

**Minutes of the Monthly Meeting of Bray Town Council held in the Council Chamber,  
Town Hall, Bray on Tuesday 9<sup>th</sup> November 2010 at 7.30 p.m.**

**Present:**

- Councillor David Grant, Cathaoirleach**
- Councillor John Byrne**
- Councillor Eugene Finnegan**
- Councillor Mick Glynn**
- Councillor Ronan McManus**
- Councillor Rossa Murray**
- Councillor Ciaran O'Brien**
- Councillor John Ryan**
- Councillor Pat Vance**
- Councillor Sarah Wray**

**Also present:**

- Mr. Des O'Brien, Director of Services**
- Ms. Christine Flood, Town Clerk**
- Mr. Marc Devereux, Town Engineer**
- Mr. Stephen Fox, Executive Engineer Planning/Housing**
- Ms. Aisling McDonnell, Assistant Planner**

**Apologies:**

- Councillor John Brady**
- Councillor Tracy O'Brien**

The Cathaoirleach, David Grant opened the meeting by extending a Vote of Sympathy to the families of Patrick Briggs and Annie Carroll, who had recently passed away. Both families are very active in the town/community and it was requested that a letter of sympathy issue to both families. A minute's silence was observed, as a mark of respect.

Congratulations were extended to Bray Wanderers on their win securing their place in next season's premier division.

**1. Confirmation of Minutes of the Monthly Meeting Dated 13<sup>th</sup> July, 2010**

Councillor Pat Vance proposed confirmation of the minutes of the Monthly Meeting of 13<sup>th</sup> July, 2010 and Councillor John Byrne seconded the proposal.

**2. To Discuss Report on Christmas Parking.**

The Town Clerk informed the members of amendments to the report previously discussed at the meeting of 2<sup>nd</sup> November.

The following is proposed

To provide free parking after 9.30 a.m, in the Florence Road and Herbert Road car-parks on Saturdays from 4<sup>th</sup> December to 18<sup>th</sup> December, inclusive.

To further assist in the promotion of business in the town, Bray Town Council is in the process of arranging pedestrian access to the Main Street from the Florentine Car-park, the overflow car-park will be open from mid-November.

Bray Town Council is also participating in the East Coast Radio promotion on 19<sup>th</sup> November in conjunction with Bray Retailers.

Retailers and their staff are asked to co-operate with parking provision generally by ensuring that parking nearest the retail area is reserved for paying customers, by ensuring that if parking in a pay parking area a valid ticket is displayed at all times, by co-operating with Bray Town Council Traffic Wardens, by refraining from parking in loading bays, and by ensuring that deliveries to businesses observe the parking regulations, and the normal courtesies to road users by loading and unloading in a safe and sensible manner.

The members raised the following points:

- The time should be amended for Saturday morning, Bray is asleep till 11am, the proposed 9.30am start should read 10.00am.
- Three free Saturdays and Sundays is sufficient.
- Parking in the car parks should be free, with paid parking on the streets.

- Bray Town Council have no control over the car park at the Civic Centre, however, the basement car park can be used. This should be clearly signposted to avoid clamping.

### 3. **To Discuss the Draft Development Plan 2011-2017**

Stephen Fox, Executive Engineer Planning/Housing presented the Manager's Report on the Draft Development Plan 2011-2017 to the members. He went on to explain the where the Manager makes a recommendation to change or amend the Plan these are set out in **red type**. Should details be removed/deleted from the Draft Development Plan these shall be highlighted by ~~blue strikethrough~~.

The following is the list of contents;

Part 1 – Legislative Background

Part 2 – Submissions and Manager's Response and Recommendations

Appendix A – Proposed Amendments to the Draft Development Plan

Appendix B – List of those who made submissions

Appendix C – List of Consultees

Appendix D – Public Information material made available during the Draft Development Plan process / Text of Adverts

Appendix E – Indicative Timetable

Appendix F – Policy Context

Appendix G – Bray Flood Area

Map of Zoning Key Rev 1 (Existing)

Map of Zoning Key Rev 2 (Proposed Amendment)

Environmental Report Amendments to Draft Plan

#### **Amendment 1**

##### **2.1.1. Overview**

The word ~~draft~~ is removed 3 times when referring to the Regional Planning Guidelines.

#### **Amendment 2**

##### **~~2.3.2 Regional Planning Guidelines, Greater Dublin Area, 2004-2016~~**

~~It is a policy of the Council to facilitate the implementation of the 'Regional Planning Guidelines, Greater Dublin Area, 2004-2016'.~~

~~The Greater Dublin Area is comprised of 7 local authority areas, including Dublin City, and South Dublin, Dun Laoghaire Rathdown, Fingal, Kildare, Meath and Wicklow Counties.~~

~~The core principles for the sustainable development of the GDA, as established in the NSS, are incorporated in the 'Regional Planning Guidelines, Greater Dublin Area, 2004-2016'. These Guidelines provide a long-term strategic planning framework for the development of the Greater Dublin Area. Under these Guidelines, the strategic vision for the future development of the GDA is used as a primary starting point:~~

~~"The City Region is to excel as an international competitor where all areas located within the Greater Dublin Area collectively contribute to its success and in turn draw their individual strengths from the City Region."~~

~~The settlement strategy for the Greater Dublin Area includes a strategy for the Metropolitan area, in which Bray is located, and the Hinterland area. As outlined in the Guidelines "development within the Metropolitan Area will be consolidated, with a much-enhanced multi-~~

modal transport system. Outside Dublin City Centre, towns will be consolidated with an increase in overall residential development densities particularly in proximity to public transport corridors.”

Under the Guidelines Bray is designated a ‘Metropolitan Consolidation Town’, which will be a main growth area within the Metropolitan Area. The Guidelines advise that these towns should be developed to a relatively large scale as part of the strategy for the Metropolitan Area involving its consolidation. Table 2.4 indicates the size of catchments for services and employment appropriate to Metropolitan Consolidation Towns, such as Bray.

Table 2.4: Indicative Settlement Hierarchy for Metropolitan Consolidation Towns (RPG, 2004)

Population Range	Accessibility	Economic Function	Typical Distance From Higher Level Settlement
40,000 to 100,000	Quality Bus Corridors/Rail/Major radial routes	Main attractor for major investment. Strong international marketing	Close to City Centre

Under the Guidelines, Greystones has been designated a ‘Large Growth Town’. Due to the strong inter-urban relationship and dynamism that exists between the towns of Bray and Greystones, they constitute a ‘Primary Dynamic Cluster’. The longer term goal of the Guidelines is that the cluster should build in a mutually dependent way, so that the amenities and economies of the whole cluster are greater than the sum of the parts.

In summary, the development approach put forth in the Guidelines, as relevant to Bray, is one which calls for an increase in overall residential densities with a high priority on the creation of elegant and exciting urban places. The approach also includes the location of quality employment, residential developments and amenities in proximity to each other in order to reduce the need to travel and the dependence on private transport. The Guidelines emphasise the need to provide adequate transportation and services infrastructure; social, community and cultural facilities; and to ensure the preservation and protection of the environment and its amenities, including the archaeological, architectural and natural heritage.

**Amendment 3**

**2.3.3 2 Draft Regional Planning Guidelines for the Greater Dublin Area 2010-2022**

The Draft Regional Planning Guidelines for the GDA 2010-2022 have been published and are currently on public consultation were adopted in June 2010.

It is a policy of the Council to facilitate the implementation of the ‘Regional Planning Guidelines, Greater Dublin Area, 2010-2022’.

The Greater Dublin Area is comprised of 7 local authority areas, including Dublin City, and South Dublin, Dun Laoghaire Rathdown, Fingal, Kildare, Meath and Wicklow Counties.

The core principles for the sustainable development of the GDA, as established in the NSS, are incorporated in the ‘Regional Planning Guidelines, Greater Dublin Area, 2010-2022’. These Guidelines provide a long-term strategic planning framework for the development of the Greater Dublin Area. Under these Guidelines, the strategic vision for the future development of the GDA is used as a primary starting point:

Under the Guidelines Bray is designated a ‘Metropolitan Consolidation Town’, which will be a main growth area within the Metropolitan Area. The Guidelines advise that these towns should be developed to a relatively large scale as part of the strategy for the Metropolitan Area involving its consolidation.

The spatial dimension to the Strategy support the growth of the polycentric gateway and primary economic growth towns linked by multi-modal corridors and focused on identified Cores Economic Area including the Bray / Cherrywood / Greystones Core Economic Area.

#### **Amendment 4**

**Subsequent changes on the content table of this section as a result of the proposed changes.**

2.3.3 ~~2~~ **Draft** Regional Planning Guidelines for the Greater Dublin Area 2010-2022

2.3.4 ~~3~~ Sustainable Development

Amendment 5

2.6 Environmental Assessment

- flood ~~impact~~ **risk** assessment;

Amendment 6

3.2 Context

~~• Regional Planning Guidelines, Greater Dublin Area, 2004-2016~~

- **Draft** Regional Planning Guidelines for the Greater Dublin Area 2010-2022, Dublin & Mid-East Regional Authorities

#### **Amendment 7**

##### **3.3.7 Capacity of Supply**

Due to the shortfall of available land within the confines of Bray Town Council, the North Bray and Environs Land Use and Transportation Study (2006), (Refer to Section ~~3.4.2~~ **7.4.3**) has been prepared and implemented by Bray Town Council in conjunction with Wicklow County Council and Dun Laoghaire-Rathdown County Council.

#### **Amendment 8 (This section is now 7.4.3)**

##### ~~3.4.2 North Bray and Environs Land Use and Transportation Study (LUTS)~~

~~It is the policy of the Council to implement the North Bray LUTS Study (2006), and the Bray Transport Study (2007) for Bray and its environs, in conjunction with Wicklow County Council and Dun Laoghaire-Rathdown County Council.~~

~~The study area of the LUTS encompasses Woodbrook, Rathmichael, Old Connaught, Fassaroe and North Bray, as well as the N11 as far as the junction with the Bray Southern Cross. It overlaps with the study area of the Bray Environs LAP at Fassaroe and also includes the N11 up to the interchange with the Bray Southern Cross Road. This Plan will provide for the integrated, strategic and holistic development of the area of Bray Town Council and its environs.~~

~~The Plan will have regard to the existing and future patterns and scales of development of the area in terms of local transport, housing, employment uses, retail and other land use requirements. It is an objective of the LUTS to ensure that the study area can cater for expected future levels of development as proposed throughout the Town and County Development Plans, by investigating a range of policies, infrastructural measures, and land use strategies. Given the amount of land identified for development in the LUTS area, it would be possible to accommodate a target population for Bray and its greater Environs of 52,500 in 2010/11 and of 72,000 in 2020.~~

~~The existing boundaries of the administrative area of Bray Town Council will be reviewed with a view to extending them to include areas of the environs of the town which are currently located within the jurisdictions of the adjoining local authorities. It is a particular objective of this plan that the town boundary is extended to include the entire area of the Southern Cross.~~

~~An emphasis will be placed on achieving a joined-up and co-ordinated approach between the three relevant planning authorities such that the Bray Environs Area may in future be perceived as a single entity.~~

#### **Amendment 9**

An omission was made within the proposed amendments to the Draft Development Plan 2011-2017. Amendments within Section 3.4.7 should have included the change from D type lands to CE type lands. This is being altered to ensure the plan consistent with the reference terminology used with the reference terminology used within the Wicklow County Council Development Plan.

#### **Amendment 10**

##### **3.4.7 Protecting Civic, Community and Educational Lands.**

The references to **D** typed zoned land has been changed to read **CE** type zoned land in this section.

#### **Amendment 11**

##### 3.4 Policy

##### ~~3.4.2 North Bray and Environs Land Use and Transportation Study (LUTS)~~

~~3.4.3 2 Sustainable Residential Development in Urban Areas (Cities, Town and Villages) 2009~~

~~3.4.4 3 Infill Residential Environments~~

~~3.4.5 4 Quality Residential Environments~~

~~3.4.6 5 Sustainability and Energy Efficiency~~

~~3.4.7 6 Protecting Civic, community and Educational Lands~~

~~3.4.8 7 Ardbrae Park~~

#### **Amendment 12**

##### 4.3 Strategy

~~Competing centres include large-scale 'out-of-town' shopping locations in particular Dundrum Town Centre, and to a lesser extent Dun Laoghaire, Cornelscourt Carrickmines and Blackrock~~

#### **Amendment 13**

##### 4.4.3 Vitality and Viability

Limit and restrict uses including adult shops, gambling, gaming and amusement centres, off-licences, **cash-for-gold shops** and recreational drug shops (head shops) within the Town Centre area, as these reduce the opportunities for higher end retailers to locate within the town, thereby damaging the towns ability to prosper.

#### **Amendment 14**

##### **4.4.9 Discount Foodstores**

~~It is the policy of the Council to permit the development of a discount foodstore in the NS1 zoned solely local service area.~~

It is the policy of the Council to permit in principal discount foodstore<sup>3</sup> developments on lands zoned NS, NS1 (Neighbourhood Centre Uses) and the AO Smith 'Opportunity Site'. Discount foodstore developments will also be open to consideration on lands zoned GTH (Gateway and Transportation Hub Uses) and TC (Town Centre Uses).

Their **effect impact** on neighbourhood centres and other shops will be considered. **Discount foodstores can provide standalone stores in town centres, on the edge of centres and also opportunities to anchor new or existing neighbourhood or district centres.**

#### **Amendment 15**

##### **4.4.13 Opportunity Sites**

In assessing re-development proposals for Opportunity Sites the Council, **unless otherwise specified in Table 4.1**, shall have regard to the general development standards and guidelines outlined in Chapter 12, **and Land Use Zoning Objectives set out in Chapter 13.**

## **Amendment 16**

**Table 4.1 Opportunity Sites**

6	Dell Site	EMP1 – Employment Uses	Employment use development. Industry/office/ and science and technology based uses. The rear of the site is considered suitable for the location of taller buildings up to 5 storeys in height. <b>Max Plot Ratio 1.25</b>
7	A O Smith Site	EMP1 – Employment Uses	Predominantly employment use development. Industry/office/ and science and technology based uses in the main with the option of neighbourhood services /discount foodstore. The site is considered suitable for the location of taller buildings up to 5 storeys in height. <b>Max Plot Ratio 1.5</b>

## **Amendment 17**

### **5.2 Context**

• ~~Regional Planning Guidelines for the Greater Dublin Area, 2004-2016~~

- ~~Draft~~ Regional Planning Guidelines for the Greater Dublin Area 2010-2022

## **Amendment 18**

### **Section 7.2 Context**

• ~~Regional Planning Guidelines for the Greater Dublin Area, 2004-2016~~

- ~~Draft~~ Regional Planning Guidelines for the Greater Dublin Area 2010-2022, Dublin & Mid-East Regional Authorities
  - Transport Strategy for the Greater Dublin Area 2010-2030 (~~DTO~~ NTA)
  - **Dublin Road Improvement Scheme (DLRCC)**

## **Amendment 18**

### **7.4.1 The National Transport Authority**

*It shall be the policy of the Council to review and set out an implementation plan, for all road schemes as part of a Local Traffic Plan to be prepared following the publication of the NTA Transport Strategy for the GDA*

*The NTA is required to make an integrated implementation plan within 9 months of the approval by the Minister of Transport of the Transport Strategy. This is to be followed by the preparation of a Strategic Traffic Management Plan. Section 65 of the Dublin Transport Authority Act 2008 requires that each local authority prepare a 'Local Traffic Plan' for its functional area that is consistent with Plan*

## **Amendment 20**

### **7.4.3 North Bray and Environs Land Use and Transportation Study (LUTS)**

*The existing boundaries of the administrative area of Bray Town Council will be reviewed with a view to extending them to include areas of the environs of the town which are currently located within the jurisdictions of the adjoining local authorities. It is a particular objective of this plan that the town boundary is extended to include the entire area of the Southern Cross.*

## **Amendment 21**

### **7.4.6 Cycling and Walking**

*The Council recognises that cycling and walking are cost effective, non-polluting and highly flexible transportation modes that reduce congestion, foster improved health and are accessible to ~~young people~~ a broad spectrum of age groups. To this end, it is the policy of the Council to introduce a network of cycle ~~tracks~~ routes and footpaths, which will form part of an overall linked-up transport system.*

*Pedestrian and cycle routes should present the following attributes to all users:*

*(Just one change)*

*Road Safety*

## **Amendment 22**

### **7.4.9 Lands at Bray Railway Station.**

**It is a policy of the Council to provide for the development and improvement of public transportation infrastructure and high level uses on the lands at Bray Railway Station. The area shall be developed as a gateway to the town with clear linkages to the Town Centre and the Seafront. The area is considered suitable for higher density mixed use development including retail, commercial, office, residential and civic use. All developments will be required to be of particularly high aesthetic design.**

Bray Railway Station is the principal public transport hub for the town of Bray, It provides both the local and wider community with access to a broad range of transport modes including DART, future LUAS and scheduled bus services. Located at the end of Quinsborough Road, it functions as a primary gateway to the town centre and seafront areas. In addition to servicing significant levels of daily commuter traffic it also sees a considerable volume of tourism dependent traffic.

In recognition of the importance of the Railway Station and the role it plays, it shall be the policy of the Council to provide for the development and improvement of public transportation infrastructure and high level uses on these lands.

The area in the immediate vicinity of the Railway Station, by virtue of its location, provides opportunities for higher density mixed use development. The requirement that all development proposals be of particularly high aesthetic design will help promote the visual amenity of the area and strengthen its role as a gateway to the town.

## **Amendment 23**

### **7.4 Policy**

#### **7.4.9 Lands at Bray Railway Station**

~~7.4.9~~<sup>10</sup> Road Development

~~7.4.10-11~~ Road Signage

~~7.4.11~~ <sup>12</sup> Access for Mobility Impaired

~~7.4.12~~ <sup>13</sup> Traffic Calming

~~7.4.13-14~~ Rights of Way

~~7.4.14~~ <sup>15</sup> Purchase of Road Making Materials

## **Amendment 24**

### **8.3 Strategy**

*“Within the context of the physical environment heritage comprises monuments, archaeological and heritage objects, architectural heritage, wrecks, inland waterways, landscapes, seascapes, geology, flora, fauna and wildlife habitats”*

*There is a need to ~~balance the needs of the built, architectural, cultural and natural heritage~~ promote the conservation of the built heritage of Bray as a development objective in association with the continued development of the town in a sustainable manner. There is a need to increase awareness of the importance of heritage while recognising the relationship between landscape, heritage and recreational open spaces.*

## **AMENDMENT 25:**

### **8.4.3 Views and Prospects**

Table 8.1

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15	The view from the south harbour along the Promenade and Strand Road
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## **Amendment 26**

### **Policy 8.4.4.1 Protection of Natural Habitats**

**It is the policy of the Council to protect important natural wildlife habitats, in particular the river Dargle and the c.S.A.C at Bray Head.**

## **Amendment 27**

### **8.4.5 Architectural Heritage**

The Council will ~~strongly resist~~ only grant permission for the demolition of protected structures or proposed protected structures unless where the Council is satisfied that exceptional circumstances exist.

Colaiste Raithin on the Florence Road is to remain on the Record of Protected Structures, and elements of the structure to be changed from 'structure' to 'façade external walls and roof'.

**AMENDMENT 28:**

**8.4.5.1 Record of Protected Structures**

Table 8.3

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17	Florence Road	Colaiste Raithin	<del>Structure</del> Façade, external walls and roof
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**Amendment 29**

**9.4.1**

~~The Council recognises that the Dargle riverbank is an important natural habitat for flora and fauna. All development that may affect these habitats will be strictly controlled so as to ensure that they are protected and enhanced. Any riparian development works will be carried out in consultation with the ERFB.~~

**AMENDMENT 30:**

**9.4.5.2 OS2 Zoned Solely Open Space**

On OS2 zoned lands it is the policy of the Council to protect and provide for recreation and open space provision.

**Amendment 31**

**Subsequent changes on the content table of this section as a result of the proposed changes.**

**9.4.5 Open Space**

9.4.5.1 OS1 Zoned Solely Open Space

9.4.5.2 OS~~2~~<sup>3</sup> Zoned Solely Open Space

9.4.5.3 OS~~3~~<sup>4</sup> Zoned Solely Open Space

9.4.5.4 OS4 Zoned Solely Open Space

**Amendment 32**

**10.4.5 Flood Risk**

In respect of those existing undeveloped, zoned areas at risk of flooding within Bray, the Guidelines provide that in exceptional circumstances and where the criteria of the Justification Test have been met, the design of structural or non-structural flood risk management measures as prerequisites to development may be adopted such that flood hazard and risk ~~at the site itself and~~ to other locations will not be increased or, if practicable, will be reduced

**Amendment 33**

**10.4.6 Strategic Flood Risk Assessment**

Bray has experienced severe fluvial flooding from the River Dargle four times in the past century between 1905 and 1986, that flooded large parts of little Bray and caused substantial property damage and one fatality. As a result of this a flood defence study was carried out of the river between Route N11 and the sea. Mathematical and physical modelling was carried out to Office of Public Works specifications using various combinations of return periods for river flooding up to one in a hundred years and tidal events up to one in 200 years. The attached map (Appendix G) shows the maximum extent of flooding modelled for the do nothing situation. This would correspond to areas that the Planning System and Flood Risk Management Guidelines (DoHELG 2009) require that development should only be permitted when there are no alternative, reasonable sites available in areas at lower risk. Given that this area is predominantly either a brownfield area with only opportunities for infill development, or the Golf Course site that is strategically important, these land are subject to the 'justification test'.

An Bord Pleanála have approved the Environment Impact Assessment and Compulsory Purchase Order for the Flood Defence Scheme, and it is expected this will be carried out in the lifetime of this Plan. However, it is important to note that a residual risk of flooding remains to such defended locations and thus the sequential approach and the Justification Test is still relevant. As there are no alternative suitable lands, as this is predominantly already long developed land, or underutilised strategic land, the sequential test is not relevant; it is thus subject to the Justification Test. For the existing developed predominantly residential development to the west of Castle Street, any development will be minor, consisting of change of use, extensions, or redevelopment of dwellings, the defended flood plain is considered suitable to accommodate such development. The current underutilised land to the

east of Castle Street and the existing commercial development on Castle Street is the subject of the Justification Test below.

#### Justification Test

For development to be permitted in high or moderate risk zones, such as the 'do nothing' Dargle flood plain in Bray town, the Planning Authority must be satisfied that the zoning is necessary on the basis of all 5 criteria in box 4.1 of the Guidelines:

1. 1. The town is designated for growth in the Regional Planning Guidelines for the Greater Dublin Area. Bray has the highest designation in the Regional Planning Guidelines, a town of 40,000 to 100,000 population. Between Counties Wicklow and Dun Laoghaire Rathdown Bray will more than double in size, and Bray town centre, including some of the subject lands will service the much expanded needs of the expanded town. Bray is also designated at level 2 in the Retail Planning Strategy for the Greater Dublin Area, the highest designation after the centre of Dublin.
- 2i. Development of the area is essential to facilitate regeneration or town centre expansion, as demonstrated in the town and County development plans. As stated in 1) above the designations for Bray both in terms of population and retail, underlines the requirement for expansion of the town centre. In addition the current retail area of the town requires regeneration, as it is not able to compete with the new M50 shopping centres. This has already been described in Section 4 of this Plan.
- 2ii The area comprises significant previously developed and/or underutilized lands within the urban envelope.
- 2iii These lands are directly adjacent to the current town centre.
- 2iv It is essential to develop these lands to achieve a compact sustainable urban retail growth.
- 2v There are no reasonable and available alternative development areas or sites that meet the wider strategic policy requirements as outlined at 1) above, within low or lower flood probability areas. The town centre is in the heart of the town, an area that has long been developed. While there are brownfield sites in the existing town centre, these are not of sufficient size to give either the critical mass to regenerate the retail offer in Bray, or to cater for the future population envisaged as per 1) above.

In accordance with Section 4.23 of the Guidelines it is considered that it has clearly been demonstrated that the zoning and development of these lands satisfies the Justification Test.

#### **Amendment 34**

**Subsequent changes on the content table of this section as a result of the proposed changes.**

#### **Section 10 Context**

##### 10.4.6 Strategic Flood Risk Assessment

##### 10.4.67 Management of watercourses

##### 10.4.78 Water Quality

##### 10.4.89 Energy and Communication Networks

##### 10.4.89.1 Electricity and Gas

##### 10.4.89.2 Energy Conservation

##### 10.4.89.3 Telecommunications Infrastructure

##### 10.4.89.4 Broadband Rollout

#### **Amendment 35**

##### **11.4.1 The SF Seafront Zone**

***To protect and enhance the character of the seafront area and to provide for mixed-use development including appropriate tourism, leisure and residential uses. The Seafront area shall be promoted as the primary tourist, recreational and leisure centre of the town.***

- Provision shall be made for exceptional storms, using the precautionary principle, when some flood water may pass over the coastal defenses. In particular ground floor

door thresholds shall be suitably above ground level, and any residential units with at ground floor shall be 2 storey or duplex, to provide for refuge from floods.

**Amendment 36**

**11.4.2 Open Space (OS1 Zone) and Beach**

**To protect and provide for recreation, open space and amenity provision.**

- Improve the appearance, attraction and amenity of the area through Seafront Improvement Schemes incorporating hard and soft landscaping plans and develop guidelines for this area which have regard to the Seafronts close proximity to the Bray Head cSAC;

**Amendment 37**

**12.2.1 Plot Ratio**

- Zoning GTH: Town Gateway and Transportation Hub Uses, where the maximum plot ratio is 2.75

**Amendment 38**

**12.2.2 Site Coverage**

- Zoning GTH: Town Gateway and Transportation Hub Uses, where the maximum site coverage is 80%

**AMENDMENT 39:**

**Proposed alterations to the minimum cycle stand requirements for development:**

**Table 12.5: Minimum Cycle Parking Standards**

Type of Development	Cycle Parking Standard
Dwelling/flats accessible by cycle	<del>1 stand for every flat and all other residential dwelling</del> 1 per bedroom + 1 visitor space per 2 units
Shops	<del>1 stand per 50m<sup>2</sup> of gross floor space</del> 1 space for every car space
Supermarkets and large stores	<del>1 stand per 200m<sup>2</sup> of gross floor space</del> 10% of employee numbers subject to minimum of 10 bicycle places or one bike space for every car space, whichever is the greatest
Offices	<del>1 stand per 30m<sup>2</sup> of gross floor space</del> 10% of employee numbers subject to minimum of 10 bicycle places or one bike space for every car space, whichever is the greatest.
Industry (including science and technology based)	<del>1 stand per 100m<sup>2</sup> of gross floor space</del> 20% of employee numbers
Industrial/Distribution Warehousing	<del>1 stand per 250m<sup>2</sup> of gross floor space</del> 20% of employee numbers
Theatres, cinema, stadia	<del>1 stand for every 20 seats</del> 1 stand for every 100 seats
Hotels	<del>1 stand per 8 bedrooms</del> 1 stand per 50 bedrooms
Lounge bars	<del>1 stand per 30m<sup>2</sup> public space</del> 1 space for every car space
Restaurants	<del>1 stand per 30m<sup>2</sup> of gross floor space</del> 1 space for every car space
Ballrooms, dance halls, clubs	<del>1 stand per 30m<sup>2</sup> of gross floor space</del> 1 space for every car space
Playing fields	<del>4 stands per pitch</del> 1 space for every 3 players
Schools/Higher education	<del>1 stand for every 10 pupils</del> 10% of pupil registration numbers / minimum of 10 spaces
Nursing homes	<del>1 stand for every 8 members of staff</del> 20% of employee numbers
Retail Warehouse	<del>1 stand per 100m<sup>2</sup> of gross floor space</del> 20% of employee numbers
Multi-Storey Car Parks	10% of total car spaces / Minimum provision of 50 spaces
Public Transport pick up points / interchanges	2.5% of number of daily borders at that point / station, minimum of 10 bicycle spaces.

**AMENDMENT 40:**

**12.20 Flood Risk Management**

For small developments less than 0.25 hectares, a certificate from a competent person stating that the development will not contribute to flooding within the relevant catchment must accompany applications for planning permission. A Flood ~~Impact~~ Risk Assessment shall identify the risk of flooding at the site in question as well as flooding elsewhere due to the development of that site. It shall also identify potential loss of floodplain storage and how it would be offset in order to minimise impact on the river flood regime. It shall also take account of the possible effect on the natural resources of the river.

Reference should also be made to the Eastern River Basin District Catchment Flood Risk Assessment and Management (Eastern RBD CFRAM) project, which is being carried out under the EU Floods Directive and which will provide flood mapping by 2013, and flood risk management plans by 2015. Reference can also be made to the Preliminary Flood Risk Assessment (PFRA) project, which will provide maps by 2011. This flood mapping will show the areas at risk of flooding in the town.

**AMENDMENT 41:**

**Section 13.2.4 Acceptability of Uses in the EMP1: Employment Uses Zone**

Acceptability	Description of Use
Not Normally Permitted but Open for Consideration	Advertisements and Advertising Structure Community Facility Garden Centre Motor Sales Outlet Residential Retail Warehouse Cash and Carry Car Park Service Garage Warehousing Motor Fuel Filling Station

**AMENDMENT 42:**

**13.2.13 Acceptability of Uses in the NS: Local Neighbourhood Centre Zone**

**To protect, provide for and/or improve local neighbourhood centre facilities.**

Acceptability	Description of Use
Permitted in Principle	Bed and Breakfast Betting Office Commercial Recreational Buildings Cultural Use Doctor/Dentist Guest House Health Centre Home Based Economic Activity Local Neighbourhood Services Offices Open Space Public House Discount Foodstore Public Services Residential Restaurant Recycling facilities Shops-Neighbourhood
Not Normally Permitted but Open for Consideration	Advertising and Advertising Structure Car Park Church Community Facility Crèche/Nursery School Discount Foodstore

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Education  
Funeral Home  
Garden Centre  
Hotel  
Motor Sales Outlet  
Private Garage  
Retail Warehouse  
Service Garage  
Shops-Major

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**AMENDMENT 43:**

**14.10 Planning Applications**

Where appropriate, planning applications in respect of the above Action Plan must be accompanied by the following:

**AMENDMENT 44:**

**Bray Harbour and North Beach Area Action Plan**

**15.2 Introduction**

Accordingly the Planning Authority will consider **applications for** development of limited parts of the overall Action plan area provided proportionate and commensurate elements of the overall objectives of the Action Area are delivered in tandem with whatever level of development is proposed. **Access from harbour road will be considered for applications or development of limited parts of the overall Action Area.**

**AMENDMENT 45:**

**15.5 Zone 2: Residential (8.5 acres)**

Developments shall promote the creation of socially mixed communities and cater for varied lifestyle requirements, building types and settings. A variety of different ~~house~~-dwelling types and sizes will be required;

**AMENDMENT 46:**

**15.7 Planning Applications**

- ~~Environmental Impact Assessment~~; **Flood Risk Assessment**

**AMENDMENT 47:**

**16.3 Action Plan Objectives**

In addition, all development proposals must include a flood ~~impact~~ **risk** assessment.

**AMENDMENT 48:**

- Flood ~~Impact Statement~~; **Risk Assessment**

**AMENDMENT 49:**

**ZONING LAND – USE MAPS**

**Amend land use zoning maps:**

**Make the required amendments to the colours indicated on the zoning key to the Maps.**

The members raised the following points:

- Planning applications submitted in residential areas for gaming arcades, something stronger is needed in the Plan to restrict these.
- It should be clear where these are allowed.
- There are 5/6 areas designated areas in Bray where gaming arcades are allowed.
- Gaming machines for example in the Royal Cinema are difficult to investigate, strong firm control is needed.
- Clarity of uses of the seafront area is needed, we also need a viable plan for the area, top to bottom.
- Could we consider extending the aquarium?
- The town centre should be our priority for the next 5 years, it has deteriorated.
- The planner has got it right in relation to the seafront area. We would have to be careful in relation to the proposal to extend the aquarium, but we must have an open mind to development. We need to see detailed proposals.
- Maybe we consider a material contravention if a sympathetic proposal was received
- Bray Town Council resisted development on the east side of the promenade time and time again. Would be extremely nervous about allowing development on public land for commercial use.

- Bray Town Council are very aware of the strategy for the seafront area a lot of thought is needed.
- General plan for the seafront needs a lot of work.
- Does Bray Town Council have the right to dispose of public land for private use?
- The change to Colaiste Raithin, protected structure, from structure to façade, external walls and roof is a reasonable compromise.
- We should look at St. Cronan's, Civic Centre and the façade of the Florentine Centre, Main Street with a view to deleting them from the record of protected structures. They add nothing to the town.
- There is no report/recommendation from the planner regarding St. Cronan's building, which is in a bad condition. A report can be seen on the NIAH website in relation to this building.
- The application from the owners of the four houses on the Killarney Road facing the Health Centre to 'Town Centre Uses' would bring them in line and would be reasonable. This has already happened on the Novara Road, Herbert Road, and Parnell Road.
- Something similar to Doctor/Dentist, possibly office use should be considered and it should be conditioned that the façade and grounds be retained.
- The green area/parkland in Fassaroe has no zoning marked on the map.
- Use of the Dargle riverbank anything to encourage angling should be welcomed.
- The submission in relation to the Religious Sisters of Charity and St John of God site zoning suggesting that the appropriate zoning for the respective land is Town Centre uses is extraordinary.
- The Value Centre site could public entertainment use be included?
- "To grant the demolition of Protected Structure under exceptional circumstances" what exactly does that mean?
- We should be doing more to attract business to the town like Dundalk.
- We should have an energy plan not just a plan in relation to height of developments.
- We have to be very careful in delisting buildings, we need good quality buildings. The Royal Hotel has been destroyed and the Turkish Baths demolished.
- The seafront railings need restoration, this area has a great vista.
- This plan does not have enough vision around enterprise.
- We need a tall building strategy
- Menion of the Luas terminus should be included at 7.4.9
- 8.4.3 reference to "Pickled Pig" to be changed.
- The Celtic Tiger has moved on, we need to be ready when the wheel turns.
- The town center needs to be extended up and onto the Killarney Road.
- St. Cronan's and the façade on the Main Street we should have a report and move on, if these are holding up projects they should be delisted.
- Sealife is a tourist attraction a small piece should be rezoned to enhance this.
- Could we have clarification on 'permitted in principle'?
- What is allowed at present on open space on the seafront?
- The land on the Boghall Road, Aldi Site, there is a recommendation from the planner to develop a discount foodstore, there is a need for this. It would blend in well with Powercity and would be very popular and supported.
- Clarification was sought on plot ratio

Des O'Brien, Town Manager informed the members of the following.

Plot Ratio =  $\frac{\text{Gross internal floor area}}{\text{Site size}}$

Site size

In the case of the A.O. Smith site, Plot ratio is 1:1.5

In the case of the Dell site plot ratio is 1:1.25

It was agreed that members would revert to Stephen Fox with feedback comments by 30<sup>th</sup> November, 2010.

Members may wish to give further consideration to the following

- Gaming
- Use of Seafront
- Aquarium
- Architectural Merit of St Cronan's
- Killarney Road
- Transport Hub
- Enterprise/Use of Energy

**4. Any Other Business.**

The Town Engineer Marc Devereux advised the members of the forthcoming Sustainable Energy Communities Programme. It may provide funding opportunities aimed at reducing energy consumption. He would forward further information when it comes to hand.

\* \* \* \*

This concluded the meeting.

**Signed:**

\_\_\_\_\_  
**CATHAOIRLEACH**

**Signed:**

\_\_\_\_\_  
**TOWN CLERK**

**Dated:**

\_\_\_\_\_