

FASSAROE PHASE 1 STRATEGIC HOUSING DEVELOPMENT - FASSAROE, BRAY, CO. WICKLOW

Statements of Consistency

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1 INTRODUCTION

This Statement of Consistency report has been prepared by RPS on behalf of Cosgrave Property Group. This document accompanies a Strategic Housing Development application to An Bord Pleanála in respect of a proposed development at Fassaroe, Bray, Co. Wicklow. The purpose of the document is to set out how the proposed development is consistent with and in accordance with the provisions of relevant national, regional and local planning policy and with relevant Ministerial Guidance.

The proposed development comprises the following:

- Road link (2.4km) connecting N11 to Ballyman Road (with westerly connection to Ballyman Road already in place).
- Pedestrian / cycle route including bridge across the N11 to Dargle Road Upper.
- 15.3ha of District Park / Active Open Space.
- 650 no. residential units comprising 241 no. houses and 409 no. apartments.
- 3 no. pocket park areas comprising a total of 0.43ha.
- 733sq.m approx. crèche with capacity for approx. 138 no. childcare spaces.
- Retail unit / kiosk (108sq.m.) in district park.
- Neighbourhood Centre Phase 1 comprising:
 - 1,035sq.m. retail;
 - 360sq.m. café;
 - 480sq.m community concierge (serving entire Fassaroe community);
 - 414sq.m. residential ancillary uses for residents of the neighbourhood centre apartments (residents lounge 256sq.m., residents gym 90sq.m., and residents concierge 68sq.m.).
- Demolition of an existing dwelling at Berryfield Lane.
- Rerouting and undergrounding of overhead ESB lines (110kV and 38kV lines) across site and into existing ESB Substation.
- Water supply, foul and surface water drainage proposals.
- Provisions for public bus services within the proposed layout.
- Remediation of 5 no. historic landfill sites in line with Certificates of Authorisation issued to Wicklow County Council by the EPA in 2019.

Drawing Nos. PL102 – PL104 by MCORM Architects enclosed with the application drawing shows the overall extent of the proposed development at 1:2,000. Site Layout Plans at 1:500 are also provided with the application drawing package.

2 NATIONAL POLICY

The national policy documents of relevance to the proposed development are:

- Project Ireland 2040: National Planning Framework.
- Housing for All: A New Housing Plan for Ireland (2021).
- Climate Action Plan (2019).
- Smarter Travel: A Sustainable Transport Future (2009).

2.1 Project Ireland 2040: National Planning Framework

The National Planning Framework sets out “the Government’s high-level strategic plan for shaping the future growth and development of our country to the year 2040”. This document forms the basis for lower level regional and local planning legislation which must be in adherence to this national strategy. The following table identifies pertinent policies of the National Planning Framework and sets out how the proposed development is consistent with same.

Table 2.1: Consistency with National Planning Framework Policies

Project Ireland 2040: National Planning Framework	Consistency / Compliance with Policy
<p>National Policy Objective 1b <i>Eastern and Midland Region: 490,000 – 540,000 additional people i.e. a population of around 2.85 million</i></p>	<p>The proposed development includes 650 no. residential units on appropriately zoned lands. Based on an average household size of 2.7 persons per dwelling (based on 2016 Census data for Wicklow) this development will provide accommodation for approx. 1,755 no. additional persons, thereby making a significant contribution to this Objective.</p>
<p>Dublin City and Metropolitan Area <i>While Dublin has generally performed well in recent years, key challenges relate to housing affordability, transport and urban amenities/liveability. Dublin needs to accommodate a greater proportion of the growth it generates within its metropolitan boundaries and to offer improved housing choice, transport mobility and quality of life. Dublin also needs to become a greener, more environmentally sustainable city in line with international competitors.</i> <i>It will also require significant green-field development, on sites that can be integrated with the existing built-up area of the city and serviced by high capacity public transport, many of which are already designated as Strategic Development Zones (SDZs).</i></p>	<p>The Eastern and Midland Regional Spatial and Economic Strategy includes Bray within the Dublin Metropolitan Area. The development of greenfield lands at Fassaroe is key in the growth of Bray as other areas are constrained and there are no opportunities for large scale development within the existing built-up area.</p> <p>The development includes provisions for a public bus service which will provide a connection with Bray town centre and DART station. This is in accordance also with the provisions of the Bray and Environs Transport Study 2019 that Fassaroe will be served by bus based public transport. The frequency and capacity of the system will expand as the population grows to ensure adequate public transport access for the future residents of the area.</p>
<p>National Policy Objective 4 <i>Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.</i></p>	<p>The development has been designed and laid out to include a variety of dwelling types to encourage diversity and will provide ample open space. The mix and variety of dwellings include houses and apartments with a range of 1- to 5-bed units. This housing mix will serve a wide population profile and accommodate a range of household types. The development also includes an appropriate provision of Part V and social housing units, ensuring a further diversity among residents.</p>

Project Ireland 2040: National Planning Framework	Consistency / Compliance with Policy
	<p>The overall development will be laid out to deliver different character areas, which will create a sense of place throughout the development while also ensuring each character areas maintains an individual aesthetic.</p>
<p>National Policy Objective 9 <i>In each Regional Assembly area, settlements not identified in Policy 2a or 2b of this Framework, may be identified for significant (i.e. 30% or more above 2016 population levels) rates of population growth at regional and local planning stages, provided this is subject to:</i></p> <ul style="list-style-type: none"> ○ <i>Agreement (regional assembly, metropolitan area and/or local authority as appropriate);</i> ○ <i>Balance with strategies for other urban and rural areas (regional assembly, metropolitan area and/or local authority as appropriate), which means that the totality of planned population growth has to be in line with the overall growth target; and</i> ○ <i>A co-ordinated strategy that ensures alignment with investment in infrastructure and the provision of employment, together with supporting amenities and services.</i> 	<p>Policies 2a and 2b identifies the existing five cities and a number of regional hubs as national growth targets. Bray is not identified as such a regional hub, and as such, National Policy Objective 9 is considered relevant.</p> <p>Bray is identified in the Regional Spatial and Economic Strategy as a Key Town within the Metropolitan Area. The Strategy also acknowledges the need for development in Fassaroe in order to facilitate the growth of the town. This need for development in the area is also acknowledged in the Wicklow County Development Plan and the Bray Municipal Distract Local Area Plan.</p> <p>The proposed development provides units which will contribute towards identified growth targets, and will also provide appropriate additional infrastructure, amenities and services to support the new population.</p>
<p>National Policy Objective 27 <i>Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.</i></p>	<p>The layout of the development includes the creation of a new pedestrian/cycle connection across the N11 to Upper Dargle Road, providing a safe and convenient link with Bray Town. Along with this, the proposal will provide appropriate internal pedestrian and cycle links between streets as part of the hierarchy of roads within the development.</p> <p>The provision of open space within the development will also allow a range of activities to be catered for. The development includes areas of both passive and active open space. These will comprise small pocket parks scattered throughout the development along with the large district park located centrally within the overall development lands. The open space will include paths, play areas and sports facilities to cater for a range of age groups and activities.</p>
<p>National Policy Objective 31 <i>Prioritise the alignment of targeted and planned population and employment growth with investment in:</i></p> <ul style="list-style-type: none"> ○ <i>The provision of childcare facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations</i> 	<p>The proposed development primarily contributes towards the targeted population, infrastructure, amenities and services required for the area. Along with this, the development includes a crèche of approximately 733sq.m which will accommodate 138 no. childcare spaces, which is in excess of the expected demand arising from the development. The development also identifies and reserves a site for the future development of a school campus to be development as an identified need arises. The location of the school site is in line with the zoning provisions of the Bray MD Local Area Plan.</p>
<p>National Policy Objective 32 <i>To target the delivery of 550,000 additional households by 2040.</i></p>	<p>The proposed development includes 650 no. new residential units which will be delivered within 10 years of permission. This constitutes the first phase of development at Fassaroe, with the Local Area Plan providing for a total of circa 4,000 units to be developed in the area.</p>

Project Ireland 2040: National Planning Framework	Consistency / Compliance with Policy
<p>National Policy Objective 33 <i>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</i></p>	<p>The application site is zoned for development as part of a wider Action Area under the Bray MD Local Area Plan 2018. The Bray MD LAP incorporates a mix of land use zoning objectives, infrastructural objectives, other specific objectives and phasing proposals for development at Fassaroe all of which will ensure a sustainable approach to the delivery of development in this area and ultimately the delivery of a sustainable community incorporating residential, employment, community and education, open space and retail provisions. The current proposed development comprises the first phase of this development and includes the provision for pedestrian, cycle and public transport connections to Bray and of large-scale public amenity open space.</p> <p>Many of the infrastructural elements required for the full build out of all zoned lands at Fassaroe will be delivered as part of this initial phase of development ensuring logical and sustainable development. The extent of residential development proposed within this application is an appropriate scale of development in combination with the extent of open space and infrastructural development also be delivered, at these key identified development lands for Bray and indeed for Co. Wicklow.</p>
<p>National Policy Objective 34 <i>Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.</i></p>	<p>The residential units will comply with relevant provisions for disabled accessibility, along with generous garden spaces which will be capable of accommodating extensions to individual dwellings. These provisions ensure ease of adaptability as needed.</p>
<p>National Policy Objective 52 <i>The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.</i></p>	<p>The proposed development includes remediation works to 5 no. historic landfill sites in the development area. This remediation work will be carried out in line with Certificates of Authorisation issued by the EPA.</p> <p>Along with this, the potential environmental impacts of the proposed development have been assessed and are presented in an EIAR and NIS which accompany this application. This assessment process ensures the overall development is in compliance with all relevant environmental standards, guidelines and legislation.</p> <p>The overall approach to the proposed construction will strive to maximise the balance of materials within the development. Where possible, materials taken from excavation will be reused in landfill capping, landscaping, and topographical filling.</p>
<p>National Policy Objective 59 <i>Enhance the conservation status and improve the management of protected areas and protected species by:</i></p> <ul style="list-style-type: none"> ○ <i>Implementing relevant EU Directives to protect Ireland’s environment and wildlife;</i> ○ <i>Integrating policies and objectives for the protection and restoration of biodiversity in statutory development plans;</i> ○ <i>Developing and utilising licensing and consent systems to facilitate sustainable activities within Natura 2000 sites;</i> ○ <i>Continued research, survey programmes and monitoring of habitats and species</i> 	<p>The site is partly bounded to the north by the Ballyman Glen SAC. The features of interest here include petrifying springs and alkaline fens. In order to preserve these features, the proposal incorporates mitigation by design and other measures to ensure post-development conditions of relevance to the protection of these features are kept as close to pre-development conditions as possible and / or are otherwise enhanced.</p>

Project Ireland 2040: National Planning Framework	Consistency / Compliance with Policy
<p>National Policy Objective 60 <i>Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.</i></p>	<p>The Ballyman Glen SAC lies on the northern side of the subject site. Its qualifying features are groundwater dependent. Accordingly, the surface water strategy for the scheme incorporates design mitigation measures to ensure post-development groundwater conditions remain as close to pre-development as possible. Surface water from developed areas will be redirected back to ground throughout the development to allow similar levels of recharge of groundwater to continue. Only at the sites of the landfill remediation will surface water be intercepted and directed to a collection system with no potential for infiltration to ground. This will have positive benefits to the water quality within the County Brook stream, as water will no longer percolate through the waste body.</p>

2.2 Housing for All: A New Housing Plan for Ireland

The objectives underscoring the *Housing for All* plan look to ensure people have access to suitable, good quality housing to purchase or rent at an affordable price which has been built to a high standard and is located close to essential services.

Table 2.2: Consistency with Housing for All Objectives

Housing for All	Consistency / Compliance with Policy
<p>Housing Policy Objective 1.1 <i>Provide an average of 6,000 affordable homes each year under the provisions of a new Affordable Housing Act.</i></p> <p>Housing Policy Objective 1.8 <i>Expand Part V requirements to increase the percentage contribution from 10% to 20% and apply to affordable as well as social housing.</i></p> <p>Housing Policy Objective 4.1 <i>Deliver over 10,000 social housing homes each year to 2030 and increase the stock of available social housing.</i></p>	<p>The 10% transitional Part V requirements apply in this case, as agreed with Wicklow County Council (as clarified in the Part V report by RPS submitted with the application). It is proposed to provide 65 No. Part V housing units and an additional 8 no. social housing units to the proposed Housing Association which will manage the Part V provisions. In addition it is proposed to transfer an additional 39 No. Part V units as advance part provision for a subsequent Phase 2 application. This total of 112 no. apartments comprise the proposed Block 3 of this development. Block 3 will be provided within the first phase of construction, and as such, will be among the first units occupied.</p>
<p>Housing Policy Objective 21.1 <i>Continue a joint approach in respect of the Design Manual for Urban Roads and Streets (DMURS), to ensure more widespread and consistent implementation.</i></p>	<p>The Engineering Planning Report for Roads, Traffic, Transport and Geotechnical by Atkins lodged with this application confirms compliance with the requirements of the Design Manual for Urban Roads and Streets at section 3.3 of the report. This report further details the compliance with DMURS in respect of Street Networks and Street Design in Chapters 3 and 4 of that Engineering Planning Report.</p>

2.3 Climate Action Plan, 2019

Changes to the global climate as a result of greenhouse gas emissions are having noticeable impacts in Ireland. This Plan sets out the national response to combat these emissions, with a goal for the country to achieve net carbon zero energy systems. As part of this, the following investments in the built environment are highlighted:

- Improving the fabric of buildings
- District heating in commercial buildings

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- Switching from oil burners to heat pumps
- Setting new building standards

The aim for the reduction of emissions has been considered in the proposed development, with the proposed units designed to achieve the best practical energy efficiency ratings.

Passive house principles have been adopted within the proposed development. There is an emphasis on the embodied qualities of the dwellings to maximise their performance and minimise their energy footprint.

Passive house principles will be adopted to reduce the energy demand with features including;

- Superior levels of insulation
- Increased level of air tightness
- Improved Low E windows
- Use of refined building details that reduce heat loss and minimise thermal bridging

With the greatly improved levels of air tightness achieved a heat recovery ventilation (HRV) system is also proposed to be installed in the houses to minimise the heat loss associated with fresh air delivery into the units. The system installed tempers the incoming fresh air with the outgoing stale discharge.

All of the above factors combine to deliver houses that are the benchmark for commercial house building and fall within the definition of Passive house performance. From a space heating measure the houses need to consume less than 1.5 litre of heating oil, per square meter, to be considered passive. This equates to circa 15 kWh/m².yr. To achieve such high performance levels the proposed houses will deliver the following enhancements of the 2011 Part L Building Regulations:-

- Wall U values 35% better than Regulations
- Air tightness 60% better than Regulations
- Windows 30% better than Regulations

Having reduced the energy requirement by maximising energy efficiencies and minimising wasted energy, the final pillar of energy optimisation in the houses is addressing the draw on grid electricity. It is proposed that the houses in Fassaroe incorporate photovoltaic solar panels to deliver their Part L renewable contribution.

To optimise the energy the panels generate within each house and not “spilling” to the grid, a controller is available that will divert surplus electrical power to the calorifier. The controller also informs the homeowner of the benefits delivered by the PV panels and when they can schedule equipment operation (washing machines / dishwasher) to utilise the peak panel output.

Based on the proposed design the houses within the development will achieve an A2 BER rating.

For the apartments a district heating system is proposed. This centralises the generation of thermal energy on site and distributes it to all the apartment residences. It is a progressive approach to heating and hot water generation which offers efficient, safe and secure heat. District heating is well established in Europe and it has also been provided on a number of sites in Ireland. Cosgrave Property Group has previously delivered over 1500 apartments using this technology with the most efficient plant, the lowest installed capacity per unit (averaging less than 4kW per unit) and the least transmission losses of any site (on a unit average).

The district heating is engineered with the environment and the end user/consumer in mind. Optimum sizing of the plant for Fassaroe will be prioritised to maximise efficiency of the overall system.

2.4 Smarter Travel: A Sustainable Transport Future, 2009

This document examines the wider, national transport system and sets out five key goals;

- *Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport.*
- *Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks.*
- *Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.*

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- Reduce overall travel demand and commuting distances travelled by the private car.
- Improve security of energy supply by reducing dependency on imported fossil fuels.

Some of the core aims of the document are set out below along with a commentary on how the proposed development aligns with these aims:

Table 2.3: Consistency with Core Aims of Smarter Travel

Core Aims of Smarter Travel	Consistency / Compliance with Policy
<ul style="list-style-type: none"> • To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting 	<p>Bray is identified in the Regional Spatial and Economic Strategy as a Key Town within the Metropolitan Area. At a more local level, Fassaroe is identified within the Bray MD Local Area Plan 2018 as a necessary new development area to achieve the targeted population growth for Bray. The traffic and transport requirements for the development of Bray are also set out in the Bray MD LAP 2018 and further supported by the Bray and Environs Transport Study 2019. This synchronised approach to land use and transport planning will support the roll out of sustainable travel as Fassaroe is populated with residential development as well as on site employment uses in future phases of development.</p>
<ul style="list-style-type: none"> • Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters will be encouraged to take means of transport other than car driver (of these 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting 	<p>As provided for in the Bray and Environs Transport Study development at Fassaroe will be served by bus based public transport connecting to existing DART services and allowing for future connections to extended Luas services. In the short term, as development commences at Fassaroe the developer will provide interim bus services until such time as the public services are delivered in line with the provisions of the Bray and Environs Transport Study and as agreed with the NTA.</p>
<ul style="list-style-type: none"> • Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working 	<p>In addition to public transport connections the application comprises of new pedestrian and cycle connections across the N11/M11 into the existing built up area of Bray and allowing for easy onward connection to other existing sustainable transport modes serving the town centre.</p>

There are a number of Key Actions within the document which will help meet the aims and goals above. Some of these Key Actions are discussed below in the context of the proposed development.

Table 2.4: Consistency with Key Actions of Smarter Travel

Key Actions	Consistency / Compliance with Policy
<p>Action 2</p> <p><i>We will ensure better integration of land use planning and transport policies in the relevant planning guidelines as part of their ongoing review and we will avail of policy directives to give effect to specific measures needed to meet the vision for sustainable travel.</i></p>	<p>The Bray and Environs Transport Study 2019 sets out a recommended transport framework for the development of Bray and Environs as set out the relevant land use plans for the area, i.e. the Bray Municipal District LAP 2018 and the Dún Laoghaire Rathdown County Development Plan 2016. Thus, an integrated land use and transportation policy framework is now in place for development at Bray in accordance with this Key Action identified in Smarter Travel.</p> <p>The detail now presented in the current application incorporates proposals and provisions to ensure the timely delivery of appropriate and necessary transportation infrastructure as identified for development at Fassaroe in the key land use and transport documents relevant for this area – the Bray MD LAP and the Bray and Environs Transport Study.</p>

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Key Actions	Consistency / Compliance with Policy
<p>Action 7</p> <p><i>We will ensure that every school and college in Ireland has a school travel plan to encourage students to take alternatives to the car. As part of the programme, we will ensure that local authorities identify and implement safe walking and cycling routes to and from schools and other educational institutions as well as providing better access for people with disabilities. We will establish an advisory group of the relevant stakeholders to achieve better cooperation in delivering these. Where safe routes cannot be provided, we will consider an extension of the existing school transport scheme.</i></p>	<p>The Local Area Plan sets out a requirement for the identification and reservation of a site for the development of a school campus. The proposed layout sets this site centrally within the overall residential areas. This site will be adequately serviced by walking and cycling routes that will ensure there is adequate accessibility for alternatives to the car.</p> <p>In the shorter term, as set out in the accompanying Social Infrastructure Audit, there are 15 no. primary education and 10 no. second-level education facilities within a 3km buffer zone surrounding the site. In order to examine which of these would be sustainably accessible to future residents, a cycle-time of 20 minutes from the approximate location of the proposed creche (central location) has been applied as a catchment. This was considered appropriate as the 2016 Census showed the most prevalent commuting time in the area as being between 15 – 30 minutes. A total of 7 No. primary schools are within this area and 3 No. secondary schools.</p>

It is considered that the proposed development complies with the relevant policy provisions of Smarter Travel. Critically, the proposed development incorporates the transportation infrastructure identified in the Bray and Environs Transport Study as relevant and appropriate for this initial stage of development at Fassaroe.

3 OTHER POLICY AND GUIDELINES

There are a number of national guidelines and manuals, along with European directives, which are also relevant to the proposed development. These documents comprise the following;

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009).
- Urban Design Manual - A Best Practice Guide (2009).
- Urban Development and Building Heights – Guidelines for Planning Authorities (2018).
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2020).
- Childcare Facilities – Guidelines for Planning Authorities (2001).
- The Provision of Schools and the Planning System – A Code of Practice for Planning Authorities (2008)
- Retail Planning – Guidelines for Planning Authorities (2012).
- Retail Design Manual (2012).
- Design Manual for Urban Roads and Streets (2019).
- Spatial Planning and National Roads – Guidelines for Planning Authorities (2012).
- The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009).

3.1 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009

3.1.1 Core Objective

These guidelines update and revise the *Residential Density Guidelines* (1999). The core objective of this document is to produce high-quality sustainable developments through the creation of:

- *quality homes and neighbourhoods,*
- *places where people actually want to live, to work and to raise families, and*
- *places that work – and will continue to work – and not just for us, but for our children and for our children's children.*

The Guidelines also highlight the importance of the integration of schools, community facilities, employment, transport and amenities with the housing development process. The proposed development provides a Phase 1 neighbourhood centre and identifies a site for a future school campus. Lands to the east of the development are zoned for future employment uses, and the development includes provisions for bus services into Bray Town. The district park and areas of active open space will serve as significant amenities for future residents.

3.1.2 Plan-led Approach

The Guidelines also outline the importance of a 'plan-led approach' to development in order to ensure sustainable residential development. The application site is zoned for new residential development within the Bray Municipal District Local Area Plan 2018-2024. Compliance with the Local Area Plan is detailed in **Section 4** below.

3.1.3 Sustainable Neighbourhoods

In order to provide sustainable neighbourhoods, the Guidelines set out the following themes for objectives:

- Provision of community facilities;*
- Efficient use of resources;*
- Amenity / quality of life issues; and*
- Conservation of the built and natural environment.*

In examining community facilities, the Guidelines make particular note of schools, childcare facilities, community centres, healthcare facilities, and neighbourhood centres. A crèche of approximately 733sq.m and a first phase of the neighbourhood centre will be provided as part of the current proposal as will a significant district park and a local kiosk / retail unit. The current application identifies land for the future development of a school campus in line with the zoning objectives of Bray MD LAP. This will be subject of a future application in parallel with future further residential applications when development at Fassaroe reaches appropriate levels to justify and sustain such development, without adversely affecting existing services and retail provision within Bray.

The consideration for the efficient use of resources specifically outlines the efficient use of land, sustainable travel patterns, and efficient use of energy. The development will provide suitable, high-quality and energy efficient homes on appropriately zoned lands which will be served by bus connections with Bray Town centre and DART station as set out in the Bray and Environs Transport Study. The developer will provide an interim service until such time as a public service is available.

The main factors for amenity / quality of life issues include public open space, personal safety, and traffic safety. The layout of the proposed development includes pocket parks scattered throughout the area along with the large district park in the centre of the development. The design and layout of the proposed residential units will provide passive surveillance over their surroundings, and the road system includes a hierarchy where pedestrian movements are prioritised where suitable.

The conservation of the natural environment has been prioritised within the development through mitigation by design in respect of the surface water system for the development which will minimise impact on the natural groundwater recharge rates and location across the site which in turn minimises potential for impact on the qualifying features of the Ballyman Glen SAC which are groundwater dependent habitats.

3.1.4 Increased Densities

The Guidelines outline a number of locations where developments should adhere to higher densities. These include outer suburban / 'greenfield' sites. The Guidelines define such sites as;

“open lands on the periphery of cities or larger towns whose development will require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities.”

In order to efficiently utilise these lands, the Guidelines set out a goal of net residential densities in the general range of 35-50 dwellings per hectare while discouraging net densities less than 30 dwellings per hectare. It should be noted that the proposed development will include 15.3ha of new active open space / district park and other ancillary works on lands which are not zoned for residential development. The net density of the residential zoned lands will be 56.3 units per hectare, which is considered to be in accordance with the Guidelines.

3.1.5 Homes and Their Settings

The Guidelines also examine the characteristics of high-quality homes, including sunlight, energy efficiency, privacy, vehicle parking and private open space. The design and layout of the proposed residential units was informed by these factors, ensuring adequate and appropriate provisions across the development.

3.2 Urban Design Manual – A Best Practice Guide, 2009

This Manual serves as a design guide with a focus *“on creating well-designed sustainable neighbourhoods that will stand the test of time”*. As per **Section 3.1.4** above, the Manual specifically examine issues for housing schemes of 30-50 units per hectare. The core of this document are 12 criteria that are based within 3 groups.

Table 3.1: Consistency with Urban Design Manual Criteria

Group 1 - Neighbourhood	Consistency / Compliance with Policy
<p>1. Context</p> <ul style="list-style-type: none"> - <i>The development seems to have evolved naturally as part of its surroundings</i> - <i>Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbours</i> - <i>Form, architecture and landscaping have been informed by the development's place and time</i> - <i>The development positively contributes to the character and identity of the neighbourhood</i> - <i>Appropriate responses are made to the nature of specific boundary conditions</i> 	<p>The overall layout and siting of the proposed development, open space and infrastructural provisions are in line with the zoning objectives and concept plan for the lands set out in the Bray MD LAP. The zoning objectives and concept plan in the first instance have taken account of the site specific characteristics and surrounding context. For instance, the major open space provision partly addresses the site of historic landfill sites to be remediated. It also provides for the retention of strategic views through and across the site from southerly views on Ballyman Road which are listed in the Dún Laoghaire Rathdown County Development Plan. They also provide for green north south connection through the overall lands linking the Ballyman Glen and the Cookstown River valley to the south. The distribution and layout of apartment and housing development within the residential zones responds to both the topography of the site and also seeks to maximise the amenity benefits delivered to apartments in terms of attractive views (along Ballyman Gen and also to the south towards Sugarloaf Hill).</p> <p>The development will also be divided into Character Areas which will each be unique in their finishing materials as well as green infrastructure.</p> <p>The Landscape Design Rationale by Mitchell + Associates and the Architectural Design Statement by MCORM also enclosed with this pre-application consultation package provide more detail on the design responses to the site characteristics and context.</p>
<p>2. Connections</p> <ul style="list-style-type: none"> - <i>There are attractive routes in and out for pedestrians and cyclists</i> - <i>The development is located in or close to a mixed-use centre</i> - <i>The development's layout makes it easy for a bus to serve the scheme</i> - <i>The layout links to existing movement routes and the places people will want to get to</i> - <i>Appropriate density, dependent on location, helps support efficient public transport</i> 	<p>The development will include a pedestrian / cycle bridge across the N11 to provide a safe and easy connection with Bray Town. A phase 1 mixed-use / neighbourhood centre is proposed as part of the development. The development has been laid out to accommodate a bus service to connect with Bray Town. As noted in Section 3.1.4, the development will achieve a net density of 56.3 units per hectare, which is considered appropriate.</p>
<p>3. Inclusivity</p> <ul style="list-style-type: none"> - <i>New homes meet the aspirations of a range of people and households</i> - <i>Design and layout enable easy access by all</i> - <i>There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly</i> - <i>Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all</i> - <i>New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers</i> 	<p>The range of units within the development includes apartments and houses of sizes and types which will cater for a diverse range of residents. The layout of the development includes pocket parks throughout the site along with a central district park with areas for active open space, catering for the needs of all ages.</p>

Group 1 - Neighbourhood	Consistency / Compliance with Policy
<p>4. Variety</p> <ul style="list-style-type: none"> - <i>Activities generated by the development contribute to the quality of life in its locality</i> - <i>Uses that attract the most people are in the most accessible places</i> - <i>Neighbouring uses and activities are compatible with each other</i> - <i>Housing types and tenure add to the choice available in the area</i> - <i>Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood</i> 	<p>The core amenities comprising the crèche, district park and retail kiosk will all be located centrally within the development providing ease of access for future residents. The crèche being located close to the district park will also ensure the relevant facilities of the park are easily available for use. In the longer term it will also be located next to a school which are mutually compatible uses. The neighbourhood centre is proposed to be set towards the east of the development, adjacent to the proposed public transport route and close to the bridge crossing the N11. This location will allow the centre to serve as an easily accessible gateway for the overall development of Fassaroe.</p> <p>The proposed mix of sizes of houses and apartments will provide a wide choice for a diverse range of potential residents. The development includes a phase 1 neighbourhood centre, which will serve local immediate needs in the short term, in advance of the provision of additional phases to the neighbourhood centre development as part of later planning applications when populations levels will appropriately sustain the overall Neighbourhood Centre of the scale identified in the Bray MD LAP.</p>

Group 2 - Site	Consistency / Compliance with Policy
<p>5. Efficiency</p> <ul style="list-style-type: none"> - <i>The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design</i> - <i>Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems</i> - <i>Buildings, gardens and public spaces are laid out to exploit the best solar orientation</i> - <i>The scheme brings a redundant building or derelict site back into productive use</i> - <i>Appropriate recycling facilities are provided</i> 	<p>The layout and dwelling mix within the development efficiently utilises the residential zoned lands to provide a net density of 56.3 units per hectare. The pocket parks and district park will include a mix of grassed areas, trees and shrubs, and ponds which provide adequate amenity and biodiversity value, along with sustainable drainage. The orientation of the sun has also been considered, with the district park in particular being a wide area running in a primarily north-south direction. The apartment layout has also had regard to solar orientation, with exploitation of views also influencing final proposed orientation and configuration.</p> <p>A major efficiency factor of the proposed development is the remediation of the historic landfill sites at Fassaroe and bringing them into a valuable amenity open space use which will benefit the residents of Fassaroe itself but also of the wider Bray and Enniskerry areas.</p>
<p>6. Distinctiveness</p> <ul style="list-style-type: none"> - <i>The scheme is a positive addition to the identity of the locality</i> - <i>The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout</i> - <i>The proposal successfully exploits views into and out of the site</i> - <i>There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre</i> 	<p>The Fassaroe area is currently primarily agricultural greenfield. The proposal will comprise Phase 1 of the wider development of the area and will set out distinctive character areas in order provide a unique identity throughout the development. The district park will serve as a central node within the overall development.</p> <p>As noted above the layout in principle and detail has regard to wide context views across the site toward the Sugarloaf to the south and locally to optimise the value of views along and over the Ballyman Glen.</p>

Statements of Consistency

Group 2 - Site	Consistency / Compliance with Policy
<p>7. Layout</p> <ul style="list-style-type: none"> - <i>Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around</i> - <i>The layout focuses activity on the streets by creating active frontages with front doors directly serving the street</i> - <i>The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers</i> - <i>Traffic speeds are controlled by design and layout rather than by speed humps</i> - <i>Block layout places some public spaces in front of building lines as squares or greens, and some semiprivate space to the back as communal courts</i> 	<p>The proposed layout provides permeability through the site. The road network within the development includes a link road from the N11 to Ballyman Road with a series of local streets, tertiary streets and pedestrian / cycle links emanating from it. This system will allow a hierarchy which prioritises different road users as appropriate.</p>
<p>8. Public Realm</p> <ul style="list-style-type: none"> - <i>All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use</i> - <i>The public realm is considered as a usable integrated element in the design of the development</i> - <i>Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood</i> - <i>There is a clear definition between public, semiprivate, and private space</i> - <i>Roads and parking areas are considered as an integral landscaped element in the design of the public realm</i> 	<p>The core of the public realm and open space comprises the central district park, with a number of pocket parks and child play areas also scattered throughout the development. The design and layout of the development maximises opportunities for passive surveillance from the proposed dwellings of the pocket parks and also of the open areas of the District Park close to perimeter apartment buildings.</p> <p>There will be clear distinctions between private, semi-private and public open space. Private space will be provided in the form of gardens and balconies. Semi-private / communal space around apartment buildings will be defined in a natural way through landscaping around apartment buildings.</p>

Group 3 - Home	Consistency / Compliance with Policy
<p>9. Adaptability</p> <ul style="list-style-type: none"> - <i>Designs exploit good practical lessons, such as the knowledge that certain house types are proven to be ideal for adaptation</i> - <i>The homes are energy-efficient and equipped for challenges anticipated from a changing climate</i> - <i>Homes can be extended without ruining the character of the types, layout and outdoor space</i> - <i>The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office</i> 	<p>Where appropriate, certain dwelling types have been designed for future adaptation if necessary. All homes will be brought to the highest practical level of energy efficiency. Gardens are appropriately scaled and configured to be capable of accommodating extensions if required.</p>

Group 3 - Home	Consistency / Compliance with Policy
<p>10. Privacy and Amenity</p> <ul style="list-style-type: none"> - <i>Each home has access to an area of useable private outdoor space</i> - <i>The design maximises the number of homes enjoying dual aspect</i> - <i>Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout</i> - <i>Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units</i> - <i>The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables</i> 	<p>The proposal includes appropriate private outdoor space across all the different dwelling types; houses have private rear gardens and apartments have private balconies. Semi-private communal open space is also provided around apartments.</p> <p>The overall design allows for a maximisation of dual aspect units across the development. With most cores in the apartment buildings serving 8 and 9 No. units. 51.3% of apartments will be dual aspect.</p> <p>Houses and apartments will be constructed to relevant building standards which will achieve appropriate acoustic ratings.</p> <p>Apartment blocks and houses are all set back from public pavements with parking/garden areas to the front of each house and open space and in some cases parking between pavements and apartment buildings. This ensures suitable privacy is afforded to ground floor windows in both houses and apartments.</p> <p>All units are provided with storage areas in accordance with government standards.</p>
<p>11. Parking</p> <ul style="list-style-type: none"> - <i>Appropriate car parking is on-street or within easy reach of the home's front door</i> - <i>Parked cars overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation</i> - <i>Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces</i> - <i>Materials used for parking areas are of similar quality to the rest of the development</i> - <i>Adequate secure facilities are provided bicycle storage</i> 	<p>Parking for proposed housing is generally provided immediately in front of the houses in front garden/parking areas. In a limited number of locations parking for houses is provided in bays immediately adjacent. Parking for apartments is provided primarily in basements with some street level parking bays also provided. Given the nature of this provision all external /street level parking is well overlooked by houses and by passers-by.</p> <p>Parking for apartments will be assigned with 1 space per unit. In addition, unassigned spaces will be provided at a rate of 1 space per 5 No. units which will serve visitors and additional resident demand in an efficient manner. Similarly, houses will have 2 no. assigned spaces (most in private front garden/parking areas with some in parking bays). Additional parking will be unassigned and communal.</p> <p>Bicycle parking for houses can securely be provided in private back garden areas. Secure bicycle parking for apartments is provided within basement areas, with 1 bicycle space per bedroom provided and an additional 1 space per 2 no. units to serve visitors.</p>
<p>12. Detailed Design</p> <ul style="list-style-type: none"> - <i>The materials and external design make a positive contribute to the locality</i> - <i>The landscape design facilitates the use of the public spaces from the outset</i> - <i>Design of the buildings and public space will facilitate easy and regular maintenance</i> - <i>Open car parking areas are considered as an integral element within the public realm design and are treated accordingly</i> - <i>Care has been taken over the siting of the flues, vents and bin stores</i> 	<p>The overall development comprises of different Character Areas reflected in the detailed design of housing and materials palettes used as well as in different planting schemes for each area to reinforce the natural setting and to orientate residents and visitors through the site.</p> <p>Throughout the design stage of the project the aim has been to develop a vibrant residential community and so the end users have been to the forefront of the design of the streets and spaces. A hierarchy of streets has been developed to create legible and clear circulation through the residential development mainly prioritising pedestrians and cyclists. Housing layouts and parking provision are an integral element of the design of this hierarchy of streets.</p>

3.3 Urban Development and Building Heights – Guidelines for Planning Authorities, 2018

To give effect to broad Government policy directions and a more active land management-centred approach as set out in the NPF, the ‘Urban Development and Building Heights – Guidelines for Planning Authorities’ advise that the “*preparation of development plans, local area plans and Strategic Development Zone (SDZ) Planning Schemes and their implementation in city, metropolitan and wider urban areas must therefore become more proactive and more flexible in securing compact urban growth through a combination of both facilitating increased densities and building heights, while also being mindful of the quality of development and balancing amenity and environmental considerations*”.

In this regard, the Guidelines set out a number of requirements for Planning Authorities in the preparation of their various statutory plans. The Wicklow County Development Plan and Bray Municipal District Local Area Plan both pre-date the publication of the Guidelines. However, the Guidelines make provision for such instances and relevant policy can still apply to applications for planning permission. In this regard, SPPR 4 of the Guidelines which related to building height in suburban / edge locations of cities and towns is of relevance to the current proposal.

Table 3.2: Consistency with Urban Development & Building Heights Guidelines

Urban Development and Building Heights	Consistency / Compliance with Policy
<p>SPPR 4</p> <p><i>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city / town locations for housing purposes, planning authorities must secure:</i></p> <ol style="list-style-type: none"> <i>the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled “Sustainable Residential Development in Urban Areas (2007)” or any amending or replacement Guidelines;</i> <i>a greater mix of building heights and typologies in planning for the future development of suburban locations; and</i> <i>avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.</i> 	<p>The minimum density for housing in suburban / greenfield locations such as the Fassaroe site set out in the ‘Sustainable Residential Development in Urban Areas’ is average net densities at least in the range of 35 – 50 dwellings per hectare. The current proposal will achieve a net density of 56.3 units per hectare on residential zoned lands.</p> <p>This density is achieved through a well-balanced unit typology including a mixture of houses and apartments of various sizes, including 1, 2 and 3 bed apartments and 3, 4 and 5 bed houses.</p> <p>There are 17 No. house types in total proposed within the entire development. These vary with reference to bedroom number, layout and configuration, materials and finishes. In each character area houses have a distinct character influenced by elevational design detail and finishes. Each character area nevertheless itself contains a mix of house types, with, 4, 5 and 8 no. house types within the Character Areas containing housing.</p>

3.4 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2020

These Guidelines note the need for new homes to be provided across the country. Given the amount of homes required, it is clear that apartments will be needed in order to adequately meet demand and to sufficiently use land. There a number of policy requirements set out which detail the factors for the sustainable development of apartments.

Table 3.3: Consistency with Design Standards for New Apartments – Policy Requirements

Design Standards for New Apartments	Consistency / Compliance with Policy
<p>Location – Suitability for Apartment Development Para 2.4 <i>“Identification of the types of location in cities and towns that may be suitable for apartment development, will be subject to local determination by the planning authority, having regard to the following broad description of proximity and accessibility considerations:</i> 1) Central and/or Accessible Urban Locations <i>Such locations are generally suitable for small- to large-scale (will vary subject to location) and higher density development (will also vary), that may wholly comprise apartments, including:</i></p> <ul style="list-style-type: none"> • <i>Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10 minute peak hour frequency) urban bus services.</i> 	<p>The lands at Fassaroe will be served by a high frequency urban bus service as clarified in the NTA document ‘<i>Bray and Environs Transport Study</i>’ 2019. They comprise the major new growth area for the town of Bray as provided for in the Bray MD Local Area Plan 2018 and are a suitable location for apartment development.</p>
<p>Specific Planning Policy Requirement 1 <i>Housing developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).</i></p>	<p>There is a total of 409 No. apartments proposed with the following breakdown of unit size in compliance with SPPR 1:</p> <ul style="list-style-type: none"> - 99 no. 1-bed units = 24% - 279 no. 2-bed units = 68% - 31 no. 3-bed units = 8%
<p>Specific Planning Policy Requirement 3 <i>Minimum Apartment Floor Areas:</i></p> <ul style="list-style-type: none"> • <i>Studio apartment (1 person) 37 sq.m</i> • <i>1-bedroom apartment (2 persons) 45 sq.m</i> • <i>2-bedroom apartment (4 persons) 73 sq.m</i> • <i>3-bedroom apartment (5 persons) 90 sq.m</i> 	<p>There are no studio apartments proposed. All proposed 1, 2 and 3 bedroom apartments comply with these minimum floor areas.</p> <p>It is noted that the Design Standards also make provision for a number of reduced size 3 person 2-bedroom apartment of 63sq.m. We confirm that no such reduced format apartments are proposed.</p>
<p>Safeguarding Higher Standards Para 3.8 <i>“It is a requirement that:</i> a) <i>The majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total but are not calculable as units that exceed the minimum by at least 10%)”.</i></p>	<p>On this basis at least 51% of apartments must exceed 10% of the minimum. The majority of the units (59%) are sized to be 10% larger than the minimum standards.</p>

Design Standards for New Apartments	Consistency / Compliance with Policy															
<p>Specific Planning Policy Requirement 4</p> <p><i>In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</i></p> <p>(i)</p> <p>(ii) <i>In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.</i></p> <p>(iii)</p>	<p>With 51.3% of the proposed apartments dual aspect, the proposed development complies with this requirement.</p>															
<p>Specific Planning Policy Requirement 5</p> <p><i>Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</i></p>	<p>The proposed floor to ceiling heights for ground floor apartments in each of the apartment blocks will be 2.7m in compliance with this requirement.</p>															
<p>Specific Planning Policy Requirement 6</p> <p><i>A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.</i></p>	<p>The highest number of apartments per core will be 9 No. with most of the blocks providing to 8 No. per core. This is in compliance with this policy requirement.</p>															
<p>Bicycle Parking – Para 4.17</p> <p><i>A general minimum standard of 1 cycle storage space per bedroom shall be applied. . . . Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.</i></p>	<p>Bicycle spaces serving apartments are provided at a ratio of one space per bedroom plus visitor spaces at a ratio of one per two units. The majority of the dedicated bicycle parking spaces are provided in the basement.</p>															
<p>Car Parking</p> <p>For intermediate urban areas that are served by public transport (such as the subject site located in Bray Co. Wicklow) the Guidelines state that,</p> <p><i>In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.</i></p>	<p>A total of 514 No. parking spaces are proposed to serve 409 No. apartments. This achieves the requirement of 1 space per apartment plus visitor spaces at 1 per 5 apartments which would total 491 No. spaces. The additional 23 No. spaces proposes are spread across the blocks. This 4.6% above the County Development Plan standards is considered a minor additional quantum and appropriate at this location.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Block</th> <th>No. Apts</th> <th>No. Car Parking Spaces</th> </tr> </thead> <tbody> <tr> <td>Neighbourhood Centre</td> <td>63</td> <td>77</td> </tr> <tr> <td>Block 1 & 2</td> <td>202</td> <td>258</td> </tr> <tr> <td>Block 3</td> <td>112</td> <td>135</td> </tr> <tr> <td>Block 4</td> <td>32</td> <td>44</td> </tr> </tbody> </table>	Block	No. Apts	No. Car Parking Spaces	Neighbourhood Centre	63	77	Block 1 & 2	202	258	Block 3	112	135	Block 4	32	44
Block	No. Apts	No. Car Parking Spaces														
Neighbourhood Centre	63	77														
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Design Standards for New Apartments	Consistency / Compliance with Policy
<p>Internal Storage Para 3.30 and Appendix 1 <i>“As part of required minimum apartment floor areas, provision should be made for general storage and utility. Minimum requirements for storage areas are set out in Appendix 1 . . .”</i></p> <p>The minimum storage requirements of relevance to the proposed development set out in Appendix 1 are:</p> <ul style="list-style-type: none"> • One Bedroom – 3 sq.m. • Two Bedroom (4 person) – 6 sq.m. • Three Bedrooms – 9 sq.m. 	<p>As detailed in the Housing Quality Assessment by MCORM Architects submitted with this application, the proposed apartments comply with these requirements.</p>
<p>Private Amenity Space Para 3.36 and Appendix 1 <i>“The minimum required areas for private amenity space are set out in Appendix 1.”</i></p> <p>The minimum private open space requirements of relevance to the proposed development set out in Appendix 1 are:</p> <ul style="list-style-type: none"> • One Bedroom – 5 sq.m. • Two Bedroom (4 person) – 7 sq.m. • Three Bedrooms – 9 sq.m. 	<p>As detailed in the Housing Quality Assessment by MCORM Architects submitted with this application, the proposed apartments comply with these requirements.</p>
<p>Childcare Demand Para 4.7 <i>“One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may apply in part or in whole, to units with two or more bedrooms.”</i></p>	<p>Given the location of the development in Bray it is considered unlikely that one- or two-bedroom apartments will be occupied by any notable number of households including children. In this regard it is considered reasonable and in accordance with this provision of the Guidelines to disregard such units from the childcare demand calculations for the overall development (as considered further in Section 3.5 of this report below).</p>

3.5 Childcare Facilities – Guidelines for Planning Authorities, 2001

3.5.1 Guideline Requirements

This document outlines a framework for the provision and requirements of childcare facilities. With reference to the childcare provision for new communities / larger new housing developments, the Guidelines state as follows:

“Planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary for example, development consisting of single bed apartments or where there are adequate childcare facilities in adjoining developments. For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate. (See also paragraph 3.3.1 and Appendix 2 below). The threshold for provision should be established having regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas. Authorities could consider requiring the provision of larger units catering for up to 30/40 children in areas of major residential development on the basis that such a large facility might be able to offer a variety of services – sessional/drop in/after-school, etc.”

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Section 3.3.1 of the Guidelines further add,

“In relation to new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.”

As noted in section 3.4 above, the 2020 Guidelines on ‘Sustainable Urban Housing: Design Standards for New Apartments’ include a provision that subject to location of a development two bedroom apartments in addition to one bed units may be considered not to contribute to the requirements for childcare provision.

The Guidelines also sets out the following floor area requirements per child (excluding circulation, kitchens, toilets etc.):

Table 3.4: Floor Area Requirements per Child

Age of Child	Floor Area per Child
0 – 1	3.7 sq.m
1 – 2	2.8 sq.m
2 – 6	2.32 sq.m

3.5.2 Compliance with the Guidelines – Number of Childcare Spaces Required and Provided

Given the location of the site in Bray it is considered unlikely that any notable number of two bedroom apartment dwellings will accommodate households with young children. Based on the 2016 Census, 9.3% of the population within Bray and its environs were aged 6 and under. Along with this, only 20.4% of families were in the ‘Pre-School’ and ‘Early School’ stages of the family cycle. As a result, it is therefore considered reasonable to conclude that no demand will arise from one- and two-bed apartments, in line with the considerations of the ‘Sustainable Urban Housing: Design Standards for New Apartments’ noted above.

On this basis, the number of residential units within the proposed development which can reasonably be considered to generate demand for childcare / creche facilities are as follows:

Table 3.5: Number of Residential Units which Generate Demand for Childcare/Creche Facilities

Unit Size and Type	No. of Units	No of Units Contributing to Creche Demand
1 Bed Apt	98	0
2 bed Apt	289	0
3 bed Apt	22	22
3 bed house	50	50
4 bed house	88	88
5 bed house	103	103
Total	650	263

Based on location and unit mix then, it is considered reasonable to assume that 263 no. proposed units will generate demand for a childcare facility. With a provision of 20 childcare places for every 75 no. of these dwellings the potential childcare space demand would be 70 no. spaces.

The creche now proposed comprises of approx. 733sq.m. in total, of which approx. 361 sq.m. is clear floor space for children in the children’s rooms. This includes a number of rooms to cater for different age groups. Based on an assumed age profile breakdown as presented in the draft drawings (providing for a range of children ages 0 – 5), it is envisaged that the facility will be capable of accommodating in the region of 138 no. childcare spaces. This allowance exceeds the projected need outlined above. This excess would allow the crèche to cater for nearby residents, along with residents of future phases of development. The crèche is therefore considered to be in accordance with the requirements of the Childcare Facilities Guidelines.

3.5.3 Compliance with the Guidelines – Nature and Scale of Proposed Crèche Facility

As noted in Section 3.5.1 above, in relation to new housing areas, the Guidelines recommend a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. It is acknowledged however that is a guideline standard and will depend on *“the particular circumstances of each individual site”*.

If a separate childcare facility were to be provided with a minimum of 20 places per 75 dwellings contributing to childcare demand, this would result in the delivery of 3 No. smaller facilities within the development. This is not appropriate and not in line with current childcare facility operating demands and requirements, and it is noted is not an approach generally required or adhered to by Planning Authorities and / or An Bord Pleanála.

In developing the crèche proposal to respond to the identified demand, consultation with a local crèche operator was undertaken for advice on the scale of crèche which would be appropriate and suitable for this location. This crèche operator also operates crèches in other locations in the Greater Dublin Area and has a wealth of experience in childcare provision. We were advised based on her local knowledge and experience that a crèche of the order of 700sq.m. – 800sq.m. would be an appropriate and viable scale of crèche facility at this particular location and would be preferable to a smaller crèche.

The crèche is proposed to be located centrally within the overall development. This siting will afford ease of access to the facility for all residents, while also being close to the proposed public bus route. This central location will also place the crèche close to the district park, allowing the service to avail of the amenities and facilities within the park. The site identified for the future development of the school campus is also located adjacent to the crèche. Once implemented, the layout will allow these services and facilities to complement each other as a core for the overall development.

Based on the foregoing then, it is considered that the nature and scale of the crèche proposal is in accordance with the requirements of the Guidelines having regard to *“the particular circumstances”* of this specific site and location.

3.6 The Provision of Schools and the Planning System – A Code of Practice for Planning Authorities, 2008

This document sets out the best practice approaches to ensure the planning system adequately facilitates the timely and cost-effective roll-out of school facilities by the Department of Education. The core objectives for the integration of schools in planning are:

- (1) *Schools provision should be an integral part of the evolution of compact sustainable urban development and the development of sustainable communities;*
- (2) *The provision of any new schools (both primary and post-primary) should be driven by and emerge from an integrated approach between the planning functions of planning authorities and the Department of Education and Science [now Department of Education]; and*
- (3) *Local authorities, as planning authorities, will support and assist the Department in ensuring the timely provision of school sites.*

The supplementary documents enclosed within this application include a Social Infrastructure Audit which details the provision of schools in the area. The Action Area Plan for Fassaroe set out in the Local Area Plan also outlines the requirement for a school campus to be identified in the area. The proposed development identifies a site in the centre of the development lands, ensuring ease of access for future residents when the Department chooses to provide schools in the area.

3.7 Retail Planning – Guidelines for Planning Authorities, 2012

The aim of these Guidelines is to ensure the planning system continues to support developments in the retail sector and promotes vitality and viability in settlement cores. This document guides planning authorities to prioritise the distribution of appropriate retailing activity based on the settlement hierarchy for the area.

The Bray Municipal District Local Area Plan sets out a need for a neighbourhood centre in Fassaroe with circa 2,500sq.m of convenience floorspace and 1,000sq.m for comparison. This centre will service the residents of the approximately 4,000 no. units to be developed in accordance with an Action Area Plan. The Bray MD LAP identifies that the Neighbourhood Centre should be delivered as part of an overall identified ‘Phase 1’ which provides for 2,000 units. As the current Phase 1(a) application currently proposes only 650 no. residential units, it is not appropriate to provide the entirety of the Neighbourhood Centre at this stage. The proposal looks to provide a Phase 1 Neighbourhood Centre which includes a number of facilities and services, including a residents’ lounge penthouse, a community concierge, a café, and 2 no. retail units. The first of these retail units is proposed to be 420sq.m with the second being 630sq.m. As outlined in the accompanying Planning Report this phased approach to the neighbourhood centre is more appropriate as additional retail units can be delivered in tandem with additional residential units within future planning applications.

The key policy objectives of these Guidelines are as follows:

- Ensuring that retail development is plan-led;
- Promoting city/town centre vitality through a sequential approach to development;
- Securing competitiveness in the retail sector by actively enabling good quality development proposals to come forward in suitable locations;
- Facilitating a shift towards increased access to retailing by public transport, cycling and walking in accordance with the Smarter Travel strategy; and
- Delivering quality urban design outcomes.

In considering retailing in the context of a wider settlement hierarchy, it is noted that local shopping is provided by a mixture of neighbourhood shops in suburban areas. The Guidelines also note that proposals for neighbourhood centre retail units that are of local importance should be supported, particularly where they encompass both food-stores and non-food outlets. The proposed development provides a range of services within the first phase of the neighbourhood centre, with provisions for this to be expanded in tandem with additional population as part of future planning applications.

3.8 Retail Design Manual, 2012

This Design Manual sets out key principles of urban design which are specifically important in retail developments. Compliance with the key principles are set out below:

Table 3.6: Consistency with Retail Design Manual Key Principles

Key Principles	Consistency / Compliance with Policy
<p>Design Quality <i>Design quality contributing to making places that are attractive, inclusive, durable and adaptable places to live, work, shop and visit.</i></p>	<p>The proposed Neighbourhood Centre has been designed to a high standard, ensuring the creation of a sense of place and providing a hub with both indoor and outdoor space which will be attractive to future residents of the Fassaroe area and its surroundings.</p>
<p>Site and Location <i>Healthy city and town centres contributing to the proper planning and sustainable development of their locations.</i></p>	<p>The Neighbourhood Centre is proposed to be set towards the east of the overall Fassaroe lands. This location would allow the centre to serve as gateway and hub for the wider Fassaroe area.</p>

Statements of Consistency

Key Principles	Consistency / Compliance with Policy
<p>Context and Character <i>Regard for the character and the physical, social and economic contexts of the site and its location.</i></p>	<p>The Neighbourhood Centre is proposed to be developed in tandem with the first phase of residential units within the Fassaroe area. As such, the context of the centre has been carefully considered and the character of the centre will be complementary to the wider residential development.</p>
<p>Vitality and Viability <i>Vitality and viability in city and town centres that are attractive and competitive places to live, work, shop and visit.</i></p>	<p>The units within the Neighbourhood Centre are of a suitable size and scale to serve the future residents of the area. This modest scale ensures the proposal will not detract from the vitality of Bray town centre, while still providing viable services for the local population.</p>
<p>Access and Connectivity <i>City and town centres that are accessible and well-connected, easy to get to and convenient to move about.</i></p>	<p>The location of the Neighbourhood Centre ensures it will be easily accessible to both future and existing residents in the local area. The proposal also provides areas of open space and a bus stop adjacent to the centre, ensuring the centre is well-connected and convenient for pedestrians to move about.</p>
<p>Density and Mixed Use <i>Higher density and mixed use development creating compact urban areas and the efficient use of land.</i></p>	<p>The Neighbourhood Centre looks to provide 2 no. retail units along with other uses including a café and a community concierge. The development also provides basement level carparking for these units with public open space at ground level. This arrangement ensures a range of services can be provided within the centre, while also providing compact development.</p>
<p>Public Realm <i>Well-designed and well-used open spaces contributing to a high quality public realm in the location.</i></p>	<p>The proposal includes areas of public open space and outdoor seating as part of the wider Neighbourhood Centre. These spaces have been designed to complement and integrate with the units within the centre, providing a cohesive development with high quality public realm.</p>
<p>Built Form <i>Built form, scale and massing contributing to a high standard of urban design and quality in the built environment.</i></p>	<p>The form, scale and massing of the Neighbourhood Centre have been considered within the context of the wider residential development. As such, the character of the centre will be complementary within the context of the overall residential development.</p>
<p>Environmental Responsibility <i>Environmentally responsible use of energy resources to lower fuel consumptions and carbon emissions.</i></p>	<p>The Neighbourhood Centre has been set towards the east of the overall Fassaroe area. This location ensures the centre is easily accessible for pedestrians and cyclists while also being adjacent to a bus stop, thereby reducing the need for less sustainable forms of travel to the centre.</p>
<p>Sustainable Construction <i>Construction materials and technologies that have regard for the environmental impacts of their production, transportation, use and disposal.</i></p>	<p>The Neighbourhood Centre will be constructed using high quality materials that are locally sourced where practical to ensure sustainability within the development.</p>

3.9 Design Manual for Urban Roads and Streets, 2019

This Design manual sets out the key “*principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets*”.

A statement of consistency with this design manual has been separately prepared by Atkins and is provided as part of this application to An Bord Pleanála. This ‘DMURS Statement’ sets out the relevant details of how the proposed development is in compliance with the recommendations of DMURS.

3.10 Spatial Planning and National Roads – Guidelines for Planning Authorities, 2012

These Guidelines specifically set out planning considerations for developments affecting national roads. The following key principles served as a basis for this document;

- *Land-use and transportation policies are highly interdependent;*
- *Proper planning is central to ensuring road safety;*
- *Development should be plan-led;*
- *Development Management is the key to Plan Implementation;*
- *Planning Authorities and the National Roads Authority and other public transport bodies must work closely together.*

In this regard, it is noted that the current application is very much plan led with reference to the key policy documents of the Bray MD LAP and the Bray Environs Transport Study. The Bray Environs Transport Study was prepared by the NTA in consultation with TII, Dún Laoghaire Rathdown County Council and Wicklow County Council. This study identified transportation measures to support land use development of Bray as identified in the Bray MD LAP and the Dún Laoghaire Rathdown County Development Plan as necessary.

This document also highlights the high degree of consideration which should be given to development proposals which are at or close to national road interchanges. In this regard the proposed development includes a Traffic and Transport Assessment (TTA) which assesses the implications of the proposed development for the capacity and efficiency of the national road and the Fassaroe N11 interchange to ensure the development can be accommodated without an unacceptable level of impact on the N11. See also the Transport Statement by Atkins submitted as part of this application package.

3.11 The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009

These Guidelines set out the mechanisms for the incorporation of flood risk identification, assessment and management into the planning process. Within this document, it is highlighted that development in areas at risk of flooding, particularly floodplains, be avoided.

There are a number of watercourses in the vicinity of the application site, including the County Brook / Fassaroe Stream to the north, and the Glencullen Rover to the south, both of which feed into the Dargle River to the east. The Dargle River continues north east and enters the sea at Bray.

In accordance with these Guidelines, a Flood Risk Assessment has been carried out by Atkins Consulting Engineers to examine the potential flood risk posed by the proposed development. The development also includes a number of control measures such as Sustainable Urban Drainage Systems (SuDS). This assessment concludes that the proposed development will not give rise to additional risk of flooding, and as such, the proposal is considered to be in line with these Guidelines. See also enclosed document ‘Flood Risk Guidelines Statement of Consistency’ by Atkins.

4 REGIONAL POLICY AND GUIDELINES

The key provisions within regional policy as it relates to the proposed development are set out below. The key documents of relevance include the following:

- Eastern and Midland Regional Spatial and Economic Strategy.
- Transport Strategy for the Greater Dublin Area.

4.1 Eastern and Midland Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy (RSES) covers 9 counties, including Wicklow, and sets out the strategic plan which identifies regional assets, opportunities and pressures. This document serves as an intermediate between the National Planning Framework and local level County Development Plans and Local Area Plans. The RSES identifies Bray as a Metropolitan Key Town within the Dublin Metropolitan Area. In considering the need for residential development at Bray, the following is outlined;

“In order for Bray to fulfil its growth potential, lands at Fassaroe to the west of the N/M11 are targeted for new housing, employment and major community and sports facilities, along with the development of lands at Old Connaught (Conna) – Fassaroe, which are within Dún Laoghaire-Rathdown.”

The RSES also sets out a number of Regional Policy Objectives with regard to the overall development of Bray.

Table 4.1: Consistency with RSES – Regional Policy Objectives

Regional Spatial and Economic Strategy	Consistency / Compliance with Policy
<p>RPO 4.37 <i>Support the continued development of Bray including the enhancement of town centre functions, development of major schemes at the former Bray golf course and Bray harbour, along with increased employment opportunities and co-ordination between Wicklow County Council, Dún Laoghaire-Rathdown County Council, and the transport agencies to facilitate the delivery of key infrastructure required for the westward extension of the town, including Bray-Fassaroe public transport links and road improvements.</i></p> <p>RPO 4.40 <i>To support ongoing investment in public transport infrastructure, including the appraisal, planning and design of the LUAS extension to Bray. The development of Bray-Fassaroe should be undertaken in collaboration between Wicklow County Council, Dún Laoghaire-Rathdown County Council and the transport agencies to ensure the delivery of enabling transportation infrastructure and services.</i></p>	<p>Wicklow County Council, Dún Laoghaire-Rathdown County Council, and the transport agencies have already consulted to prepare a Bray Environs Transport Study (BETS) to identify to key infrastructure required for the westward extension of the town, including Bray-Fassaroe public transport links and road improvements. Many of these items identified for the full development of Fassaroe are being delivered as part of this current initial planning application by the developer. The delivery of bus based public transport as identified in the BETS will be the responsibility of NTA as the population grows within this area. Other identified infrastructural items will be delivered by the transport agencies / local authorities in due course to facilitate further phases of development at Fassaroe.</p>
<p>RPO 8.16 <i>Support the improvement and protection of the TEN-T network to strengthen access routes to Ireland’s ports, including investment in the ongoing development of the N11/M11 to improve connectivity to Rosslare and improvements to the Dublin-Wexford rail line.</i></p>	<p>This objective is in line with the objectives of the Bray and Environs Transport Study to upgrade the N11 / M11 for the full build out of potential development at Fassaroe. Investments in the N11/M11 are not required for the initial phase of development at Fassaroe.</p>

Overall, the development of lands at Fassaroe is highlighted as being of regional importance, and as such, the proposed development is considered to be acceptable.

4.2 Transport Strategy for the Greater Dublin Area

The purpose of the Transport Strategy is to serve as “a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA)” and “to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods”. The patterns and trends of transport within the GDA is divided into corridors, including:

- **Corridor F** – Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dún Laoghaire – to Dublin City Centre.

Since the adoption of this Strategy, the NTA has prepared a Bray and Environs Transport Study in consultation with TII, Wicklow County Council and Dún Laoghaire Rathdown County Council. This provides a plan led framework for the development of the Fassaroe lands which are now being followed in the current application. Please refer to the Transport Statement by Atkins which outlines the compliance of the development with the provisions of the BETS.

5 LOCAL PLANNING POLICY

The key provisions within local policy as it relates to the proposed development are set out below. The key documents of relevance include the following:

- Wicklow County Development Plan 2016-2022
- Bray Municipal District Local Area Plan 2018-2024
- Bray and Environs Transport Study (2019)

5.1 Wicklow County Development Plan 2016-2022

Table 5.1: Consistency with Wicklow County Development Plan

Wicklow County Development Plan 2016	Consistency / Compliance with Policy
<p>Policy HD3</p> <p><i>All new housing developments (including single and rural houses) shall achieve the highest quality of layout and design, in accordance with the standards set out in the Development and Design Standards document appended to this plan, which includes a Wicklow Single Rural Houses Design Guide.</i></p>	<p>The layout and design proposed is in accordance with the standards set out in the Development and Design Standards of the WCDP 2016. See relevant provisions discussed below.</p>
<p>Policy HD8</p> <p><i>Housing development shall be managed and phased to ensure that infrastructure and in particular, community infrastructure, is provided to match the need of new residents. Where specified by the Planning Authority, new significant residential or mixed use development proposals, may be required to provide a social and community facility/facilities as part of the proposed development or the developer may be required to carry out a social infrastructure audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.</i></p>	<p>The delivery of social / community facilities at Fassaroe will be in accordance with the Bray MD LAP phasing provisions. The Bray MD LAP requires that for a Phase 1 development extent of 2,000 residential units that 22 ha of open space (active and passive) be provided. While the current application comprises only 650 No. residential units, 15.3ha of public open space will be provided as part of the current application. Combined with a 3.1ha provision of active open space previously provided at Enniskerry AFC by the application this would comprise a total of 18.4ha. which would equate to 84% of the total Phase 1 open space requirement per the LAP. The proportion of the Phase 1 residential units proposed under the current application is 32.5% (650 No. proposed with 2,000 Phase 1 units identified in LAP). The total open space provision then is at a higher rate than the residential provision. Of the total 18.4 ha of open space provided (currently proposed and previously provided), 6.9ha are of Active Open Space is provided. This represents 49% of the 14ha of active open space identified for Phase 1 entirely. On a 'pro rata' basis then it is roughly equivalent to the 32.5% of Phase 1 housing. At 11.3ha of passive open space this is at 141% of the total Phase 1 requirement per the LAP.</p> <p>The proposal also includes a phase 1 Neighbourhood Centre. This will provide 2 no. retail units along with a café and community facilities including a community concierge. Lands are identified for the expansion of this Neighbourhood Centre to provide an anchor retail unit within future phases the overall Phase 1 development as defined in the Bray MD LAP. This will ensure sufficient population levels are delivered on site in tandem with the delivery of services within the Neighbourhood Centre so that it can be self-sustaining with no negative implications for existing services within Bray town centre.</p> <p>The application will also include of a creche of 733sq.m. approx. which will cater of the order of 138 No. children.</p> <p>A social audit is also provided identifying social and community facilities in the wider community which will be accessible to residents of Fassaroe also.</p>

Wicklow County Development Plan 2016	Consistency / Compliance with Policy
<p>Policy HD13 <i>Apartments generally will only be permitted within the designated centres settlements (i.e. designated town, village or neighbourhood centres), on mixed use designated lands (that are suitable for residential uses as part of the mix component) or within 10 minutes walking distance of a train or light rail station.</i></p>	<p>Density requirements at Fassaroe are higher than out-of-centre locations generally. Apartments therefore are a necessary requirement here.</p>
<p>Policy HD15 <i>Within medium to large scale housing developments, a range of unit types / sizes shall be provided, including bungalows (this requirement does not apply to apartment only developments).</i></p>	<p>A range of housing types and sizes is provided for in the proposals. One, two- and three-bedroom apartments will be provided along with three-, four- and five-bedroom houses. Given the overall site context and higher density requirements for Fassaroe, bungalows are not considered appropriate at this site.</p>
<p>Policy HD17 <i>The maximum size of any single 'housing estate' shall be 200 units and developments that include more than 200 units should be broken into a number of smaller 'estates', which shall be differentiated from each other by the use of materially different design themes.</i></p>	<p>The Bray MD LAP defines Phase 1 development at Fassaroe as comprising 2,000 units. The LAP requires that 'Action Areas' such as Fassaroe are to be "subject of comprehensive (not piecemeal) integrated schemes of development that allow for the sustainable, phased and managed development of the area during the plan period". The scale of the current application then in the context of Fassaroe is considered appropriate. In order to address the spirit of Policy HD17 however, the overall development is divided into different Character Areas. In this regard, the application comprises of approx. 650 units across 4 No. Character areas. The proposed 241 no. houses lie within 3 No. different character areas, with the 409 no. proposed apartments across 2 no. character areas.</p>
<p>Policy CD24 <i>Where considered necessary by the Planning Authority, to require the provision of childcare facilities in all residential developments comprising 75 houses or more (including local authority and social housing schemes). In accordance with Department of Environment, Heritage & Local Government guidelines, childcare places shall be provided at a ratio of 20 places per 75 residential units, having regard to cumulative effects of permitted development, (unless it can be demonstrated that having regard to the existing geographic distribution of childcare facilities and the emerging demographic profile of the area that this level of childcare facilities is not required). Without substantial cause, it is the policy of the Planning Authority not to allow a change of use of these premises within five years.</i></p>	<p>The application will comprise of a creche of 733 sq.m. approx. This will accommodate approx. up to 138 No. childcare places. Policy CD24 essentially restates the requirements of the Childcare Facilities – Guidelines for Planning Authorities. The rationale for this scale of childcare facility with reference to the Childcare Facilities Guidelines is set out at section 3.5 above. The proposed development is considered to be consistent with the provisions of the Guidelines and also consequently with Policy CD24.</p>
<p>Development and Design Standards document – Large Scale Expansion Areas <i>Unless otherwise specified in a local plan, the following shall apply:</i></p> <ul style="list-style-type: none"> • <i>At the outset, a vision for the area shall be established and agreed with the Planning Authority. This shall set out the 'type' of place that is envisaged, the design ethos and the influences on form and design emerging;</i> • <i>An evaluation of the existing surroundings of the site, as well as future proposals / zoning for lands in proximity, shall be</i> 	<p>'The Bray MD LAP sets out a 'Concept Plan' for the development of Fassaroe to be incorporated into an Action Area Plan for the lands.</p> <p>A Proposed Action Area Plan has been prepared on behalf of the Applicant which sets out the design ethos for the lands and establishes how development will be set out responding to site context; establishment of character areas and a sense of place; setting out a hierarchy of roads and movement routes; and identifying locations and general scale of retail, recreational, employment and community / educational uses. This Proposed Action Area Plan was subject of discussion with Wicklow County Council with revisions incorporated on foot of</p>

Wicklow County Development Plan 2016	Consistency / Compliance with Policy
<p><i>carried out to determine how the new development will integrate with the area and allow for maximum connectivity and permeability;</i></p> <ul style="list-style-type: none"> <i>The development shall include distinctive and / or landmark type buildings and a series of new spaces that allow for the development of a sense of place and identity;</i> <i>New roads / streets shall be laid out in a legible hierarchy from distributor to local roads;</i> <i>The retail, employment and community needs of the new area shall be met at a scale appropriate to the development, having regard to the availability of such facilities in the settlement and their proximity to the site in question.</i> 	<p>responses from the Planning Authority. By letter dated 01.11.21 Wicklow County Council confirmed that the was considered the Plan would in principle accord with the zoning objectives and overarching Action Area criteria of the Bray MD LAP.</p> <p>The Bray MD LAP itself as well as the Action Area Plan provide a framework for the full development of the overall Fassaroe development lands so that strategic access and connections throughout the lands are provided for. The current proposals presented in this application package are also presented in the context of a Masterplan for the Cosgrave Property Group owned lands, so that the current proposals can be considered by the Board in the context of future development phases also.</p> <p>A sense of place is created through the Design Rationale for the overall scheme which incorporates different building types and character areas. The location and distribution of housing and apartment buildings has regard to the natural topography of the site, the open space proposals and views and prospects within and across the site so as to maximise the amenity benefits to future residents.</p> <p>Roads and streets are proposed in a legible hierarchy with road standards, treatments and landscaping approaches reflecting the various hierarchy levels.</p> <p>The phase 1 Neighbourhood Centre included as part of the proposal is considered commensurate to the scale of residential development proposed as part of this application. The population proposed within the development would be sufficient to support the modest retail provision currently proposed. There are lands set aside within the proposal which can be developed to provide an anchor retail unit as part of a future planning application to provide additional residential units.</p>
<p>Development and Design Standards document – Density</p> <p>General density provision for 'Housing only greenfield' is 0.35 plot ratio (3,500sqm of development per ha). This is area of developable land.</p>	<p>This is general provision for the County. This provision is superseded by the higher density requirements of the Bray MD LAP of 50 units per ha. The proposed development will deliver a density of 56.3 units per hectare.</p>
<p>Development and Design Standards document – Accessibility</p> <p>New developments will be required to place a high emphasis on permeability and legibility of access routes. A permeable layout is one that is well connected and offers a choice of direct routes to all local destinations, thereby encouraging walking and cycling, facilitating public transport penetration and generating higher levels of pedestrian activity, casual social interaction, informal supervision and thus security.</p>	<p>Layout is highly permeable allowing for short walking / cycle routes to the proposed Park and open space areas and to the future Neighbourhood Centre and Schools area.</p>
<p>Development and Design Standards document – Layout</p> <p>Development to have a relationship with public realm.</p> <p>Variety in set back and building lines shall be provided to provide for visual interest.</p> <p>Traditional back-to-back rows of 2-storey houses, exactly 22m apart should be avoided and more imaginative layouts and building forms provided (subject to privacy being provided).</p>	<p>The overall site layout and building types proposed at different parts of the site optimise the amenity value and connection with public open spaces. Windows / balconies will overlook streets / open spaces / surface parking areas which will also provide for passive surveillance.</p> <p>Building line variety is achieved through road layouts and short runs of housing within each housing cell. The housing cell arrangement limits the proportion of back-to-back arrangements within the site yet appropriate garden sizes and separation distances are achieved. A proportion of back-to-back housing</p>

Wicklow County Development Plan 2016	Consistency / Compliance with Policy
<p>Roads to be designed in hierarchical manner</p> <p>Maximise retention and integration of natural features</p> <p>Any development exceeding 100 houses or 200 units (mix) shall be broken up into a number of distinct 'estates', even if access from a shared road, with materially different architectural styles.</p>	<p>allows for efficiency of layout and achievement of sustainable densities, though with the moderately sized housing cells these do not appear in long rows in the development, thereby creating interest and avoiding monotonous layouts.</p> <p>The layout / street hierarchy will provide lightly trafficked residential streets.</p> <p>As much of the site comprises of large agricultural fields with limited hedgerows there are limited natural features on most of the site of significant amenity or ecological value. Ballyman Glen however to the north of the application is an area of significant natural features to be protected. These are protected in the first instance by their omission from proposals. There is minimal intrusion to the area of the Glen, save for necessary slope stability works and surface water drainage. As the natural features of significance in the Glen are groundwater dependent, the surface water drainage strategy for the overall development is based on the principle of minimising alterations to groundwater conditions.</p> <p>The overall site layout is broken down into areas of distinct styles with 4 character areas in total defining the residential components of the application.</p>
<p>Development and Design Standards document – Unit sizes and formats</p> <p><i>All medium to large scale housing developments shall include a range of house types and sizes, including detached houses, semi-detached, terraces, townhouses, duplexes and bungalows; unless otherwise specified by the Planning Authority.</i></p> <p><i>In the design of new residences, cognisance shall be had of the changing space demand of households over time. For example, apartment formats should allow for either the future subdivision of larger units or the merging of two or more smaller units (either horizontally or vertically) and houses (including bungalows) should have attics capable of conversion to habitable rooms.</i></p> <p><i>New houses should be designed in such a way that facilitates easy future ground floor extension, without negatively impacting on the usability of the original rooms of the house or on neighbouring properties.</i></p> <p><i>In 'edge of centre' or 'out of centre' new residential development, the quantum of apartments allowable will be regulated, as this dense format of development is more suited to urban core locations, where direct access to services is available. In this regard the maximum quantum of floor space that may be devoted to apartments in 'edge-of-centre' locations shall be 40% of the development and 20% in 'out-of-centre' locations.</i></p>	<p>A range of housing types and sizes is provided for in the proposals. One, two- and three-bedroom apartments will be provided along with three-, four- and five-bedroom houses. Given the overall site context and higher density requirements for Fassaroe, bungalows, detached and generally low-density formats are not considered appropriate at this site.</p> <p>Flexible design is employed for apartments and houses allowing for amalgamation of apartments and conversion of attics of proposed house type with full attic space.</p> <p>House layouts and garden provisions will facilitate ground floor extensions while protecting the amenities of the existing house and neighbouring houses.</p> <p>Overall development densities set for Fassaroe under the Bray MD LAP are higher than density provisions in general in the County. Therefore, the general restriction of 40% apartments should not apply to Fassaroe. The proportion of apartments proposed in the current application is 63%. This is considered an appropriate split to achieve the increased densities at the site and in line with the overall population targets for Bray identified in the RSES.</p>
<p>Development and Design Standards document – Privacy / Housing Boundary Treatment</p> <p>In traditional housing with side to side and back-to-back housing the following standards will be applied for boundary walls:</p> <ul style="list-style-type: none"> All wall bounding the private (usually rear) garden shall be 2m in height 	<p>House boundary details comply with these requirements.</p>

Statements of Consistency

Wicklow County Development Plan 2016	Consistency / Compliance with Policy
<ul style="list-style-type: none"> Side boundaries between houses shall be provided at a height of 2m and shall extend from the front facade of the house to the rear wall of the house. They shall be of solid construction – complete screen barrier with no gaps Walls bounding any public areas shall be rendered and capped on the outside If timber boundaries are utilised, they must be bonded and supported by concrete posts. 	
<p>Development and Design Standards document – Public Open Space</p> <p><i>Public open space will normally be required at a rate of 15% of the site area</i></p> <p><i>In greenfield developments, a hierarchy of open spaces shall be provided to provide for the different play needs of different age groups and all efforts shall be taken to ensure that all houses are in visual range of one open area.</i></p>	<p>With 18.4 hectares of District Park / Active Open Space (15.3ha new provision plus 3.1ha existing Enniskerry AFC) along with an additional 0.43 ha of pocket park areas within the housing development areas, the total public open space areas within the Fassaroe lands will be 18.83 ha. This equates to approx.. 23.5% of the total application site area of 80.16 ha.</p> <p>The landscaping strategy provides for a hierarchy of spaces addressing various amenity and recreation needs. The layout provides for District Park with passive and active open space areas, local open space / pocket parks in housing zones and communal open space around apartment buildings. The overall site layout maximises visual connections from housing to open space areas and also between open space areas themselves.</p>
<p>Development and Design Standards document – Residential Car Parking</p> <p><i>2 off street car parking spaces shall normally be required for all dwelling units over 2 bedrooms in size. For every 5 residential units provided with only 1 space, 1 visitor space shall be provided.</i></p>	<p>With regards to the proposed apartments, these County Development Plan standards are superseded by those of the <i>Design Standards for New Apartments – Guidelines for Planning Authorities</i>. Compliance with those standards is set out in section 3.4 above.</p> <p>All of the houses within the proposed development include 2 no. car parking spaces.</p>
<p>Development and Design Standards document – Cycle Parking for Apartments</p> <p><i>Designated sheltered and secure bicycle parking will be required in apartment developments.</i></p>	<p>Sheltered and secure bicycle parking will be provided in apartment basements and adjacent to apartment buildings.</p>
<p>Development and Design Standards document –Parking for Childcare Facilities</p> <p>Table 7.1 of these standards set out the need for 0.5 car parking spaces per staff member and an additional 1 space per 10 children.</p> <p>There is no requirement for cycle parking spaces to be provided within childcare facilities. As a comparison, the requirement for nursing homes is for cycle parking spaces to be provided at a rate of 20% of employee numbers.</p>	<p>The proposed creche will include 27 no. staff members caring for 138 no. childcare spaces. On this basis, 27 no. car parking spaces would be required. The proposal includes 33 no. car parking spaces, and therefore exceeds these requirements.</p> <p>The proposal includes 1 no. cycle parking space per employee within the creche. This provision is ample in comparison with other uses such as nursing homes.</p>
<p>Development and Design Standards document –Disabled Parking</p> <p><i>Disabled car parking spaces shall generally be provided at a rate of 5% of the total number of spaces, for developments requiring more than 10 car parking spaces, with the minimum provision being one space (unless the nature of the development requires otherwise).</i></p>	<p>The proposal includes a provision of 5% disabled car parking spaces throughout the development, including the apartment blocks, creche, and neighbourhood centre.</p>

Wicklow County Development Plan 2016	Consistency / Compliance with Policy
<p>Development and Design Standards document – Accessibility</p> <p><i>At edge of centre or greenfield locations, good connectivity to the town centre area will be required and where access roads or pedestrian / cycle links do not exist, these will be required to be provided or financed by the developer.</i></p>	<p>A pedestrian / cycle connection will be provided across the N11 with an addition proposed to the existing N11 bridge crossing.</p>
<p>Development and Design Standards document – Electrical Charging Points</p> <p><i>Shared residential car parking areas shall be constructed (including the provision of necessary wiring and ducting) to be capable of accommodating future Electric Vehicle charging points, at a rate of 10% of space numbers.</i></p>	<p>All basement apartment parking spaces will be provided with ducting for electric vehicle charging points, and all of the houses shall be provided with electric connections to the exterior of the houses to allow for the provision of future electric vehicle charging points</p>

5.2 Bray Municipal District Local Area Plan 2018-2022

The Bray Municipal District Local Area Plan sets out the local level planning policies and provisions for Bray and surrounding area.

The Local Area Plan also includes the following policies and provisions which are considered to be relevant:

Table 5.2: Consistency with Bray Municipal District Local Area Plan

Bray MD LAP	Consistency / Compliance with Policy
<p>Action Area Plan 1: Fassaroe</p> <p>The development lands at Fassaroe are identified as Action Area Plan 1 in the Bray MD LAP. The LAP states as follows in respect of Action Areas:</p> <p><i>“Action Area Plans’ have been identified in this plan. ‘Action Area Plans’ are to be the subject of comprehensive (not piecemeal) integrated schemes of development that allow for the sustainable, phased and managed development of the Action Area during the plan period. Separate applications for sections of each Action Area Plan will not be considered until an overall Action Area Plan has been agreed in writing with the Planning Authority unless it can be shown that any application will not undermine the achievement of the overall objectives for that Action Area and would contribute its ‘pro rata’ share of the public infrastructure and facilities set out in this plan for that specific area.”</i></p>	<p>In advance of preparation of the current application a Proposed Action Area Plan was prepared and issued to Wicklow County Council. The proposed Action Area Plan was revised on foot of comments from the Planning Authority and subsequently issued by the Applicant to the other main owner of lands within the Action Area as requested by the Planning Authority. Wicklow County Council has also confirmed by letter dated 01.11.21 that the proposed Action Area Plan appears to accord with the zoning objectives and overarching Action Area criteria of the Bray MD LAP.</p> <p>Furthermore, as also provided for in the LAP provision opposite, even if the Planning Authority had not agreed in writing with the AAP, it is possible for the application to show that it would not undermine the achievement of the overall objectives for that Action Area and would contribute its ‘pro rata’ share of the public infrastructure and facilities set out in this plan for that specific area.</p> <p>We submit that as detailed in the rest of the table below, the proposed development is in line with the overall objectives of the AAP and that it contributes more than its ‘pro rata’ share of public infrastructure and facilities. In this regard, it is in compliance with the Action Area objectives.</p>
<p>Zoning Objectives</p> <p>The proposed development stretches across a number of different zoning objective areas within Fassaroe as set out in the Bray Municipal District Local Area Plan 2018. This includes R-HD New Residential, CE Community and Education, AOS Active Open Space, OS1 Open Space, OS2 Open Space.</p>	<p>The development proposed is in compliance with the respective zoning objectives.</p> <p>All proposed housing and apartments lie within the R-HD New Residential zone.</p> <p>The proposed creche lies within the CE Community and Education zone. The creche is compatible with the zoning objective and with other future uses (primarily a school) within this zone.</p>

Bray MD LAP	Consistency / Compliance with Policy
	<p>The proposed Neighbourhood Centre lies within the NC Neighbourhood Centre zone.</p> <p>Passive Open space District Park provisions are proposed on OS1 Open space. Parts of the proposed landscaping extends into areas zoned OS2 Open Space. The objective for OS2 is “to protect and enhance existing open, undeveloped lands”. While the proposed development proposes landscaping within part of this zone it is not within natural untouched areas. It includes two areas of a former landfill sites to be remediated and connecting areas which will front proposed development in the neighbouring residential zone. It is submitted that this extent of proposed landscaping in OS2 is in accordance with the overall zoning objective.</p> <p>Active open space proposals are provided on an AOS, Active Open Space zone.</p> <p>The proposed retail / café kiosk within the proposed District Park lies within OS1 Open Space, the objective of which is “to protect and enhance existing and provide for recreational open space”. The general description for this objective is stated as follows: <i>“To facilitate the further development and improvement of existing parks and casual play areas, to facilitate opportunities for the development of new high quality amenity open areas and to restrict developments / activities (such as the use or development of such lands for formal sports grounds for organisations that are not available for a broad range of the public) what would reduce the opportunities for use by the wider public.”</i></p> <p>The provision of a local retail / café kiosk within the District Park area is a complementary use to the recreational park and will enhance its overall amenity value to users of the park. It is accordingly considered to be consistent with the primary objective for the lands.</p>
<p>Policy R2</p> <p><i>In order to make best use of land resources and services, unless there are cogent reasons to the contrary, new residential development shall be expected to aim for the highest density indicated for the lands. The Council reserves the right to refuse permission for any development that is not consistent with this principle. Lands zoned Residential – High Density will be expected to achieve a density of not less than 50 units / hectare.</i></p>	<p>The current residential proposals equate to an overall net density of 56.3 units per hectare on R-HD zoned lands. There is no restriction or limit on density specified in the plan for R-HD zoned lands. The density proposed is considered in compliance with the provisions of the MD LAP and with the principles of sustainable development.</p>
<p>Phasing of Development</p> <p>The Bray MD LAP sets out two main phases of development for Fassaroe as follows:</p> <p>Phase 1</p> <ul style="list-style-type: none"> • Road link from N11 to Ballyman Road • Passive Park (minimum of 8ha) • Active Open Space / Sports Zone (minimum of 14 ha) • Site identified and reserved for school campus • Neighbourhood Centre • Up to 2,000 residential units <p>Phase 2</p> <ul style="list-style-type: none"> • Identification and reservation of site for additional primary school • Remainder of residential units [approx. further 2,000 units] 	<p>The proposed development comprises a first phase of the overall Phase 1. With 650 no. residential units it comprises 32.5% of the overall Phase 1 housing. It also delivers:</p> <ul style="list-style-type: none"> • Full road link from N11 to Ballyman Road • Full provision of Passive Park – 11.5ha (148% of requirement) • Active Open Space / Sports Zone – 3.1ha football pitch previously provided by Applicant + additional 3.8ha – 6.9ha in total = 49% of Phase 1 requirement. • Site identified and reserved for school campus (in ownership of Applicant – available for development by local authority / DoE when deemed appropriate) • Phase 1 of Neighbourhood (to be further developed as part of future application for balance of overall Phase 1 development). <p>On this basis, it delivers well above its pro-rata share of public infrastructure and facilities.</p>

Statements of Consistency

Bray MD LAP	Consistency / Compliance with Policy
<p>Private Open Space Requirements</p> <p>1 – 2 bedroom houses – minimum 50 sq.m. 3 bedroom houses – minimum 60sq.m. 4 + bedroom houses – minimum 75sq.m.</p>	<p>The proposals comply with these standards.</p> <p>3 bed houses have a minimum of 60 sq.m. 4+ bedroom houses have a minimum of 75 sq.m.</p>
<p>Action Area Plan 1: Fassaroe Requirements</p> <p><i>Lands of not less than 22ha shall be laid out and dedicated to parks and active / sports uses (this corresponds to land use zones OS1 and AOS, but not OS2</i></p> <p>Phase 1 of Development identifies: Passive Park (minimum of 8ha) Active open space / sports zoned (minimum of 14ha)</p>	<p>18.4ha. of public open space (District Park) will be provided as part of the current application combined with the 3.1ha previously provided by the Applicant at Enniskerry AFC. This equates to 83.6% of the total Phase 1 open space requirements set out in the LAP. The proportion of the Phase 1 residential units proposed under the current application is 23.5% (650 No. proposed with 2,000 Phase 1 units identified in LAP). The total open space provision then is at a higher rate than the residential provision.</p> <p>On a 'pro rata' basis the application comprises of approx. 49% of active open space and 141% of Passive open space requirements. This is considered appropriate provision for 23.5% of the Phase 1 housing.</p>
<p>Public Transport Objectives - Policy PT7</p> <p><i>To promote the delivery of improved and new bus services both in and out of the District but also within the District by:</i></p> <ul style="list-style-type: none"> • <i>facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);</i> • <i>facilitating the provision of bus priority where a requirement for such is identified by the NTA;</i> • <i>requiring the developers of large-scale new employment and residential developments in Bray that are distant (more than 2km) from train / LUAS stations to fund / provide feeder bus services until public bus services have been extended to that location.</i> 	<p>The Bray and Environs Transport Study provides for development at Fassaroe to be serviced by bus based public transport.</p> <p>There are already bus bays provided on the existing road access into Fassaroe immediately off the N11/M11. This would immediately facilitate the provision of a new bus stop on the existing bus route for those services which runs along the N11 and do not currently divert into Bray. The application also makes provision for the physical requirements of a bus service to Bray within the detail of the application. This could immediately accommodate new No. 185A service as agreed with the NTA from Fassaroe to Bray and a new services from Fassaroe to Brides Glen Luas. New bus services to Fassaroe are identified by the NTA in the Bray Environs Transport Study 2019. A Public Transport Access Strategy lodged with this application has been agreed with the NTA in principle.</p> <p>It is also proposed as part of the current application to provide for the funding of a feeder bus service in the initial stages of the development implementation (below occupancy of a specified number of units) pending the commencement of public bus services.</p>
<p>Roads Objectives - Policy R03</p> <p><i>To significantly improve existing or provide alternative road links between Bray / the N11 and Enniskerry.</i></p>	<p>The application incorporates a link road from the N11 to Ballyman Road. The eastern and western extents of this road are already in place. Roads infrastructure from the N11 into the Fassaroe lands was previously provided on foot of an industrial permission which was not ultimately implemented. The western part of this road connecting to Ballyman Road has recently been put in place as part of a housing permission at Monastery, Enniskerry. The link street which will form the spine road in the current application will connect the two and significantly enhance connection between Enniskerry and the N11 / Bray.</p> <p>The pedestrian / cycle crossing of the N11 which from part of this application will also enhance connection for sustainable forms of transport between Enniskerry and Bray.</p>
<p>Roads Objectives - Policy R04</p> <p><i>With respect to the major development area of Fassaroe, west of the N11 (Action Area 1):</i></p> <p>(a) <i>The development of this area shall include the provision of an access road from the N11 to Ballyman Road; the scale of such a route shall reflect its primary function as a</i></p>	<p>The East-West road connecting N11 and Ballyman Road provided for in application also provides access to (and is already partially constructed under a planning permission for residential development at Monastery on the SLO-10 lands).</p>

Statements of Consistency

Bray MD LAP	Consistency / Compliance with Policy
<p><i>service road for a new neighbourhood, rather than that of a 'by-pass'; the design and location of this route shall not affect the functionality of the major open space as a single park and an innovative design solution where park crossing is necessary will be required; access to the lands zoned for new residential in SLO-10 at Monastery shall be from Ballyman Road and any access road shall be designed to form an element of the future Fassaroe – Monastery link road.</i></p> <p><i>(b) Provision shall be made (unless necessity for same has been definitely ruled out by the transport agencies) for a north – south link route from the new distributor road to cross Ballyman Glen and continue into County Dublin and link up with Old Conna Avenue. The nature and function of this link i.e. the type of traffic it will carry (vehicles / pedestrian / cyclist / light rail) shall be determined at application stage, following consultation with the transport agencies and the neighbouring local authority.</i></p>	<p>Traffic calming / design measures are proposed at the intersection of the link road and the public park to ensure its functionality as a single park. See Landscape Design Report for more detail.</p> <p>The layout proposed has made provision for the future provision of a north-south distributor road across Ballyman Glen. The layout proposed is capable of accommodating a N-S link for various transport options, i.e. vehicles / pedestrian / cyclist / light rail.</p>
<p>Bray MD LAP / CDP – Retail Provision</p> <p>The Bray MD LAP states that retail provision at Fassaroe will be per CDP which provides for: Convenience 2,500m², comparison 1,000m²</p> <p><i>While the target population of Fassaroe is akin to a Level 3 centre, it is envisaged that Fassaroe will provide the function more akin to a Level 4 Neighbourhood Centre. This is in order to ensure that the area does not undermine the role of Bray town centre as the principal shopping destination in the settlement.</i></p> <p>Strategy for Level 4 – Neighbourhood Centres and Small Towns</p> <p><i>A neighbourhood centre comprises a small group of shops, typically comprising newsagent, small supermarket / general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population. The function of a Neighbourhood Centre is to provide a range of convenient and easily accessible retail outlets and services within walking distance for the local catchment population.</i></p> <p><i>While the GDA Retail Strategy generally considers that these centres will normally provide for one supermarket ranging in size from 1,000-2,500sqm with a limited range of supporting shops (one or two low range clothes shops with grocery, chemist etc.) and retail services (hairdressers, dry cleaners, DVD rental), cafes and possibly other services such as post offices, community facilities or health clinics, it is considered necessary to make a distinction in Wicklow between the type and quantum of retail envisaged in neighbourhood centres in the larger settlements and that envisaged for small towns.</i></p>	<p>The Neighbourhood Centre provisions provided for in the proposed Action Area Plan submitted as part of this application comply with these requirements. The proposal includes a phase 1 Neighbourhood Centre which will provide 2 no. retail units, a café, and community facilities including a community concierge. This Neighbourhood Centre will be completed with a second phase in a future planning application in accordance with the requirements of the LAP. This will ensure sufficient population levels are delivered on site in tandem with the delivery of services within the Neighbourhood Centre so that it can be self-sustaining with no negative implications for existing services within Bray town centre.</p>

Bray MD LAP	Consistency / Compliance with Policy
<p>Bray MD LAP - Policy RT9</p> <p><i>To require the submission of a Retail Impact Assessment and Traffic and Transport Assessment in any circumstance where the information is required to enable the proper assessment of a development proposal vis-à-vis the objectives of the development plan. In particular, these assessments are likely to be required for significant retail development which, due to their nature, scale and location, may impact on the vitality and viability of centres.</i></p>	<p>A Retail Impact Assessment is included as part of the planning application which examines the potential impact of proposed retail units within the Neighbourhood Centre.</p> <p>A detailed Traffic and Transport Assessment of the proposed development is also provided at Chapter 12 Traffic and Transportation of the EIAR.</p>
<p>Bray MD LAP – Action Area Plan 1: Fassaroe Requirements</p> <p><i>The scale of the neighbourhood centre shall be in accordance with the retail floorspace objectives of the County retail strategy; as well as shopping this centre shall include a range of retail and commercial services as well as community facilities, in order to create a vibrant heart of this new community; all uses shall be serviced by wide pedestrian streets and squares (to allow for outdoor uses), and while the new distributor road through the site should provide access to the village centre, neither the road or significant car parking areas shall dominate the centre or be located directly along the frontage of buildings. The area to be dedicated to retail, retail services, commercial/community uses shall not be expected to exceed 1ha; residential development will be expected to be interspersed through this area, particularly on upper floors, of the order of 75 units. Single storey supermarkets will not be permitted; retail uses shall be integrated into a larger overall mixed use development.</i></p>	<p>The proposed phase 1 Neighbourhood Centre includes 2 no. retail units, a café, and community facilities including a community concierge. The Neighbourhood Centre will be further developed as part of future applications within the overall Phase 1 development as defined by the Bray MD LAP. This phased approach ensures services are delivered in tandem with sufficient population levels to sustain these services.</p> <p>The phase 1 Neighbourhood Centre currently proposed also includes 63 no. apartments, ensuring a mix of retail, commercial, community services and residential uses are all provided within the centre.</p>
<p>Bray MD LAP – Policy R09</p> <p><i>To promote and support the development of enhanced or new greenways at the following locations and require development in the vicinity of same to enhance existing routes and / or provide new links:</i></p> <p><i>- Fassaroe - Ballyman Glen to Cookstown River</i></p>	<p>The proposed development provides for district park which will form part of future green link from Ballyman Glen to Glencullen River.</p>

5.3 Bray and Environs Transport Study 2019

The Bray and Environs Transport Study (BETS) sets out at section 3 transport recommendations for the implementation of development at Fassaroe. These provisions and how they are addressed in the current application are set out below.

Table 5.3: Consistency with Bray & Environs Transport Study 2019

Bray and Environs Transport Study	Consistency / Compliance with Policy																												
<p>Section 3.2 – First Growth Area – Phase 1(a) Fassaroe <i>“Phase 1 (a) of the development of Fassaroe would comprise c.650 residential units and appropriate residential support facilities. The measures required to deliver this development are set out in Table 3.1 below. These would be agreed between the applicant, Wicklow County Council, the NTA and TII and are recommended to be subject to monitoring and review with a view to their improvement and alteration as investment in future phases is realised, in particular Woodbrook DART station and the extension to Bray of the Luas.</i></p> <p><i>Due to the need to address the impact of any proposal on the existing congested national road network in advance of NDP N11/M11 Junction 4 to Kilmacanogue – Junction 14 Improvement Scheme, it would be necessary for Wicklow County Council, in agreement with TII, to prepare a framework for a Traffic Management System to facilitate phase 1(a) development of the Fassaroe lands. It is recommended that the agreed framework includes in its scope the identification of traffic management measures and infrastructure to minimise the impact of the Fassaroe proposal on the mainline the N/M11 and to enhance Wicklow and TII’s ability to manage traffic flow on the N11 corridor pending future national road schemes. This Framework is recommended to be undertaken within two months of the date of the agreement of this Study.”</i></p> <p><i>Table 3.1 Transport Requirements for Phase 1 of Fassaroe</i></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #0070C0; color: white;">Infrastructure or Service</th> <th style="background-color: #0070C0; color: white;">Delivery Process</th> <th style="background-color: #0070C0; color: white;">Work Commenced</th> <th style="background-color: #0070C0; color: white;">Completed to a Standard to be Taken in Charge</th> </tr> </thead> <tbody> <tr> <td>Fassaroe Development Roads</td> <td>Part of Planning Application</td> <td>Prior to Occupation of any dwellings</td> <td>Prior to Occupation of any dwellings</td> </tr> <tr> <td>N11 Cycle and Pedestrian Bridge</td> <td>Part of Planning Application</td> <td>Prior to Occupation of any dwellings</td> <td>Prior to Occupation of any dwellings</td> </tr> <tr> <td>Traffic Management Measures at Fassaroe Interchange arising from the development</td> <td>Wicklow County Council Traffic Management System Framework to be agreed with TII within 2 months of the agreement of the Bray Study .</td> <td>Prior to Occupation of any dwellings</td> <td>Prior to Occupation of any dwellings</td> </tr> <tr> <td>New bus services in line with demand</td> <td>Part of Planning Application with agreement of NTA</td> <td>Phased introduction as dwellings are completed</td> <td>n/a</td> </tr> <tr> <td>Bus Priority on Upper Dargle Road including the approach to Sunnybank Junction</td> <td>In conjunction with Phase 1(a) development</td> <td>Prior to occupation of any dwellings</td> <td>n/a – WCC Scheme</td> </tr> <tr> <td>Bus priority on Dublin Road – Castle Street</td> <td>Prior to occupation of 50% of Development</td> <td>Prior to occupation of 100% of Development</td> <td>n/a – WCC / NTA Scheme</td> </tr> </tbody> </table>	Infrastructure or Service	Delivery Process	Work Commenced	Completed to a Standard to be Taken in Charge	Fassaroe Development Roads	Part of Planning Application	Prior to Occupation of any dwellings	Prior to Occupation of any dwellings	N11 Cycle and Pedestrian Bridge	Part of Planning Application	Prior to Occupation of any dwellings	Prior to Occupation of any dwellings	Traffic Management Measures at Fassaroe Interchange arising from the development	Wicklow County Council Traffic Management System Framework to be agreed with TII within 2 months of the agreement of the Bray Study .	Prior to Occupation of any dwellings	Prior to Occupation of any dwellings	New bus services in line with demand	Part of Planning Application with agreement of NTA	Phased introduction as dwellings are completed	n/a	Bus Priority on Upper Dargle Road including the approach to Sunnybank Junction	In conjunction with Phase 1(a) development	Prior to occupation of any dwellings	n/a – WCC Scheme	Bus priority on Dublin Road – Castle Street	Prior to occupation of 50% of Development	Prior to occupation of 100% of Development	n/a – WCC / NTA Scheme	<p>The proposed development provides the 650 no. residential units comprising Phase 1(a) as identified in the Bray and Environs Transport Study.</p> <p>With reference to the requirements of Table 3.1 those required to be delivered as part of a planning application are listed and discussed below:</p> <ul style="list-style-type: none"> Fassaroe Development Roads – The east west N11 to Ballyman Road link is fully provided for in the current application. The function of the N-S link is not yet determined so the layout proposed in the current application allows for a flexible design response in the next phase of development following confirmation by the transport agencies of the function of the connection. N11 Cycle and Pedestrian Bridge – This is provided for in the proposed application. It will be provided immediately adjacent to the existing vehicular bridge and connect to Dargle Road. It will be in place prior to the occupation of any residences. Traffic Management Measures at Fassaroe Interchange - Following detailed traffic modelling and consultation between Wicklow County Council, TII and the NTA, a Traffic Management Framework has been agreed between Wicklow County Council (WCC) and TII at this junction, incorporating an agreed set of measures to appropriately manage traffic flow and minimise the impact of traffic on the N11 and adjacent M50 mainlines. This framework agreement is presented in a N11 Junction 6 Traffic Management Framework Agreement Technical Note by Wicklow County Council dated September 2020 and issued by email from WCC to TII and NTA on 09.09.20. A copy of this is presented in Appendix B of the Planning Report. By letter dated 09.10.20 (Appendix C of the Planning Report) the NTA confirmed that subject to the agreement of TII and progress on the delivery of bus priority between Fassaroe and Bray Rail station that the measures contained in the Framework Agreement technical note were sufficient to accommodate the first phase development of approximately c.650 residential units. By Letter dated 01.10.20 TII confirmed general agreement subject of a number of provisions (Appendix D of the Planning Report). A series of emails from WCC to TII followed on 8.04.21 and 12.04.21 which provided responses and commitments to TII on the various provisions raised in its letter of 01.10.20. By letter dated 16.04.21 TII confirmed that “as a result of these
Infrastructure or Service	Delivery Process	Work Commenced	Completed to a Standard to be Taken in Charge																										
Fassaroe Development Roads	Part of Planning Application	Prior to Occupation of any dwellings	Prior to Occupation of any dwellings																										
N11 Cycle and Pedestrian Bridge	Part of Planning Application	Prior to Occupation of any dwellings	Prior to Occupation of any dwellings																										
Traffic Management Measures at Fassaroe Interchange arising from the development	Wicklow County Council Traffic Management System Framework to be agreed with TII within 2 months of the agreement of the Bray Study .	Prior to Occupation of any dwellings	Prior to Occupation of any dwellings																										
New bus services in line with demand	Part of Planning Application with agreement of NTA	Phased introduction as dwellings are completed	n/a																										
Bus Priority on Upper Dargle Road including the approach to Sunnybank Junction	In conjunction with Phase 1(a) development	Prior to occupation of any dwellings	n/a – WCC Scheme																										
Bus priority on Dublin Road – Castle Street	Prior to occupation of 50% of Development	Prior to occupation of 100% of Development	n/a – WCC / NTA Scheme																										

Bray and Environs Transport Study	Consistency / Compliance with Policy
	<p>commitments outlined above by Wicklow County Council, TII can now confirm agreement to the proposals outlined by Wicklow County Council for N11 Junction 6 Traffic Management Framework Agreement in order to facilitate the development of 650 residential units and appropriate residential support facilities on the lands at Fassaroe”. This letter confirming agreement with the framework is provided at Appendix E of the Planning Report.</p> <ul style="list-style-type: none"> • New bus services in line with demand – Physical provision is made in the development proposals for bus service access through the development. This will be served initially by a private bus service provided by the Developer pending commencement of public bus services to / through the site by the NTA as set out in the Bray and Environs Transport Study. Further details are set out in the proposed Public Transport Access Strategy by Atkins supplied with this application and as agreed to in principle by the NTA • Bus Priority on Upper Dargle Road – This is the responsibility of WCC - to be implemented in conjunction with the implementation of the first phase of development at Fassaroe. Wicklow County Council is currently undertaking a study to provide enhanced bus priority measures along the Upper Dargle Road to Castle Street. • Bus Priority on Dublin Road – Castle Street – These measures are to be implemented as part of the BusConnects measures by the NTA for BusConnects Corridor Route 13 to Bray. In the Bray area, the bus priority measures include improvements on Castle Street, Dublin Road and the junction of Dublin Street / Castle Street / Upper Dargle Road. It is important to note that once permission is granted for BusConnects it will be possible for sections in the Bray area, such as Castle Street, to be implemented ahead of the delivery of the entire BusConnects Corridor Route 13 and in tandem with the delivery of the Upper Dargle Road and Bray Bridge bus priority measures.
<p>In addition to the above, it is recommended that any application for development of the Fassaroe lands demonstrate the following:</p> <ol style="list-style-type: none"> a) That the proposed development provides fully for walking and cycling trips to all local services within Fassaroe b) That the applicant will provide a bus service to Bray DART station in advance of demand justifying public investment as part of the expansion of the bus network under BusConnects c) That the applicant has fully assessed a requirement for a bus service to Bride’s Glen or Cherrywood Luas and provides same if demand is deemed sufficient in advance of demand justifying public investment as part of the expansion of the bus network under BusConnects d) That the applicant demonstrates how demand for travel to schools from Fassaroe can be 	<p>The planning application will include the following:</p> <ol style="list-style-type: none"> a) The proposed layout delivers a highly accessible and permeable development for pedestrian and cycling trips within the development itself but also connecting across the N11/M11 to Dargle Road. b) As part of this application the Applicant proposes to provide a private bus service to Bray DART station pending the commencement of a public bus service. c) As per the Public Transport Access Strategy by Atkins lodged with this application and as agreed with the NTA a new bus service will connect Fassaroe with Bray centre (No. 185A) and a new service from Fassaroe to Brides Glen Luas. d) In the initial years of occupation of the development at Fassaroe it is likely that the number of school going children will be relatively low. As set out in the accompanying

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Bray and Environs Transport Study	Consistency / Compliance with Policy
<p>accommodated without undue recourse to the private car.</p>	<p>Social Audit there is a significant number of schools available in easy distance of Fassaroe at Enniskerry, Old Conna and Bray. Many of these will be within walking and / or cycling distance of the proposed development. Bus services linking the site to Bray will also provide for school access by public transport.</p>
<p><i>"If the above elements are delivered and demonstrated, the development of Phase 1 of Fassaroe would be regarded by TII and the NTA as a development which:</i></p> <ul style="list-style-type: none"> <i>(i) Is sufficiently served by public transport, walking and cycling;</i> <i>(ii) Would not be excessively car-dependent;</i> <i>(iii) Would not adversely impact on the safe and efficient operation of the national road network;</i> <i>(iv) Would not adversely impact on the carrying capacity and strategic function of the national road network; and</i> <i>(v) Demonstrate close integration between transport planning and land use planning.</i> 	<p>As set out above in this table, the requirements of the BETS are now provided for the proposed application as agreed with both TII and the NTA.</p>
<p><i>"Table 3.1 sets out an approach that would help to facilitate the immediate development of Fassaroe to provide for c.650 residential units. Further phases of the build out of these lands are recommended to be governed by a separate implementation and monitoring plan to be developed by Wicklow County Council with input from the NTA and TII. Whereby such a plan has been agreed with all agencies, the full build-out of Fassaroe could proceed on that basis."</i></p>	<p>The current application comprises of 650 No. residential units, as identified in the BETS as Phase 1(a). The recommendation of the BETS is that an Implementation and Monitoring Plan be developed by Wicklow County Council with input from the NTA and TII for further phases of development in Fassaroe. This implementation and monitoring plan can therefore be undertaken as part of future applications to provide additional phases of development at Fassaroe.</p>

6 EU LEGISLATION

6.1 Birds and Habitat Directive – Appropriate Assessment

The proposed development is being screened for Appropriate Assessment in accordance with the requirements of Article 6(3) of the EU Habitats Directive (92/32/EEC), and a Screening Report will accompany the application. The Screening Report is expected to conclude that there is a risk of significant impacts to the Ballyman Glen SAC (Site Code 000713) which is adjacent to some of the northern boundary of the site. The features of interest in the SAC include petrifying springs which are dependent on water percolation through the soil and run-off rates. In order to protect this site, appropriate mitigation measures are proposed as integral elements of the design of the development which will maintain soil percolation and run-off rates from the development lands as close as possible to pre-development conditions.

A Natura Impact Statement has been prepared and accompanies this application. This examines the development in detail and sets out mitigation measures (mitigation by design and additional specified measures) which are incorporated in the proposals to minimise and / or eliminate potential impacts.

6.2 EIA Directive

The requirement for Environmental Impact Assessment (EIA) in Ireland was initially introduced by European Directive 85/337/EEC and amended in 1997, 2003 and 2009. These were codified by Directive 2011/92/EU which has in turn been further amended by Directive 2014/52/EU. The Directive requires the assessment of the effects of certain public and private projects on the environment.

These Directives have been transposed into law in Ireland through a variety of legislation, including the Planning and Development Act 2000 as amended and the Regulations made thereunder as well as a variety of European Communities (Environmental Impact Assessment) Regulations / European Union (Environmental Impact Assessment) Regulations from 1989 to 2019. The Planning and Development and EIA Regulations specify the developments for which EIA will be required and the information which must be provided in an Environmental Impact Assessment Report (EIAR) prepared in connection with the proposed development.

The proposal has been screened by reference to the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001-2019. Schedule 5 Part 2 Item 10 of the Planning and Development Regulations relates to Infrastructure Projects.

Class 10(b)(ii) refers to:

“Construction of more than 500 dwelling units.”

Class 10(b)(iv)

“Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.”

The development comprises of more than 500 units and the site area is in excess of 20 hectares. A mandatory EIA is therefore required for this development.

An Environmental Impact Assessment Report has been prepared and accompanies this planning application.

7 CONCLUSION

This Statement examines the proposed development in the context of relevant national, regional and local planning policies and documents. It is considered that the proposal is in compliance with relevant statutory and advisory policy documents and, representing proper planning and sustainable development with an integrated approach to transport and land use planning and delivery. The proposal provides an appropriate development which is in line with the land use zonings on the site and the provisions of the Bray MD LAP and the Wicklow County Development Plan. The planning application also delivers on the requirements of the Bray and Environs Transport Study for this initial phase of development.

The proposed development is also in compliance with the requirements of various Governmental Guidelines including those issued under Section 28 of the Planning and Development Act, 2000 (as amended).

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