

Section 2.0: Planning and Transportation Policy Context

2.1 National and Regional Planning and Transportation Policy Context

The following documents deal with spatial and transport development and policy at the National, Regional and Local levels.

The National Spatial Strategy 2002 (NSS) – this document sets national spatial policy to 2020. The NSS recognises the pivotal role of the Greater Dublin Area¹ (GDA) to the overall economic wellbeing of Ireland. For balanced regional development the performance and competitiveness of the Greater Dublin Area should be built upon. Dublin City and its suburbs should be physically consolidated and served by effective public transport networks.

The Regional Planning Guidelines for the Greater Dublin Area (2004 - 2016) (RPG's) – implement the National Spatial Strategy for the Greater Dublin Area and provide the regional context for planning in Dun Laoghaire Rathdown to 2016. The strategy is based on accommodating anticipated levels of economic and population growth. The Guidelines propose consolidating the urban centres located within the Metropolitan Area (Dublin City, substantial parts of Dun Laoghaire Rathdown and South County Dublin Council's, south Fingal, south east Meath, north east Kildare, and north east Wicklow including Bray Town) with an increased emphasis on the role of public transport. The Plan area falls wholly within the Metropolitan Area. Bray Town is identified as a *Metropolitan Consolidation Town* within the Metropolitan Area. The RPG's provide that these towns should be developed to a relatively large scale as part of the strategy for the consolidation of the Metropolitan area. The Guidelines define a population range of 40,000 to 100,000 for Metropolitan Consolidation Towns and identify their economic function as a main attractor for major investment.

Residential Density Guidelines (1999) - These Guidelines promote increased residential densities in order to encourage more efficient use of zoned and serviced housing lands, to optimise the use of existing services and infrastructure and to develop more sustainable travel patterns. The Guidelines emphasis the

importance of qualitative standards in relation to the design and layout of new residential areas in order to ensure that the highest quality of residential environment is achieved. The Guidelines state that in Outer Suburban / Greenfield sites, on lands proximate to existing or proposed public transport corridors, densities in excess of 50 dwellings per hectare should be permitted, subject to appropriate qualitative safeguards. The Department of the Environment, Heritage and Local Government is currently reviewing these Guidelines.

A Platform for Change – An Integrated Transportation Strategy for the Greater Dublin Area, (2000 – 2016) Dublin Transportation Office – This strategy has two complementary elements (a) infrastructure and service improvements; (b) demand management to reduce the growth of travel through the application of complementary land use and other policies. This document shows schematically the extension of Luas along the former Harcourt Street rail line terminating at a new interchange in the Woodbrook/Shanganagh area by the period 2016. The other relevant physical infrastructure elements of the strategy as they relate to the Plan area are as follows: the Bray Foxrock Quality Bus Corridor which traverses the Plan area (completed); upgrade and junction improvements to M50 Motorway; and the DART upgrade project (completed).

Transport 21 (2005) – The Government's Transport 21 is a national transportation strategy, which sets out an extensive public transport and road network for the Country and the Greater Dublin Area to 2015. Critically, this strategy demonstrates continued commitment for the extension of light rail to Bray / its Environs (referred to as Luas Line B2) by 2015.

2.2 County Development Plan

Dun Laoghaire Rathdown 2004 – 2010 County Development Plan (CDP)

The County Development Plan (CDP) interprets national and regional planning and transportation policy into a specific set of policies, zonings and objectives for the County as a whole. The County Development Plan identifies the overall level of housing and employment growth for the county and sets out a strategy for its distribution (based on high levels of access to public transport) while at the same time diverting pressure away from areas of limited capacity and where the environment is of overriding importance. It also contains policies and land use zoning objectives relating to the protection of the environment, protected structures, and the provision of services etc.

The County Development Plan identifies four primary nodes for significant urban development in the county over the plan period – Dun Laoghaire, Dundrum, Cherrywood and the Bray Environs. Within the Bray Environs the County Development

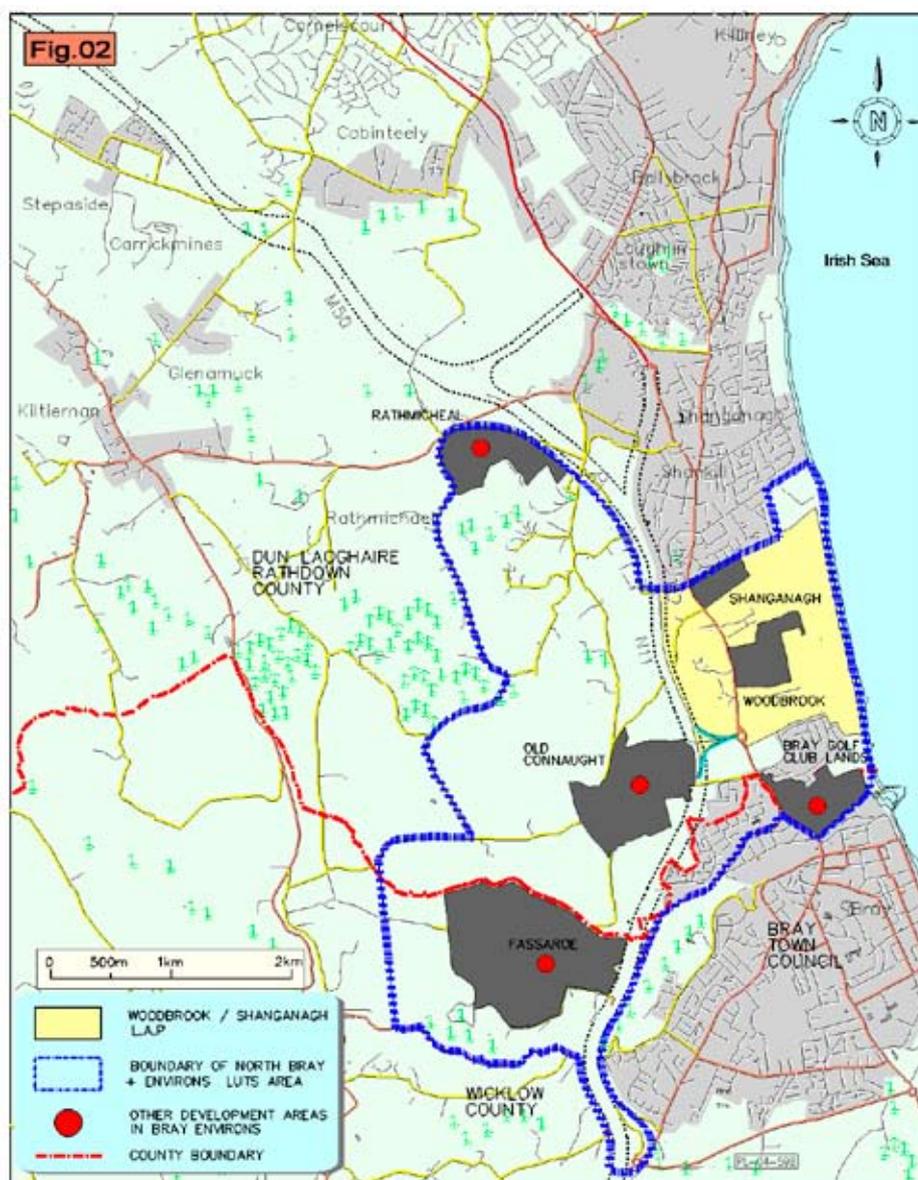
¹ Dublin City, Dun Laoghaire Rathdown, Fingal, Kildare, Meath, South Dublin and Wicklow.



Plan identifies development areas including Woodbrook, Shanganagh Castle, Old Connaught, Rathmichael (see **Figure 2**). **Figure 2** also shows the development areas of Fassaroe (employment zoning in the *Wicklow County Development Plan 2004 – 2010*) and the Former Bray Golf Club lands (identified for Town Centre development in the *Bray Town Development Plan 2005 – 2011*).

All three councils recognise that future development in the wider Bray Environs needs to proceed in a considered and co-ordinated manner. This includes having regard to reinforcing Bray as a Metropolitan Consolidation Town and ensuring an integrated planning and transportation approach to development. In this context residential development in Woodbrook and Shanganagh Castle assists in addressing the housing requirements of both Dun Laoghaire Rathdown County Council and Bray Town Council.

Figure 2: Identified Development Areas in the Bray Environs



Land Use Zoning Objectives of the County Development Plan

Dun Laoghaire Rathdown 2004 – 2010 County Development Plan contains the following Land Use Zoning Objectives pertaining to the Plan area (see Figure 3):

Objective ‘A1’ – To provide for new residential communities in accordance with approved local area plans’ relates to the identified development lands at Woodbrook.

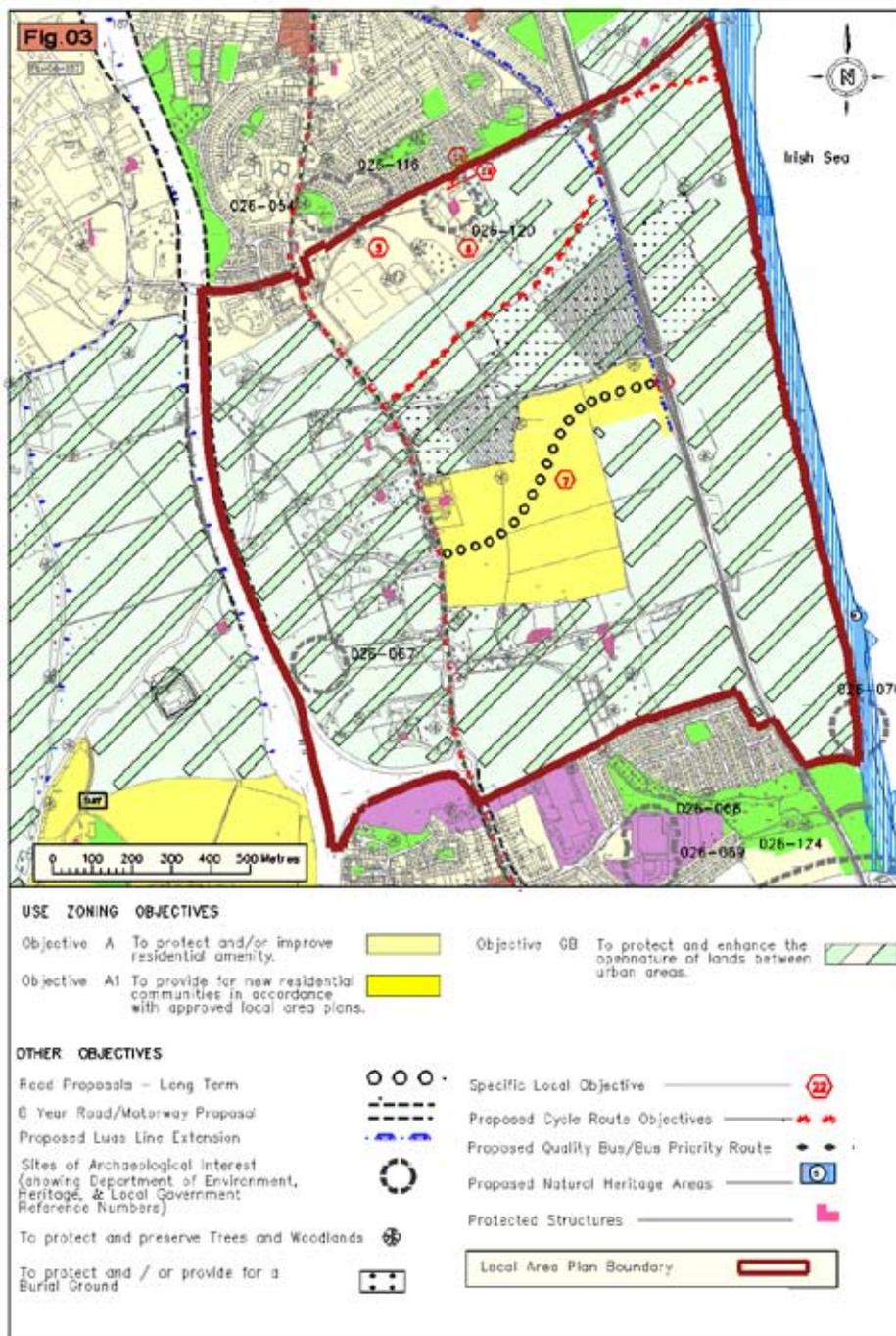
Objective ‘A’ - To protect and/or improve residential amenity” relates to Shanganagh Castle.

Objective ‘GB’ – To Protect and Enhance the Open Nature of Lands between Urban Areas (Green belt)

Specific Local Objectives of the County Development Plan

Dun Laoghaire Rathdown 2004 – 2010 County Development Plan contains the following Specific Local Objectives pertaining to the Plan area (see Figure 3):

Figure 3: Extract from County Development Plan





- Objective No.3:** That the Shanganagh Castle lands be used for affordable housing, co-operative, social and private housing.
- Objective No.4:** To provide a site for the Cabas Autistic Group (Shanganagh Castle).
- Objective No.6:** To provide for a proposed DART station/ Luas/Bus interchange and access road at Woodbrook.
- Objective No.7:** To prepare a Local Area Plan for Woodbrook.

Other Objectives of the County Development Plan

Dun Laoghaire Rathdown 2004 – 2010 County Development Plan contains the following ‘Other Objectives’ pertaining to the Plan area (see **Figure 3**):

- *Road Proposal (Long-Term)*: linking the Old Dublin Road (R119) with the proposed DART station at Woodbrook;
- *6 Year Road Proposal*: widening of Old Dublin Road south of the Wilford roundabout;
- *Proposed Luas Line Extension* (the old Harcourt Street line alignment terminating at Woodbrook);
- *Sites of Archaeological Interest* (includes Shanganagh Castle);
- *To Protect and Preserve Trees and Woodlands*;
- *To Protect and/or Provide for a Burial Ground* (at Shanganagh cemetery);
- *Proposed Cycle Route Objectives*: cycleway from Killiney Station to Woodbrook and Shanganagh Park;
- *Proposed Cycle Route Objectives*: cycleway from Corbawn Lane to Corke Abbey along the Old Dublin Road - R119.
- *Proposed Quality Bus/Bus Priority Route Objective* (Quality Bus Corridor along the Old Dublin Road R119);
- *Proposed Natural Heritage Areas* (Shanganagh Cliffs at coastline);
- *Protected Structures* (includes Shanganagh Castle and Crinken Lodge on Shanganagh Castle site and St. James’s Church at Woodbrook).

Other Relevant County Development Plan Policies

Policy L1: Preservation of Landscape Character (12. Shanganagh)

“The sylvan character of the Old Dublin Road shall be maintained”.

Policy REG2: Phased Development

“No development shall be permitted unless it can be demonstrated that adequate provisions for specified infrastructural requirements, including: roads; sewers; watermains; community; recreational and sporting facilities; public transport; first and second level schools and shops are available at completion to support development’.

Policy RES4: Residential Density

It is Council policy to promote higher residential density provided that additional development respects and is not injurious to the existing built form, scale, character, heritage and residential amenity of the area concerned. Where a site is located within approximately 1 kilometre pedestrian catchment of a rail station or Luas line or approximately within a 500 metre pedestrian catchment of a Quality Bus Corridor, or is within approximately 1 kilometre pedestrian catchment of a town or district centre, higher densities will be sought and residential development control standards may be relaxed.

Policy RES12: Neighbourhood Concept

“In new development areas ... it is Council policy to implement a strategy for residential development based on the neighbourhood concept”.

Policy RES13: Planning for Communities

“It is Council policy to plan for communities. In all Local Area Plans, it is policy to make appropriate provision for community facilities and seek their provision concurrent with the development”. Housing in urban areas must be evaluated against the following criteria: asset test, carrying capacity test, transport test, economic development test, character test, community test and integration test.

2.3 Local Transportation Context

2.3.1 North Bray & Environs Land Use & Transportation Study (LUTS)

In view of the planned residential, retail/commercial and employment growth in the wider Bray Environs, Dun Laoghaire Rathdown County Council, Bray Town Council and Wicklow County Council commissioned Transportation Consultants, Faber Maunsell, in January 2005 to prepare a joint Land Use & Transportation Study (LUTS) for North Bray and Environs. The report was carried out in consultation with the Railway Procurement Agency (RPA), Dublin Bus, other bus providers, the Dublin Transportation Office (DTO) and the main stakeholders in the study area. The report was completed in March 2006. The LUTS study area is shown on **Figure 2**. The study was carried out

in parallel with the work being undertaken separately by the Railway Procurement Agency (RPA) with respect to identifying a preferred alignment for Luas Line B2 from Cherrywood (Brides Glen) to Bray/its Environs.

The LUTS report sets out a range of comprehensive and for a large part, mutually dependent transportation proposals with phasing suggestions for north Bray and its Environs over the period to 2020. These measures include: - a number of key road improvements in order to facilitate the expected traffic growth that will result from the proposed development across the LUTS study area; a package of supporting integrated public transport infrastructure; a comprehensive segregated walkway and cycling network whereby walking and cycling will represent a real alternative to travel by car particularly for trips to and from Bray Town Centre, transport nodes and all the main residential areas. In addition to the above the LUTS report recommends the extension of Luas, beyond that proposed in *Transport 21*, to serve the Old Connaught and Fassaroe development areas.

The key proposals that are relevant to the Woodbrook / Shanganagh Plan area are summarised as follows:

Public Transport Proposals:

- **Recommendation** - Route Luas Line B2 (Cherrywood/Bride's Glen to Fassaroe in County Wicklow) through the Plan area along the eastern side of the M11 motorway;
- Upgrade Old Dublin Road between Wilford Roundabout and Bray with provision of continuous bus lanes providing unimpeded access from Shankill and the M11 into Bray town (see also CDP objective);
- Provide bus link between Woodbrook and Shanganagh Castle via Shanganagh Park and lands associated with Shanganagh Cemetery for buses diverting off Old Dublin Road specifically into the Woodbrook lands with a set-down area at Woodbrook DART station. This link would not be available to general traffic and automatic bollards would be used;
- Park and Ride Facility not required at Woodbrook DART station; a facility (500 spaces) to be located at Fassaroe to cater for the total Park & Ride spaces in the north Bray Environs.

Roads Proposals:

- Widen the southbound carriageway of the M11 to three-lanes from the M50 to the Fassaroe Interchange;
- In the short term introduce variable speed limits on the M11 between Cherrywood and Loughlinstown to Fassaroe to manage traffic flows in near-capacity conditions, reducing stop-start driving and flow breakdown;

- Upgrade Wilford Interchange on the M11 to a full movement junction such that access between the M11 and areas to the west can be facilitated;
- Reconstruct Wilford Roundabout as a cross roads and signalise with full pedestrian and cycle facilities (on eastern side of the Old Dublin Road);
- Construct fourth-arm to Wilford Junction providing additional connections into Corke Abbey (north Bray) and to Woodbrook lands/proposed DART station;
- Upgrade Old Dublin Road between Wilford Roundabout and Bray to two lanes in each direction, and a bus lane and turning lanes (see also CDP objective);
- On foot of proposed new link between lands at Rathmichael and Cherrywood (via Cherrywood Interchange on the M50), restrictions are proposed along Crinken Lane to prevent 'rat running' along Crinken Lane through Rathmichael to / from the M50 (Reduction in speed limit on Crinken Lane, traffic calming measures, localised pinch points, ramps and restrictions on HGV's);
- Review the existing traffic management through Shankill with a view to strengthening the existing scheme, and reducing traffic speeds to a maximum of 30kph.

Pedestrian / Cycle Proposals:

- Luas Cycle / Pedestrian Route along the eastern side of the M11 from Cherrywood to Old Connaught and Fassaroe through the Plan area;
- Cycle / Pedestrian Route along the Old Dublin Road, from Shankill, past Woodbrook through the Wilford Roundabout and down into Bray town (see CDP Objective);
- East Coast Cycle Route - along fourth Arm Road off Wilford Roundabout to Woodbrook Station, along line of bus link between Woodbrook and Shanganagh Castle and Woodbrook (through Shanganagh Cemetery and Park) and linking up with existing cycleway towards the coast;
- Rathmichael Pedestrian / Cycle Route i.e. linking the Plan area to a network of proposed cycle routes in the Rathmichael area via Crinken Lane;

2.3.2 Luas Line B2 – Bride's Glen to Bray Environs Alignment Identification and Feasibility Report – Railway Procurement Agency.

Having regard to the Luas / Metro plan recently announced as part of the Governments national transport plan *Transport 21* and the recommendations of the *North Bray & Environs Land Use and Transportation Study (LUTS)* as outlined above, the Railway Procurement Agency (RPA) has moved quickly to



initiate the formal process for the progression of Luas Line B2 – Cherrywood (Bride’s Glen) to the Bray Environs. In January 2006 the RPA carried out a feasibility study covering amongst other things safety, constructability and traffic impacts, and a preliminary environmental assessment of possible alignments for Luas Line B2 from Cherrywood (Bride’s Glen) to Fassaroe. The RPA has identified three corridor options for the Luas: (1) the old Harcourt Street line alignment (as shown in the County Development Plan 2004 - 2010), (2) the M11 corridor (eastern side), (3) the M11 corridor (western side). The referred ‘route options’ will form the subject of an imminent public consultation exercise by the Railway Procurement Agency and the options put forward may include spur(s) from the M11 corridor options to interchange with DART e.g. a Luas spur from the M11 corridor to interchange with DART at Woodbrook. Following public consultation and the further evaluation of the route options, the RPA will identify an ‘emerging preferred route’. The ‘emerging preferred route’ will be taken forward to the next stage of the Light Rail planning & approval process.

In the absence of an ‘emerging preferred route’ the Plan carries all the above referred Luas alignment options. The identification by the RPA of an alternative ‘route option’ for Luas to that shown in the 2004 – 2010 County Development Plan (‘old Harcourt Street line alignment’) will, by implication, alter objectives of the County Development Plan 2004 – 2010 with regard to the Luas routing and the proposed transport interchange at Woodbrook (Specific Local Objective No. 6 of the CDP).

2.4 Sustainable Development Principles

In addition to the planning and transportation policy context detailed above this Plan also takes into account sustainable development principles as identified in the national, regional and local policy documents (including National Spatial Strategy, Regional Planning Guidelines for the Greater Dublin Area, Residential Density Guidelines, Platform for Change, and the 2004 – 2010 County Development Plan). These documents emphasise the need for sustainable housing and integrated and balanced communities. The principles and characteristics of sustainable development in the context of new residential areas include:

Sustainable Urban Forms – increased urban densities with compact and well defined development for the best use of land ensuring effective service provision; providing walk able neighbourhoods where the centre is within walking distance; providing mixed-use developments (commercial, community, employment and residential) with high levels of access to public

transport connected through a transport infrastructure that facilitates rapid transit and reductions in car dependence due to reduction in need to travel.

Balanced Communities – mixed communities of public and private housing; all age groups and mix of dwelling types; quality urban design and quality urban neighbourhoods; establishment of sense of place and identity; green areas; good internal space standards; safe and interesting public places; facilities for children, older persons, and sections of the community with special needs.

Environmental Sustainability – emission reductions; sustainable waste management; water conservation; energy efficiency; minimising ecological damage; biodiversity and harnessing particular site characteristics and features.

This Plan aims to achieve sustainability objectives by incorporating these principles in its Neighbourhood Framework.