

BRAY MUNICIPAL DISTRICT

LOCAL AREA PLAN 2018 – 2024

including the settlements of Bray, Enniskerry and Kilmacanogue

APPENDIX D
Infrastructure Delivery Schedule and
Implementation



WICKLOW COUNTY COUNCIL

1. INTRODUCTION

This appendix of the Local Area Plan deals with the infrastructure delivery schedule and sequential development phasing programme linked with necessary investment in infrastructure for the growth settlements of 'Bray and Environs' and Enniskerry¹. The sequential development of the settlements, alongside the phased delivery of the necessary infrastructure including open space, waste water, drainage, educational and recreational amenities and local service provision, is key to the sustainable development of the settlements of Bray and Enniskerry. It is critical that the Local Area Plan ensures, in so far as is feasible, that development within the Local Area Plan progresses in an ordered way which avoids 'leapfrogging' to peripheral areas that are geographically isolated from the existing settlement and infrastructural provision.

In order to ensure the successful delivery of the objectives of this plan, Wicklow County Council takes a positive proactive approach in active land management in order to expedite the delivery of new homes as part of the new residential neighbourhoods planned within the Local Area Plan. Wicklow County Council liaises with all relevant authorities in a collaborative process to resolve any potential blockages to deliver residential development in particular. Further to this any sites in 'Bray and Environs' and Enniskerry in need of development or renewal within the Bray Town Centre (TC), Bray Seafront (SF), Bray Gateway & Transport Hub (GTH), Bray Mixed Use (MU) and both Bray and Enniskerry Residential zones will be examined in order to determine if there are sites where the Vacant Site Levy should be applied.

There are a number of stakeholders involved in the delivery of all the infrastructure projects. All projects are dependent on funding. There are also numerous other matters that need to fall in line in order for each infrastructure project to be delivered, like land acquisition, securing the appropriate planning approval, etc.

2. STAKEHOLDERS

There are a number of stakeholders involved in the delivery of all the infrastructure projects. The delivery of all the strategic infrastructure, water supply, wastewater treatment, transportation and schools are managed by key state agencies.

2.1 Irish Water - Sanitary Services

The provision of an adequate supply of water and wastewater treatment facilities is critical to facilitate and sustain the growth of the plan area. The delivery, integration and implementation of water and wastewater projects and infrastructural improvements are now the responsibility of Irish Water. Wicklow County Council works closely with Irish Water to ensure that the County Development Plan and the LAP continue to align with both national, regional and local planning policy and that the provision of water/wastewater services will not be a limiting factor in terms of targeted growth.

Water Supply

The plan area is served by a number of public water supplies, including the Bray Direct Public Supply, which serves a population of approximately 5,000; the Bray Reservoir Public Supply, which serves a population of approximately 25,000; the Enniskerry Public Supply which serves a population of approximately 3,000 and the Kilmacanogue Public Supply which serves a population of approximately 1,000. The source of all of these water supplies is the Vartry Reservoir.

Wastewater Treatment

With regards to wastewater, the majority of the plan area (including the settlements of Bray and Kilmacanogue) is served by the Shanganagh-Bray wastewater treatment plant, which opened in January

¹ This appendix does not address infrastructure delivery in the smaller settlement of Kilmacanogue - Kilmurray as (a) significant growth is not targeted for this location and (b) major new infrastructure is not required in this locations to facilitate the level of growth targeted.

2013. This treatment plant has a design capacity of 186,000 population equivalent, and is thus far operating with no capacity issues. Enniskerry is served by another wastewater treatment plant located at Cookstown on the R117. This plant has a design capacity of 6,000 population equivalent and accepts imported sludge from other locations which absorbs much of its capacity.

2.2.1 Roads & Transport Infrastructure

National Transport Authority (NTA)

The NTA is the transport authority for the Greater Dublin Area (GDA) with the function of the integration of transport and land use planning in the GDA in particular, public transport and traffic management needs in the eastern region of the country. Specific functions in the GDA are (a) undertaking strategic planning of transport; (b) investing in all public transport infrastructure and (c) developing the effective management of traffic and transport demand.

The M11 / N11 motorway/dual carriageway is to the west of Bray town, to the east of Enniskerry and runs through Kilmacanogue. The DART / rail line serves Bray with the train station to the east of the Town Centre. There is a quality bus service in Bray with a limited Dublin Bus service to Enniskerry and Kilmacanogue and the 133 Bus Éireann bus serving Kilmacanogue.

Greater Dublin Transport Strategy 2016 -2035

The plan area is located within the metropolitan region of the GDA and the transport infrastructure was analysed by the NTA as part of the Greater Dublin Transport Strategy 2016 -2035.

The most dominant trip pattern within the plan area is car mode (70%) with public transport a lesser mode (11%). Outside of the M50 there are significant capacity constraints on providing for further growth on the strategic road network. On the rail network, services south of Bray operate on a single line. Congestion on the N/M11 route is increasing, particularly between the Kilmacanogue and Fassaroe junctions, and around the M50/M11 merge, during peak periods. Capacity on this route will need to be protected through appropriate demand management, in order to safeguard its strategic function. As such, the NTA's Strategy will seek to achieve an appropriate balance with the competing demands of strategic movement of high economic value and more locally based commuter traffic; north of Bray, there is considerable scope to increase line capacity on the DART. This, along with other, bus-based options will be required to accommodate the bulk of the anticipated growth in demand within the plan area; and the existing LUAS green line could deliver a limited increase in line capacity. Currently, the line is operating close to its maximum theoretical capacity during the peak demand periods.

Bray & Environs Local Transport Study

Running contemporaneously with the preparation of the Bray MD LAP, the NTA in conjunction with Wicklow County Council, Dún Laoghaire Rathdown County Council and Transport Infrastructure Ireland (TII) is undertaking a 'Transport Study' for Bray and Environs. The transport study is intended to align with the Transport Strategy for the Greater Dublin Area and identify the appropriate transport solutions for the area which will allow development to occur in line with the objectives of the Regional Planning Guidelines. It would also take full account of Transport Infrastructure Ireland M11/N11 Corridor Study.

The core objective is to undertake a transport study for the Study Area which will facilitate the land use objectives of Wicklow County Council and Dún Laoghaire-Rathdown County Council, and to provide a long-term strategic planning framework for the development of transport infrastructure and services in the Study Area.

This study assumes that the NTA Transport Strategy and the TII Corridor Study form the basis for transport investment in the Study Area up to 2035. The first objective of the study is therefore not to revisit these policy documents, but by way of carrying out further, more detailed analysis focussed on the Bray and Environs area,

to determine additional measures which may be required to serve the transport demand, as well as bring greater local detail to the strategic measures set out in the Transport Strategy. The second objective of the study is to set out the transport implications, in terms of mode share, journey times etc of the land use patterns envisaged by the two local authorities for the Study Area.

Wicklow County Council is committed to supporting and facilitating the implementation of measures identified in the study and managing / phasing development based on the delivery schedule of necessary improvements. In the event that the identification of measures occurs post adoption of the LAP, Wicklow County Council is committed to updating / amending the LAP including this appendix if found necessary.

Transport Infrastructure Ireland (TII)

The TII has recently completed the M11/N11 Corridor Study – Needs Assessment Report (2017). The function of this report is to assess the future needs of the M11/N11 National Road corridor between Junction 4 (M50/M11) and Junction 14 (Coynes Cross) against a backdrop of its role as part of the Trans-European Transport Network of roads. The report also considers the needs of the regional and local road network required to support and complement the M11/N11 corridor and the safe daily operation of the M11/N11 corridor in relation to incidents. The key objectives of the study are to:

1. Identify the improvements required to:
 - Bring the section of the corridor (M11/N11 mainline and junctions) up to the appropriate standard;
 - Develop the regional and local road network to support local access and complement the corridor strategy, including the closure of all direct accesses;
 - Ensure the safe daily operation of the M11/N11 mainline and junctions in the event of the occurrence of incidents.
2. Identify a phased implementation of the improvements such that operational benefits on the corridor can be realised at an early stage without compromising the long term strategy.

Wicklow County Council is committed to supporting and facilitating the implementation of measures to improve the M/N11 and associated junctions that emerge from this study.

2.3 Department of Education and Skills – school provision

The Department of Education is the main stakeholder with responsibility for the provision of schools by modernising / extending existing schools and providing new schools. Wicklow County Council will work closely with the Department of Education and Skills (DoEd) and individual developers to secure the co-ordinated delivery of essential school provision.

2.4 Local level stakeholders

More local level infrastructure is to be provided within the key development parcels including crèche provision, neighbourhood centre facilities, pocket parks, cycle and pedestrian routes, civic spaces and public realm improvements. In most circumstances the developer of the land is a key local level stakeholder; however there are numerous local level stakeholders many of whom are state agencies.

2.5 Wicklow County Council

Wicklow County Council as the local authority responsible for the plan area has both a plan management and project delivery role in the timely and co-ordinated delivery of all strategic and local infrastructure. As the planning authority, the Council is responsible for the plan management of the implementation of the objectives of the Local Area Plan and all the others sections of the Council - Community, Cultural and Social

Development Section, Transportation and Water Section, Environmental Services Section, Housing and Corporate Estate Section and Economic Development and Enterprise Section have roles in the project delivery of certain infrastructure solely or in conjunction with other bodies.

3. FUNDING SOURCES

The LAP identifies a range of strategic and local infrastructure necessary to facilitate development in the Plan Area. The delivery of all infrastructure is funding dependant. The key funding sources for the delivery of infrastructure are:

<u>Developer</u>	The developer of the land / infrastructure provides the funding to deliver the infrastructure or provides the infrastructure themselves.
<u>State</u>	LIHAF funding, Smarter Travel funding, Irish Water (IW), Transport Infrastructure Ireland (TII), National Transport Authority (NTA), OPW, Department of Education, LEADER/SICAP funding, other government departments, etc
<u>Wicklow County Council</u>	WCC Development contribution schemes, WCC Capital Works Programme, etc.

4. INFRASTRUCTURE DELIVERY SCHEDULE

This section sets out the key infrastructure necessary, in a staged delivery schedule, in order to achieve the timely delivery of the objectives of this plan. This section focuses on the key road, recreational, community and educational infrastructure. It is acknowledged that there is a broad range of infrastructure necessary in order to enhance the services to the homes, businesses and schools of 'Bray and Environs' and Enniskerry.

The development and continued delivery of telecommunications and energy has not been incorporated into this schedule as it is addressed under the County Development Plan and Wicklow County Council continues to liaise and work with the necessary telecommunications and energy providers of such infrastructure to continue to enhance these services.

The continued development of Bray Harbour as a key recreational infrastructure asset has not been incorporated into this schedule as it is addressed under the objectives of the County Development Plan and this Local Area Plan. The management of the harbour is a function of Wicklow County Council.

The lifetime of the Local Area Plan is six years. The delivery schedule is divided in to the following four phases as well as an on-going stage with delivery throughout the plan lifetime and beyond:

<u>Immediate term</u>	Year 1 and Year 2
<u>Short term</u>	Year 3 to Year 5
<u>Medium term</u>	Year 5 to Year 10
<u>Long term</u>	10 years plus
<u>On - going</u>	Throughout the plan lifetime and beyond

This schedule is a living programme. It will be reviewed at regular intervals to assess how the implementation is progressing, available resources and as new sources of funding and/or providers emerge.

Implementation & Infrastructure Delivery Schedule Table

Infrastructure	Delivery Schedule	Funding
TRANSPORT		
Implement measures identified in 'Bray and Environs Local Transport Study'	On-going	Developer, State, WCC
Park and ride facilities	Short term	Developer, State, WCC
Improvement to bus links to Bray train station	Immediate term – Short term	State
Mass transit/LUAS to Bray town centre, Bray train station and Fassaroe	Short term – Medium term	State
Improvements to mainline train and DART services	Medium term	State
Improve the capacity of the N11 / M11 - Implement the objectives of the 'Transport Infrastructure Ireland M11/N11 Corridor Study 2017'	Short term – Medium term	State
Improved and new bus services both in and out of the District and also within the District	Short term – Medium term	State
Provision of alternative road links between Bray / the N11 and Enniskerry (an access road from the N11 to Ballyman Road)	Short term – Medium term	Developer, State
North – south link route from the new distributor road to cross Ballyman Glen and continue in County Dublin and link up with Old Conna Avenue	Medium term	Developer, State, WCC
General Road Improvements	On-going	Developer, State, WCC
General Footpath Improvements	On-going	Developer, State, WCC
General Cycle Improvements	On-going	Developer, State, WCC
General Car parking Improvements	On-going	Developer, State, WCC

Infrastructure	Delivery Schedule	Funding
WATER AND WASTE WATER		
General water supply network upgrade and extension.	On-going	State (IW)
General wastewater treatment network upgrade and extension.	On-going	State (IW)
General - Replace the combined surface water system with a separate network to the waste water.	On-going	State (IW), WCC
Dargle River Flood Defence Scheme	Immediate term	State (OPW), WCC

Infrastructure	Delivery Schedule	Funding
SOCIAL		
Active Open Space at Fassaroe	Medium term	Developer, WCC
Public Open Space / Park at Fassaroe	Short term	Developer, WCC
Public Open Space / Park at Cookstown, Enniskerry	Medium term	Developer
Public Open Space / Parks at Former Golf Club lands, Bray	Short term	Developer
Crèche/ Childcare facilities	Short - Medium term	Developer
Community facilities (Audit required ²)	Short - Medium term	Developer
Community Centre at Parknasilloge, Enniskerry	Short – Medium term	Developer, WCC
Schools at Fassaroe	Short – Medium term	State (DoEd)
School site at Parknasilloge, Enniskerry	Short – Medium term	State (DoEd)

5. FASSAROE

The most significant development targeted for the Bray MD is the delivery of a major new housing, employment and open space zone at Fassaroe, west of the N11. Significant investment in infrastructure will be required to realise the development potential of this area, and ensure the delivery of significant new housing and transport networks for the north Wicklow area.

In accordance with the provisions of the LAP, this area shall be developed in accordance with the following key delivery and phasing criteria:

1. Development shall be carried out in phases in the following manner;

Phase 1	Road link from N11 to Ballyman Road Passive park (minimum of 8ha) Active Open Space / Sports Zone (minimum of 14 ha) Site identified and reserved for school campus Neighbourhood Centre Up to 2,000 residential units
Phase 2	Identification and reservation of site for additional primary school Remainder of residential units

- The development of this area shall include the provision of an access road from the N11 to Ballyman Road; the scale of such a route shall reflect its primary function as a service road for a new neighbourhood, rather than that of a 'by-pass'; the design and location of this route shall not affect the functionality of the major open space as a single park and an innovative design solution where park crossing is necessary will be required;
- Provision shall be made for a north – south link route from the new distributor road to cross Ballyman Glen and continue in County Dublin and link up with old Conna Avenue. The nature and function of this link i.e. the type of traffic it will carry (vehicles / pedestrian / cyclist / light rail) shall be determined at application stage, following consultation with the transport agencies and the neighbouring local authority.
- The development of this area shall make provision for Luas or other mass transit public transport services, and any necessary infrastructure such as depots / stabling.

² Where specified by the Planning Authority, new significant residential or mixed use development (This is determined to be any proposed development in: (a) settlement levels 1 to 4 of 150+ residential units, (b) settlement level 5 of 75+ residential units and (c) settlement level 6 of 30+ residential units.) proposals, may be required to provide a social and community facility/facilities as part of the proposed development or the developer may be required to carry out a social infrastructure audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.

5. All new development shall be accompanied by appropriate transport services, the format and scale of which shall be in accordance with the Bray and Environs Local Transport Study (to be carried out by the NTA in collaboration with Wicklow County Council and Transport Infrastructure Ireland). Developers shall be responsible for the provision and funding of the required transport services until such a time as public services are extended to the area.
6. Lands immediately west of the designated 'neighbourhood centre' shall be reserved for the future development of a multi school campus; in the event that further schools are required, these shall be located at an appropriate location on residentially zoned land.
7. Lands of not less than 22ha shall be laid out and dedicated to parks and active / sports uses (this corresponds to land use zones OS1 and AOS, but not OS2). Lands identified as OS2 generally comprise open, undeveloped lands encompassing flood plains, buffer zones along watercourses, rivers and Natura 2000 sites, steep banks, green breaks between built up areas, green corridors and areas of natural biodiversity. These lands are generally not considered suitable for new development, including for park use, and shall not be included in the required 22ha major open space.

6. PHASING

It is an objective of the Council that development is undertaken in an orderly and sustainable manner. The development of zoned land should generally be phased in accordance with the sequential approach:

- Development should extend outwards from the town centre with undeveloped land closest to the centre and public transport routes (if available) being given preference, i.e. 'leapfrogging' to peripheral areas should be avoided where feasible;
- A strong emphasis should be placed on encouraging infill opportunities and better use of underutilised lands;
- Areas to be developed should be contiguous to existing developed areas; and
- The development of Action Area Plans and Specific Local Objectives should be phased in accordance with the stated objectives of the Action Area / SLO where phasing has been specified.

7. IMPLEMENTATION, MONITORING & REVIEW

Wicklow County Council is committed to taking a proactive approach to progress the delivery of the Plan. The LAP will have effect for a period of six-years from the date of adoption, unless otherwise extended, amended or revoked, as per the Planning and Development Act 2000 (as amended). Prior to the fifth year from adoption, the Planning Department will carry out a review of the LAP to inform whether the Plan should be extended (for a maximum of another five years) or revoked. The findings of the review will be presented to the Elected Members for their consideration.