

# Section 6.0: Implementation, Monitoring & Review, and Likely Impacts

## 6.1 Implementation of the Plan

Planning permission will not be granted for development until the infrastructure and public services necessary to enable the development to take place are either available or can be provided. Similarly it is Council policy that infrastructure and amenities will be provided prior to or where appropriate contemporaneously with the housing development.

### 6.1.1 Phasing

The Woodbrook and Shanganagh Castle development lands can be developed independently of each other. The development of the identified development lands at Woodbrook and Shanganagh Castle is predicated upon the provision of the DART station and agreed water and sewerage connections. Prior to the granting of permission for development the developer(s) must submit evidence to the Council that a legal entitlement exists to access the railway line for the purposes of erecting a DART station.

The development of each site will then proceed in line with the Phasing Programme outlined below:

#### (1) Woodbrook

The following development sequence must be followed (unless otherwise agreed by the County Council):

#### Phase I 2009 - 2011

- Construction of DART station (prior to or contemporaneously with Phase 1, i.e. with first third of total development);
- Access road and services ('main street') with dedicated cycleways and footpaths from the Old Dublin Road to the DART line;
- Buffer Zone (reinforced tree line along the Old Dublin Road);
- Circa 500 residential units plus Neighbourhood Centre for commercial and community facilities, construction completion progressing from the Old Dublin Road eastwards;

- Two Crèche facilities;
- Green Axis – (storm water attenuation works and feature) with landscaping;
- Provision of landscaping (including street furniture etc.) for relevant parcels of land(s).

#### Phase II 2011 - 2013

- DART station to be fully operational;
- Development of residential and commercial facilities including landscaping at DART Gateway;
- Residential units between DART Gateway and Phase I (i.e. primarily on northern side of the 'main street');
- Provision of landscaping (including street furniture etc.) for relevant parcels of land;
- Crèche facility(s).

#### Phase III 2013 - 2015

- Construction of Primary School;
- Completion of development and site landscaping.

**Note:** Structural landscaping for the development lands may be put in place in Phase I.

#### (2) Shanganagh Castle Site

The following development sequence must be followed:

#### Phase I 2008 - 2010

- Construction of DART station (prior to or contemporaneously with Phase 1 i.e. with first third of total development);
- Buffer Zone (reinforced tree line along the Old Dublin Road);
- Collector Road system with landscaping and dedicated cycleways and footpaths;
- Circa 350 residential units with crèche(s) facilities and site landscaping with construction completion progressing from the Old Dublin Road eastwards;
- Renovation works Shanganagh Castle (Protected Structure only) and commencement of proposed use.

#### Phase II 2010 - 2012

- Completion of development, (circa 325 residential units) and site landscaping.



## Essential Transportation Infrastructure Provision for Phasing:

Phase I at Woodbrook requires completion of the following physical transport infrastructure elements:-

- Upgrading of the Old Dublin Road between Wilford Roundabout and Bray with provision of a north and south bound continuous bus lanes;
- Reconstruction of Wilford Roundabout and its signalisation with full pedestrian and cycle facilities;
- A Traffic Management Plan for Shankill Village. The proposed Traffic Management Plan for Shankill Village (to include a traffic survey of Shankill Village) shall be completed by December 2007 and in any event before any development takes place within the area defined by the Local Area Plan.

Phase II at Woodbrook and Shanganagh Castle requires completion of the following elements:-

- Dedicated cycleway along the Old Dublin Road to Bray;
- Cycleway / walkway connecting Woodbrook and Shanganagh Castle via Shanganagh Park and cemetery;
- East Coast Cycle Route: this will be implemented subject to a survey of the park at Woodbrook Glen/Corke Abbey and subject to consultation with Bray and Shankill Garda Stations, and consultation with Corke Abbey and Woodbrook Glen Residents Associations and with Woodbrook Golf Club.

Development at Woodbrook and Shanganagh Castle is not contingent on the completion of the following infrastructural works, however it is expected that these works will progress in tandem with the development of Woodbrook and Shanganagh Castle, as part of the servicing of the identified development lands west of the M11 (Rathmichael, Old Connaught and Fassaroe):

- Luas Line B2 & cycleway / pedestrian route (year 2015);
- Upgrading of Wilford Interchange on the M11 to a full movement junction;
- Park and Ride Facility at Fassaroe;
- Widening of southbound carriageway of the M11;
- Traffic calming and HGV restrictions on Crinken Lane;
- Rathmichael Pedestrian / Cycle Route.

## 6.2 Monitoring and Review

The implementation of the Plan is phased over a period of some 10 years. Given this timeframe it is anticipated that the Plan will be regularly monitored and reviewed in light of the provision

of transport and water infrastructure. In any event the Plan will be reviewed in the context of the County Development Plan Review.

## 6.3 Likely Significant Impacts on the Environment of Implementing the Plan

### 6.3.1 Introduction

Section 19 (4) (a) of the Planning and Development Act 2000 as amended by the 2002 Act stipulates that a Local Area Plan shall contain information on the likely significant effect on the environment of implementing the plan<sup>3</sup>. The following is the Council's assessment of the likely significant effects of implementing the Plan on the following aspects of the receiving environment located at and linked to the Plan area:

#### Biodiversity

The identified development lands comprise in the main intensively managed agricultural lands. The removal of existing the internal hedgerow systems at Woodbrook in particular will result in the loss of habitats and some wildlife corridors. However, the implementation of the Plan will not impact on sensitive ecosystems, protected species and/or habitats. The emphasis of the Plan is on the retention and supplementation of existing tree lines and boundary hedgerow systems within the Plan area and the connection of open space areas at Woodbrook and Shanganagh Castle to the wider countryside in order to facilitate wildlife movement.

#### Population

Development in the Plan area will form an addendum to Shankill Village. The anticipated population from new developments within the Plan area is 5,000 persons. This indicates a significant population increase in the wider area. The Plan seeks to cater for this population increase through the provision of local services and neighbourhood facilities in conjunction with the proposed population increase thereby contributing to the sustainable increase in population in the locality.

#### Human Health

It is not considered that the implementation of the plan will impact on human health.

<sup>3</sup> As the first formal preparatory part of the plan making process (Pre-Draft Public Consultation) commenced before 21st July 2004, the Plan is not subject to the provisions of the Planning and Development (Strategic Environmental Assessment) Regulations 2004.

## Fauna

As stated under Biodiversity above the removal of the existing internal hedgerow systems at Woodbrook will result in habitat loss and some wildlife corridors. The implementation of the Plan, however, will not impact on protected species. The Plan seeks to provide a 'green corridor' between Shanganagh Park and Cemetery to the north and Woodbrook Golf Course and the open countryside to the west and south, in order to facilitate wildlife movement through the area.

## Flora

Within the overall context of the Plan area it is considered that the removal of hedgerows and trees would be limited. The emphasis of the Plan is on supplementing existing tree lines and hedgerow boundaries with ecologically similar species. It is not considered that the implementation of the Plan will have a significant impact on the flora of the area.

## Soil / Geology

Implementing the Plan will result in significant soil disturbance and removal, the treatment and management of which is best considered as part of an Environmental Impact Assessment(s) for development on the lands.

## Water

Section 5.7 Foul Drainage and Stormwater Drainage sets out the Council's requirement for the sustainable management of water run-off from the identified development lands. It is not considered that the implementation of the Plan will have significant effects on water.

## Air / Climate

It is not considered that the implementation of the plan will impact on air quality or climate.

## Material Assets

Material Assets located in and linked to the Plan area include the DART line and roads. Implementing the Plan will have significant impacts on the transportation infrastructure in the locality. It is considered however that with the implementation of the recommendations of the Bray Environs Land Use and Transportation Study (LUTS) and the provision of new transportation infrastructure into the Plan area and the wider locality, rising traffic levels in the area can be effectively managed and new infrastructure will bring considerable benefits and transportation choices to the area.

## Cultural Heritage

New high-density development located within the vicinity of Protected Structures and cultural material assets, has the potential to impact on the setting and integrity of same. Sections 5.2 Urban Form, 5.3 Urban Design and 5.5 Landscaping, Natural and Cultural Heritage, of the Plan provide for the protection of the integrity of these structures and their satisfactory incorporation into new development. It is not considered that the implementation of the plan will impact on existing archaeology features.

## Landscape

Sections 5.2 Urban Form and 5.3 Urban Design of the Plan seek to introduce an urban form into the Plan area which capitalises on the visual qualities of the area but which similarly seeks to create its own identity in the coastal plain and at the same time respect the open nature of the wider Greenbelt area. With respect to long distance views (into the Plan area), the area lies in the coastal plain between Killiney Hill and Bray Head. When viewed from Killiney Hill to the north, Carrickgollogan to the west or Bray Head to the south, the Plan area is effectively indistinguishable from the overall plain and it is not considered that the implementation of the Plan will have a significant impact on the overall coastal plain.