

Sea Gardens Phase 1 Block A Architectural Design Statement

Howells

ballymore.

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1.0 Introduction

1.1 Introduction

The proposed development will consist of the provision of 159 no. residential units over/around a shared 2-level podium comprising of: 9 no. 4-bedroom, 3 and 4-storey terraced houses with associated private gardens / terraces; and 150 no. apartments in 2 no. blocks ranging in height from 5 to 10-storeys (Block A1) and 6 to 11-storeys (Block A2) and consisting of a total of 48 no. 1-bedroom units, 58 no. 2-bedroom units, 44 no. 3-bedroom units, all with private balconies or terraces. The blocks will also include communal lounge areas; a communal gym in Block A1; refuse storage areas; and associated plant. The shared 2-level podium will include car, motorcycle and bicycle parking, with additional car parking provided within the curtilage of 5 no. of the proposed town houses. The proposed development will also include: public open space including play areas; communal open space within the central podium courtyard; pedestrian / cycle linkages with adjoining existing and permitted developments; associated connections to the surrounding road network; all associated landscaping and public lighting; an ESB substation; drainage arrangements; utility connections; and all site development works.

A full development description is set out in the Planning Report, prepared by RPS.



Fig. 01 View from Linear Park looking North (Block A on the right, Existing Phase 1 Duplexes on the left)

1.2 Sea Gardens Masterplan

The application site is part of the Sea Gardens Masterplan, formally Harbour Point. The application seeks to redevelop a part of the former Bray Golf Club, covering an 18-hectare area, crucial to the town of Bray. Its development potential is informed by various planning documents, including the Regional Spatial and Economic Strategy, Sustainable Residential Development and Compact Settlements 2024 and the current Wicklow County Development Plans for 2022-2028, as well as the Bray Municipal District Local Area Plan 2018-2024.

The Masterplan, commissioned by the Applicant and developed by Howells, provides a comprehensive spatial framework for the Sea Gardens area.

The overall masterplan aims to establish three distinct areas within Sea Gardens: the Coastal Quarter (Phase 1a and 1b), River Quarter (Phase 2), and River Quarter (Phase 3). This document specifically addresses the design principles for the Phase 1a is nearing completion. Phase 1b was granted planning permission, however the housing type permitted within Block A of Phase 1b is based on a Build-to-Rent (BTR) model. The Applicant no longer intends to pursue this model and instead in seeking planning permission for build to sell apartment units with Block A. Although the application for Block A stands on its own, it has been evaluated within the context of the larger development.

The masterplan was revisited, informing the design of Block A to present a coherent design for the coast knitting the tree plots together. The overall masterplan is enclosed as part of the LRD application documentation.

Key features of the Masterplan include:

1. Providing a coastal destination outside the city and creating a new precinct of North Bray town centre.
2. More modest and varied building types to the north and west, facilitating a smooth integration with the early 20th-century suburban developments nearby.
3. A diverse array of building styles throughout the masterplan, ensuring a variety of design and tenure while echoing Bray's colourful and vibrant character.
4. Varied rooflines and heights to create uniqueness and establish a new identity that aligns with Bray's character.
5. Thoughtfully chosen colours and materials appropriate for the coastal setting, enhancing the sense of place while honouring Bray's rich history.



Fig. 02 Subject application within wider Masterplan lands

2.0 Background of the Proposed Development

2.1 Planning History

An application was submitted for phase 1, adjacent to subject site in August 2021 for 591 residential units and c. 1336 sqm of other units comprising of a retail unit, two commercial units, a childcare facility and a cafe. The residential units consisted of 76 houses, 52 duplexes and 463 apartments across 4 Blocks (A-D).

Permission was subsequently granted on 9th December 2021 (ABP Order 311181-21). for 234 units, 76 houses, 52 duplexes and 106 apartments (Blocks C and D) plus the childcare facility, cafe and retail unit. Permission was refused for Blocks A and B 'by reason of poor design in terms of facade treatment and architectural expression, in combination with their disposition on the site.

Following the refusal of Blocks A and B, another application (ABP-314686-22) was submitted in September 2022 seeking permission for 586 no. Units, a childcare facility, cafe, retail unit and 1 no. Commercial unit incorporating gym and a juice bar.

The application (ABP-314686-22) was been approved in August 2024 subject to the following conditions:

- (a) The height of the proposed 12-storey element of Block B shall be reduced by three storeys through the removal of floors 7 to 9.
- (b) Units DO1/0204 abd DO1/0205 shall be merged to become a 2 bedroom unit.
- (c) External storage facilities shall be provided for the apartments within Block D
- (d) The floor plans for Block D shall be amended to demonstrate that balconies are included in accordance with the elevation drawings.

Further details relating to planning history are set out in the Planning Report prepared by RPS and enclosed as part of this pre-application consultation submission.

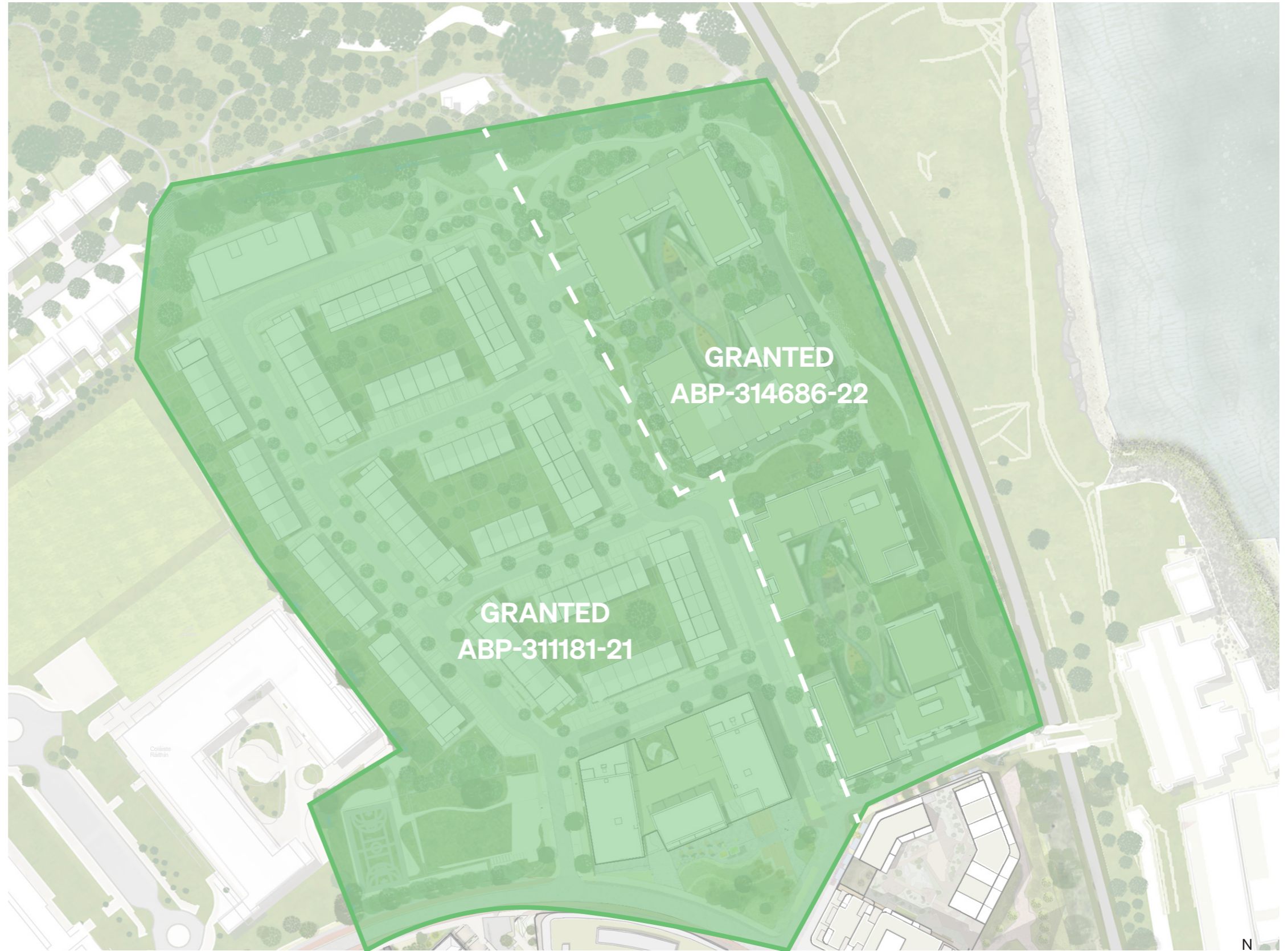


Fig. 03 Planning history



2.2 Nature and Extent of Current Application

Following the change in the Residential market the Applicant is now looking to move away from Built to Rent (BtR) towards a Private Sale offering.

The proposed development will consist of the provision of 159 no. Residential units over/around a shared 2-level podium comprising of: 9 no. 4-bedroom, 3 and 4-storey terraced houses with associated private gardens / terraces; and 150 no. Apartments in 2 no. Blocks ranging in height from 5 to 10-storeys (Block A1) and 6 to 11-storeys (Block A2) and consisting of a total of 48 no. 1-bedroom units, 58 no. 2-bedroom units, 44 no. 3-bedroom units, all with private balconies or terraces.

Block A1 is proposed to be at G+9 Floors and A2 at G+10. With cascading terraces down from the east to G+5 and G+6 facing phase 1a. Between A1 and A2 are two sets of townhouse blocks of 4 storey facing East and West respectively.

The proposed development, which pertains to Phase 1B (Block A) of the masterplan, has been prepared in accordance with the overall vision and design established in the masterplan for the redevelopment of the former Bray Golf Course. It aims to integrate sustainably with the other phases of the masterplan and the receiving communities and natural local environment.

Additionally, the proposed development has been designed with careful consideration of the development and design guidance and standards set in the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

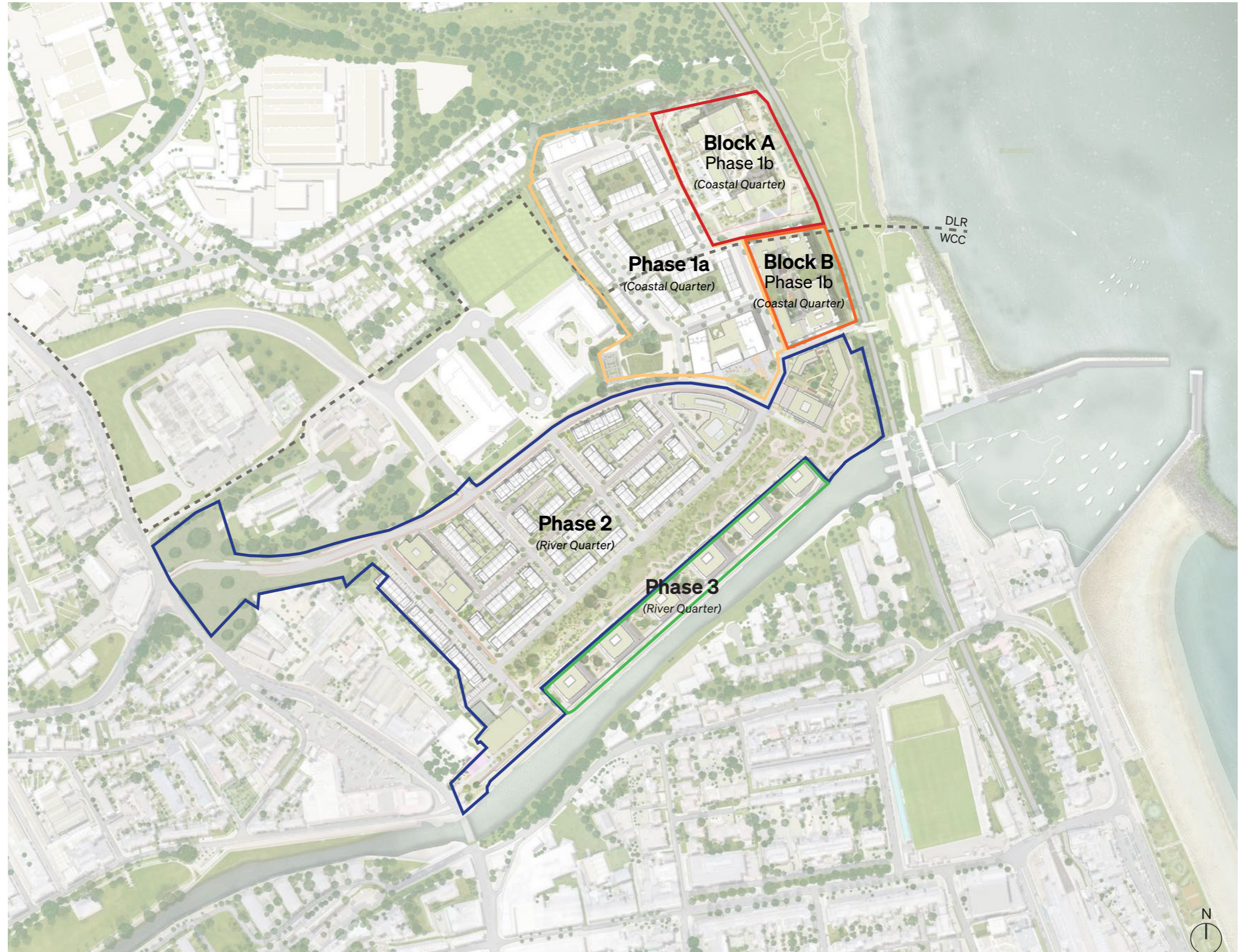


Fig. 04 Subject application within wider Masterplan lands

2.3 Purpose and Scope of Architectural Design Statement

This statement analyses the subject site and describes how the proposed development responds to national, regional and local planning policy to deliver a sustainable mixed-use, high-density development that will form a contemporary urban extension of Bray Town Centre.

It has been informed by the following Planning Policy Document and Guidelines;

- Dún Laoghaire-Rathdown County Development Plan (2022-2028)
- DHLGH: Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities (2024)
- DHLGH: Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2023)
- DHPLG & DTTAS: Design Manual for Urban Roads and Streets (2019)
- DHPLG: Urban Development & Building Heights: Guidelines for Planning Authorities (2018)
- Childcare Facilities: Guidelines for Planning Authorities (2001)
- DEHLG: Urban Design Manual: A Best Practice Guide (2009)
- DEHLG & Office of Public Works: The Planning System and Flood Risk Management: Guidelines for Planning Authorities (2009)

The Statement describes how the design has evolved in response to feedback from the pre-planning consultation held with Dun Laoghaire Rathdown County Council in January 2025. It should be read in conjunction with the Masterplan Document, the Housing Quality Assessment and the Planning Statement that accompany this application.



Fig. 05 Subject application (Block A) within wider Masterplan lands

3.0 Site & Context

3.1 Context

The coastal town of Bray, situated at the Dublin-Wicklow border just 17 km south of Dublin city centre, is the ninth biggest urban centre in Ireland and the largest town in County Wicklow. It is a vibrant area that provides significant economic and social benefits to both residents and visitors. Originally, Bray developed as a typical Irish seaside resort town along the main road to Dublin, centred around a strategic bridge crossing the River Dargle.

With the railway's arrival in 1854, a second area of Bray emerged along the seafront, transforming the town into a popular seaside resort known as the "Brighton of Ireland." The 19th century saw the development of a grand promenade lined with urban villas, followed by modest infill housing between the main street and these seaside properties throughout the 19th and 20th centuries.

However, in the later decades of the 20th century, as foreign travel became more popular, Bray's appeal as a tourist destination waned. Recently, the town has been rediscovered as a high-quality market town, attracting both long-term residents and newcomers drawn by its excellent access to Dublin and Wicklow, along with the employment opportunities that have developed over the last 30 years. Bray has maintained a strong identity, enriched by a vibrant cultural scene that hosts various festivals and events year-round.

The proposed development aims to enhance Bray by providing diverse residential and commercial options, characterized by a youthful and locally inspired aesthetic. The site presents a significant opportunity to extend Bray by revitalizing a large, underutilized area near the town's historic core.

The design of the new neighbourhood is influenced by the surrounding architecture as outlined in the accompanying Masterplan. The Block A of Sea Gardens continues the 19th-century practice of placing taller structures along the seafront to maximize views of the sea and mountains, while more modest homes are situated inland, adjacent to existing suburban neighbourhoods such as the phase 1 River Quarter, Corke Abbey, and the Ravenswell School Complex.

Bray is predominantly characterized by granular massing and an intimate scale, built on a well-planned Victorian grid with generous streets and well-proportioned public squares and parks. The proposed design seeks to reflect these principles, using street widths similar to those of existing roads like Meath Road and Quinsborough Road as references. This approach has resulted in a scheme that, while modern in detail and expression, still honours Bray's rich and playful architectural heritage.

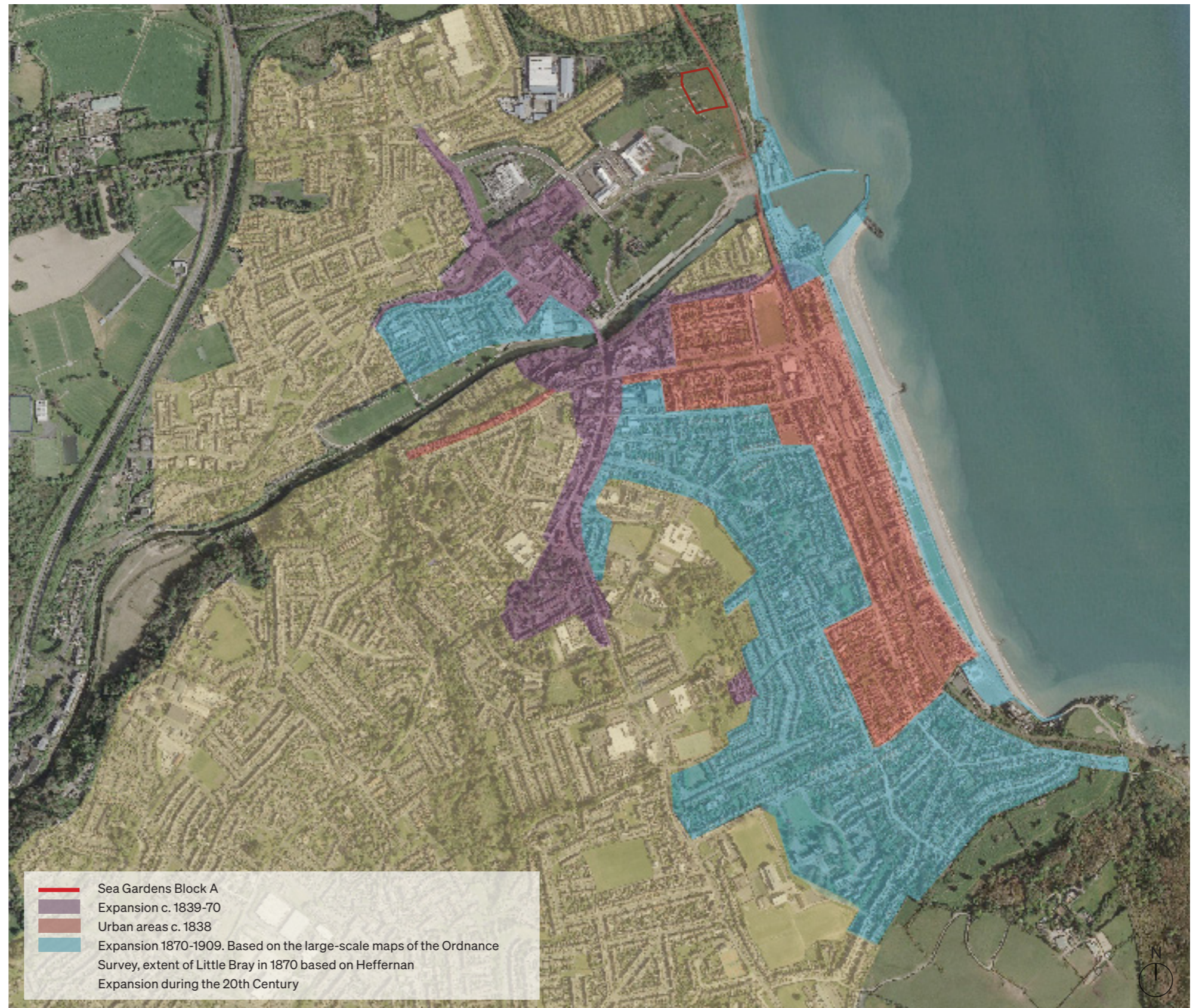


Fig. 06 Historical Expansion of Bray

3.2 Site Connectivity

OVERVIEW:

Bray Sea Gardens Masterplan effectively responds to the need for improving connections with and between established communities by prioritizing strategic connections between homes, shops, public transport, and local amenities. Its focus on pedestrian-friendly routes, improved access to transport, a mix of uses within the development, and integration with existing communities ensures that the Sea Gardens development will strengthen Bray's overall connectivity and accessibility, benefiting both new and existing residents. The following section describes the key principles.

15 Minute City

The proposed development has been designed to follow the principles of a '15 Minute City' concept, with all key social and economic services within a 15-minute walk from the heart of the development. The following key amenities are located within walking distance from Sea Gardens:

- The Ravenswell School campus which accommodates the primary and secondary level schools is located to the west of the site.
- The existing Lidl supermarket on the Dublin Road and the Castle Street Shopping Centre are within 600m of the site
- Bray Main Street is 500m south of the site with the Bray Civic Offices, the HSE Primary Care Centre and the Mermaid Arts Centre all within a 1km walk.
- Recreational facilities such as the Corke Abbey Valley Park and Bray People's Park are all within easy reach of the site, the latter located just 800, westward.
- An amazing natural setting surrounds the site, with Bray Harbour located 300m to the south and with the town's Promenade immediately south of the Harbour. In addition to the existing amenities surrounding the site, the proposed development will provide a new childcare facility, public house, medical centre and a number of new commercial units.

Connectivity is a key principle of Sea Gardens' design. The scheme builds upon many assets of its immediate context and defines clear streets and squares to create a permeable and walkable public realm, allowing for a sense of community at ground level. Access roads for cars are intentionally limited and pedestrian dominated to encourage walking and cycling whilst keeping the streets safe.

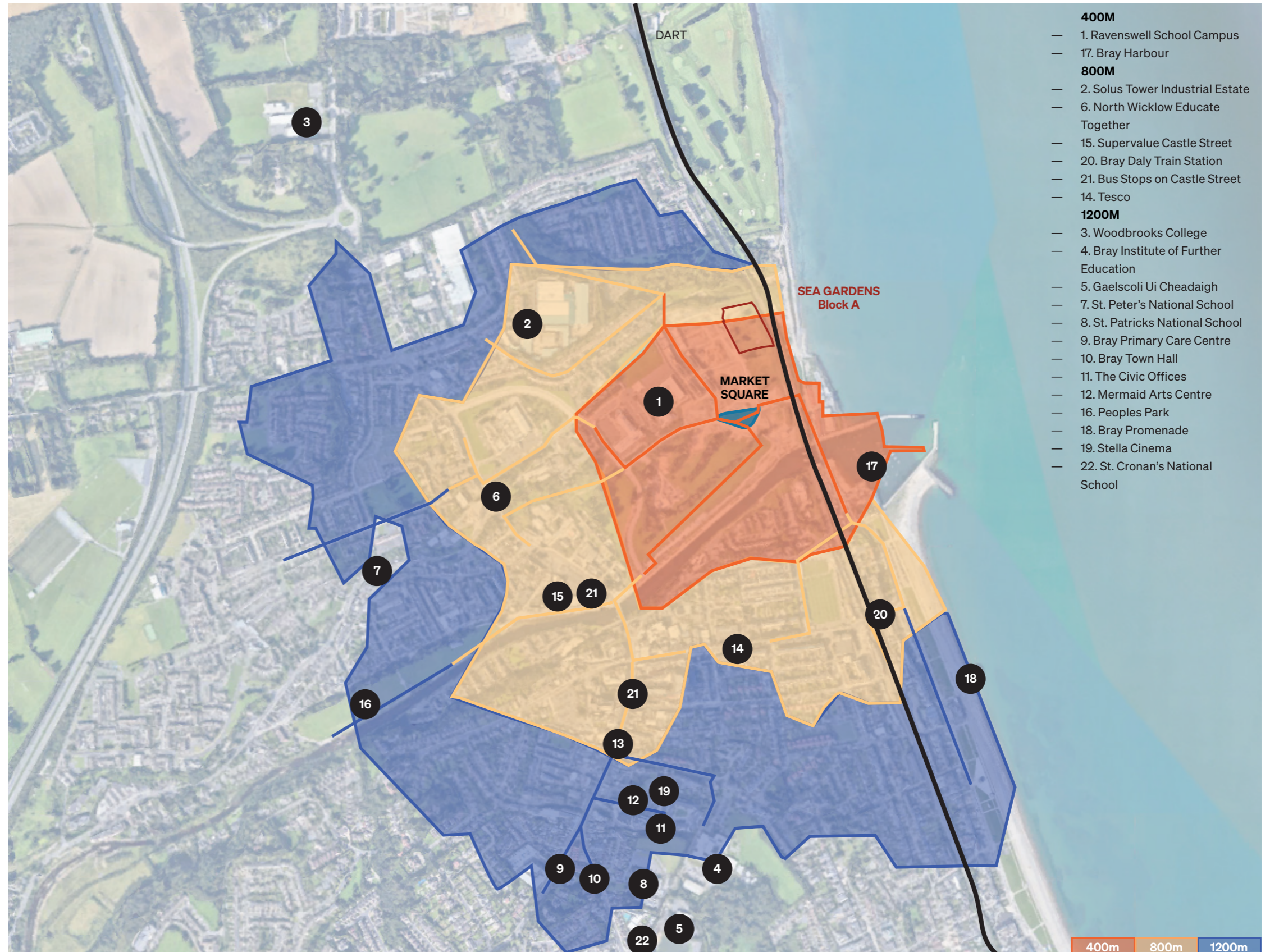


Fig. 07 PED Shed (400m intervals)

3.3 Sea Gardens

OVERVIEW:

The first phase of the development is now reaching a significant milestone, marking the completion of several key elements. New streets have officially opened, creating fresh connections through the site and improving access for both residents and visitors. The first apartment block has been completed, with new residents already moved in and beginning to form a vibrant, growing community. Surrounding landscapes have been carefully planted and are now taking root, adding greenery and a sense of place to the neighbourhood. Key areas of the public realm are also finished, including the community orchard and inviting play spaces, which are already being enjoyed by families and children. This marks a strong foundation for the future phases to build upon.



Fig. 08 Duplex Units

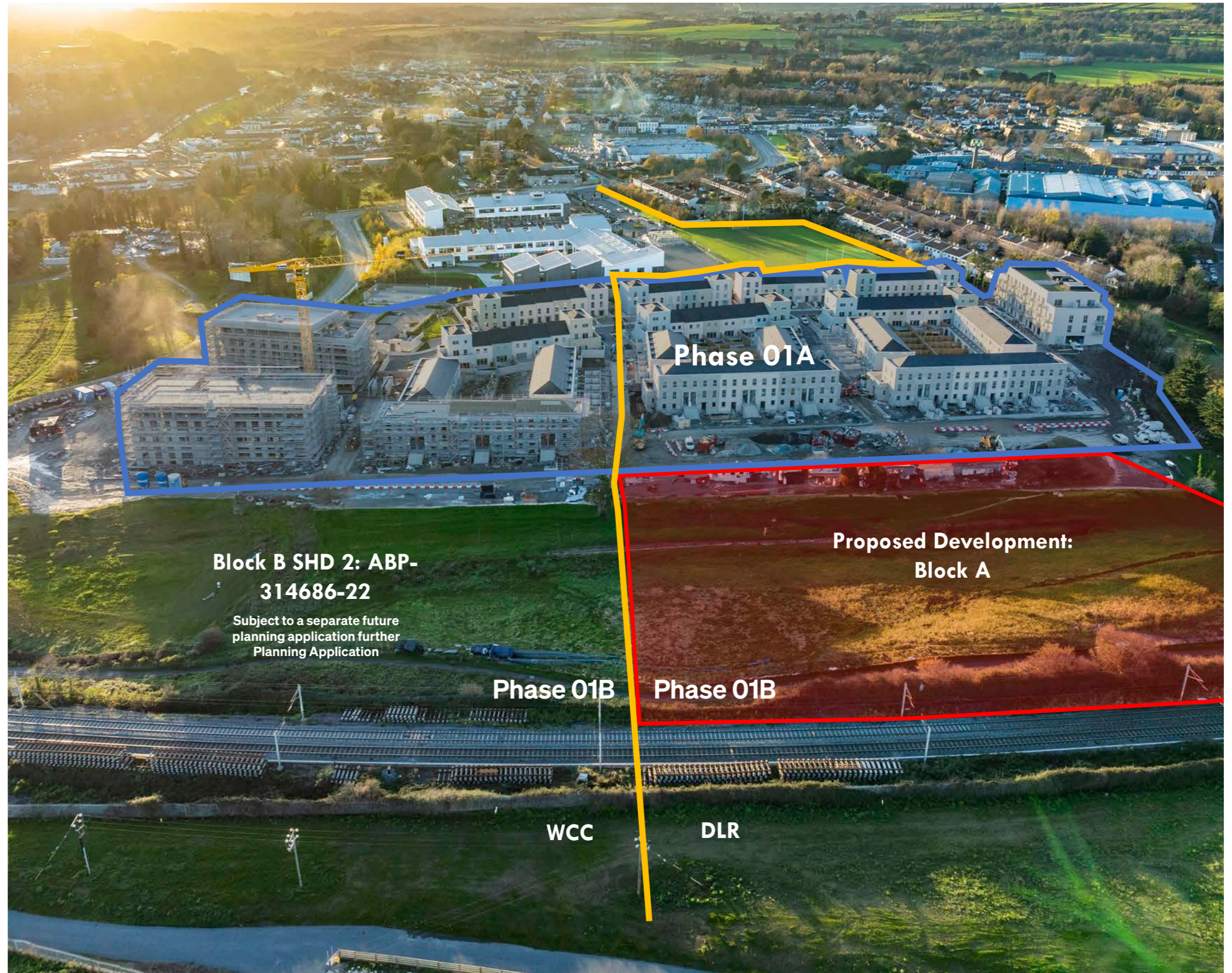


Fig. 09 Phase 1 Development

3.4 Constraints

Plot Footprint

The plot's footprint is determined by the Phase 1 design, with the exception of the Block A building from SHD1 (ABP-314686-22), which was not granted permission. The landscaping area must remain intact, forming the overall footprint for the proposed Block A design. Any new design must work within these established constraints and integrate seamlessly with the existing layout.

This maximum footprint must not impact on both the DLR zoned lands to the North and East. But also not decrease the proposed open space granted under SHD1.

Access

Vehicle access to the site is limited by existing infrastructure and surrounding conditions. The design must account for these limitations, ensuring that vehicular and pedestrian access complies with local regulations and integrates effectively with the surrounding area. Any proposed design must respect these access constraints while optimising connectivity and flow.




Emergency access around the building will have to be integrated well with the landscape to not detract but be integrated to the overall design.

Adjacent Properties

To maintain privacy, and daylight, the design will ensure adequate separation distances between the new apartments and the surrounding houses. These distances will be carefully considered to prevent any adverse impacts on neighbouring properties, such as overshadowing or overlooking. The separation between the new apartments and adjacent homes will comply with planning regulations and guidelines, fostering a harmonious relationship between the new development and the existing residential areas. These measures will help preserve the character and amenity of both the new and existing homes, ensuring a comfortable living environment for all.



KEY

-  Required Emergency Access
-  Main Vehicle Route
-  Objective F - To preserve and provide for open space with ancillary active recreational amenities.

3.5 Opportunities

Adjacent Pedestrian Linkages

As part of the Sea Gardens site, Block A allows for the improvement and betterment of a key pedestrian and cycle link from Cork Abbey Park down to Bray Promenade. Currently a single path by the railway, the public realm works will be able to improve accessibility and the quality of the public routes.

Great Views

The site allows opportunities to maximize the stunning sea and Bray Head views. The location's positioning along the coast provides unparalleled panoramic views of the Irish Sea to the east, while the iconic Bray Head rises majestically to the south, creating a dramatic and picturesque backdrop for the development. These views are integral to the design, influencing the layout of the development to ensure that key areas—such as public spaces, residential units, and amenities—benefit from this breathtaking location.

Passive Surveillance

Due to its location as an island site, Block A will have to manage activation and Back of House areas well to ensure there is not a 'back' to the block. This gives opportunities to ensure well overlooked area of landscaping to improve and create meaningful passive surveillance over the public space.




Improved Biodiversity

In response to the surrounding green context, there is a significant opportunity to enhance local biodiversity and ecology through thoughtful design. The landscaping around the building will incorporate native plant species, creating habitats for local wildlife while also improving the overall ecological health of the area.

Additionally, the design can integrate green roofs and expansive green podiums, which will not only provide residents with high-quality outdoor spaces for relaxation and recreation but also contribute to urban greening.

By blending sustainable landscape features with architectural elements, the project will serve as a model for environmentally-conscious urban development, strengthening the connection between the built environment and nature.

KEY

-  Improved Pedestrian Linkage
-  Main Vehicle Route
-  Viewing Aspect



4.0 Proposed Scheme

4.1 Design Concept

DESIGN CONCEPT

The concept for the Coast Quarter is rooted in a seamless blend of natural beauty, sustainability, and cultural heritage. Ireland's rugged coastline, with its dramatic cliffs, rolling waves, and serene beaches, provides the perfect backdrop for creating residences that embrace both modern design and traditional charm.

Seaside Living

The design is oriented to maximize breathtaking sea views to the east and stunning mountain vistas to the west. Each apartment is carefully positioned to ensure residents feel a deep connection to the surrounding nature, with expansive views of both the coastline and the mountains, bringing the outdoors inside.

Active Lifestyles

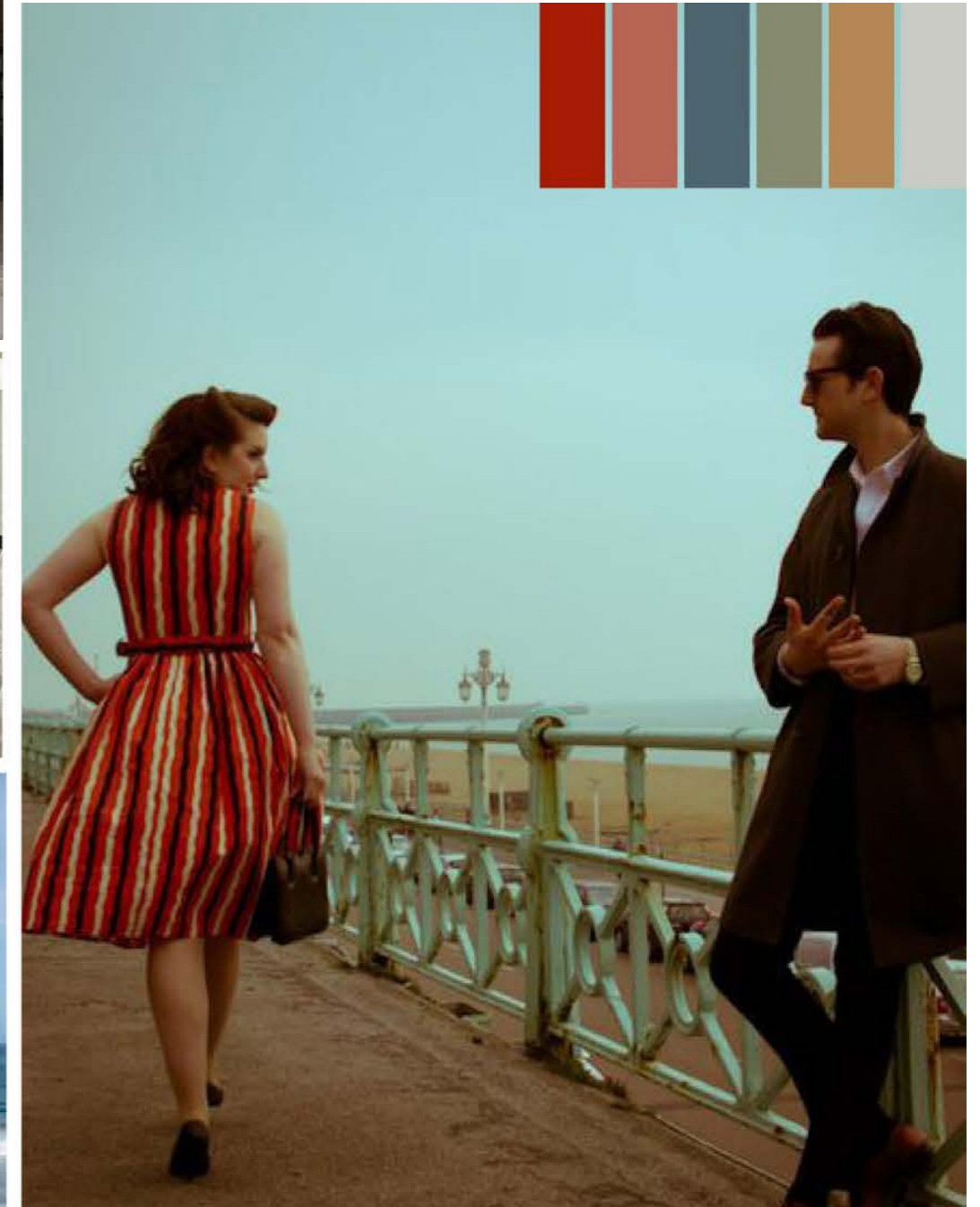
Excellent access to nearby walking and cycling paths, encouraging an active lifestyle. The location is within walking distance of major public transport routes, including the DART and bus services.

Great Homes

Spacious apartments with high levels of dual aspect, offering an abundance of natural light and panoramic views. The development features generous living spaces and a diverse mix of apartment types to suit various needs and preferences.

Maximised Green Space

Improving on the extant permission Block A looks to further increase the quantum of green space and biodiversity with neater building footprints and great space for landscape and planting.



4.2 Tall Buildings in Coastal Context

4.1.1 COASTAL CONTEXT

Eastern Ireland's coastline offers a striking and dynamic landscape, shaped by dramatic cliffs, sandy beaches, and bustling harbours. Stretching from the vibrant Dublin Bay in the south to the rugged coastlines of counties Wicklow and Wexford, the region's natural beauty is complemented by its rich maritime history and growing urbanization. The eastern coastline is a key area for both commerce and tourism, serving as a bridge between Ireland's cultural heritage and modern development.

One of the most striking features of the taller buildings along eastern Ireland's coastline is the undulation of their heights as they approach the sea. Rather than a uniform skyline, the buildings rise and fall in a rhythmic pattern, creating a more dynamic and visually engaging interaction with the landscape. This variation in height not only adds aesthetic value but also serves practical purposes, allowing for unobstructed views of the coastline and maximizing natural light for residences and commercial spaces.

The coastal context of eastern Ireland reflects a blending of tradition and modernity, where tall buildings at the water's edge stand as symbols of the region's evolving urban landscape while also prompting important conversations about the future of the coastline. The precedent set by such developments serves as both a sign of progress and a reminder of the need to carefully consider the delicate balance between growth and conservation.



Fig.10 Coastal Elevation

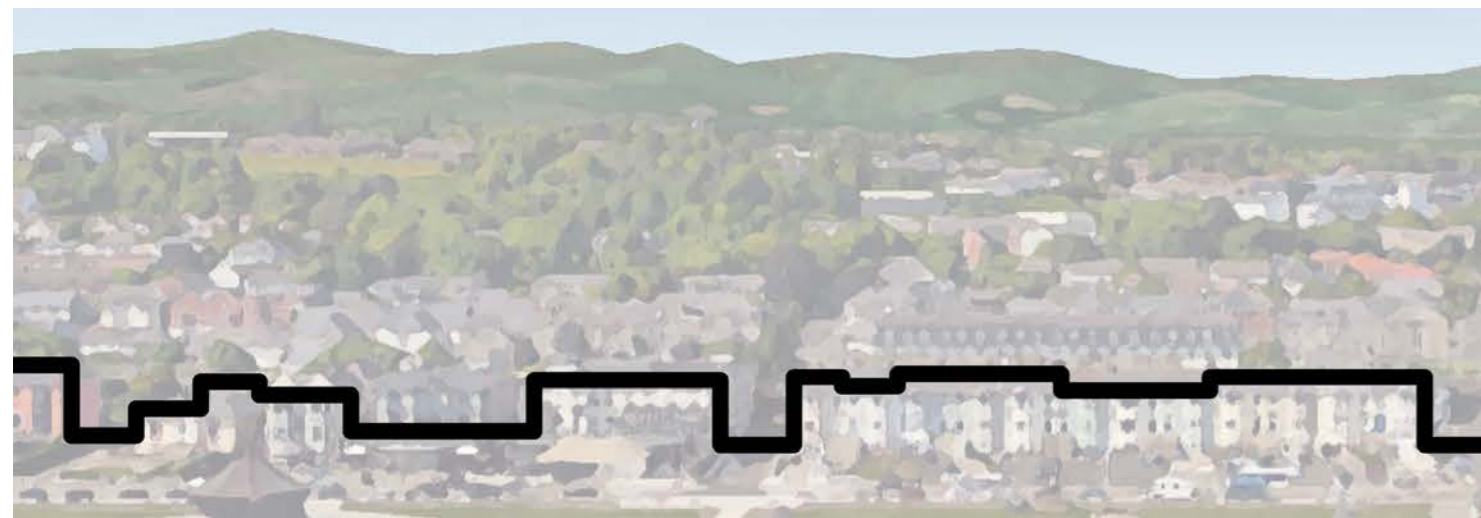


Fig.11 Undulating Coastal Skyline

4.2.1 INTERNATIONAL CONTEXT

The influence of coastal cities, particularly those with an Art Deco style, is evident in the design of Phase 2 of the Sea Gardens development, and it served as inspiration for the tallest building in this phase. At the center of the overall Sea Gardens masterplan stands the Block E - a landmark building whose design is strongly influenced by seaside architecture and Art Deco elements. Positioned at the meeting point of the River Dargle and the sea, Block E reflects the bold and whimsical architecture typical of a coastal resort.

This 15-story tower contains 109 units, with 97% offering dual-aspect views. The building's materials combine light and dark bricks - in coastal tones - with stone sills, creating a sense of horizontal continuity—a characteristic commonly found in notable Art Deco seaside buildings such as the De La Warr Pavilion in Bexhill-on-Sea, Dublin Airport, and Galway's Salthill Promenade. The horizontal lines are further emphasized by the horizontal window fenestrations.

With its curving corners, minimalist material use, light-colored exterior, horizontal windows, flat roofs, and terraces, Block E embraces modernist design principles. Its distinctive horizontal form, set-back balconies, and Art Deco features make it the most important building in the second phase of Sea Gardens. These elements give the building a contemporary seaside aesthetic that still aligns with the broader architectural style of Bray.



Fig.12 Salthill Promenade



Fig.14 Dublin Airport



Fig.13 Hotel in Cannes



Fig.15 De La Warr Pavilion

Bayside, Worthing

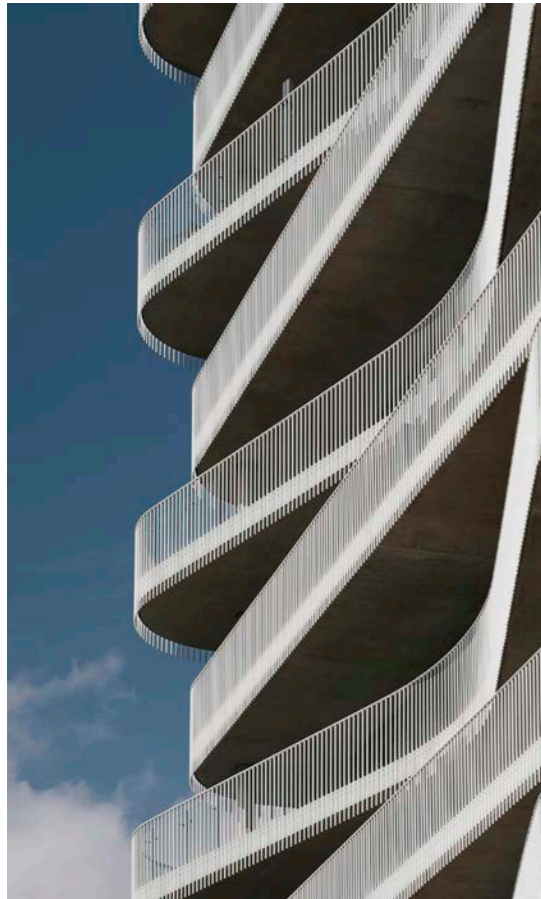
The Bayside development in Worthing, West Sussex, demonstrates a successful integration of high-rise architecture into a low-rise coastal urban context. Designed by Allies and Morrison and completed in 2021, the project comprises a 15-storey seafront tower as well as two lower buildings of two and six storeys.

Private amenity spaces for residents occupy the ground floor and include a pool, gym and lounge areas. It was established from an early stage that the seafront would be given over to public realm. A landscaped private residents' garden open to the south faces into a large public space on the seafront where a standalone glass and timber single storey pavilion with striking yellow canopies houses a new cafe: Bayside Social.

The tower's sophisticated appearance belies its simplicity: an orthogonal, fully glazed building is set back behind the slim white metal balcony railings that become the principal feature of the elevation.

The balconies produce a lantern-like structure with a rippling translucent surface. The shape of the balcony alternates at each floor between a rounded rectangle and more curvaceous bowed shape - reflecting the playful seaside architecture of its neighbours along the Parade, but also providing both shelter and openness at each level.

The 15 storey tower acts as a marker, creating a location and focus for regeneration as well as enhancing the public realm and vitality at ground level.



4.3 Layout + Design

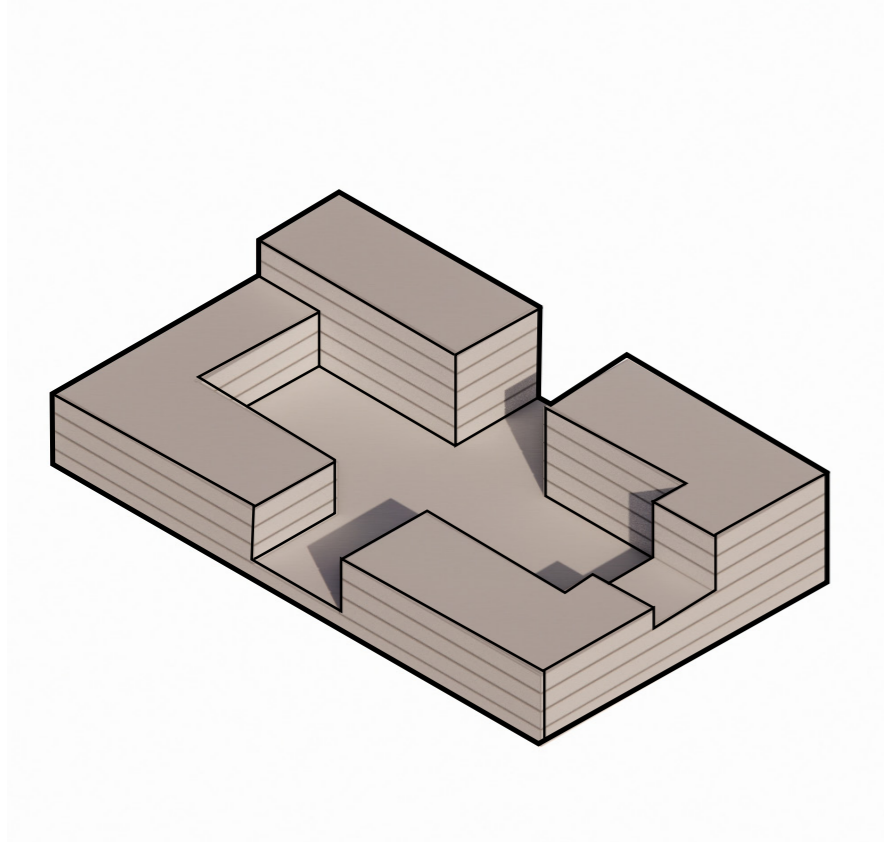


Fig. 16 Massing Development

Fig. 1 - SHD 02

The approved SHD 02 design (314686-22) is based around two C-Shaped blocks providing a central courtyard of private amenity space and a continuation of activation around the block. This design was developed around a Built to Rent offer, with a larger quantity of 1 and 2 Bedroom homes. The massing was higher towards the sea and the façades had activation and interest in the stepped tops to the building.

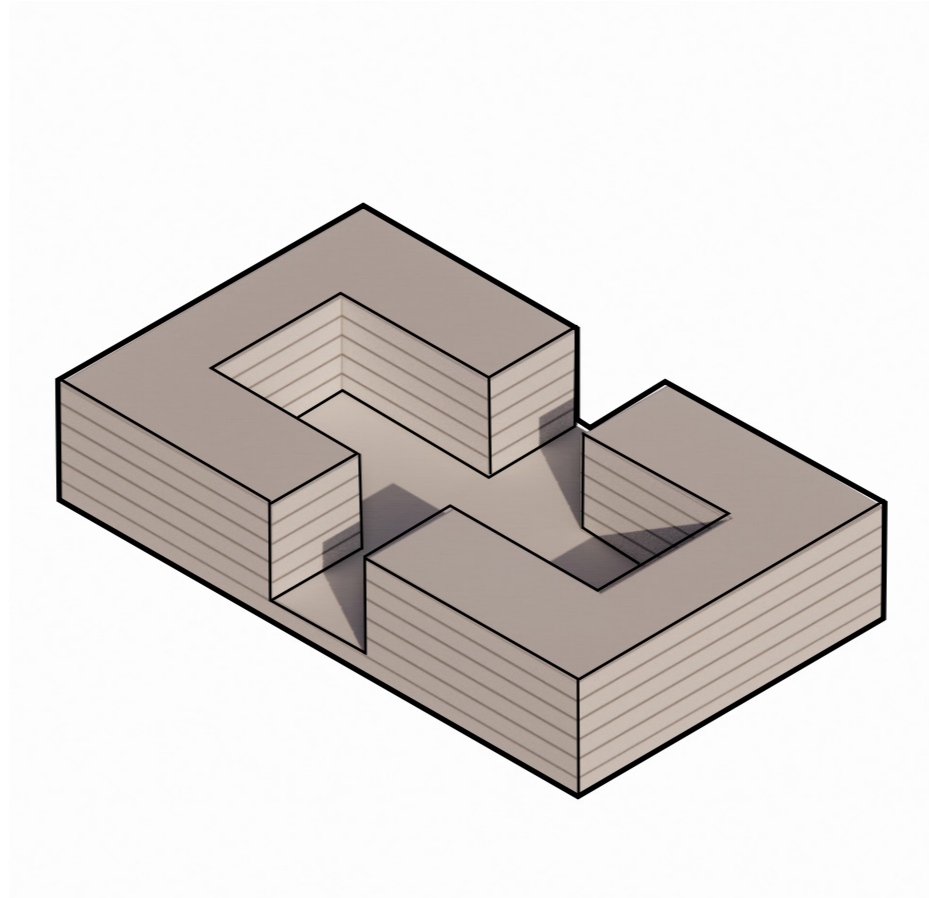


Fig. 17 Massing Development

Fig. 2 - Moving away fro BtR

This illustrates a shift away from Build-to-Rent (BtR) developments, reflecting a strategic change in the mix and types of apartments. This alteration introduces a more varied range of unit sizes and ownership options, catering to diverse market needs.

Along with this shift, there is an increase in massing, to allow for the larger unit types. This change inevitably ends up with greater massing pushing up the heights of the lower elements, and removing the interesting design moves previously developed for SHD 02.

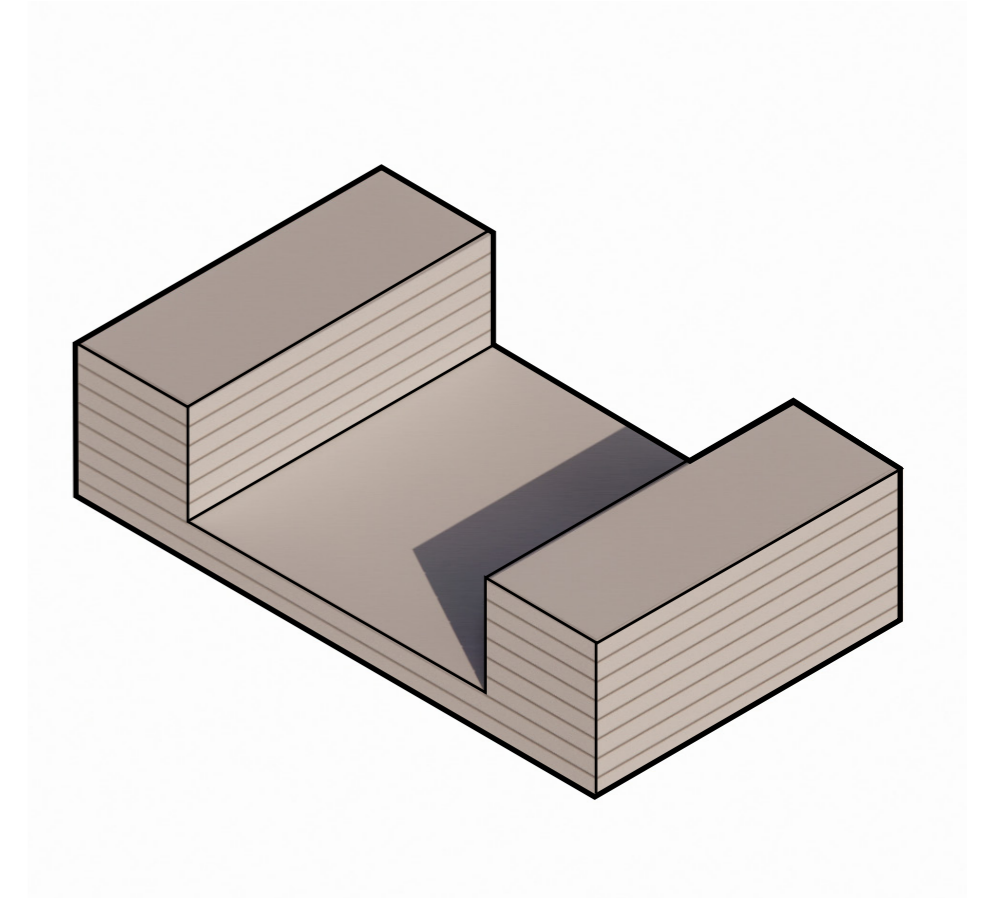


Fig. 18 Massing Development

Fig. 3 - Finger Buildings

The shift in massing from C-shaped blocks to finger blocks pointing towards the sea optimizes both views and spatial dynamics. With a smaller footprint but slightly increased height, this design allows for more open space while maximizing the number of units with sea views.

This configuration not only enhances the living experience by providing stunning views of the coastline for all residents, but it also brings more natural light into the park, creating a more vibrant and inviting green space. Additionally, the variety in the elevations adds visual interest to the development, contributing to a dynamic and engaging architectural form.

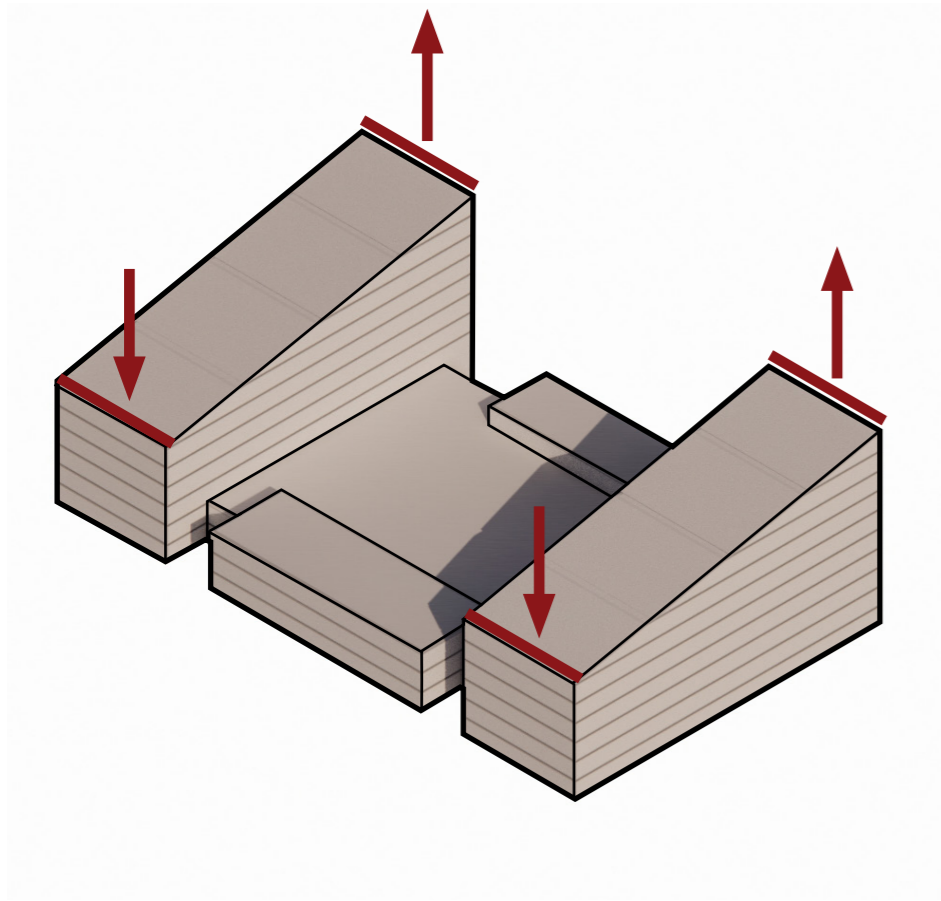


Fig. 19 Massing Development

Fig. 4 - Height to the Sea

Lifting the building height towards the coast introduces a thoughtful approach to urban development, ensuring a seamless integration with the surrounding environment.

By pushing the height away from the neighbouring houses, the design promotes harmony with existing structures and communities, while allowing for a variety of heights that provide visual interest and prevent monotony. This strategic increase in building height also allows plenty of light to the nearby parks, creating vibrant spaces that encourage social interaction and enhance the overall livability of the area, all while maintaining a balanced relationship between the built and natural environments.

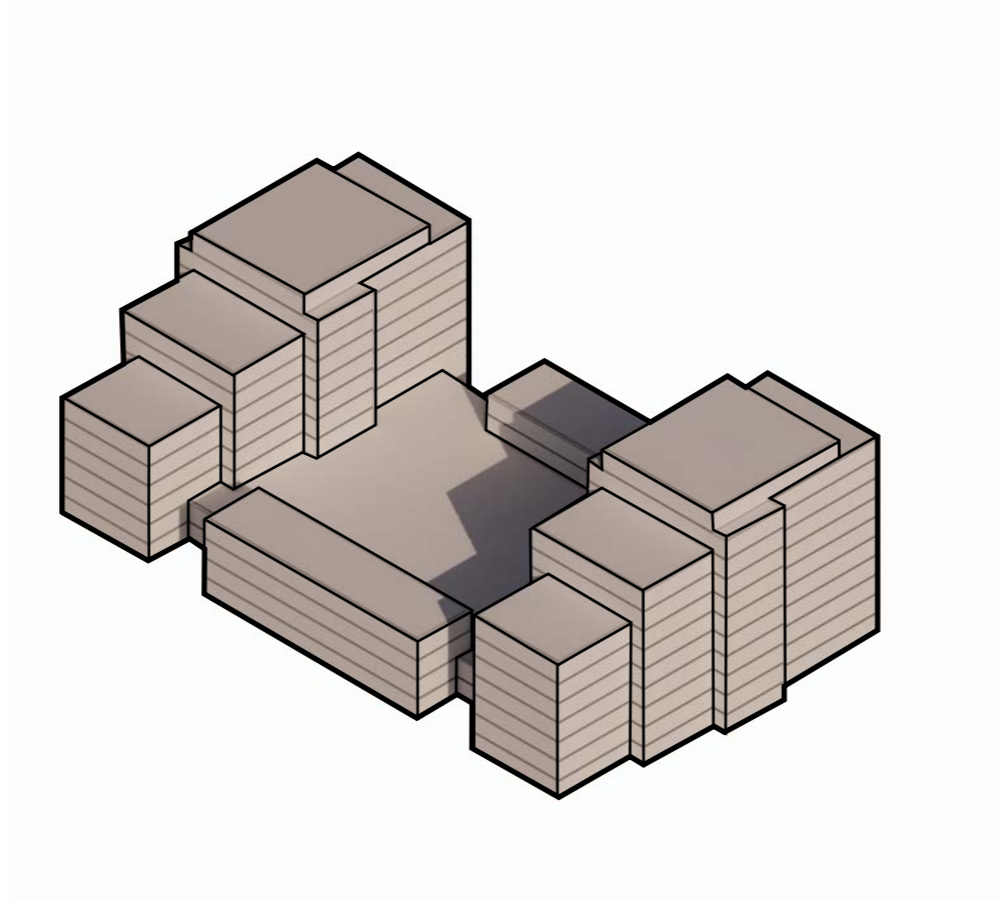


Fig. 20 Massing Development

Fig. 5 - Sea Views + Dual Aspect

Pulling out the facade to allow for an increase in dual aspect units enhances both the functionality and appeal of the development. This design feature not only maximizes natural light and air circulation but also provides residents with diverse views, improving their living experience.

Stepped terraces further complement this by introducing dynamic outdoor spaces that gradually ascend, offering private, green retreats while maintaining a connection to the surrounding environment. Together, these elements create a more open, airy, and inviting atmosphere, fostering a better quality of life for residents.

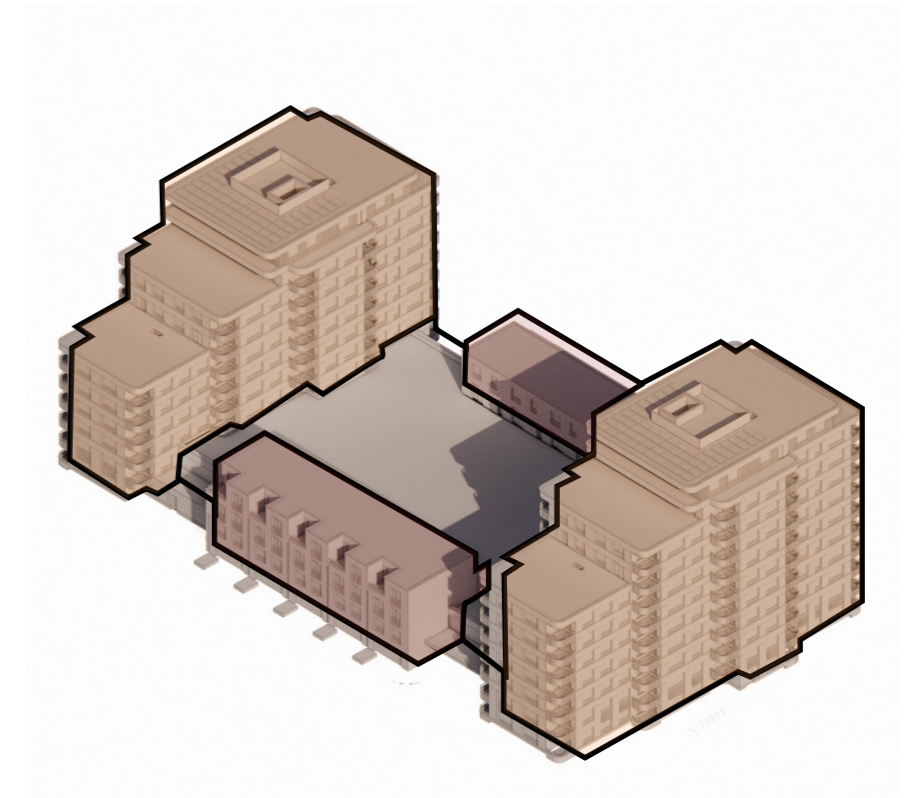


Fig. 21 Massing Development

Fig. 6 - Proposed Massing

The proposed massing of the two finger blocks is highly articulated both in plan and elevation to create visual interest all around without the feeling of big 'walls' of development. The Town houses to the East and West create play of height and scale in the micro and macro views; pulling the scale to human scale on the west in the public park space, and greater height variation along the coast line with views from the sea.

WIDER MASTERPLAN APPROACH

Although the Block A is a stand alone application it needs to be read in the context of the buildings around it. When looking at the redesign of Block A the idea of a series of buildings standing on the coast facing the sea was developed.

By redesigned Block B (within WCC), the finger blocks will carry a series thematically similar buildings running down the coast into Phase 2. Block A will be the first with Block B subject to a future planning application.



Fig. 22 Early Concept sketch of Block A + B as Finger Blocks

ARCHITECTURAL HERITAGE IMPACT ASSESSMENT

As part of the overall masterplan at Sea Gardens an Architectural Heritage Impact Assessment was undertaken by W. H. Hastings FRIAI, RIAI Accredited Grade 1 Conservation Architect, of ARC Consultants.

The document concludes *'objective potential for impacts on the setting of architectural heritage is assessed in this report as likely to range in extent from 'imperceptible' to 'moderate' at some locations on Bray seafront, limited to locations from which the development is visible'*

For more information the report has been submitted to WCC as part of the Sea Gardens Phase 2 Application. WCC Ref. 25/60207



Fig. 23 CGI from Bray Harbour showing the composition of the Proposed Block E, Block B and Block A

4.3.1 LAYOUT

Connection to Public Space

Block A is arranged with two sets of town houses and Blocks A1 and A2 around a shared two level podium. This ensures that there is a visual and physical connection to public space. This is a key driver for the scheme with views access to green space at its heart.

Previous Massing

The previous scheme for Block A (see outline in fig.23) created two C shaped massing blocks. This meant that the public open space was centrally located and sheltered by the surround massing with an opening facing east and west.

Improvements

- Additional public open space
- Additional Private Space created by stepped massing.
- Better access to natural light

Daylight

The proposed massing of Block A is provided within two linear finger blocks allow for much more daylight to penetrate deeper into the public open space in the podium. This is further improved by the dropping of the massing height to the east and west with the addition of townhouses.

Public Open Space

The introduction of the finger blocks allows for a much more generous public open space on the podium. Thus creating a vibrant green space for all to access either physically or visually within the Block A proposal.

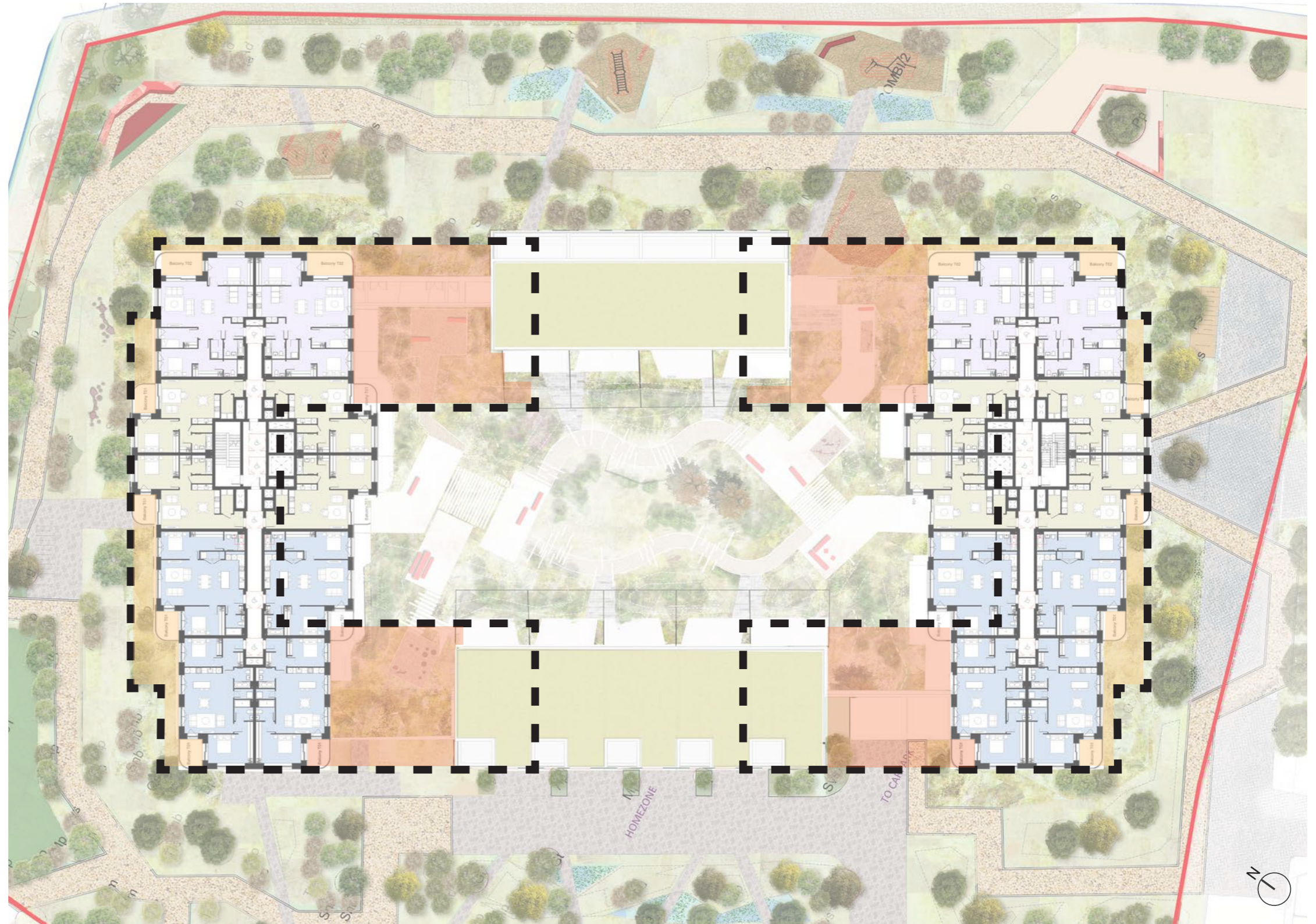


Fig. 24 Typical Floor Plan

- [-] Outline of previous massing
- Additional Private Space
- Additional Public Space

4.3.2 LAYOUT

Finger Blocks

The proposed massing of Block A is provided within two linear finger blocks. These fingers consist of central core that has been pushed as far east as possible whilst still providing adequate escape distances and fire safety for the plots. Pushing the cores eastwards allow for greater stepping of the massing away from the adjacent duplex housing and pushing the massing to the sea.

Stepped floor plates

The stepped floor cut the massing back at regular intervals, effectively reducing the number of units down in pairs as the building increasing in height. The floor plates as a rule drop by two are each level.

- 10 units per core - Typical
- 8 units per core – Typical Upper
- 4 Units Per Core – Premium 3 Beds
- 2 Units per Core - Penthouses

Town Houses

The town houses vary from 3 storey – 4 storey homes depending on the way the unit faces. The principle living arrangement stays the same with the extra storey providing parking and entrance space from the eastern park. Access is provided from the podium in both units with defensible planting and a sizable roof terrace provided giving great views to the sea.

Note appropriate separation distances provided in accordance with relevant standards - ensuring privacy and appropriate access to daylight / sunlight. For Further information refer to sunlight/daylight report.

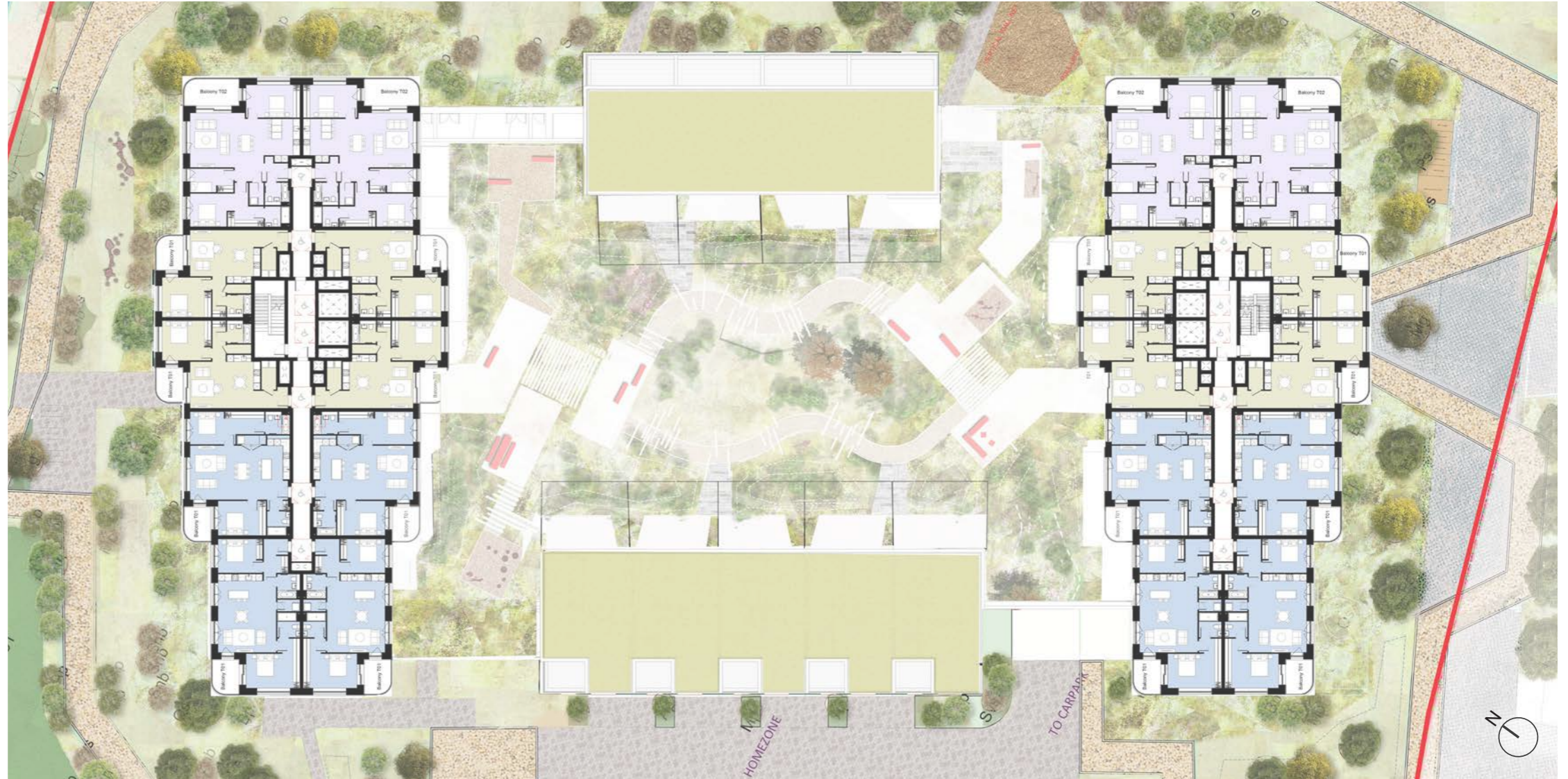


Fig. 25 Typical Floor Plan



Fig. 26 Stepped Plans

Town Houses

The townhouses are situated on the east and west facing wings of the block and are designed to activate the extended podium facades. Due to the three and four storey scale of these blocks, the townhouses foster a stronger relationship with the adjacent public open spaces and are intended to draw residents and visitors down to park level. This arrangement enhances passive surveillance by virtue of the natural overlooking of the public parks that weave through the site.



Fig. 27 View of the Town houses facing the Park

Town Houses

The townhouses range from three to four storeys in height, depending on the orientation of the unit. The west facing units, illustrated in Figures 27–30, feature a ground floor entrance with direct access to a private garage at street level. The residential levels comprise two bedrooms and a bathroom on the first floor, a living room with podium access on the second floor, and an additional two bedrooms with a roof terrace offering sea views on the third floor.



Fig. 29 Town house Plans- L01



Fig. 31 Town house Plans- L02



Fig. 28 Town house Plans- L00



Fig. 30 Town house Plans- M01 Mezzanine

4.3.3 USES

Residential GIA

Block A is a residential use building with no other usage within the building. Local amenities such as shops are located close by at the market square.

The homes provided are as per the county mix with generous 4 Bed family units in the town houses.

Amenity GIA

Residents amenities are provided both internal and externally the internal space is at ground floor within A1. Facilities include workspace, residents Gym and a cinema. The provisions is sized on 3m² per Apartment.

More information can be found on this later within the ADS.

4.3.4 ARRANGEMENT

Stepped Facade

Stepping a long apartment building facade is an effective design strategy to break down the monotony of long, uninterrupted elevations. A flat, continuous facade can feel impersonal and overwhelming, contributing to a dull, lifeless appearance. By introducing stepbacks or setbacks, the design adds visual variety and rhythm, creating more dynamic and engaging architecture.

These stepped transitions not only enhance the building's aesthetic appeal but also provide functional benefits. For instance, they allow for the creation of terraces or private outdoor spaces, improving the quality of living for residents. Stepped façades can also bring in more natural light and ventilation, particularly for apartments positioned deeper into the building, ensuring a better connection to the outdoors. This results in an improved overall environment for occupants, making the apartments feel more spacious and desirable.

Additionally, stepping the facade can foster a sense of individuality and privacy for each unit, which is crucial in a densely packed urban setting. By reducing the impact of the building's scale, stepping can help integrate the structure into its surrounding context, especially in areas with a mix of architectural styles or lower-rise buildings. Overall, a stepped facade brings both aesthetic and functional improvements, creating a more appealing and livable space for residents while enhancing the building's relationship with its surroundings.

	Quantum (m ²)
Residential GIA	19396
Amenity GIA	464
Parking GIA	4845
Plant GIA	472
Total	25177

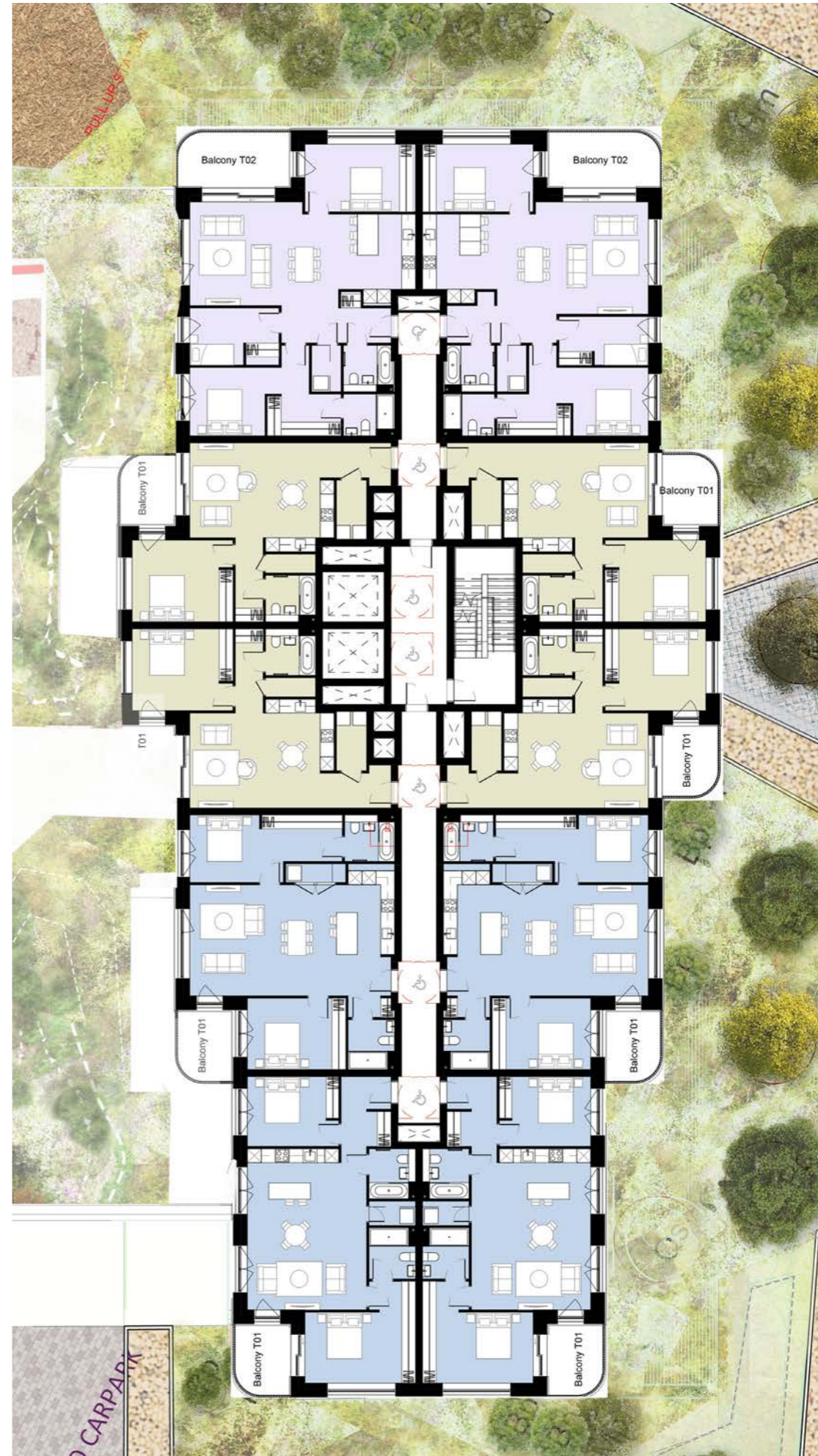


Fig. 32 Typical Floor Plan



Fig. 33 Sea View

4.3.5 SCALE

The 4, 6 & 7 storeys proposed along the western edge of Block A addresses the Green Spine, a significant public open space approved under ABP-311181-21 (and also forms part of this proposal) bounded on the western side by 3 storey duplexes current completing construction.

The proportions of this urban space have been carefully considered with the heights of the buildings to the east and west sufficient to contain the space, but not overwhelm it. The Block A town houses have been arranged with at 4 storeys to the park as a small step up again pushing the height up to the coast.

The 10 & 11 storey elements of Block A address the coast. The height in this location remains consistent with that proposed under ABP-314686-22, notwithstanding however that a revised architectural design has been proposed. It should be highlighted that DLR in the Chief Executive's Report for ABP-314686-22 stated that 'it is considered that additional height can be absorbed at this location subject to a carefully considered architectural response. It is therefore

considered that the site is suitable for accommodating additional building height which will assist in securing National Planning Framework objectives by providing compact urban growth at this location.'" (pg 31)

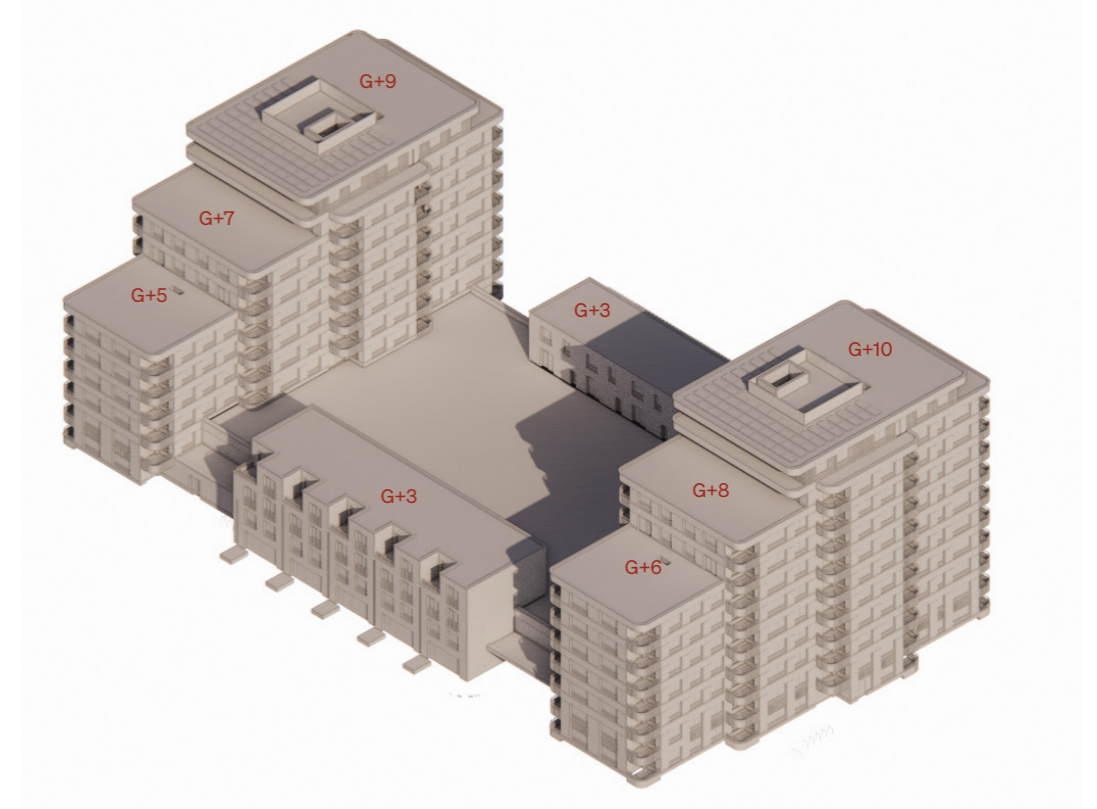
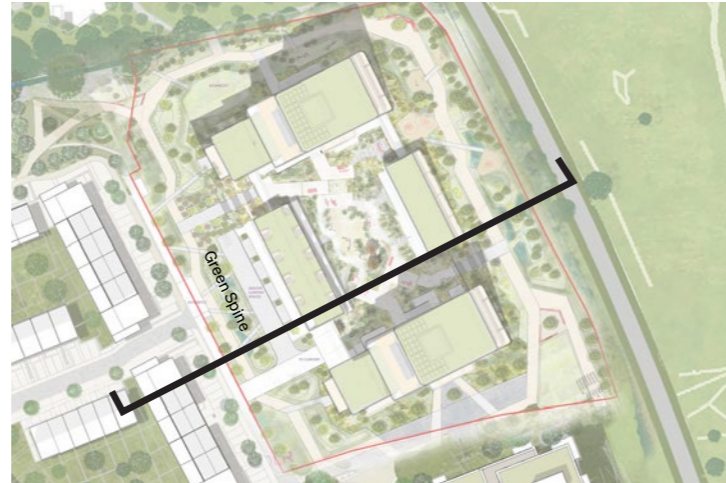


Fig. 35 Proposed Massing



Fig. 34 Section from Phase 1 to the Trainline





4.3.6 INTEGRATION WITH SURROUNDING CONTEXT

3 Storey Duplexes

The design of Block A has been developed with the idea of being a good neighbour to the surrounding context, in particular the smaller scale development around them. With the plot area fixed from the approved application the stepping of the massing and pulling away from the adjacent 3 storey duplexes has been key. The views below show the street conditions and the pulling away of the massing and removal of potentially overbearing massing to the houses and streets.

Appropriate separation distances in accordance with guidance and minimum requirements - ensuring privacy and access to sunlight/daylight etc. no overshadowing or overlooking. For Further information refer to sunlight/daylight report.

Streets

The massing has been arranged to allow Eastern views through the existing streets to be maintained and views of sky visible along the Phase 1 road network. By aligning the town houses in the middle of the podium with the existing homezone, the views are terminated with appropriate scale development and the larger massing is then seen in the wider views at street level with more space around them.

Materiality

Key to the success of an integrated development and community is ensuring the same feeling is kept in the development between apartments and housing. Although a different design philosophy is applied to differentiate the housing and apartments and similar material palate is

applied to give a nod to a consistency of detail and place. Refer to section 5 of the design statement for further information.

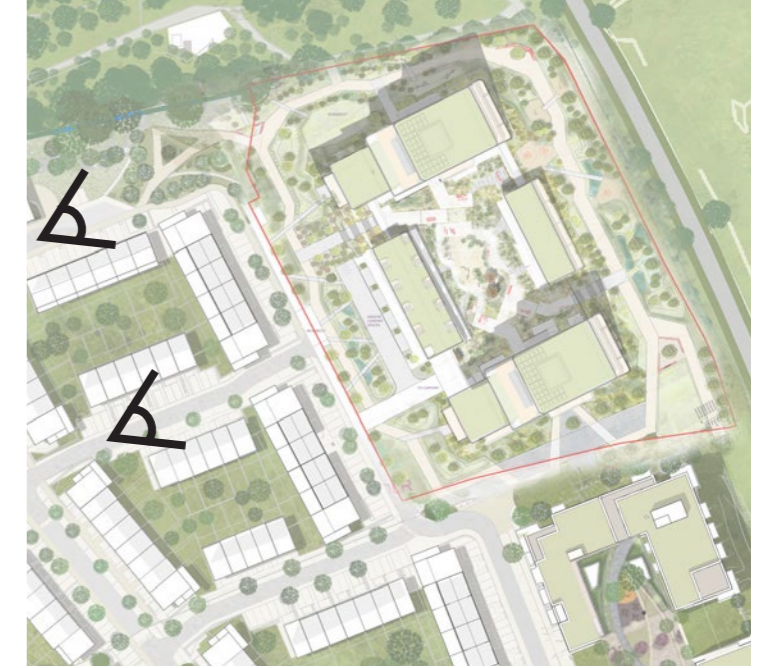


Fig. 36 View from Phase 1a - View down Homezone as Town houses



Fig. 37 View from Phase 1a - Outside Block D

4.3.7 VERIFIED VIEWS



Fig. 38 View from harbour road (Winter) V6

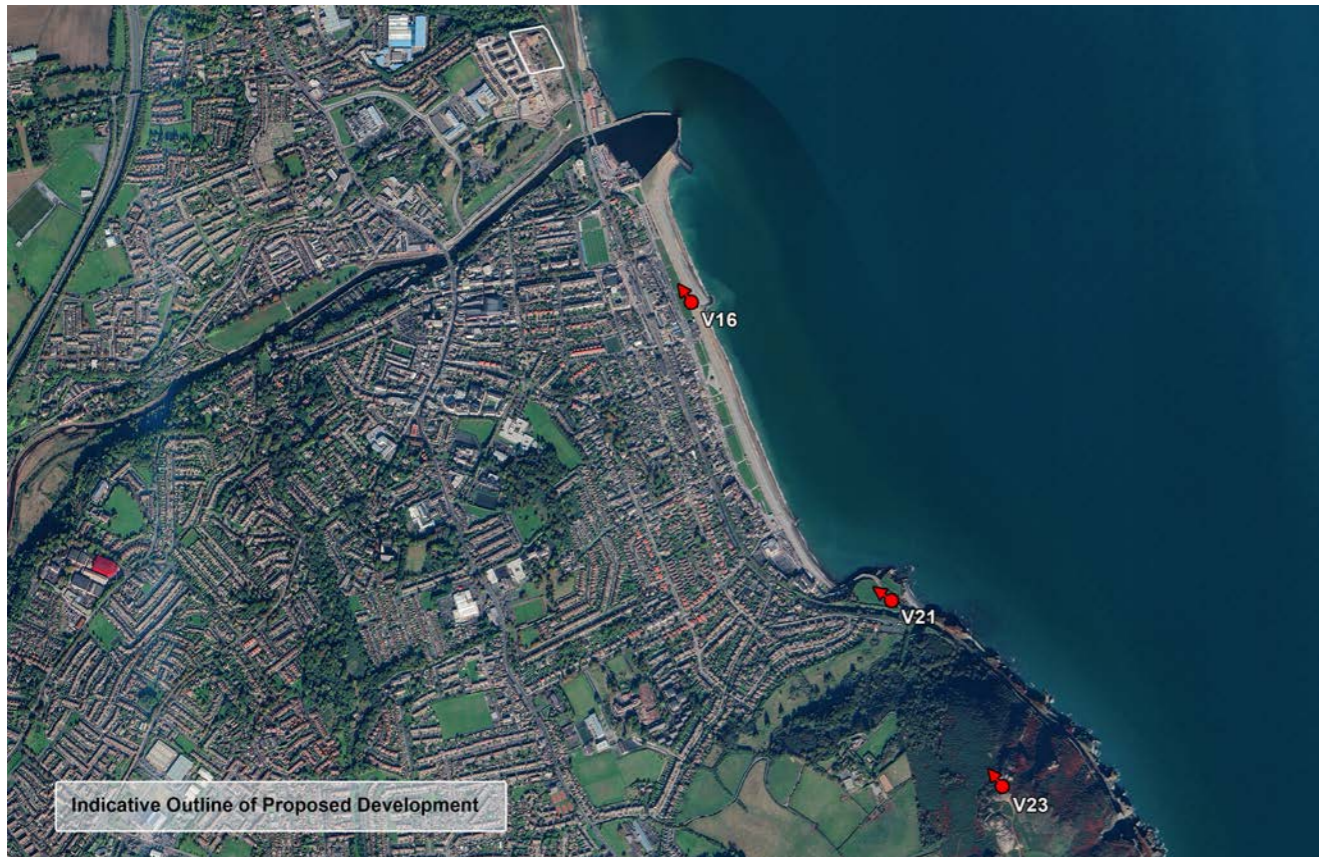


Fig. 39 View from harbour road (Winter) V21

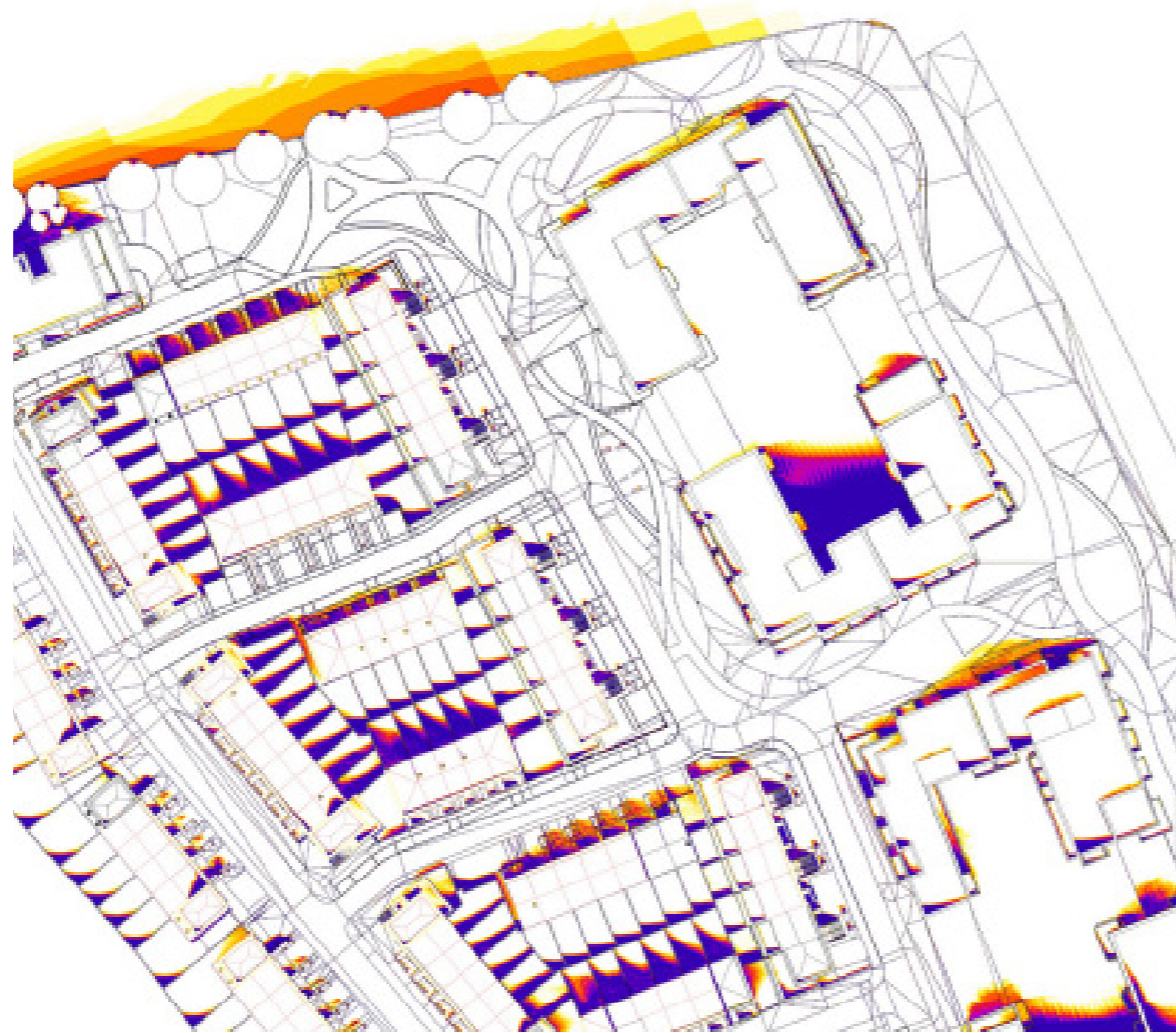
4.3.8 DAYLIGHT/ SUNLIGHT

SOG – Sun On Ground

(used to measure the impact of the sunlight received by the neighbouring amenity spaces.)

The podium area receives required sunlight (Town houses gardens not considered).

The detailed value measured in specified area will be included in the report.

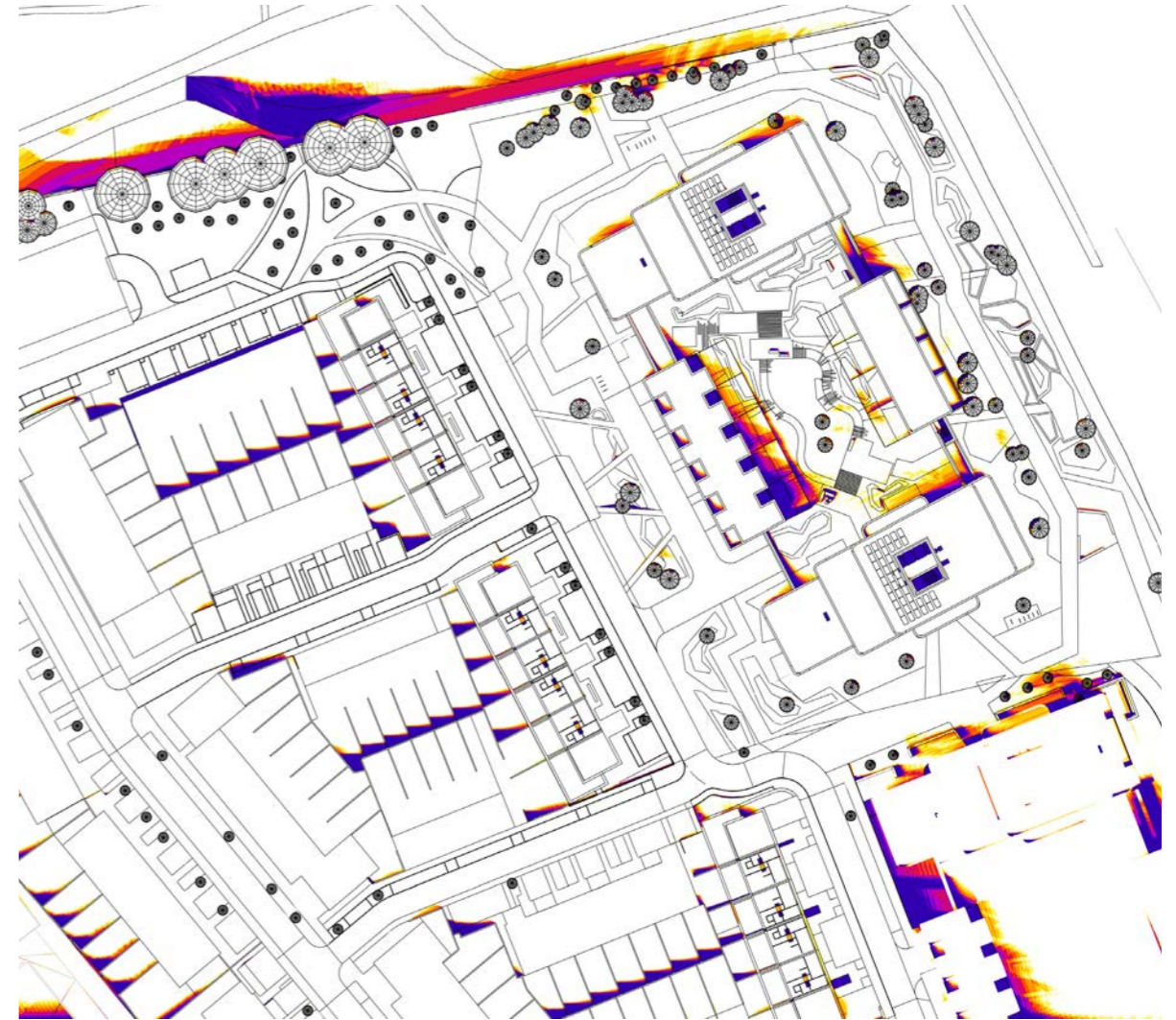


SDA – Spatial Daylight Autonomy:

(Used to measure daylight in the proposed habitable rooms. For a room to be compliant 50% of the area must reach the recommended target lux, 200 lux for an LKD, Kitchens and 100 lux for a bedroom.)

SDA	without trees	with trees
Rooms Assessed	499	
Compliant	475	454
Non-Compliant	24	45
Compliance	c. 95%	c. 91%

Fig. 40 SDA – Spatial Daylight Autonomy



SE – Sunlight Exposure

(used to measure the direct sunlight received by the proposed habitable rooms, at least one room in the apartment needs to meet the required criteria to be considered as compliant).

SE	Opaque trees	Invisible Deciduous
Unit Assessed	159	
Non-Compliant	42	38
Minimum	22	24
Medium	5	2
High	90	95
Compliance	c. 74%	c. 76%

Fig. 41 SE – Sunlight Exposure





4.4 Masterplan Height Strategy

The Sea Gardens Masterplan is designed to create a distinct and memorable neighbourhood that fosters a strong sense of place and community identity. Drawing on its coastal location and Bray's existing character, the development aims to blend with the surrounding area while introducing vibrant new spaces and structures. Key features include landmark buildings, public spaces, and strategic views that enhance connectivity and contribute to the neighbourhood's unique atmosphere.

HEIGHT TOWARDS THE COAST

The layout strategy splits the Sea Gardens into distinctive zones, fronting the sea front with higher residential blocks and celebrating the waterfront living whilst setting the 2/3 storey houses and duplexes inland, allowing for them to seamlessly blend with Bray's unique character.

The layout maximizes views of Bray Head and the Irish Sea, integrates natural features, and creates well-defined focal points such as the Market Square. These spaces will encourage social interaction and create a community hub, reinforcing Sea Gardens' role within Bray. The development is designed to be a positive addition to the local identity, offering a variety of residential options, public spaces, and commercial areas that will appeal to a diverse range of residents. Overall, Sea Gardens will be a memorable and cohesive place where people feel a strong connection to their surroundings.

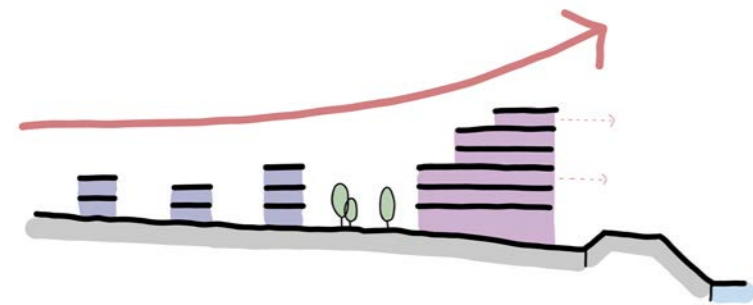


Fig. 42 Initial massing sketch

4.5 Heights + Density

4.4.1 ADJACENT HEIGHTS

Block B approved heights under SHD2 (ABP 314686-22) Range from 5 - 9 Storeys with the height pushing up on the southern tip of Block B. The massing principles were similar to the ones developed with Block A, having C-Shaped Blocks around a shared Courtyard.

Phase 2

As part of a recently submitted application to WCC Phase 2 features a new 15-storey residential tower that will serve as a distinctive landmark, easily identifiable from a distance, but with a design rooted in the elegant and timeless features of coastal architecture.

Strategically placed at the end of a new central park, Block E will act as both a gateway and a symbol of the expanded town centre. Its visual prominence will attract attention while remaining in scale with the surroundings, reinforcing the legibility of the development. The clean, symmetrical form of

the building will anchor the site, while the refined detailing of the Art Deco style will create a striking contrast with the softer, smaller-scale buildings inland, ensuring that the transition in scale is visually appealing and well-integrated into the urban fabric.

4.4.2 FUTURE MASSING

As part of the emerging masterplan, this chain of taller buildings that run north to south along the coast are seen as single piece of urbanism that will form a coherent set of buildings that pivot around and culminate with Block E within phase 2.

The buildings will step and play with height ensuring variety on the coast but their separation will allow light into the scheme and not feel like slab blocks but slender varied buildings.

The design for Block B is in its early stages but will be developed into this coherent strategy.



Fig. 43 SHD02 Massing



Fig. 44 New Massing

4.5.1 BUILDING HEIGHTS

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

- The building heights within the scheme permitted under ABP-311181-21 are not especially high. The bulk of the permitted Phase 1 development, which is currently under construction and nearing completion, is approved as 2 & 3 storey terraced houses and 2 storey duplex units. Block D in the north-west corner of the permitted Phase 1 site is approved as 3 to 4 storeys fronting a public park on the DLR part of the wider site. It should be noted that Block C is approved at 3 to 6 storeys under ABP-311181-21 on the WCC side of the wider site
- As noted above, the taller elements of the proposed scheme have been carefully considered to integrate with the more traditional 2 & 3 storey houses and duplex units as permitted under ABP-311181-21. Buildings are stepped to that there is no abrupt transition from low rise to medium rise.
- Block A and Block B as currently proposed will each be broken into two discrete blocks so as to read as four separate structures of approximately the same scale, and approximately evenly spaced so as to establish a rhythm when viewed from far such as from Bray Harbour.
- Each of these four elements is proposed as a different colour with similar detailing, fenestration patterns and balcony details creating visual interest and avoiding monotony when viewed from closer quarters. Variations in the roof lines will further add to the visual interest.
- The proposed site does not impact on any Architectural Conservation Area as confirmed in the cultural heritage report.

For more information on compliance with DLRCC's Building Height Strategy see Section 5.



Fig. 45 Building Heights Plan

4.5.2 DENSITY

The Urban Development and Building Heights Guidelines (2018) and the Sustainable Residential Development and Compact Settlements Guidelines (2024) emphasize increasing residential densities in appropriate areas to address smaller household sizes and reduce CO2 emissions by promoting energy-efficient living in both residential and transport sectors.

Block A and the red line for this application gives a gross density of 115 Dwellings Per Hectare (DPH), however when measured with the full extent of the DLR lands is measured at 76 DPH. The overall site wayleave extent is 0.37 ha / 3723.7 m². Block A has a net density of 159 Dwellings Per Hectare (DPH), however when measured with the full extent of the DLR lands is measured at 89 DPH.

This aligns with the Metropolitan Towns guidelines for 'Centre and Urban Neighbourhoods'. These guidelines recommend residential densities between 50 and 150 dph for town centres, strategic development locations, and areas near high-capacity public transport. Suburban or urban extension areas typically see densities from 35 to 50 dph, though up to 100 dph may be considered for areas with strong transport connections.

The DLR CDP states if the site is within 1km of a rail station or quality bus corridor higher densities above 50DPH net will be encouraged. The Sea Gardens site is located near Bray's town centre, close to high-capacity public transport, and within the strategic lands of the former Bray Golf Course, as designated in the RSES. Given these factors, the site falls within the 'Centre and Urban Neighbourhoods' category of the Metropolitan Towns guidelines, supporting the proposed residential density of 89 dph.

Gross Density	Site Area	No. of Units	Density
Phase 1a (DLR Lands)	2.19ha	112	51 DPH
Proposed Block A	1.38ha	159	115 DPH
Total DLR Lands	3.57ha	271	76 DPH

Net Density	Site Area	No. of Units	Density
Phase 1a (DLR Lands)	2.04ha	112	55 DPH
Proposed Block A	1.00ha	159	159 DPH
Total DLR Lands	3.04ha	271	89 DPH

Fig. 47 Proposed Site Density



Fig. 46 Site Areas + Density

4.6 Residential Design

4.6.1 UNIT TYPES

Typical Floor

As a general principle, one bed apartments wrap around the core and this continues up the buildings to the East facing the sea premium 3 bed apartments take full advantage of the sea views. The 'tail' of the building then houses the Two bed apartments that have been arranged to get both views of the sea and views out the Wicklow mountains and the surrounding vistas.

Step Backs

The plan steps allow the creation of terraces and garden for the units higher up as well as creating greater levels of dual aspect for the units.

Penthouses

The two levels of Penthouses on Block A1 and A2 offer two different typologies; premium 3 beds and the final penthouse level. These both have generous private amenity space with great views out over the Irish Sea.

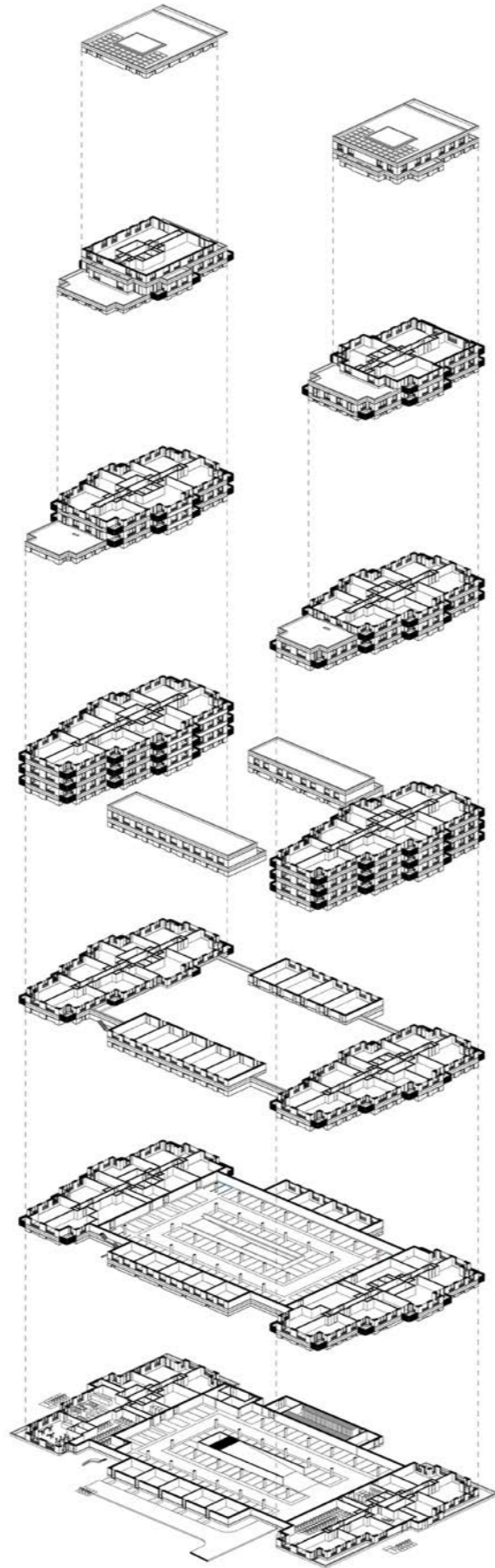


Fig. 49 Exploded Axonometric

4.6.2 MIX

The unit mix within the proposed Block A aligns with the DLR Development Plan Apartment Mix for an Existing Built Up Area.

See the table below for unit mix.

	Block A1	Block A2	TownH.	Total	Mix
1 Beds	22	26	-	48	30%
2 Beds	26	32	-	58	36%
3 Beds	21	23	-	44	28%
4 Beds	-	-	9	9	6%
Total	69	81	9	159	



Fig. 48 Typical 1 Bed Apartment



Fig. 51 Typical 2 Bed Apartment



Fig. 50 Typical 3 Bed Apartment



Fig. 52 Typical 3 Bed Penthouse

4.7 Amenity

4.7.1 EXTERNAL SPACES

Podium Gardens

The residents' communal amenity space is located on top of the car park below, with direct access from both Block A1 and Block A2 at Level 01. This space is designed to offer both recreational and relaxing areas, ideal for socializing or enjoying the surrounding natural environment. It also offers views of the Irish Sea, particularly from the nearby town houses.

In addition to the private amenity area on the podium, defensible planting is incorporated in front of all windows facing the podium, ensuring residents' privacy.

Access

Access to the amenity space is restricted to residents only, with the main entry points located through the building cores. Additional access and escape stairs will link the podium gardens to the park to the west and the green link to the east, enhancing connectivity within the development.

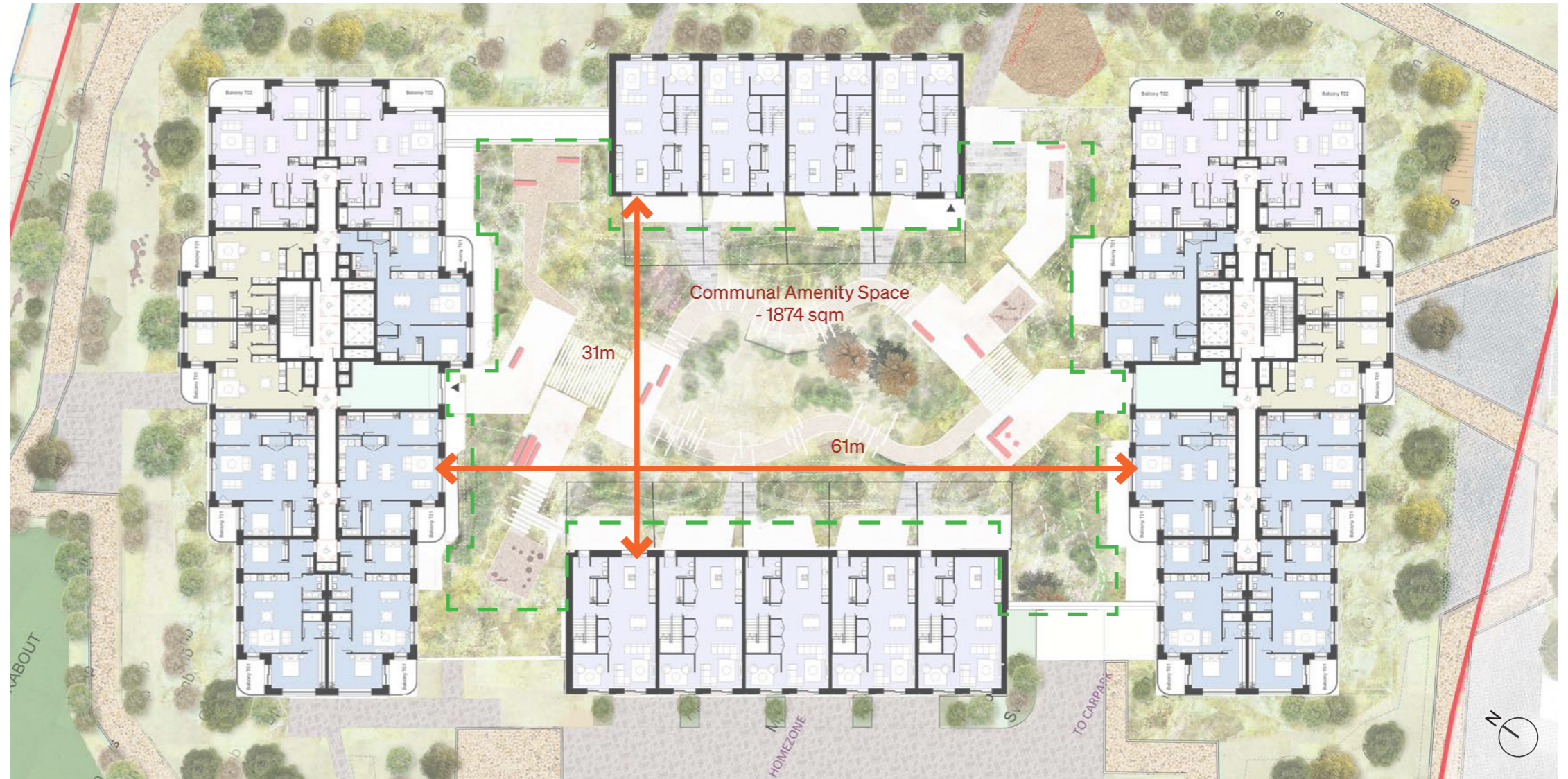


Fig. 54 Communal Amenity Space

	Area (sqm)
Communal Amenity Space Required	1123
CAS Provided	1874

Fig. 53 Communal Amenity Calculation



Fig. 55 Shared Cooking Facilities



Fig. 56 Viewing platform



Fig. 57 Podium Garden

4.7.2 INTERNAL SPACES

It is important to note that while Block A is proposed for private ownership, it offers high-quality internal communal and recreational amenities for residents. These facilities are strategically located on the ground floor, just inside the main entrance.

On the first floor residents can access a private communal garden. The following services and amenities are proposed within the block to support residents:

Post and Parcel

Both Cores will have their own access and small lounge space with space for post boxes and rest. They also opportunity for a combined parcel and concierge area within A1 to the North, this area of brief is currently being developed but will be finalised before submission.

Gym

One of the key spaces within the residents amenity is a gym overlooking the public park. This space is suitably sized for residents use and creates all day activation to the park.

Work Space/ Lounge

The units have been designed to enable Working from Home with dedicated space created along side a lounge space for those needing some additional space away from their home environment.

Cinema

The scheme also has a cinema room located on the first floor offering residents a convenient and communal space for entertainment. Designed to create a sense of community and providing a high-quality shared facility within the building.

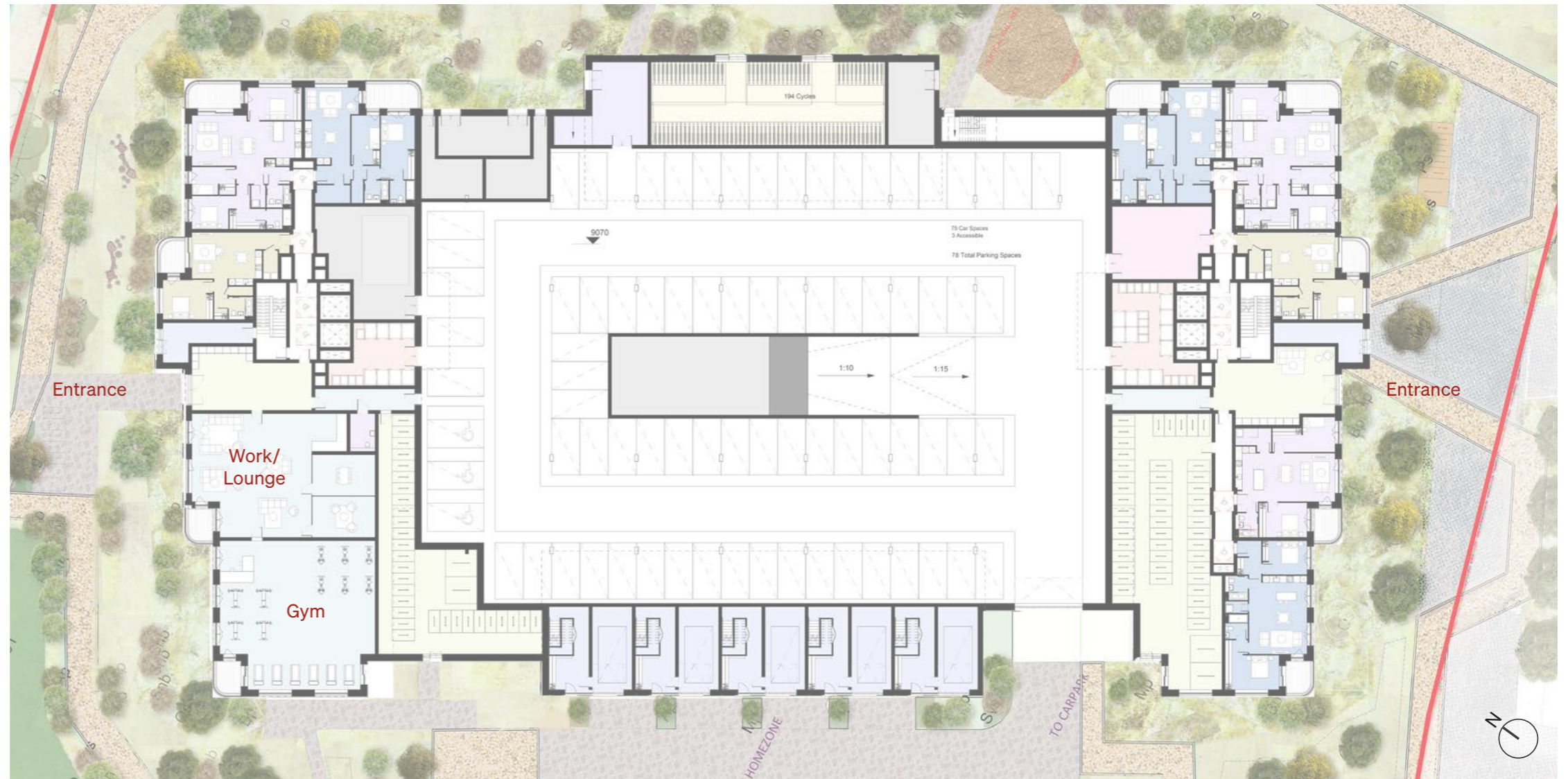


Fig. 58 Access Diagram



Fig. 59 Gym with a view and enabling facade activation

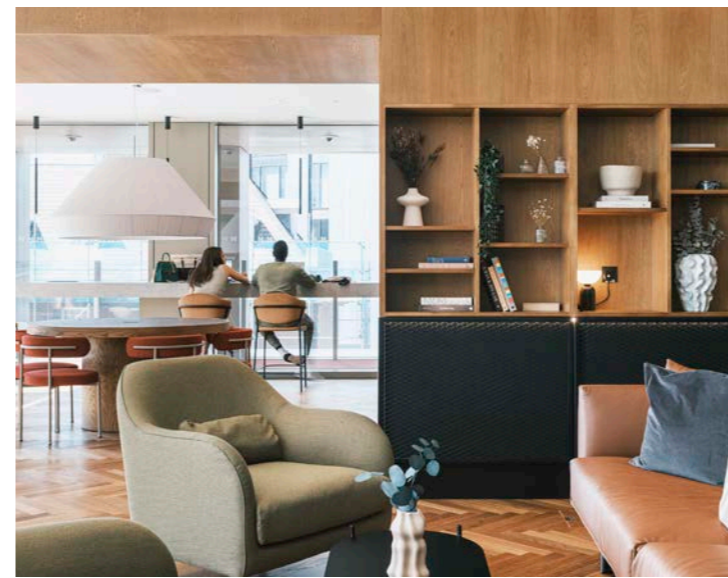


Fig. 60 Co-working space



Fig. 61 Communal Area

4.8 Access

4.8.1 ACCESS ROUTES

Residential Entrances

Access is provided for the own door units from the park

Residential entrances are provided to the north and south for Block A1 and A2 respectively. Separate fire escape exits are provided adjacent to these.

Car Parking Access





Parking access is pushed south from the approved SHD2 location closer to the market square, reducing the distance cars have to drive through the residential zone.

Cycle Entrances

Cycle entrances are brought through the public open space and split into two cycle entrances from the park. From here there is dedicated entrances into the building cores. These will be access controlled for security.

Emergency Access

Emergency access is provided around the building to allow for tender access on all sides in the event of the fire. This access route also will allow for high level maintenance, window cleaning and access for larger plant replacement such as substations.

-  Vehicle Access
-  Pedestrian Access
-  Cycle Access
-  Emergency Vehicle Access

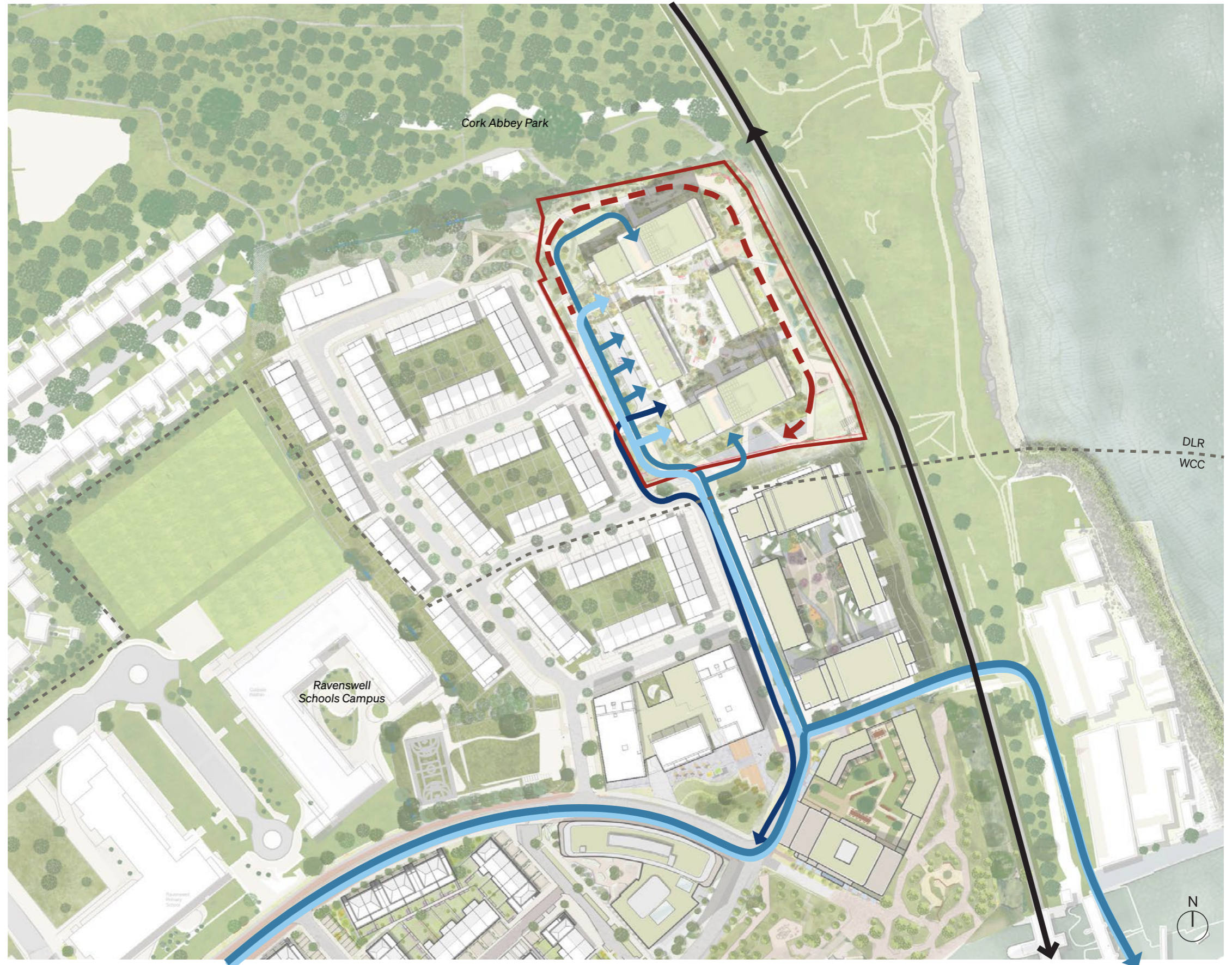


Fig. 62 Access Diagram

4.8.2 CONNECTIONS

Pedestrian connections are a key element of the overall Sea Gardens Masterplan, ensuring that the development is not only accessible but also vibrant and safe for residents and visitors. The north to south axis forms the central pedestrian route through the site, connecting different areas of the development with key public spaces whilst linking the masterplan back to the town. Pedestrian paths link the residential quarters with amenities, parks, and transport links, creating a fluid and welcoming environment for walking and cycling.

Corke Abbey Park

The Cork Abbey Park connection currently agreed with DLR will be maintained and improved with a new landscape design proposed within the application boundary,

Ravenswell Schools Campus




Well designed streets connect the Ravenswell Schools Campus with the site as part of the Phase 1 works. These streets are well observed and well lit to provide safe movement of children to the local school and crèche.

Public Transport

The overall Sea Gardens Masterplan prioritizes public transport connectivity, ensuring the development is easily accessible by bus and other forms of public transport. The layout is designed to provide direct access to public transport options and reducing the reliance on private cars. This encourages a more sustainable, environmentally-friendly lifestyle.

Key transport connections include:

- BusConnects Scheme: The National Transport Authority is enhancing links along the spine, connecting Bray to UCD and the city centre, further improving access to public transport for residents.
- Bray DART Station: Situated within 800m south, providing easy access to DART rail services for fast links to Dublin and key destinations.
- For further details, please refer to the Traffic and Transport Assessment produced by Atkins, which accompanies this application.

-  Vehicle Routes
-  Pedestrian Routes
-  Cycle Routes

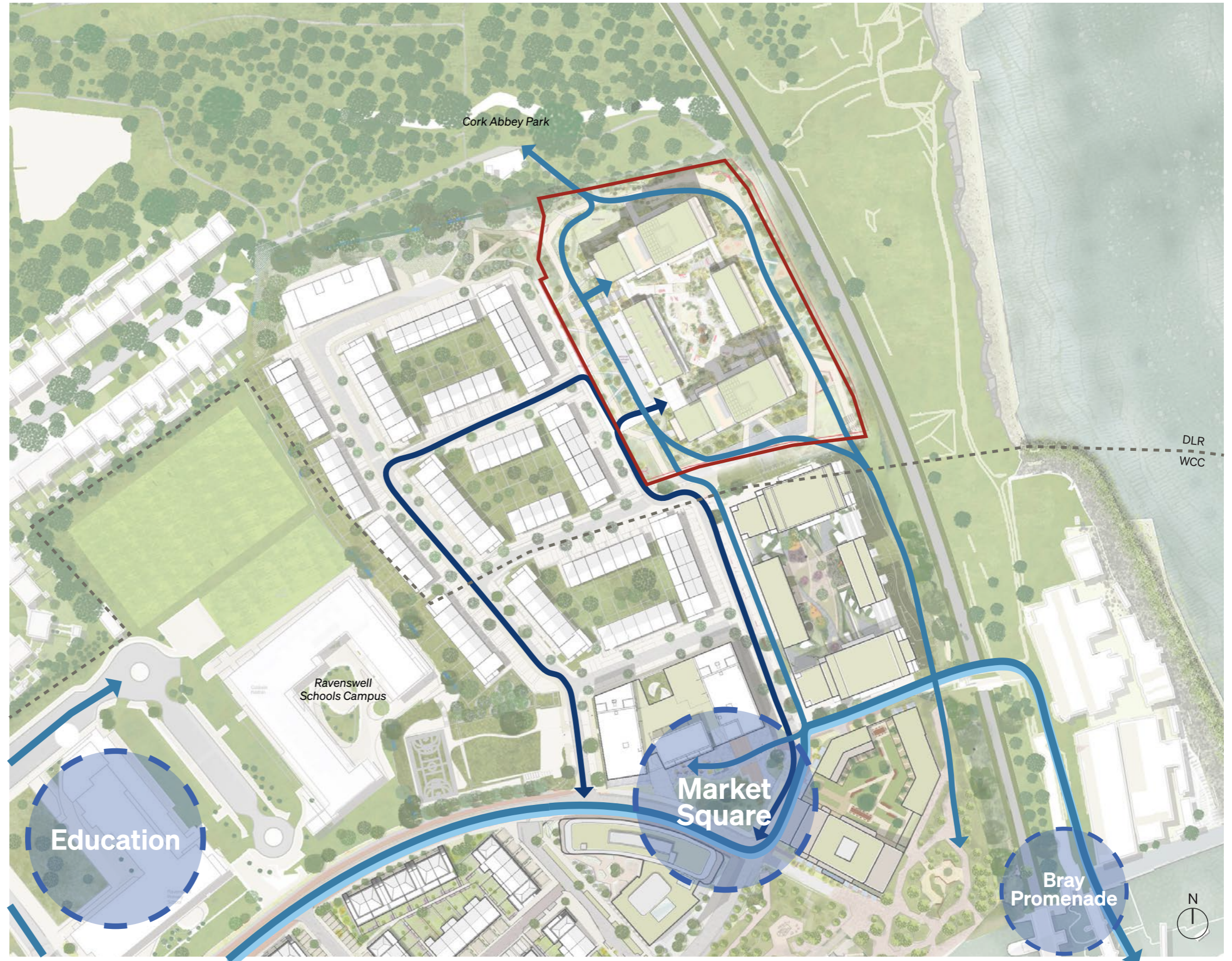


Fig. 63 Access Diagram

4.9 Parking

4.9.1 VEHICLE PARKING

Access to Parking

The Block A car park has been designed as a simple structure between the two apartment blocks. It is separated away from the accommodation to reduce the number of spaces that are below residential accommodation. Access to the parking is provided through an entrance to the west as per the previous application. The access road is designed as a Homezone to ensure low speeds as the road crosses the green space.

Garages

The west facing townhouses are provided with a private entrance from the park and a individual garages. A small area of defensible space is situated adjacent to each unit, enhancing privacy and security.

Parking Spaces

The primary parking provision is distributed across two levels, with internal access via a ramp. Ventilation is incorporated into the east and west facades and will be seamlessly integrated into the landscaping and terracing design. Accessible parking bays are strategically positioned near the core entrances for ease of access, while motorcycle spaces are located in the corners of the car park.

The proposed quantity of car parking has been carefully considered in the context of the site's strategic location within the built-up area of Bray and its close proximity to public transport services. The number of spaces provided is significantly below the maximum permissible threshold, while still ensuring adequate provision to meet the expected requirements of future residents.

For more information please see Atkins Transport Report

Car Spaces	Standard Bays	Accessible Bays	Total	Motorbike
Block A Car Park	157	9	166	8
Block A Garages	5	0	5	
Total	162	9	171	8

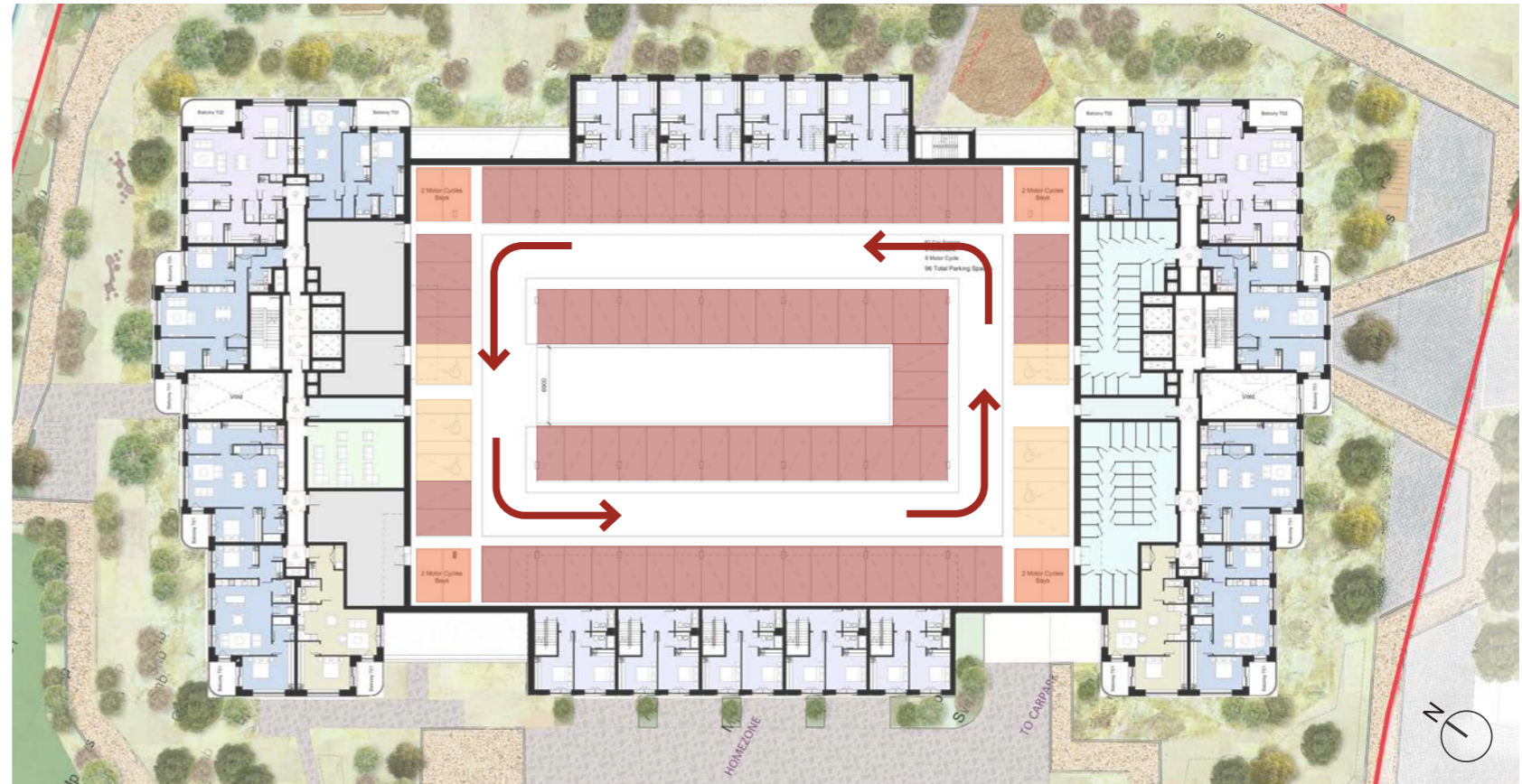


Fig. 64 Mezzanine Floor Plan

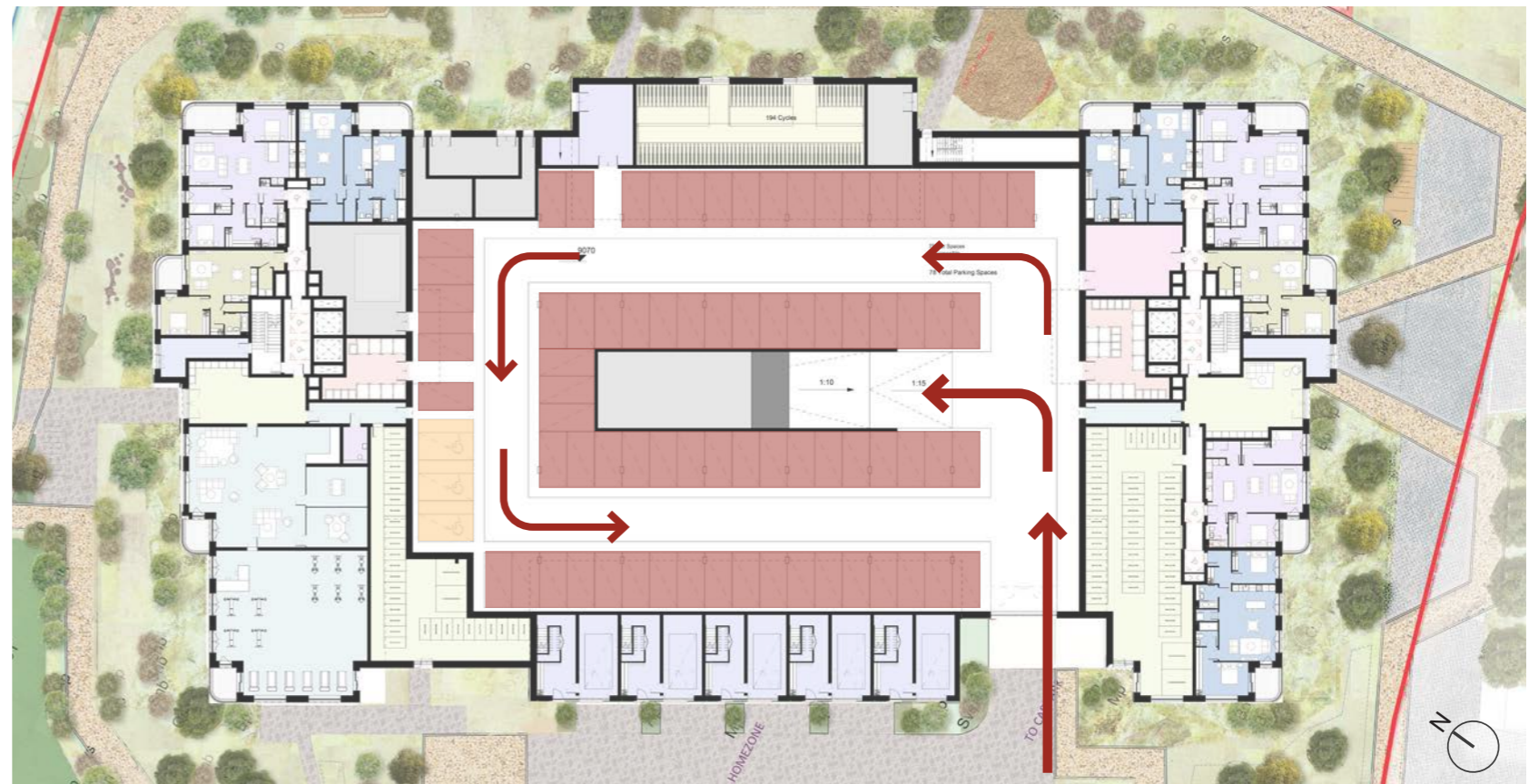


Fig. 65 Ground Floor Plan

4.9.2 CYCLE STORAGE

Bike Stores

There are three cycle stores within block A, for the long stay spaces. Two of the cycle store directly face onto the west in the linear park. The stores include all of the single stacking 'Sheffield Stand' and Universal Cargo cycle stands, 174 in total. The remains long stay spaces are accessed from the Eastern Green space and are formed of double stacking spaces.

The types of bike storage have been designed to align with the DLR *Standards of Cycle Parking and associated Cycling Facilities for New Developments*. To make cycling more convenient for residents

Access Points

Active travel is key design driver for Sea Gardens and ensuring cycles are promoted has been well considered. By locating the cycle entrances off the main thoroughfare, Frontage is given to the cycle entrances and direct connection through to the residents amenity.

Visitor

Visitor spaces will be provided within the landscape around the building. They will be close to the main entrances of Block A1 and A2 and designed into the overall landscape design.

For more information please see Atkins Transport Report

Long Stay	Visitor Ratio	Visitor No.	Total
332	20%	33	365

Long Stay Single Stack	Long Stay Double Stack	Visitor Single Stack	Visitor Double Stack
174	158	33	-

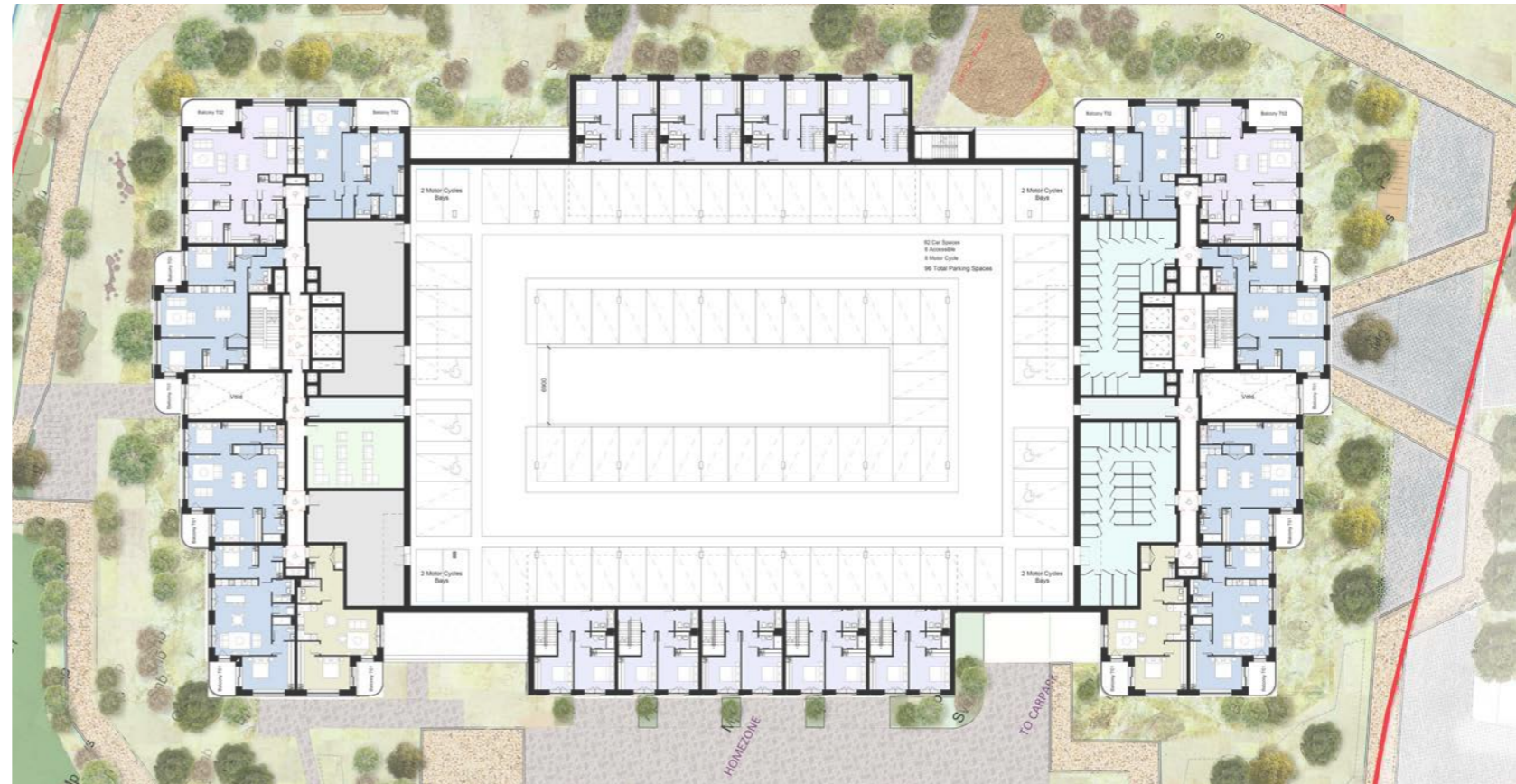


Fig. 66 Mezzanine Floor Plan

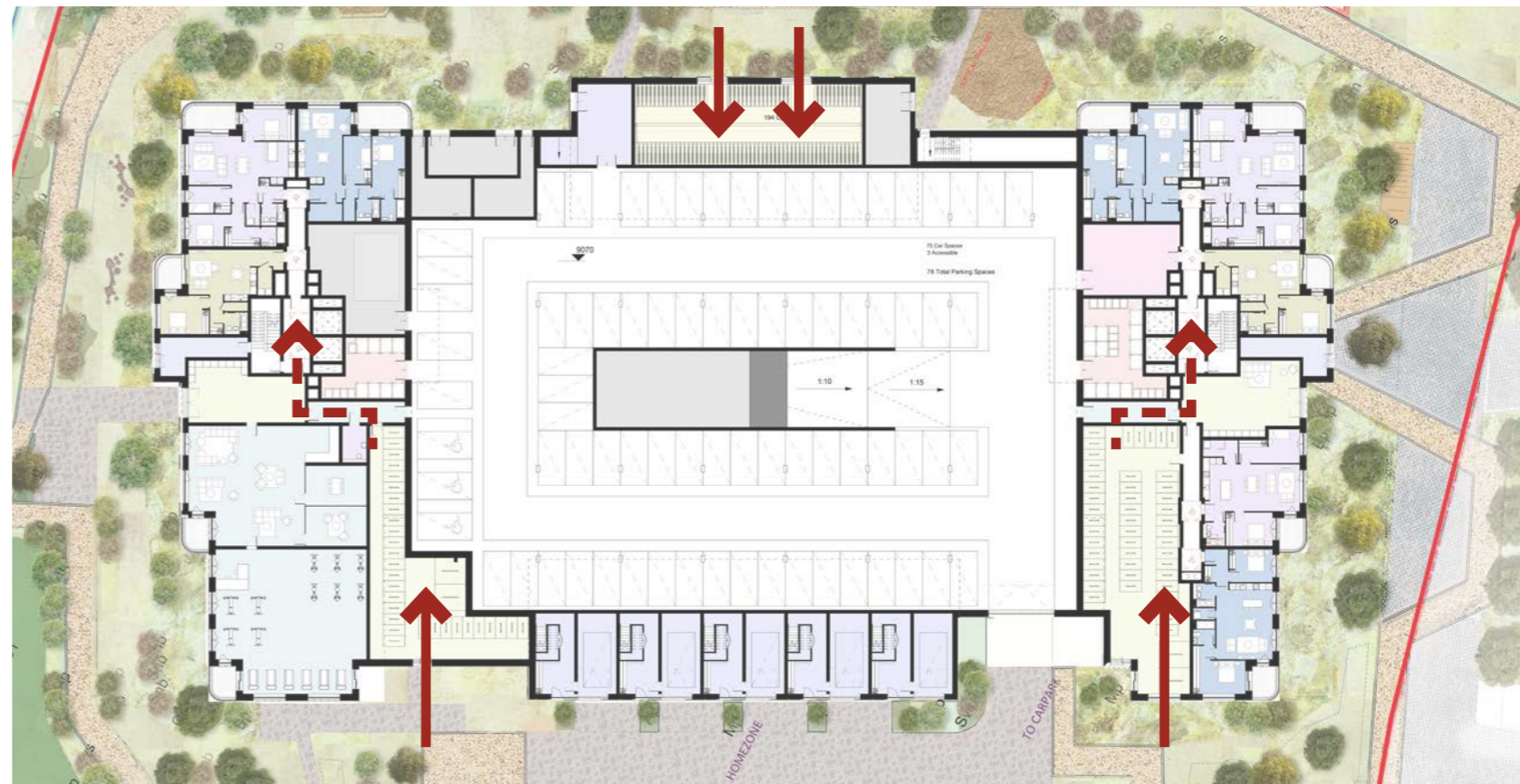


Fig. 67 Ground Floor Plan

4.10 Open Space

4.10.1 PUBLIC SPACE

Zoned Lands



To the north and west of the site, the land is designated for “preserving and providing open space with supporting active recreational amenities.” This area will continue to function as open space, maintaining the same nature and play elements as outlined in the previous application.

Open Space

The footprint of Block A has been reduced compared to the previous SHD application, creating more space for public use. The new vehicle access to the undercroft has been excluded from the open space, along with the private external areas for ground floor units. The vehicle route will be pedestrian-priority, ensuring minimal disruption to the continuity of the green space.

Of the residential land, the required open space is 15%. The current design is much in excess of this at 36%.

KEY

	Zoned Area F
	Open Space

	Area (sqm)
Total Site Area	13,807
Less Zoned Lands	10,088
Min. Required @ 15%	1,513
Open Space	4,078
Percentage Open Space	40% Open Space



Fig. 69 Open Space Calculation

Fig. 68 Zoned Lands and Open Space

4.10.2 PRIVATE AMENITY SPACE

Balconies

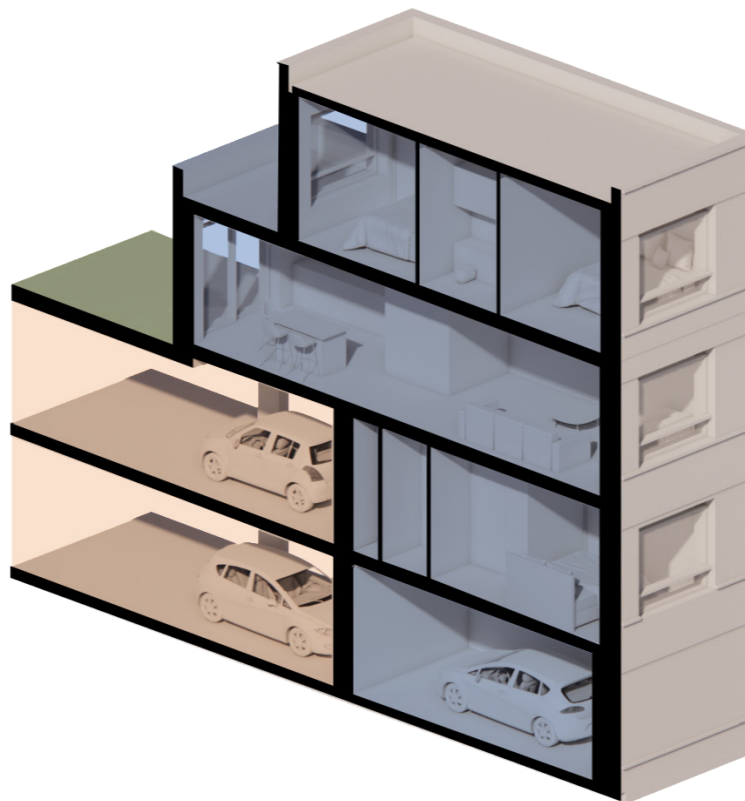
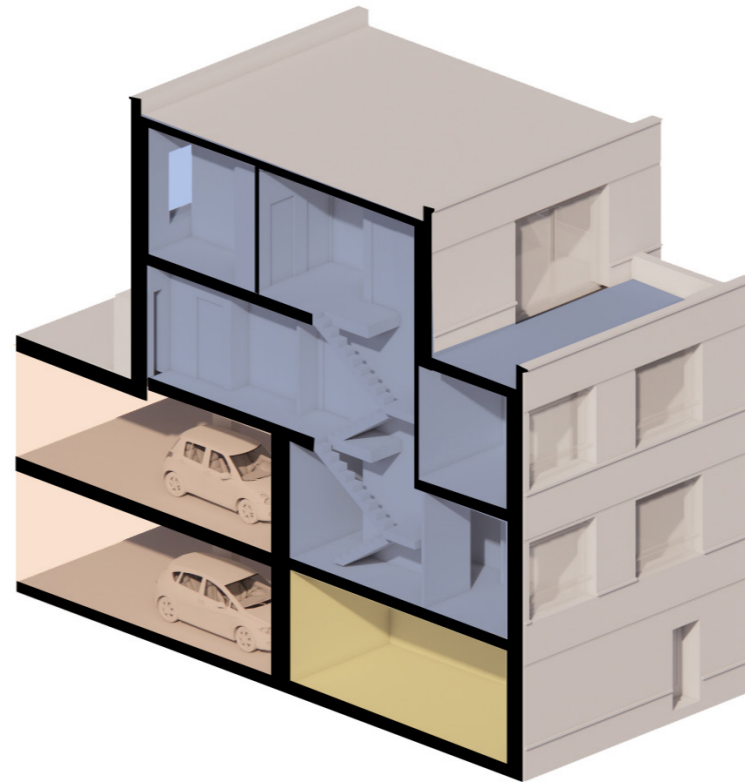
We test our designs through a vigorous and open design review process. We have learnt that for our design teams to excel they need equally strong and committed support and we have our own in-house visualisation, model-making, interior and graphic designers and technical teams which provide a multi faceted examination of design concepts and details.

Terraces

We test our designs through a vigorous and open design review process. We have learnt that for our design teams to excel they need equally strong and committed support and we have our own in-house visualisation, model-making, interior and graphic designers and technical teams which provide a multi faceted examination of design concepts and details.

Duplexes

We test our designs through a vigorous and open design review process. We have learnt that for our design teams to excel they need equally strong and committed support and we have our own in-house visualisation, model-making, interior and graphic designers and technical teams which provide a multi faceted examination of design concepts and details.



	Required Area	Proposed
1 Bed	5m ²	7m ²
2 Bed	7m ²	7m ²
3 Bed	9m ²	11m ²
4 Bed Townhouse	12m ²	20m ²

Fig. 71 Proposed Balcony/ Private Amenity Size

Fig. 70 View of Town house Amenity Space

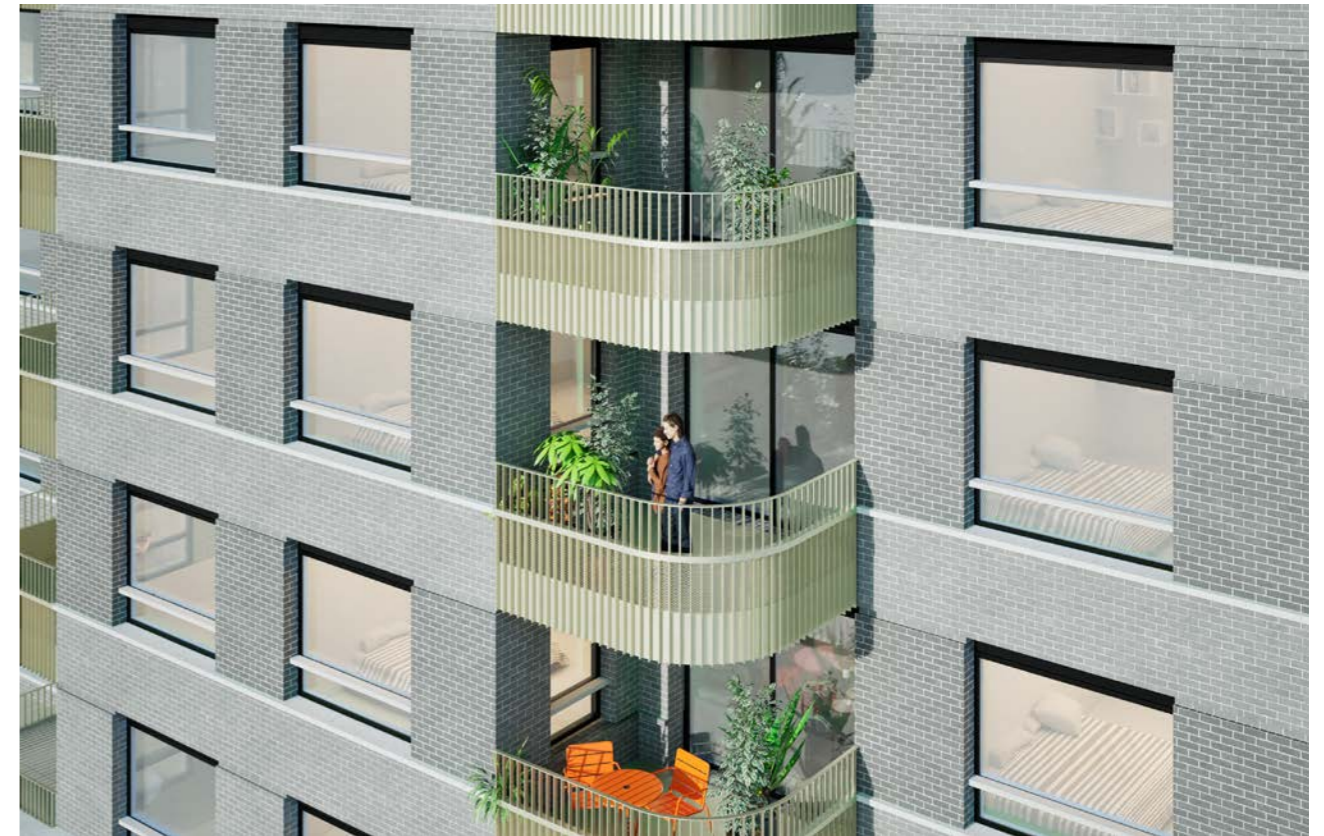


Fig. 72 View of Sea Facing Balcony



Fig. 73 View of Penthouse Terrace

4.10.3 BOUNDARY + ADJACENCIES

Building footprint

The building footprint for Block A fits within the maximum footprint of the approved SHD2 design. However, due to the tapering blocks additional space has been allocated back to the open space around it. As seen the adjacent diagram.

Application Boundary

To the east the boundary with the Dart will be maintained as the the development permitted under SHD1, as will the existing hedgerow. The current footpath will be maintained during construction. To the north the connection with Cork Abbey Park will be maintained as per the permitted development under SHD1 and compliance agreements with DLR and construction works. The application boundary will align with the hoarding line currently built on site with any new proposals stitching in with the consented and built proposals around. Existing trees to the north and their root zones will not be impacted as the application boundary is pulled back.

Distance to Adjacent Properties

The separation distance between the proposed Block A and the constructed Duplexes is at 30m+ as per the development permitted under SHD1. This is the same with the proposed Block B, however the separation has increased slightly due to the nature of the building footprint.

Daylight/ Sunlight

A full daylight/ sunlight study has been undertaken for the application. Early input has been given to ensure the design does not negatively impact the adjacent duplexes. As the design develops for Block B any current impact will look to be mitigated.

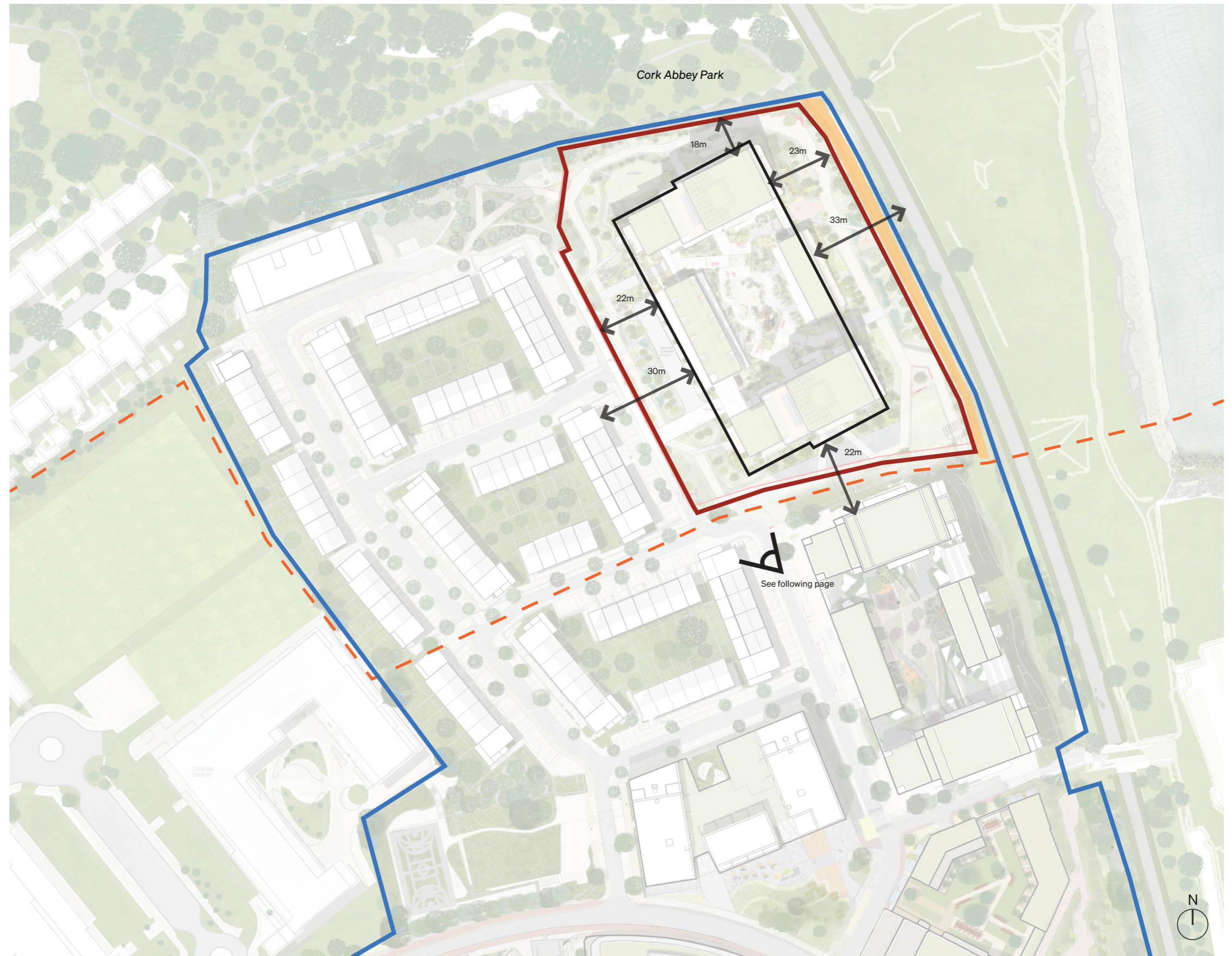


Fig. 74 Site Adjacencies Diagram



4.10.4 SURVEILLANCE

Active Frontage

In designing Block A, a continuous ring of active frontage around the island plot was prioritized. Active frontage is vital for residential buildings as it enhances urban design, livability, and community interaction. It engages the street by incorporating amenities and front doors on the park, creating a lively environment. It also boosts safety through increased pedestrian activity and “eyes on the street.”

Additionally, it fosters community connection, integrates the building into the neighbourhood, and improves aesthetic appeal, making the area more vibrant and visually interesting. Ultimately, active frontages improve engagement, safety, convenience, and the overall urban experience.

Residents Amenity + Entrances

The resident’s amenity on block A has been situated in the North West corner of the plot, overlooking the site boundary to the north and the nearby play area. By mixing the amenity and active entrances to the site with the own door residential uses, a continuous amount of activity will be present on the site at high level but also at street and park level.

First Floor Level Activation

To the east, the town houses facing the Sea have been lifted from ground to provide cycle storage entrance and also the more functional aspects of the building, i.e. substations and ventilation. This lift of the town houses still provides overlook and active frontage at mezzanine level overlooking eastern green link and the sea.

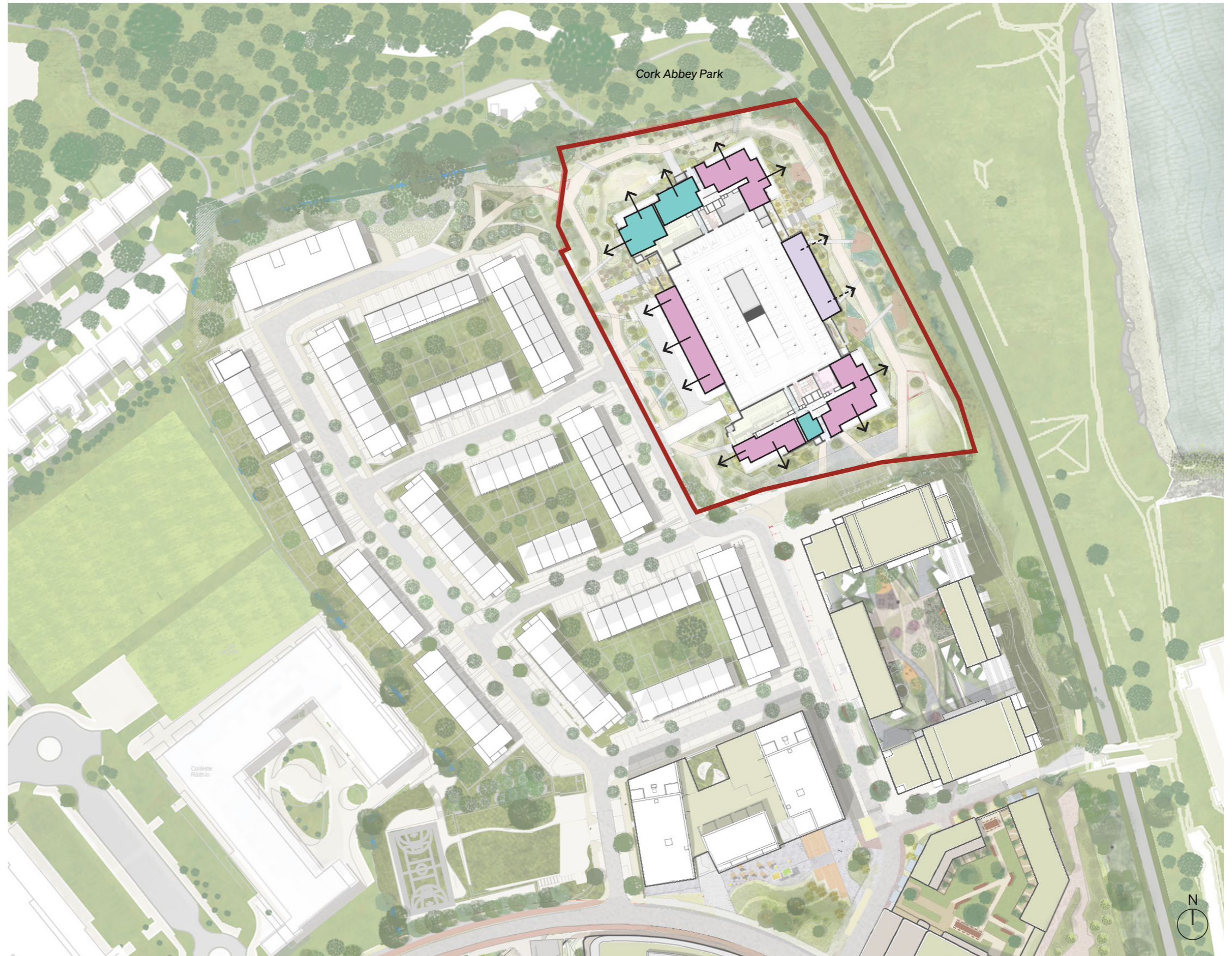





Fig. 75 Active Frontage + Passive Surveillance

KEY

-  Residents Amenity Space
-  Residential Frontage @ Ground
-  Residential Frontage @ Mezzanine

4.11 Landscape + Public Realm

4.11.1 DETAILS

The landscape design will aim to provide strong connectivity throughout the development, linking it to surrounding residential areas, Corke Abbey Valley Park, the nearby Ravenswell Schools, the future second phase of the Sea gardens development, the River Dargle walkway, and extending all the way to Bray Harbour, the Promenade, and the town centre. This will be achieved through the creation of a series of diverse and meaningful public open spaces, each with its own unique character that reflects its surroundings and intended use.

A range of experiences

These spaces will be designed to serve both residents and visitors, offering a range of experiences. The open spaces will feature high-quality materials, including paving, lighting, and street furniture, to define their character. An extensive planting scheme will be incorporated, featuring native species that enhance biodiversity and integrate the site with the surrounding landscape. The planting plan will include feature trees, shrubs, herbaceous plants, lawns, and meadows, carefully chosen to thrive in coastal conditions. The open spaces will be strategically distributed throughout the development to ensure easy access for all residents. These spaces will be connected by pedestrian and cycle paths, with careful attention to ensuring maximum supervision from adjacent residential areas.



SuDS

Additionally, the design will incorporate green infrastructure, such as sustainable drainage systems (SuDS), to manage storm water and increase the site's resilience to climate change.

Features like rain gardens, swales, and permeable paving will improve surface water management while enhancing the site's visual and ecological quality. To encourage social interaction and outdoor activities, the landscape will include a variety of spaces for active play, relaxation, and gatherings. These will be complemented by seating areas, fitness stations, and accessible pathways to ensure the spaces are usable for people of all ages and abilities.

For more information see Landscape Design Statement

KEY

-  Play Space
-  Exercise (Trim Trail)



4.12 Part V

4.12.1 PREVIOUS PROPOSALS

Within the SHD1 and SHD2 proposals the unit allocation for the DLR lands of phase 1 were allocated within Block D and the Duplexes directly adjacent

Following the handing over of Part V units with Phase 1a, there are 14 units remaining previously allocated

Unit Location

16 no. Part V units are required for the 159 proposed units. The remaining 2 units not provided within Block D will be allocated within Block A on the ground floor. The first Part V unit is located in Block A1 and the other in Block A2.



Required No. of Units for Part V

	No. Units
Block A Units	159
Part V @ 10%	16 Units
Total	16 Units

Proposed Part V Units

	Provided
Block D	14 Remaining
Block A	2 Units
Total	16 Units

Fig. 76 Part V Diagram

5.0 Materiality

5.1 Coastal Design Context

5.1.2 CHARACTERISTICS OF COASTAL ARCHITECTURE

Connection to Nature

Coastal architecture often maximizes views of the water, with large windows, sliding glass doors, and open-plan designs that connect the interior spaces to the outdoors. Orientation is key to capturing views and providing access to natural light and breezes. Many coastal homes emphasize seamless transitions between indoor and outdoor spaces, often with large patios, balconies, or decks. This promotes outdoor living and enjoyment of the surrounding environment.

Use of Natural Materials

Timber is a common material in coastal architecture because it blends with natural surroundings and can withstand humid, salty air when treated properly. Stone, often local, is used for its durability and aesthetic appeal.

Resilience to Climate

Coastal environments are often harsh on buildings due to saltwater, wind, and intense sun. As such, materials like stainless steel, concrete, and high-performance glass are frequently used to ensure the longevity of structures.

Coastal Styles and Aesthetics

Contemporary coastal homes often embrace minimalist and clean lines, large glass expanses, and open spaces, blending modernity with the natural setting.

Integration with the Environment

Coastal architects often focus on preserving and enhancing the natural environment by minimizing the building's footprint and avoiding disruption to local ecosystems. For example, elevated homes may preserve natural coastal habitats underneath.

Use of Local Materials

Many coastal designs incorporate locally sourced materials like coral stone, shell, or locally harvested timber, which help integrate the structure more deeply with its surrounding environment. This not only reflects the local character but also reduces the environmental impact of transportation.



Fig. 80 Marine Court, St Leonards-on-Sea



Fig. 81 Clarence Court, Worthing

5.1.1 DESIGN CONTEXT

In many parts of Europe, tall buildings near the coastline have become iconic symbols of modernity, reflecting both the artistic and industrial aspirations of their times. One of the most influential architectural styles to shape coastal skylines in the early 20th century was Art Deco, particularly in cities along the Mediterranean, the Atlantic, and other coastal regions. This style, characterized by geometric shapes, bold lines, and luxurious materials, emerged in response to the rapid urbanization and technological advancements of the era.

Art Deco architecture on the coast often embraced a distinctive horizontality that harmonized with the natural expanse of the sea. Art Deco buildings near the coast were designed with long, horizontal lines that mirrored the stretch of the horizon. This emphasis on horizontal form helped integrate these buildings more naturally into their coastal settings, ensuring they were not overwhelming in scale or contrast to the natural environment. The façades of these buildings often featured sweeping, linear ornamentation, with expansive windows and terraces that allowed for panoramic views of the sea. This connection between the building and its surroundings was central to the Art Deco philosophy, which celebrated both the glamour of modern living and a harmonious relationship with nature.

Today, these coastal Art Deco structures are celebrated for their timeless elegance, with their horizontality and streamlined design echoing the rhythms of the ocean. They serve as an enduring reminder of the early modernist approach to urban design, where the beauty of nature and the innovation of architecture were harmoniously brought together in some of Europe's most picturesque coastal cities.

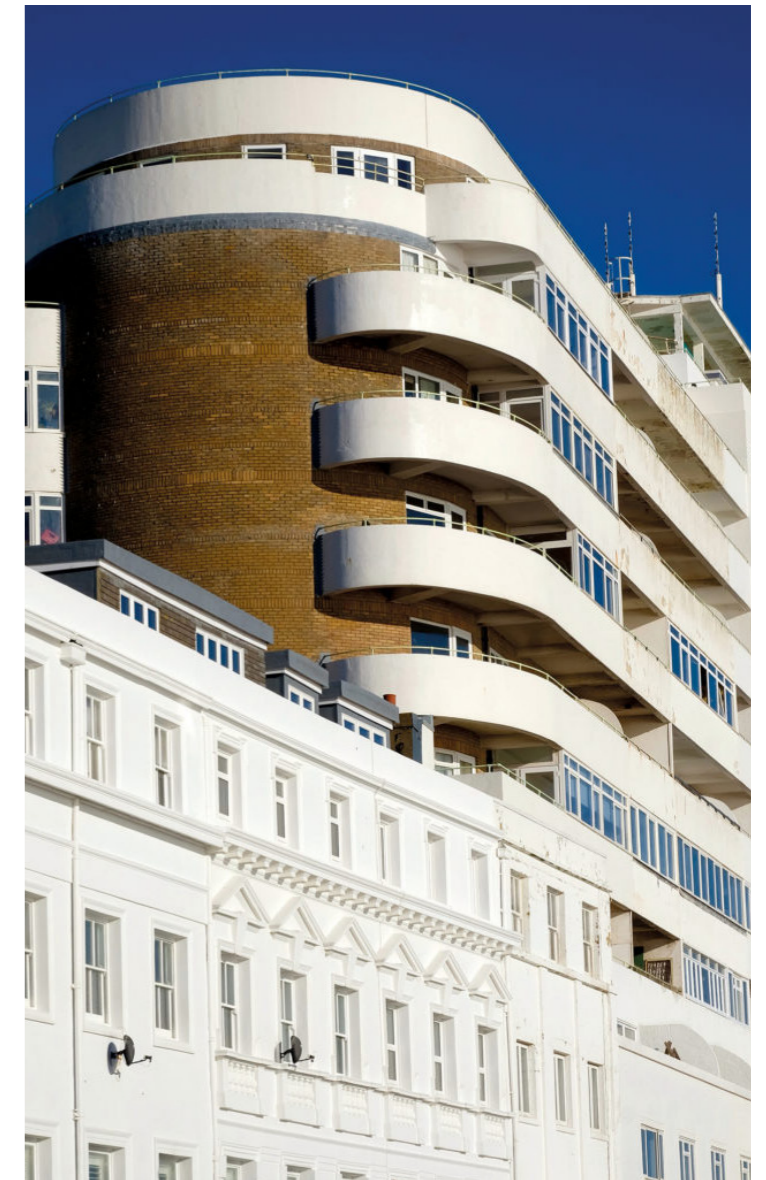


Fig. 77 Marine Court, St Leonards-on-Sea

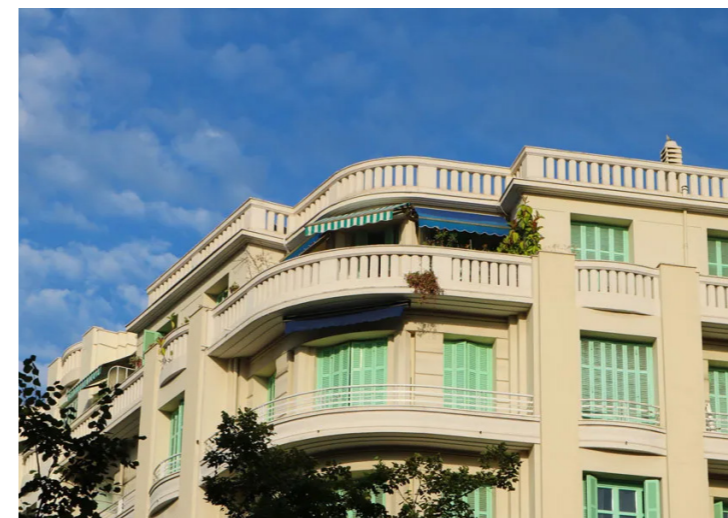


Fig. 79 Art Deco in Nice, France



Fig. 78 Embassy Court, Brighton

5.2 Materials + Finishes

5.2.1 MATERIALS

The architectural language of Block A draws inspiration from the clean, understated elegance of modernist seaside architecture. Characterized by horizontal lines and gently curved corners, the design aims to integrate seamlessly with its coastal setting, reflecting the surrounding landscape and maximizing views of the natural surroundings.

Brickwork

The brickwork is carefully composed in two tones, each selected to complement the sky and surroundings. A lighter brick forms a continuous horizontal band, aligning with the balconies, providing a visual link between the building's horizontal lines and the expansive views. This is balanced by a darker brick that frames the windows, creating contrast while maintaining a neutral, soft palette that blends gently with the skyline. These two tones work together harmoniously to evoke a sense of continuity and lightness.

Sills + Windows

To enhance the sense of horizontality, the window treatment incorporates wide, panoramic windows that stretch across the façade, maximizing views both inside and out. These large windows invite natural light into the interior while offering uninterrupted vistas of the coastal and mountain landscapes beyond.

Reconstituted stone sills, detailed to echo the neighbouring housing, add a refined, contextual touch to the design, establishing a visual connection with the surrounding architecture. Recessed brickwork further separates the lighter and darker brick tones, casting subtle shadows on the façade and adding depth and texture to the building's exterior.

Overall, the design of Block A aims to create a striking yet harmonious presence within its environment—one that celebrates the natural beauty of its coastal and mountain vistas while remaining in dialogue with the architectural traditions of the area.



Fig. 82 CGI



Fig. 83 Block A Material Palette

5.2.2 FACADE

Balconies

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

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

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

Windows

The design of the building incorporates large horizontal windows strategically placed to capture breathtaking panoramic views of Bray Head and the Irish Sea. These expansive windows are not just an aesthetic feature, but an integral part of the architectural layout, with the building's simple, efficient plan mirroring its internal structure. This approach ensures that the spaces are not only functional but also provide an exceptional living and working environment, offering residents a daily experience immersed in natural light and beautiful views.

The building houses 2 to 9 apartments per core, with each apartment benefiting from dual-aspect layouts. This design maximizes the potential for residents to enjoy wide-ranging, unobstructed views from multiple angles, creating a sense of openness and connection to the surrounding landscape. The windows, placed at a height of 600mm, offer a distinctive alternative to the floor-to-ceiling glazing commonly seen in many modern residential developments. This choice not only enhances the overall aesthetic but also provides residents with a more intimate, framed view of the outside world, encouraging a unique interaction with the environment.



Fig. 85 Block A Material Palette



Fig. 86 Block A Balcony

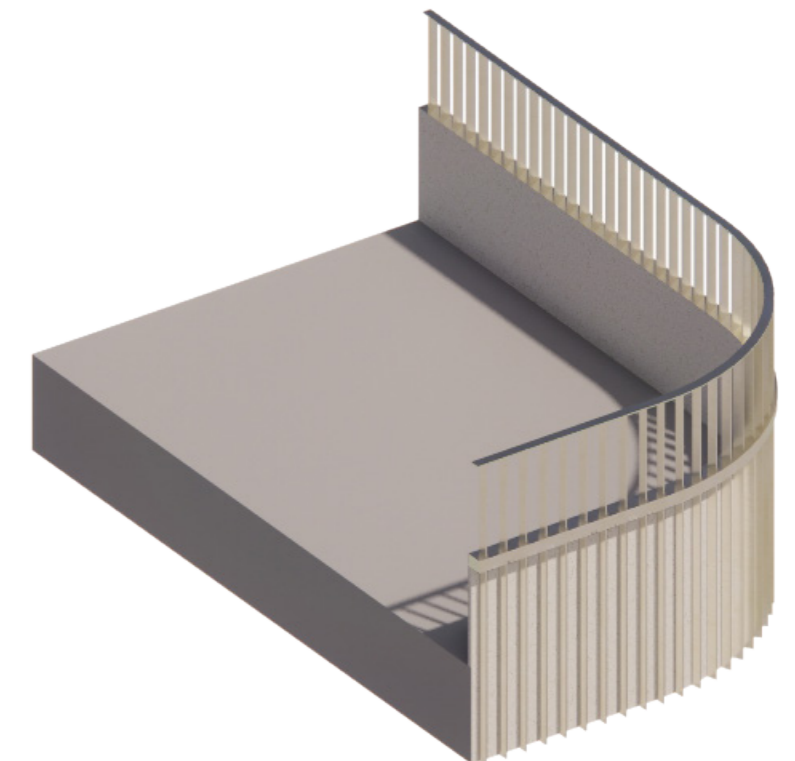


Fig. 84 Block A Balcony

5.2.3 DETAILS

Cills + Drips

The brickwork is carefully composed with Cills and drips. These elements have been designed to complement the facade style adding architectural character while serving a practical function. Cills project outward from window or door openings to deflect water away from the facade. Drips are used to prevent water from tracking back onto the wall surface reducing the effects of water staining, material erosion and algae and mildew growth.

Window Recess

The brick work around the window opening is recess to introduce a depth to the facade. This feature is influenced by Art Deco architecture. This technique provides a more refined, understated elegance.

Ventilation

The window vent panel is used to visually reduce the size of the glazing on the facade. Though the ventilation panel has a function within the building strategy, it is also designed to become part of the facade rhythm or pattern.

The choice of dark metal material matches with the window frame to ensure it sits cohesively with the facade composition.



Fig. 89 Deanston Wharf



Fig. 87 CGI

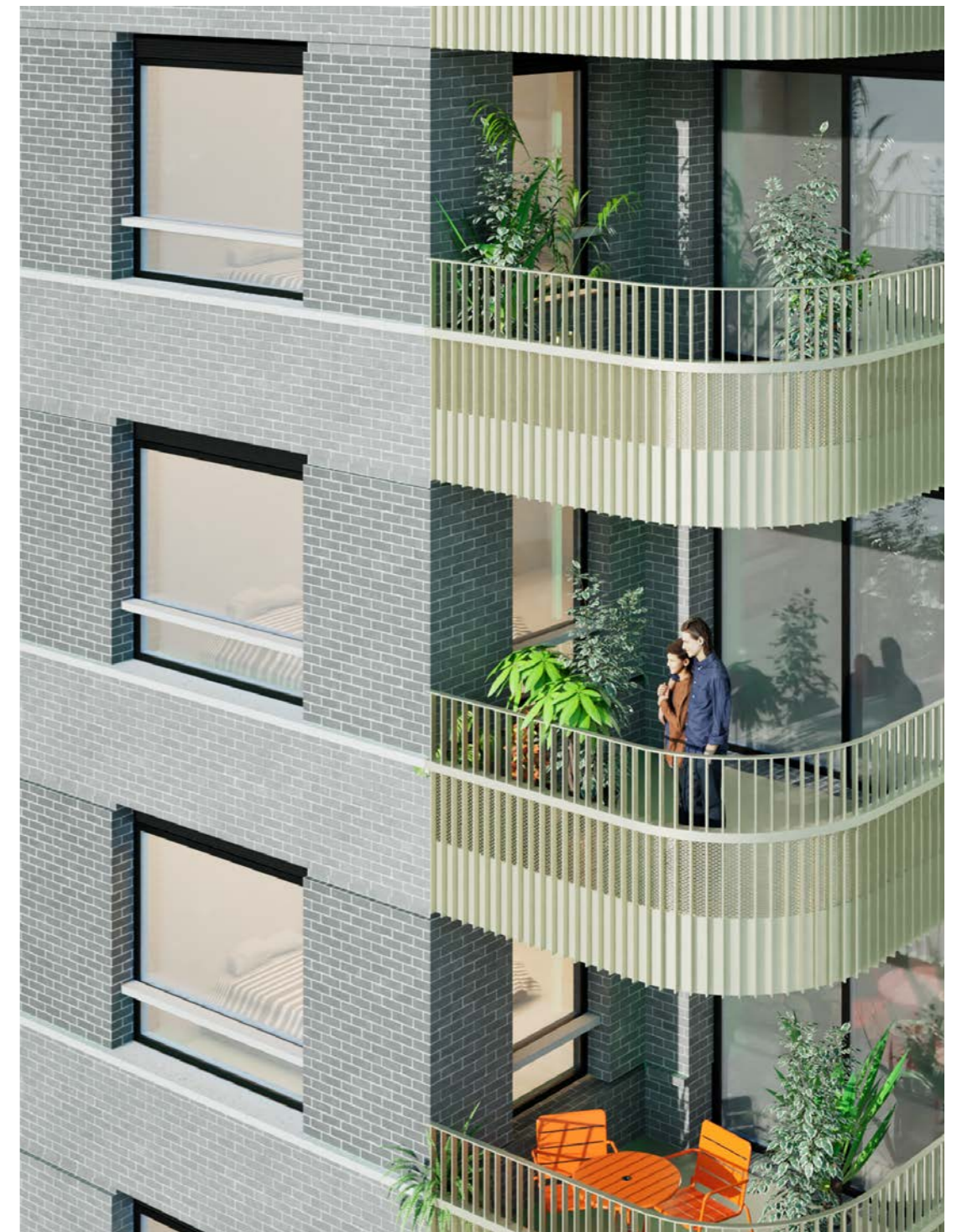


Fig. 88 CGI



6.0 Design + Placemaking Appraisal

6.1 Compact Settlements

SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENTS GUIDANCE (2023)

The detailed design has been created in accordance with the four criteria outlined in the Department of Environment, Heritage, and Local Government (DoHLG) "Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities, 2024." These criteria are: sustainable and efficient movement, mix of land uses, green and blue infrastructure and responsive built form.

Sustainable and Efficient Movement

(i) Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?

One of the core design philosophies of the Sea Gardens masterplan is knitting its roadways and pathways into the fabric of Bray and expanding and connecting the edges of the site together. Main desire lines have been designed with pedestrians in mind, keeping cars to the main spine entering at the new southern access road, with priority to pedestrian and cycle routes through green spaces and improved connectivity to local and regional transport links.

More Information see: Section 4.2, 4.7

(ii) Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?

The stitching into the wider routes was part of the key opportunities offered to the site during the design development. Block A ties into the masterplan connections that create new pedestrian routes from the harbour, to Ravenswell Schools Campus, to Main Street and Corke Abbey Park.

More Information see: Section 4.7, 4.8

(iii) Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?

The streets serving Block A have been built in accordance with DMURS. The access road to the Car Park entrance will be designed as a Homezone Street as per the DMURS guidance. This area will be a shared surface and promote slower traffic.

(iv) Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?

Car parking for this development has been carefully considered considering the site transport characteristics, range of types of units and the national, regional and local policy and guidance context. For developments located at accessible locations, such as the Sea Gardens, car parking shall be reduced the proposed car parking ratio is just over 1 for 1 including visitor spaces.

More Information see: Section 4.9 and Atkins TTA Report

Mix of Land Use

(i) Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?(Walking, cycling and public transport)?

The land use for the overall Sea Gardens Masterplan was set out in the previous masterplan. The concentration of Commercial and Crèche uses were centralised on the Market Square at the centre of the scheme. From this key node public transport links and wider access to local services are easily reached. The Block A plot is surrounded by connected pedestrian and cycle infrastructure that ties it into the overall masterplan and local area.

(ii) Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?

Block A offers a diverse mix of housing types within the apartment block. The proposal includes a variety of 1-4 bedroom dwellings, ranging from Town houses with their own front doors, to luxury seaside apartments with excellent shared amenities. This range ensures the scheme caters to different price points for a single apartment scheme. The wider DLR lands within the masterplan also continue a mixture of houses and duplexes

More Information see: Section 4.3.1

(iii) Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?

The regeneration of the overall Sea Gardens Masterplan, transitioning from a golf course to a mixed-use development, aims to introduce 1,000+ new homes within walking distance of Main Street and the Promenade. This will create a vibrant new neighbourhood that enhances the area and connects this part of the town.

(iv) Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?

The current path by the Dart line on the east of the site will be transformed into a more pleasant and usable space with a range of exercise and play space through it. This enhanced public realm will connect the Harbour in Bray to Corke Abbey Park to the North.

More Information see: Section 4.10

Green and Blue Infrastructure

(i) Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?

The redesign of the Block A plot came from the change of Residential offering from Built-to-Rent to a Private Sale. This tenure change required a change of Mix to align with the county plan and due to having larger units ultimately a change in massing. The design has been developed to avoid long elevations facing the neighbouring buildings and push the massing away to see, this idea can be witnessed across the Eastern Irish coast. Allowing more vistas of the sea and sky from the mainland and back from the sea.

More Information see: Section 4.1

(ii) Have a complementary and interconnected range of open spaces, corridors and planted/landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?

The design of the green infrastructure within the Sea Gardens masterplan has been designed to create a continuous green space running from Corke Abbey Park down the River Dargle. These green spaces have been designed to connect through new planting and gardens. Cycle and pedestrian routes run through these spaces to connect into the wider context and promote active travel.

More Information see: Section 4.9, 4.10

(iii) Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?

The Sea Gardens presents a real opportunity to create a neighbourhood which is inclusive for all. There is a range of types of public spaces that are easily accessible scattered across the masterplan to ensure it is easily accessible to all.

More Information see: Section 4.11

(iv) Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?

The Block A design has a narrow footprint with massing building up to the sea. This design allows more space for public landscaping around the building. The massing its self is design to facilitate a large landscaped podium for residents but also a series of strepped landscaped terraces to allow for SUDs, green roofs and private gardens.

Responsive Built Form

(i) Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?

Block A is designed to fit within the current built and planning context but also fit in the proposed future context formed of a ribbon of finger blocks running from Block A in the North through to the proposed Block E in Phase 2 that sits within WCC. These articulated finger blocks play with height and create variety in the coastline setting whilst being respectful of its neighbours.

More Information see: Section 4.1

(ii) Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?

The massing of the site allows the separation of the public and private areas in a natural way without the need for excessive fences or boundaries. Instead active frontage has taken priority wrapping around the full plot on all 4 sides.

More Information see: Section 4.9.4

(iii) Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?

The height and massing of the development is designed to push the taller elements of the design away from the neighbours and feather into the local area. The Site sections show this play of height the gradually increases to the coast. However inland having a soft transition down to the adjacent properties are 2-3 storey buildings.

More Information see: Section 4.0

(iv) Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?

The urban design strategy shows connection into the existing grain around the site with increased density to the Dargle and the Coastline. Building height away from the neighbouring low level houses. The design identity for the taller building has been separated from the more vernacular housing and takes from a more contemporary art deco feel appropriate to the coast setting. These taller elements across the masterplan will be connected by a similar design language and feel. A collection of tall buildings with a share sense of identity.

More Information see: Section 4.0

6.2 DLR County Plan

CRITERIA FOR ASSESSING PROPOSALS FOR INCREASED HEIGHT

1. At County Level

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

Sea Gardens Block A seeks to establish a sustainable, higher-density residential block on the remaining DLR lands in the Sea Gardens masterplan. The site is centrally positioned just North of the town core in Bray. This strategic location offers the opportunity to introduce much-needed housing in an already built-up area of the town.

b. Site must be well served by public transport – i.e. within 1000 metre/10 minute walk band of LUAS stop, DART Stations or Core/Quality Bus Corridor, 500 metre/5 minute walk band of Bus Priority Route - with high capacity, frequent service and good links to other modes of public transport.*

With its proximity to key public transport options, including the Bray Daly Railway Station and the Dublin-Bray Bus Corridor, the development aligns with the National Planning Framework’s goal of fostering compact urban growth.

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

The site is served by both the DART and the Bus connects Corridor running along the Dublin Road.

The height and massing of the development is designed to push the taller elements of the design away from the neighbours and feather into the local area. The Site sections show this play of height the gradually increases to the coast. However inland having a soft transition down to the adjacent properties are 2-3 storey buildings.

More Information see: Section 4.0

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

Nun’s Walk - The County Boundary between Dublin and Wicklow runs across the site and it is recognised both in the layout of the built form and by specific landscape features. Blocks A and B have been located to allow the boundary line to run through the open space between the blocks and two blocks of terraced housing along the western boundary have been aligned to keep the boundary line within an area of open space running between the two blocks. The Nun’s Walk will be defined by engraved paving slabs laid through the public open space to echo the alignment of this linear earthwork along the boundary between Dublin and Wicklow.

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

Bray is identified as a ‘Key Town’ in the Development Plan. Such towns are defined as “large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres”.

For more information see RPS Planning Report

2. At District/Neighbourhood/Street Level

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

The Sea Gardens Masterplan is designed to create a distinct and memorable neighbourhood that fosters a strong sense of place and community identity. Drawing on its coastal location and Bray’s existing character, the development aims to blend with the surrounding area while introducing vibrant new spaces and structures. Key features include landmark buildings, public spaces, and strategic views that enhance connectivity and contribute to the neighbourhood’s unique atmosphere.

The layout strategy splits the Sea Gardens into distinctive zones, fronting the sea front with higher residential blocks and celebrating the waterfront living whilst setting the 2/3 storey houses and duplexes inland, allowing for them to seamlessly blend with Bray’s unique character.

<p>b. Proposal should not be monolithic and should avoid long, uninterrupted walls of building in the form of slab blocks.</p>	<p>The finger block design of the Block A1 and A2 are shaped in a stepped diamond plan. The steps occur within the apartment footprint to get 100% dual aspect units on the typical floor this plan not only creates interest within plan form but also it elevation with units dropping away on the upper floors creating an interesting play in the heights.</p>
<p>c. Proposal must show use of high quality, well considered materials.</p>	<p>More Information see: Section 4.0 The material palette on Block A is predominantly brickwork for its robust nature to be located in an exposed seaside area. The proposed colours are neutral with a pastel quality to tie into the surrounding architecture. The materials are selected for their harmonious nature.</p>
<p>d. Proposal where relevant must enhance urban design context for public spaces and key thoroughfares and marine or river/stream frontage.</p>	<p>More Information see: Section 4.12 Block A improves the public walkways onto and through the site both in human terms but also biodiversity. The DLRCC Zoned F lands will be delivered within this application along with an amended and improved overall landscape strategy. Spaces have been designed with great frontages onto public space and spill out for residential uses</p>
<p>e. Proposal must make a positive contribution to the improvement of legibility through the site or wider urban area. Where the building meets the street, public realm should be improved.</p>	<p>The design proposal includes a redesign of all the public realm between the trainline and existing road, new landscaping, path and cycle ways will be provided connecting key nodes from North to South. Key Vistas are maintained within the streets,</p>
<p>f. Proposal must positively contribute to the mix of uses and /or building/dwelling typologies available in the area.</p>	<p>Block A offers a diverse mix of housing types within the apartment block. The proposal includes a variety of 1-4 bedroom dwellings, ranging from Town houses with their own front doors, to luxury seaside apartments with excellent shared amenities. This range ensures the scheme caters to different price points for a single apartment scheme. The wider DLR lands within the masterplan also continue a mixture of houses and duplexes</p>
<p>g. Proposal should provide an appropriate level of enclosure of streets or spaces.</p>	<p>More Information see: Section 4.5 Block A has been thoughtfully designed to maintain appropriate separation distances from both existing and approved buildings, ensuring privacy and spatial harmony. The design also prioritizes ample play and green spaces, while preserving important view corridors and vistas along nearby streets.</p>
<p>h. Proposal should be of an urban grain that allows meaningful human contact between all levels of buildings and the street or spaces.</p>	<p>More Information see: Section 4 The massing responds the surrounding context coming down the main park and a more human scale. It is an island site and people will be able to interact with the building on all sides. Key work has gone into maintaining good activation and interest throughout the buildings surrounding.</p>
<p>i. Proposal must make a positive contribution to the character and identity of the neighbourhood.</p>	<p>More Information see: Section 4.2 The character of Block A will tie in with the wider masterplan connecting from Block A down to Block E within WCC in Phase 2. These buildings will have their own shared character taking from the design ideas in seaside art deco architecture. But will tie into the materiality and palette developed from the Phase 1 housing.</p>
<p>j. Proposal must respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring properties.</p>	<p>More Information see: Section 4.0, 4.12 The massing responds the surrounding context coming down the main park and a more human scale. It is an island site and people will be able to interact with the building on all sides. Key work has gone into maintaining good activation and interest throughout the buildings surrounding.</p>
	<p>More Information see: Section 4.2</p>

3. At site/building scale

a. Proposed design should maximise access to natural daylight, ventilation and views and minimise overshadowing.

The finger block design of the Block A1 and A2 are shaped in a stepped diamond plan. The steps occur within the apartment footprint to get 100% dual aspect units on the typical floor this plan not only creates interest within plan form but also it elevation with units dropping away on the upper floors creating an interesting play in the heights.

More Information see: Section 4

b. Proposal should demonstrate how it complies with quantitative performance standards on daylight and sunlight as set out in BRE guidance "Site Layout Planning for Daylight and Sunlight" (2nd Edition).

A fully detailed sunlight and daylight analysis of the subject proposals have been undertaken by 3D Design Bureau and is submitted as part of this pre-application consultation submission. The analysis demonstrates the proposed development's compliance with relevant guidelines and standards.

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

A fully detailed Sunlight & Daylight Access & Overshadowing Report has been submitted as part of the LRD application.

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

The massing has been designed to move any elements of height away from smaller adjacent buildings. A fully detailed Sunlight & Daylight Access & Overshadowing Report is currently being finalised and will be submitted as part of the LRD application.

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

The proposed site does not impact on any Architectural Conservation Area or protected structure, however a cultural report is included as part of the application package for completeness

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

Block A has been redesigned from SHD2 to improve carbon efficiency, featuring a better net-to-gross ratio, reduced concrete use, a more efficient floor plate, and an increase in dual-aspect units for enhanced natural ventilation.

Further details of the proposed development's energy efficiency are provided in the Climate Action and Energy Statement prepared by METEC.

4. County Specific Criteria

a. Having regard to the County's outstanding architectural heritage which is located along the coast, where increased height and/or taller buildings are proposed within the Coastal area from Booterstown to Dalkey the proposal should protect the particular character of the coastline. Any such proposals should relate to the existing coastal towns and villages as opposed to the coastal corridor.

The massing of the proposed development has been carefully designed to integrate seamlessly with the broader coastal context along the coastline. By gradually building up the mass towards the coast, the design draws inspiration from the surrounding areas, particularly further into Dún Laoghaire, where buildings step up in scale rather than conforming to uniform, long slab structures. This approach emphasizes a dynamic interplay of heights that enhances the visual interest and aesthetic quality of the coastline, avoiding monotonous or imposing massing. The varied building heights are intended to create a more natural, fluid transition between the urban environment and the coastal landscape, allowing the development to blend harmoniously with the existing surroundings while maintaining a sense of openness and connection to the sea.

More Information see Section: 4.1 - 4.4

A Landscape and Visual Impact Assessment is being finalised and will be submitted as part of the LRD planning application.

b. Having regard to the high quality mountain foothill landscape that characterises parts of the County any proposals for increased heights and/or taller building in this area should ensure appropriate scale, height and massing so as to avoid being obtrusive.

The proposed Block A is located along Bray's coastline and will have minimal impacts on views from nearby mountains and foothills.

A Landscape and Visual Impact Assessment is currently being finalised and will be submitted as part of the LRD planning application.

c. Additional specific requirements (Applications are advised that requirement for same should be teased out at pre planning's stage).

No additional specific requirements were noted during the section 247 pre-application consultation meeting with DLRCC or Opinion.

d. Specific assessments such as assessment of microclimatic impacts such as down draft.

An assessment of potential microclimate impacts is currently being finalised by BFluid Ltd. and will be submitted as part of the LRD planning application package.

Having regard for the assessment undertaken as part of the previously approved proposal for the subject site (under ABP-314686-22), it is considered that the proposed development is not likely to generate any negative microclimatic impacts such as down draft.

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

The Block A design has been developed alongside best practice bird mitigation methods regarding solidity of facade and window position and proportion.

f. Assessment that the proposals allows for the retention of telecommunications channels, such as microwave links.

A Utilities Report for the proposed development has been prepared by Metec Consulting Engineer and is included in the planning application documentation.

g. An assessment that the proposal maintains safe air navigation.

The proposed development is not located in the immediate vicinity of any airport and is outside of all Dublin Airport Safety Zones. It is therefore considered that a specific assessment is not necessary.

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

An EIAR and AA including a Natural Impact Statement for the proposed development have been prepared by Atkins Realis and are included in the planning application documentation.

i. Additional criteria for larger redevelopment sites with taller buildings

No additional criteria were specified by DLRCC at the section 247 Pre-application meeting or Opinion.

j. Proposal should make a positive contribution to place making, incorporating new streets where appropriate, using massing and height to achieve densities but with variety and scale and form to respond to scale of adjoining development.

The finger block design of the Block A1 and A2 are shaped in a stepped diamond plan. The steps occur within the apartment footprint to get 100% dual aspect units on the typical floor this plan not only creates interest within plan form but also it elevation with units dropping away on the upper floors creating an interesting play in the heights.

More Information see: Section Section: 4.2 - 4.4

k. For larger unconstrained redevelopment sites BRE standard for daylight and sunlight/ any forthcoming EU standards on daylight sunlight should be met.

A Sunlight & Daylight Access & Overshadowing Report is being prepared by 3D Design Bureau and will be submitted as part of the LRD planning application. The report will demonstrate the proposed development's compliance with all relevant guidelines and standards.

7.0 Housing + Apartment Standards

7.1 Design Standards

7.1.1 HOUSING QUALITY ASSESSMENT

The HQA is part of the application to validate the design against the key criteria within the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, 2023. In particular the following key metrics.

- Mix of Units
- Apartment Floor Areas
- Dual Aspect Ratios
- Floor to Ceiling Heights
- Lift and Stair Cores
- Internal Storage
- Private Amenity Space
- Security Considerations
- Communal Facilities

The document also provides the minimum requirements with respect to internal storage, private amenity space, security considerations, access to services etc. which was used as a checklist to ensure all units within Block A application are compliant with the respective design standards.

7.1.4 APARTMENT FLOOR AREA

The proposed apartments layouts are all be in excess of the minimum requirements with the majority beyond 10% larger than the minimum standards.

All units will have correct storage allocation within the apartment itself.



Fig. 92 Typical 3 Bed Apartment

7.1.2 DUAL ASPECT RATIOS

Due to the nature of the organisation of the plan, all units have been designed to be dual aspect with the vast majority of units having the dual aspect element off the living room space.

Further up the building penthouses have been designed to have 180 degree views and triple aspect.

Town houses are through units with views to the front and back.

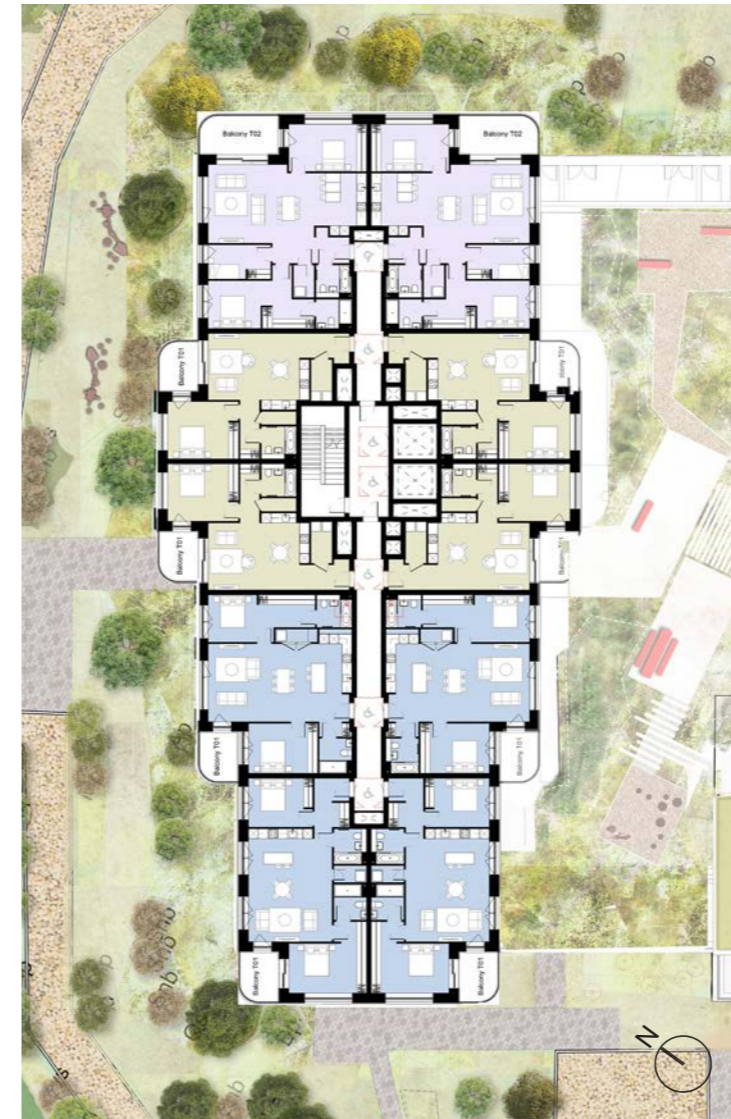


Fig. 91 Typical Floor Plan

7.1.3 STORAGE

Within the undercroft by the parking, bulky storage units are provided for residents. These storage spaces are in excess of the storage provided within the units as per the county plan.

These will be lockable and allocated to specific units across both A1 and A2.

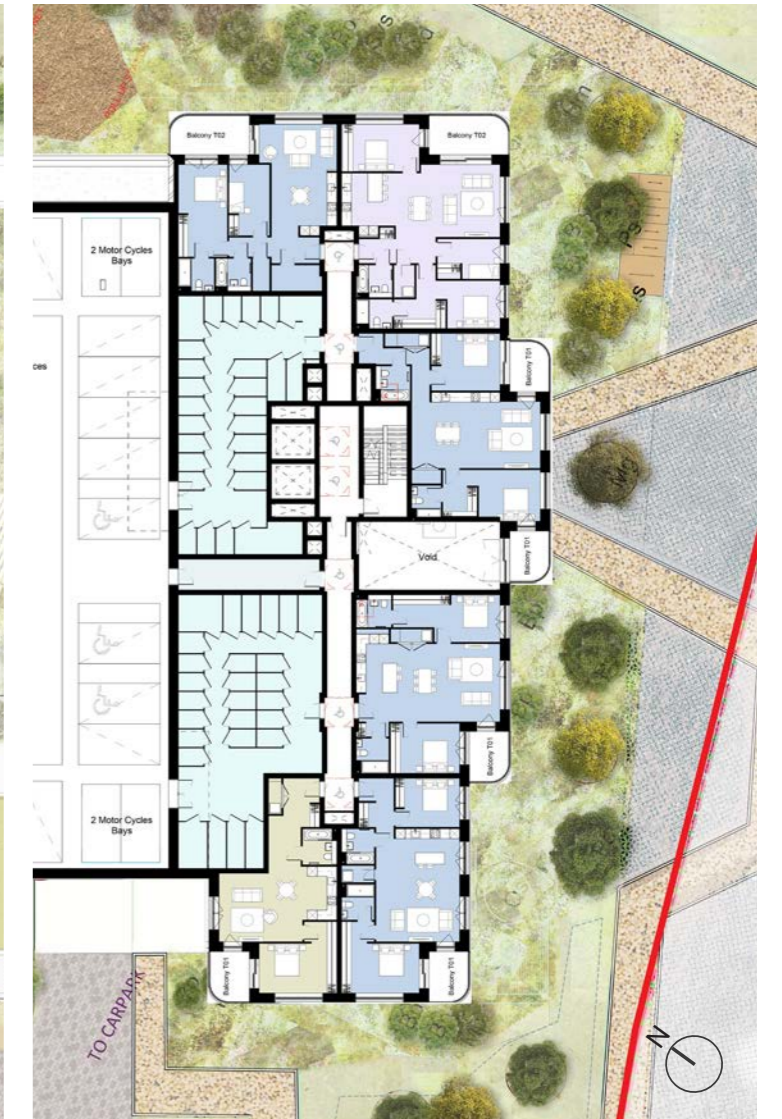


Fig. 90 Mezzanine Storage

8.0 Summary of Key Development Metrics + Areas

Area Schedules

Job No: 2481
RIAI Stage: Stage 3
Job Name: Sea Gardens - Phase 1B
Client: Ballymore
Doc Ref: BRA-HWS-BA-ZZ-L-A-05001
Revision: P07

Development Schedule : Plots

	Block A1					Block A2					Podium					Total	
	Resi NIA	Resi GIA*	Amenity GIA	Plant GIA	Total GIA	Resi NIA	Resi GIA*	Amenity GIA	Plant GIA	Total GIA	Resi NIA	Resi GIA*	Amenity GIA	Plant GIA	Parking GIA	Total GIA	GIA
L09	0.0	0.0	0.0	0.0	0.0	342.0	453.6	0.0	0.0	453.6	0.0	0.0	0.0	0.0	0.0	0.0	454
L08	342.0	453.6	0.0	0.0	453.6	463.0	581.1	0.0	0.0	581.1	0.0	0.0	0.0	0.0	0.0	0.0	1035
L07	463.0	581.1	0.0	0.0	581.1	638.0	780.6	0.0	0.0	780.6	0.0	0.0	0.0	0.0	0.0	0.0	1362
L06	638.0	780.6	0.0	0.0	780.6	635.6	780.6	0.0	0.0	780.6	0.0	0.0	0.0	0.0	0.0	0.0	1561
L05	635.6	780.6	0.0	0.0	780.6	796.8	964.0	0.0	0.0	964.0	0.0	0.0	0.0	0.0	0.0	0.0	1745
L04	796.8	964.0	0.0	0.0	964.0	796.8	964.0	0.0	0.0	964.0	0.0	0.0	0.0	0.0	0.0	0.0	1928
L03	796.8	964.0	0.0	0.0	964.0	796.8	964.0	0.0	0.0	964.0	0.0	0.0	0.0	0.0	0.0	0.0	1928
L02	796.8	964.0	0.0	0.0	964.0	796.8	964.0	0.0	0.0	964.0	618.1	636.3	0.0	0.0	0.0	636.3	2564
L01	765.5	929.4	34.7	0.0	964.0	765.5	927.0	37.1	0.0	964.0	768.6	792.7	0.0	0.0	0.0	792.7	2721
M01	516.0	736.6	0.0	243.6	980.3	516.0	980.9	0.0	0.0	980.9	486.0	507.3	0.0	0.0	2474.5	2981.8	4943
L00	247.1	590.1	404.9	0.0	995.0	410.8	916.3	65.8	0.0	982.2	270.0	492.7	0.0	304.7	2279.0	3076.4	5054
Sub Total	5997.6	7744.0	439.6	243.6	8427.2	6958.1	9276.1	102.9	0.0	9379.0	2142.7	2429.1	0.0	304.7	4753.5	7487.2	25293
	77%					75%					88%						

Unit Schedule : Plots

	Block A1					Block A2					Podium					Overall
	1 Bed	2 Bed	3 Bed	4 Bed	Total	1 Bed	2 Bed	3 Bed	4 Bed	Total	1 Bed	2 Bed	3 Bed	4 Bed	Total	Total
L09	-	-	-	-	0	0	0	2	-	2	-	-	-	-	0	2
L08	-	-	2	-	2	0	0	4	-	4	-	-	-	-	0	6
L07	-	-	4	-	4	2	2	3	-	7	-	-	-	-	0	11
L06	2	2	3	-	7	4	2	2	-	8	-	-	-	-	0	15
L05	4	2	2	-	8	4	4	2	-	10	-	-	-	-	0	18
L04	4	4	2	-	10	4	4	2	-	10	-	-	-	-	0	20
L03	4	4	2	-	10	4	4	2	-	10	-	-	-	-	0	20
L02	4	4	2	-	10	4	4	2	-	10	-	-	-	-	0	20
L01	2	5	2	-	9	2	5	2	-	9	-	-	-	-	0	18
M01	1	4	1	-	6	1	4	1	-	6	-	-	-	4	4	16
L00	1	1	1	-	3	1	3	1	-	5	-	-	-	5	5	13
Sub Total	22	26	21	0	69	26	32	23	0	81	0	0	0	9	9	159

1 Bed	2 Bed	3 Bed	4 Bed	Total
48	58	44	9	159
30%	36%	28%	6%	

