

An Rannóg Pleanála
Planning Department

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Administrative Officer,
Forward Planning,
Wicklow County Council,
Station Road,
Wicklow Town

7th January 2020

Re: Wicklow County Development Plan

Dear Sir/Madame,

Dun Laoghaire-Rathdown acknowledges the current review of the Wicklow County Development Plan and the preparation of the nascent Wicklow County Development Plan 2021-2027. Given that Dun Laoghaire-Rathdown has commenced its own County Development Plan (3rd January 2020) we look forward to working closely and collaboratively with Wicklow County Council over the coming months - as the respective Draft Plans are advanced - on matters of mutual and common interest.

At this Pre-Draft stage it is noted that primary focus of submissions should be in relation to the policies and objectives that will ultimately deliver an overall strategy for the proper planning and sustainable development of the area covered by the Development Plan. Dun Laoghaire-Rathdown is conscious that our two Counties adjoin each other and, indeed, a portion of Bray Town falls within the jurisdiction of Dun Laoghaire-Rathdown. The planned growth area of Old Conna also interfaces with Bray itself and is specifically identified in Chapter 4 of the RSES – in tandem with Fassaroe - as contributing to fulfilling the growth potential of Bray's Key Town status. The synergies between Wicklow and DLR in the Bray Environs area are also highlighted and embedded in both RPO 4.37 and RPO 4.40 of the RSES. DLR strongly supports the collaborative approach advocated in these RPOs and would welcome constructive engagement with WCC - to accelerate the delivery of key transport infrastructure necessary to open up the zoned development lands west of Bray Town.

Dun Laoghaire-Rathdown would request that the Wicklow Draft CDP address the following:

(1) Provision of Strategic Infrastructure Required to Deliver Strategic Development Areas and Corridors - as Prescribed in the RSES.

Table 5.1 'Strategic Development Areas and Corridors and Capacity Infrastructure and Phasing' of the RSES identifies what it calls "*South County Dublin – North Wicklow – development of new residential*

communities at Woodbrook-Shanganagh and Bray Golf Course and Harbour Lands along with Bray Fassaroe” and “.... the westward expansion of Bray at Old Connaught (Dun Laoghaire) and Bray Fassaroe (Wicklow) lands” as key development areas. Short-to-medium term phasing and specific enabling infrastructure including “High capacity bus between Bray and Fassaroe, distributor Road, N11/M11 upgrades, new bridge to Old Connaught, waste water upgrades, local and wider water network and storage upgrades.” are identified. Longer term (post-2027) enabling infrastructure revolves around the Green Line Luas Extension to Bray

In order to accord with both the NPF and the RSES the stated enabling infrastructure necessary to deliver on the above growth areas should be namechecked and clearly identified in the draft County Development Plan.

As you are aware the National Transport Authority published the ‘Bray and Environs Transport Study’ in April 2019. This Study seeks to facilitate and support the land use objectives of both Wicklow and DLR. Section 2.3 of the Study identifies various specific transport elements that are necessary to deliver the full build out of development areas in both Wicklow and DLR. Sections 3.4 and 3.8 provide greater detail in this regard.

For the full build out of Fassaroe several items are listed including the Busway from Fassaroe to Old Connaught over the County Brook at Ballyman Glen. This piece of infrastructure is required not only for the full build out of Fassaroe but will impact on and clearly have consequences for Old Connaught. It should be included in the Draft Wicklow CDP and regard should be had to same in any Appropriate Assessment screening or NIS of the Draft Plan. For its part DLR will, recommend to the Members, including the Fassaroe/Old Conna Busway in the Draft DLR CDP. DLR would support and welcome collaborative liaison with WCC on the delivery of this item of strategic infrastructure.

Also included in the ‘Bray and Environs Transport Study’ are a suite of proposed upgrades and improvements to the N11/M11 corridor between Junctions 4 and 14. Again, these objectives should be included in any Draft CDP.

It is noted that the NTA recommend that the statutory plans of Wicklow County Council and Dun Laoghaire-Rathdown “... reflect this Study fully”. DLR would, consequently, welcome the inclusion of the various objectives of the Study - and more specifically on the required items of necessary strategic infrastructure – in the Draft Wicklow CDP.

(2) Liaison with Dun Laoghaire-Rathdown on Bray’s Role as a Key Town - as identified in the RSES

Bray is one of three Key Towns identified in the Metropolitan area in the RSES. RPO 4.26 of the RSES recommends that the Core Strategy of the Wicklow CDP shall support objectives to achieve a minimum of 30% of housing in Key Towns by way of compact growth through the identification of key sites for regeneration.

The town of Bray straddles two jurisdictions – Wicklow and Dun Laoghaire-Rathdown – albeit only a small portion falls in the Dun Laoghaire-Rathdown administrative area. Notwithstanding the ongoing work of the MASP Technical Working group, Dún Laoghaire-Rathdown would nonetheless welcome liaison with WCC on proposals for Bray as a Key Town. It is also acknowledged that NPO 68 of the NPF and the MASP contained in the RSES allows for 20% of the targeted growth for the city to be transferred to the three Key Towns of Swords, Maynooth and Bray.

Dun Laoghaire-Rathdown would welcome ongoing liaison with Wicklow County Council over the coming months with a view to ensuring a degree of alignment and consistency is achieved in our respective Draft Development Plans on areas of mutual and common interest at the interface of the two Counties.

Yours faithfully,

Louise McGauran
Senior Planner