



Pre Draft Bray LAP Submission - Report

Who are you:	Private Individual
Name:	Sarah O Dowd
Reference:	BRAYLAP-100802
Submission Made	December 18, 2024 10:11 AM

Topic

Compact Growth - Housing – Population Growth

Submission

see attachment - related to the Sustainable development at Fassaroe and impact on the Bray local community.

Topic

Infrastructure - Sustainable Movement – Transportation

Submission

see attachment

Bray LAP – Submission. 16.12.24

I respectfully submit that Public Transport Volumes and extent are maintained, but not increased to the Upper Dargle Road. Currently there is one local bus that operates one journey per hour (185 /L15) I further request that the Upper Dargle Road is no longer considered as either a short- or long-term Transport solution to the Planned Fassaroe development.

The Fassaroe Development should be self sustaining and and not impact established Bray areas in terms of restricting the access and enjoyment of the local communities.

In particular, the bus priority scheme referred to in the 2019 scheme (Upper Dargle Road including the approach to Sunnybank Junction) should now be abandoned for the purposes of facilitating development to Fassaroe and / or the greater Bray and environs strategic transport planning.

This was a Scheme that was linked to Phase 1 of the Fassaroe development. I observe that the SHD permission by the Landowners outlined that WCC were progressing this scheme, and following this, they proposed a high quantum of buses per hour to “ferry” residents from the new Fassaroe development to Bray, and to Bray Dart station. Any Plan resembling this should be prohibited in a future LAP as it would have a detrimental effect on the local community.

Any increase in Bus volumes would be impractical and detrimental to the Upper Dargle Road, and Bray in general for a number of reasons:

1. Impact to the local community. As per Chapter 5 of the ministerial guidelines, Good-quality local area plans will, first and foremost, focus on the needs of local communities.

The community along the road cannot be isolated by the prioritisation of large quantities of buses over local linkages to our community in the Dargle area and essential access to their properties needed to maintain our quality of life. This is further emphasized given a high degree of elderly population, which has also been highlighted for priority under the ministerial guidelines.

2. Physical, Practical and engineering constraints of the road itself. It is not suitable for a large volume of buses.
3. Proper planning. It seems highly unconstructive to funnel new Fassaroe development residents into the heart of Bray, via Castle Street and Main Street at rush hour, which is already congested and will likely come under further pressure in the future due to current and planned Development at Sea Gardens, Heaton Buckley site and the Maltings.
4. Parking. The Council previously hinted at challenges regarding a bus priority scheme vs the established parking for residents. Parking is essential to mobility, access and the quality of life of the local communities. The current established street parking quantum/capacity to the northern end should be protected for the local community and be insulated from outside development. The council may consider the management of this using equitable measures such as parking control measures (e.g., permit parking).

The November 2021 publication of the Bray and Environs prepared by the NTA, Jacobs & Systra now supersedes the 2019 Bray and Environs Transport Study.

The 2021 Report is comprehensive and includes consideration of national regional and local policies. The Upper Dargle Road no longer is utilised as a Fassaroe linkage.

It is noted that The Fassaroe development will be benefitting from the N11 park and ride and plans for a busway to Old Conna.

It is also noted that the report also refers to the Herbert Road / Dargle Road bridge option, and greater emphasis is placed on the quality and linkages of Cycle Routes linking Bray Main Street to the wider town.

As a reminder, the Ministerial Guidelines, chapter 5 states (extracts):

Good-quality local area plans will, first and foremost, focus on the needs of local communities

Deliver high-quality urban design that improves people's quality of life

Focus on identifying and meeting the needs of communities rather than development for development's sake;

Also, The vision set out in the WCDP (WCC 2022) as (areas emphasised) : 'To guide and facilitate the sustainable growth of the County in a manner which supports a deep respect for its unique natural heritage, capitalises on the potential of our towns and villages to deliver compact growth, facilitates healthy placemaking, supports the creation of self-sustaining settlements and rural areas that are attractive places to live in, work in and visit, provides for new job opportunities, embraces climate action and enables the transition to a low carbon, climate resilient and environmentally sustainable economy, improves sustainable mobility and conserves our heritage'.

In summary, The Fassaroe development needs to be self sustaining and not impact on the established community in the Dargle area (Upper Dargle Road) which may impact its current mobility access & facilities as well as its attractiveness to live in and visit.

Yours sincerely
Sarah O Dowd

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Bray LAP – Submission. 16.12.24

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