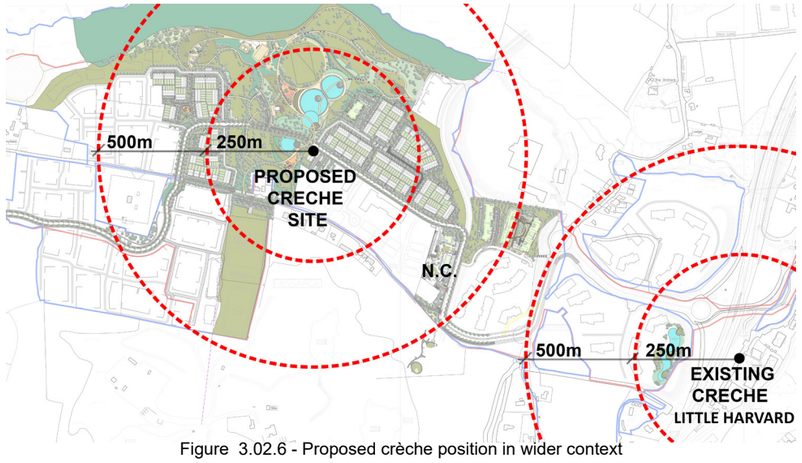


Figure 3.02.6 - Proposed crèche position in wider context

"Having regard to the varying topography in this area, further detailed section drawings should be provided demonstrating the treatment of ground levels across the site. Particular regard should be had to existing and proposed levels within / adjoining the neighbourhood centre, and to the relationship between Character Area 1 (Apartment Blocks 1, 2 and 3) and the adjoining industrial lands to the north. Any requirement for retaining walls across the site should be identified and suitably described in the application."

As a direct response to the steeped sloped topography at this location, apartment buildings 1,2,3 and the Neighbourhood Centre decrease in height as the gradient changes to the west of the site, with car parking areas and utility rooms located in the deeper parts of the building basements and sami-basements. This design approach uses the natural contours as a guide when possible to reduce as much as possible any requirements for cut and fill, while providing high quality public and semi-private streets and amenities in the resulting areas of the re-arranged ground levels.

Apartment buildings 1 and 2 have been moved 14m away from the boundary with the Green star facility since the most recent (stage 2) submission to ABP in order to better respond to the existing topography and adjacent building as illustrated in image 3.02.3

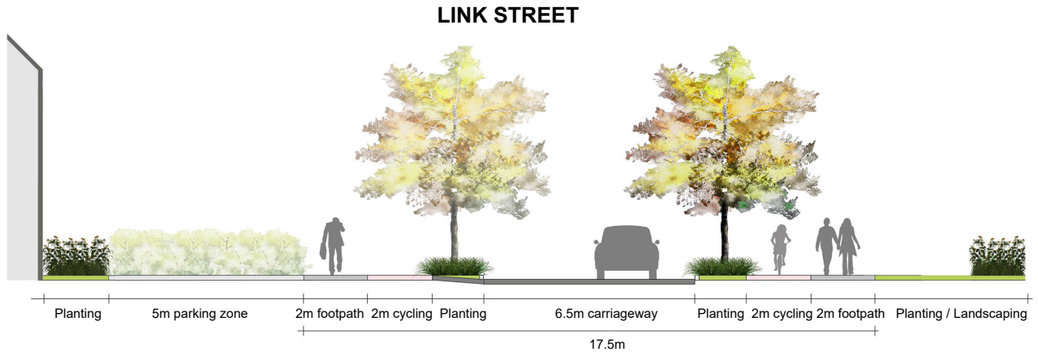




Figure 3.02.6 - Proposed link street sections through the development

7. The architectural design statement should consider the relationship between proposed housing and the Link Road and how an appropriate sense of place will be achieved within the development in terms of connectivity, enclosure, active edge and pedestrian activity as described in the Design Manual for Urban Roads and Streets.

The full length of the proposed Link Street is included in this planning application significantly improving the connectivity for all users between Ballyman Road to the west and Bray to the East. This includes continuous well demarcated footpaths and cycle lanes from Ballyman Road to La Vallee on Dargle Road, across the N11 / M11 through the proposed pedestrian / cyclist bridge also included in this planning application.

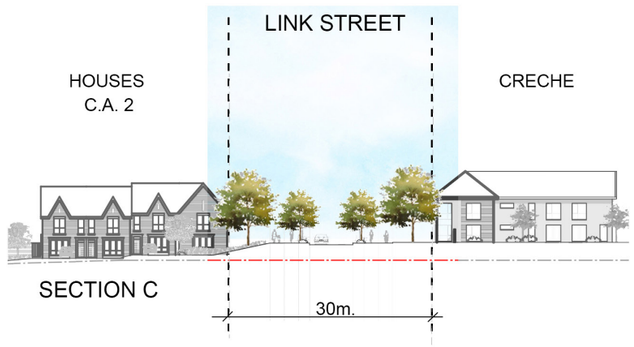
Following DMURS guides, the proposed Link Street design is treated as an integral part of the public realm by prioritising public transport, ensuring accessibility for all and ensuring personal safety for its users. The Link Street street is adjoined by a series of different uses such as the Neighbourhood centre, District Park, future school sites and creche which will attract a varied range of users while supported by a consistent and compact residential fabric with active frontage throughout the envisaged phases of development. This provides for a vibrant public ream with maximum passive surveillance while avoiding excessive individual driveways directly to the link street by proposing a series of links from the Link Street to the secondary network of streets and pocket park areas, as illustrated in figure 3.02.6,

A special treatment to the Link street occurs along the neighbourhood Centre where the building fabric gradually opens up to frame the hard and soft landscaped spaces and plaza favouring outdoor uses, while also making provision for a future North - South public transport link and a possible future Brides Glen Luas extension.

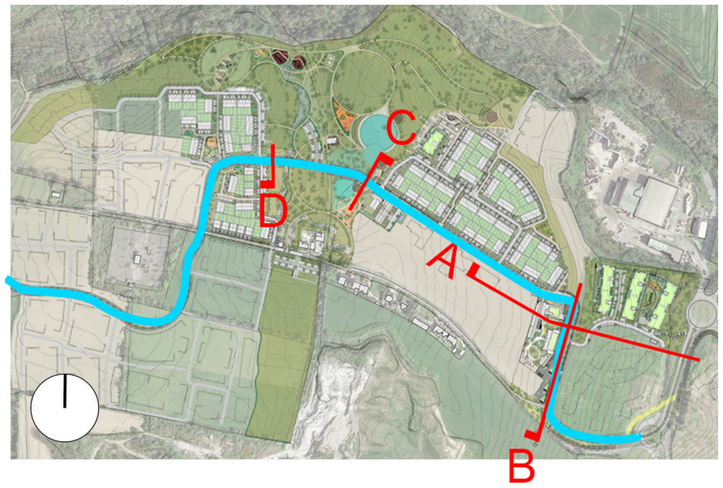
Although the link street itself is of a consistent width throughout with a 6.5m carriageway framed by 1.5m planting zone and 2m cycle path and 2m footpath to either side, the relationship between the buildings and the link street changes as shown in the typical section adjacent and in the following page, figure 3.02.7, as one moves from the Bray side to the east with larger scale apartment buildings are proposed to the west where a lower scale homezone approach is adopted. In the first portion shown in section A the link street is framed by 6 storey buildings, commercial areas and adjacent to the main public plaza in the development. As a response to these conditions the buildings are 50m apart, allowing for maximum sun exposure and a comfortable active street frontage. The second portion as shown in section B and C the link street envelope changes to a more intimate space with proposed 32m and 30m gap between the buildings as a response to the residential nature of character 2, while aware of the future school buildings to come in future phases of development in the zoned lands to the south . As the link street moves through the district park and to character areas 4 and 5, the building envelope reduces to 28m as a response to the home zone space at this location.

The road gradient is cognisant of pedestrian and cyclist activity with a range of gradients that are comfortable to the users and fully compliant with the Design Manual for Urban Roads and Streets (DMURS). A full quality audit report prepared by ATKINS is included in this planning application. As demonstrated in image 3.02.5 Section A, the site natural terrain slopes rapidly from the existing road to the east. To best respond to such conditions, the portion of the link street opposite Neighbourhood Centre changes direction as shown in section B to become parallel with the existing contours and allowing for a levelled area favouring the public plaza and spaces of gathering proposed here.









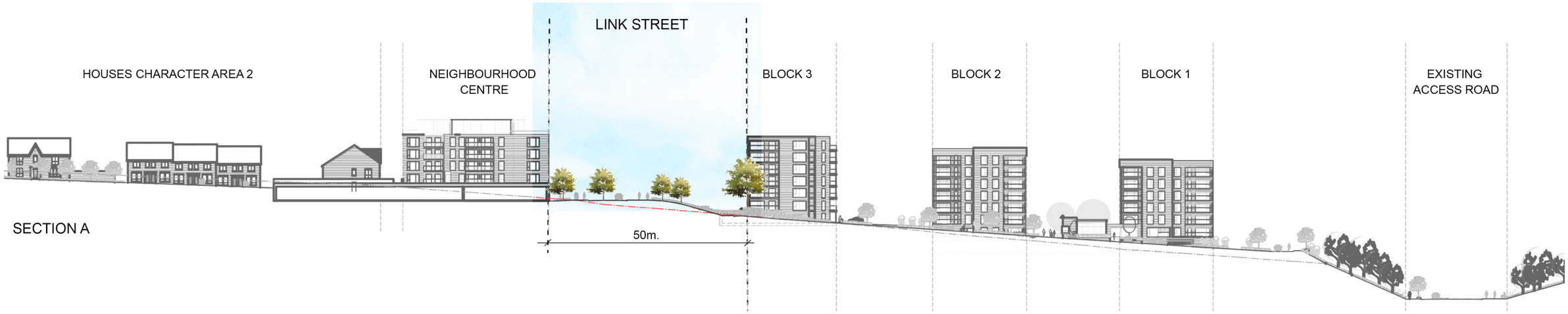
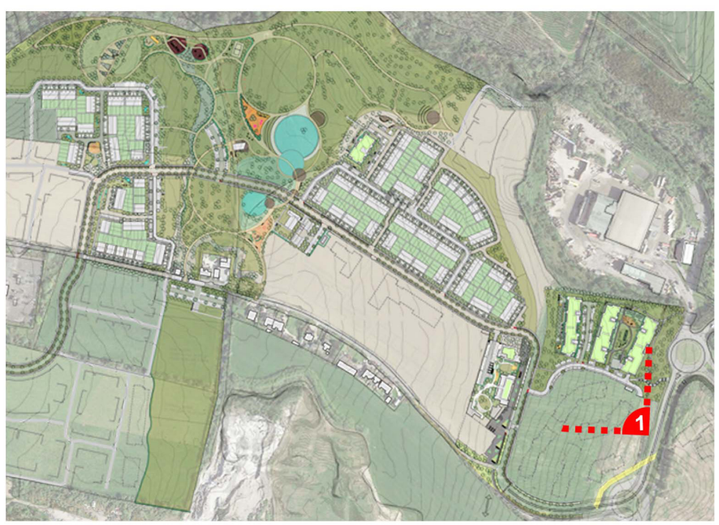


Figure 3.02.7 - Proposed link street sections through the development





VIEW 1

Demonstrates the design strategy of larger apartment buildings closer to the M11 and Bray, while also responding to the site's natural terrain.





VIEW 2

Demonstrates the relationship between character areas 1 and 2, where the buildings change in scale reducing as one moves away from the Neighbourhood Centre

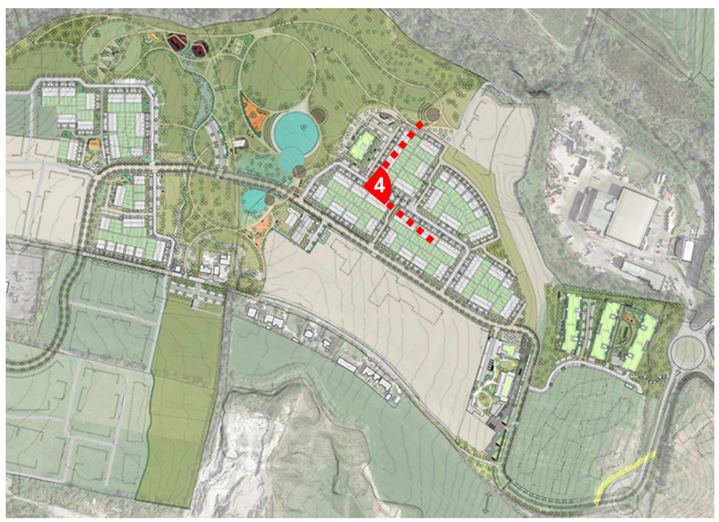




VIEW 3

Demonstrates the proposed public square outside the cafe and neighbourhood centre, complemented by the high quality hard and soft landscaped public realm.





VIEW 4

An illustration of the nodal plaza proposed for character area 2, with the look and feel of an intimate residential area for the new community. Block 3 is visible in the background, illustrating the harmonious relationship beteween the different building typologies and scales proposed.





VIEW 5

This image captures the proposed urban park and creche building in its context, The high quality landscaping design proposed is clearly illustrated. The buildings in the background adjacent the park frame this public area, maximising passive surveillance.





VIEW 6a

This image shows the main areas of the proposed district park, with the feature attenuation ponds in the background. The park kiosk / cafe becomes a usable feature pavilion like structure in the space for people visiting the park to meet.





VIEW 6b

This image is complementary of view 6a, showing some of the play spaces overlooked by the kiosk





VIEW 7

An illustration of the second nodal park proposed for character area 4, an intimate residential area and local community gathering space mainly proposed as a soft landscaped area. There are 3 storey houses framing the space on all sides optimizing active frontage and passive surveillance.