



Cabinteely Greenway

Part 8 Application, Planning Report

14 October 2025



MACCABE DURNEY
BARNES
Planning Environment Economics



Comhairle Contae County Council



DBFL CONSULTING ENGINEERS

Document status					
Job Number: 2222					
Job Title: Cabinteely Greenway					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
0	Draft for Review	DB	RH		30/08/24
1	Draft for Issue	DB	RH	RH	11/11/24
2	Final	DB	RH	RH	08/07/25
3	Final	LC	RH	RH	14/10/25

© Copyright MacCabe Durney Barnes Limited. All rights reserved.

The report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by MacCabe Durney Barnes Limited no other party may use, make use of or rely on the contents of this report. The report has been compiled using the resources agreed with the client and in accordance with the scope of work agreed with the client. No liability is accepted by MacCabe Durney Barnes Limited for any use of this report, other than the purpose for which it was prepared. MacCabe Durney Barnes Limited accepts no responsibility for any documents or information supplied to MacCabe Durney Barnes Limited by others and no legal liability arising from the use by others of opinions or data contained in this report. It is expressly stated that no independent verification of any documents or information supplied by others has been made. MacCabe Durney Barnes Limited has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy. No part of this report may be copied or reproduced, by any means, without the written permission of MacCabe Durney Barnes Limited.

TABLE OF CONTENTS

1.	INTRODUCTION.....	5
1.1	Purpose of Report.....	5
1.2	Aim of Report.....	6
1.3	Qualification.....	6
1.4	Summary Description of the Proposed Scheme.....	6
1.5	Overall Benefits of the Scheme	7
2.	ROUTE ALIGNMENT AND DESCRIPTION.....	8
2.1	Overall Route Description.....	8
2.2	Public Consultations	15
3.	PLANNING POLICY	16
3.1	National Policy	16
3.2	Regional Policy.....	21
3.3	Local Policy	24
3.4	Planning Permissions.....	28
4.	PLANNING APPRAISAL	42
4.1	Introduction.....	42
4.2	Overview of the need for the proposed scheme.....	42
4.3	Infrastructure Works	42
4.4	EIAR.....	43
4.5	AA.....	43
4.6	Appraisal of the proposed route.....	44
4.7	Assessment of the likely consequences for the proper planning and sustainable development of the area	45

LIST OF TABLES

Table 1: Planning permission ABP.ref.312132 (Source: ABP)	31
Table 2: Planning permission Reg.Ref.D18A/0402 (Source: DLR)	32
Table 3: Planning permission Reg.Ref.D18A/0763 (Source: DLR)	33
Table 4: Planning permission ABP.Reg.Ref.305859 (Source: ABP)	34
Table 5: Planning permission ABP.Reg.Ref.303675 (Source: ABP)	35
Table 6: Planning permission Reg.Ref.DZ20A/0491 (Source: DLR).....	36
Table 7: Planning permission Reg.Ref. DZ24A/0621/WEB (Source: DLR)	37
Table 8: Planning permission Reg.Ref. DZ24A/0017	39
Table 9: Planning permission Reg.Ref. DZ25A/0325/WEB.....	40

LIST OF FIGURES

Figure 1: Approximate site of the Cabinteely Greenway (Source: DBFL Consulting Engineers)	5
Figure 2 Indicative Greenway Route Map (Source: DBFL Consulting Engineers).....	9
Figure 3: Proposed Section A of Cabinteely Greenway (Source: DBFL Consulting Engineers).....	10
Figure 4: Proposed Section B(1) of Cabinteely Greenway (Source: DBFL Consulting Engineers).....	11
Figure 5: Proposed Section B(2) of Cabinteely Greenway (Source: DBFL Consulting Engineers).....	11
Figure 6: Proposed Section C(1) of Cabinteely Greenway (Source: DBFL Consulting Engineers).....	12
Figure 7: Proposed Section C(2) of Cabinteely Greenway (Source: DBFL Consulting Engineers).....	13
Figure 8: Proposed route section D(1) (Source: DBFL)	14
Figure 9: Proposed route section D(2) (Source: DBFL)	14
Figure 10: GDA Cycle Network plan 2022 - Dublin South East (Source: NTA, 2022)	23
Figure 11: Land Use Zoning along subject route under Dún Laoghaire-Rathdown County Development Plan 2022-2028, Extract from Zoning Maps 6 and 7 (Source: DLR)	25
Figure 12: Active School Travel graphic (Source: DLR).....	26
Figure 13: DLR Cycle Network Map	26
Figure 14: Section of Cherrywood Green Route linking to the proposed development (Source: DLR).....	28
Figure 15: Cherrywood Green Routes Network Location Map (Source: DLR).....	29
Figure 16: Point of intersection between proposed greenway and Bray to City Centre Core Bus Corridor (Source: BusConnects).....	29
Figure 17: Dún Laoghaire BusConnects Area Map (Source: BusConnects).....	30
Figure 18: Carrickmines – Shanganagh Flood Relief Scheme with south-eastern extent of proposed development indicated (source: DLR)	30
Figure 19: Relevant Planning applications granted permission in the context of subject site (Source: DLR)	31
Figure 20: SHD ABP31213221 on the Old Bray Road (Source: Henry J Lyons Architects).....	32
Figure 21: Residential development D18A/0402 on the Clonkeen Road (Source: Carew Kelly Architects)	33
Figure 22: Residential development D18A/0763 at Brennanstown and old Bray Road junction (Source: McCullough Mulvin Architects).....	34
Figure 23: Residential development at the former Doyle’s Nurseries (Source: Plus Architecture)	35
Figure 24: Residential Development at Ards, Cartref (Source: DLR Planning File)	36
Figure 25: Residential development DZ20A/0491 (Source: John Fleming Architects).....	37
Figure 26: Residential development DZ24A/0621/WEB (Source: O’Mahony Pike Architects).....	38
Figure 27: Residential development DZ24A/0017 DZ24A/0017 (Source: Henry J Lyons)	40
Figure 28: Residential development DZ25A/0325/WEB (Source: Henry J Lyons)	41

ABBREVIATIONS

AA	Appropriate Assessment
CDP	County Development Plan
DLRCC	Dún Laoghaire-Rathdown County Council
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midland Region Authority
GDA	Greater Dublin Area
MASP	Metropolitan Area Strategic Plan
NIS	Natural Impact Statement
NPF	National Planning Framework
NPO	National Policy Objective
NSO	National Strategic Outcome
NTA	National Transport Authority
RPO	Regional Policy Objectives
RSES	Regional Spatial Economic Strategy for the Eastern and Midland Region
SDZ	Strategic Development Zone

1. INTRODUCTION

1.1 Purpose of Report

This Planning Report has been prepared by MacCabe Durney Barnes on behalf of Dún Laoghaire-Rathdown County Council's (DLRCC) proposed development of the Cabinteely Greenway. This involves the creation of a safe, active travel community greenway between Cornelscourt and Cherrywood via Cabinteely Park which will form part of the DLR Cycle Network. The objective of the scheme is the creation of a Greenway to improve connectivity, sustainability, safe access to schools, nature and public transport while reducing car reliance in DLR. The project is provided in accordance with the Dún Laoghaire-Rathdown County Development Plan 2022 – 2028 and the Greater Dublin Area Cycling Network.

The approximate proposed path of the Greenway is indicated below in Figure 1. The route covers a length of approx. 2.3km from Cornelscourt, through Cabinteely Park to Cherrywood Green Routes Network at the north-eastern boundary of the Cherrywood SDZ lands in Co. Dublin. The proposed route is located on what is primarily greenfield and made ground. This corridor, which runs parallel to the Old Bray Road and generally follows the path of the Cabinteely Stream. The route traverses a green corridor linking commercial/service centres at Cornelscourt and Cabinteely to the developing Cherrywood Strategic Development Zone (SDZ) and serves the growing residential population in the area.

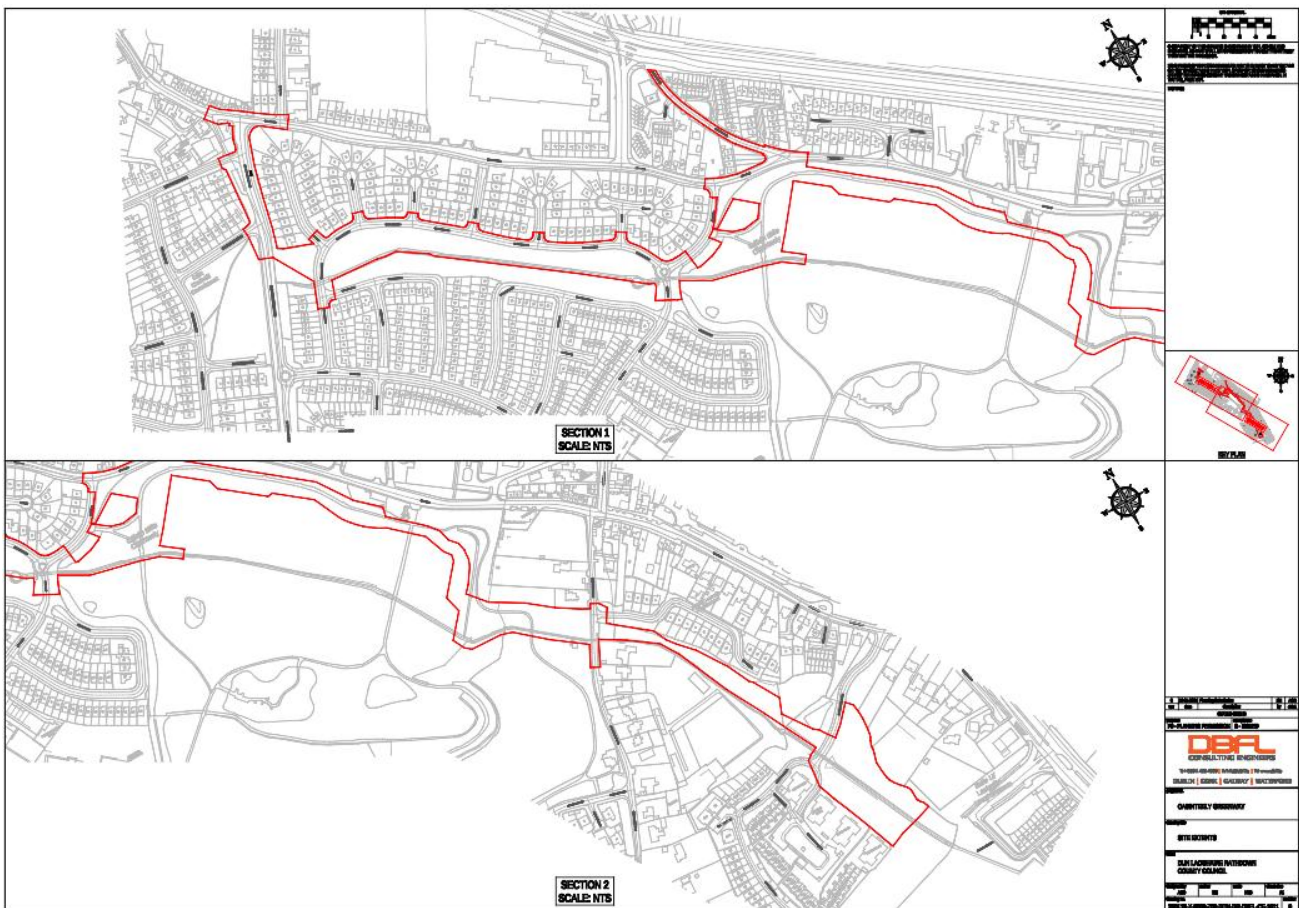


Figure 1: Approximate site of the Cabinteely Greenway (Source: DBFL Consulting Engineers)

1.2 Aim of Report

The Part 8 application is being pursued by Dún Laoghaire – Rathdown County Council. The proposed development has been subject to EIA and AA Screenings which concluded that the project did not require the preparation of a full Environmental Impact Assessment Report or a Natura Impact Statement.

This report has been prepared to address the likely consequences for the proper planning and sustainable development of the area

This Planning Report is structured to assess the relevant project and environmental criteria as follows:

- Description of Site and surrounding area
- Description of the proposed development
- Planning Policy
- Conclusions

1.3 Qualification

This Planning Report has been prepared by Richard Hamilton, BA MSc P.Grad EMAE, MIPI MRTPI. Richard is a Chartered Town Planner with over 28 years experience in public and private sectors in Ireland including the preparation of EIA and EIA Screening for infrastructure, commercial and residential development projects. He has an MSc in Town and Country Planning from Heriot-Watt University, Edinburgh and a Post Graduate Diploma in Environmental Monitoring Assessment and Engineering (EMAE) from Trinity College Dublin. He is a member of the Irish Planning Institute (IPI) and the Royal Town Planning Institute (RTPI).

Richard has prepared a number of EIARs and planning reports for Transport Projects including the Glenamuck District Road Scheme 2019 (DLR Co. Co.), M1 Motorway Service Areas, NRA (2010/2011) and Dublin Airport, Northern Parallel Runway (2005 – 2007); and EIAR Screening Reports for Active Travel Schemes including Deansgrange Part 8 (DLR Co Co. 2022/23) Clonegall - Kildavin, Trail & Bridge scheme, Co. Carlow (2022/23) and Belmayne Main Street and Belmayne Avenue EIAR Screening, 2018 (Dublin City Council). Prior to MacCabe Durney Barnes, his roles include Director with KPMG Future Analytics, a Director of Planning at RPS and an Associate with Colin Buchanan and Partners.

1.4 Summary Description of the Proposed Scheme

The proposed Cabinteely Greenway will connect Cornelscourt to Cherrywood and is located within DLR administrative county, approximately 200m south-west of the N11 and Kilbogget Park, c. 2.5km east of the M50 and extending from the north-eastern boundary to approx. 2km north of the Cherrywood SDZ. The area is predominantly suburban in nature. The greenway alignment extends from Cornelscourt Hill Road, through Cabinteely Park to Cherrywood Green Routes Network at the boundary of the Cherrywood SDZ. The proposed alignment consists of four distinct sections. These are lettered A through D and follow the route as described below:

- Section A runs from junction at Cornelscourt Hill Road and the Old Bray Road to the entrance to Glen Lawn Drive.
- Section B runs along Glen Lawn Drive beside the linear park area and the Cabinteely Stream.
- Section C traverses through Cabinteely Park down to the Brennanstown Road.

- *Section D follows the Cabinteely Stream along a green corridor, tying in with the Cherrywood Green Routes Network and Cherrywood Green Routes Network adjacent to the Cherrywood Green Routes Network.*

1.5 Overall Benefits of the Scheme

Dun Laoghaire-Rathdown County Council proposes to develop the Cabinteely Greenway Scheme to enhance facilities for active travel modes. The proposed greenway will extend from Cornelscourt Village to Cherrywood. The greenway will run alongside the Cabinteely Stream for the majority of its length. The proposed route is identified as a "Greenway Utility" and a "Greenway Leisure" route in the 2022 Greater Dublin Area Cycle Network Plan – Dublin South East by the National Transport Authority.

The overall scheme aims to provide an off road shared cycle and walking greenway from Cornelscourt to Cherrywood Green Routes Network through Cabinteely Park. The proposed route will open the Cabinteely Park and associated green space and stream to the public by providing a cycling route. The scheme from end to end is approximately 2.3km in length.

The proposed works will provide a high quality cycle track and pedestrian pathway, significantly improving pedestrian and cycling infrastructure with safe off-road lanes, appropriate lighting, junction designs and appropriate widths.

The Cabinteely Greenway involves the creation of a safe, active travel community greenway. Its goals include:

- Improving connectivity,
- Safe route to schools,
- Reducing car reliance within a 5km area,
- Supporting climate action targets,
- Enhancing accessibility to public transport, and
- Improving sustainability and access to nature.

The scheme will encourage people to walk and cycle for local trips and leisure activity.

2. ROUTE ALIGNMENT AND DESCRIPTION

2.1 Overall Route Description

It is proposed to deliver a shared cycling and walking route that is consistent with the Dún Laoghaire-Rathdown County Development Plan 2022 – 2028, and the Greater Dublin Area Cycling Network. The proposed scheme will deliver a greenway that will improve pedestrian and bicycle friendly connections between residential neighbourhoods, local amenities, public open spaces, commercial centres and educational facilities. The local authority has also completed the Cherrywood Green Routes Network Scheme and commenced the Cherrywood Greenway. Going forward, the Cabinteely Greenway will connect to this development, extending into the Cherrywood area and contributing to a more cohesive network of cycling infrastructure in DLR.

The proposed Cabinteely Greenway comprises a linear cycle and pedestrian route of approx. 2.3 km, running from Cornelscourt in the north-west to Cherrywood in the south-east through Cabinteely Park.

The scheme will be designed in accordance with the relevant guidelines, to provide adequate ancillary infrastructure such as appropriate seating (specifically on the Cabinteely Park), secure bicycle parking, appropriate lighting and access of adequate width.

The proposed works will involve the development of shared and segregated paths for both pedestrians and cyclists through greenfield areas. This will include one additional crossing over the Cabinteely Stream in the form of a bridge, the redesign of a roundabout, the addition of new entrances and gates to Cabinteely Park, the widening of existing footpaths and biodiversity planting work.

The preliminary design predominantly leaves existing residential boundary treatments as they with the exception of a collapsing section of retaining wall to the east of the Brennanstown Road. This will be replaced. Section C of the proposed route includes the addition of gated entrances to Cabinteely Park.

The project will integrate directly with other schemes in the area namely the Cherrywood Green Routes Network at the eastern end of the route and the Strategic Housing Development (SHD) at the former Doyles Nursery at the Brennanstown Road. This SHD application included a pedestrian bridge over the Cabinteely Stream which would connect the site to the proposed greenway route.



Figure 2 Indicative Greenway Route Map (Source: DBFL Consulting Engineers)

The context of the proposed route is primarily parkland and open space. The wider context of the route is suburban residential neighbourhoods. The character of the majority of the route comprises Cabinteely Park and open space alongside the Cabinteely stream.

The proposal includes the addition of shared pedestrian and cycling paths, new pedestrian crossings, and the realignment of junctions. Some pedestrian crossings will be upgraded to 'Toucan crossings'. Toucan crossings are wider pedestrian controlled traffic light crossings that facilitate the crossing of bicycles alongside pedestrians.

The description of the route follows the route from the north western end of the route at the Cornelscourt Hill Road to the south eastern end of the route at the Brennanstown Square housing estate whereupon the proposed greenway will connect to the Cherrywood Green Routes Network.

The route is illustrated in the figures below.

2.1.1 Section A

2.1.1.1 Description of the Route Section

Section A of the route begins at the junction between the Bray Road and Cornelscourt Hill Road. The proposed greenway will extend south, along the eastern side of the Cornelscourt Hill Road for approximately 200 m before diverging through the treeline to intersect with Glen Lawn Drive.

2.1.1.2 Proposed Works

The proposed works include the construction of a shared path extending from the Old Bray Road along the eastern edge of the proposed route. Cycle ramps will be incorporated into the design at the junction and the current pedestrian crossings will be upgraded to toucan crossings. A new Toucan Crossing is proposed on Cornelscourt Hill Road to the south of the Kerrymount Green Road. The outer grass verges will be maintained, and the width of the shared path is designed to accommodate for existing trees.



Figure 3: Proposed Section A of Cabinteely Greenway (Source: DBFL Consulting Engineers)

2.1.2 Section B

2.1.2.1 Description of the Route Section

This section of the route follows the pedestrian pathway from the intersection with Cornelscourt Hill Road and then runs along the south side of Glen Lawn Drive to the roundabout at the proposed new entrance to Cabinteely Park. A new raised zebra crossing will be implemented at the western end of Glen Lawn Drive. The Glen Lawn Drive / Glen Drive roundabout will be upgraded with raised zebra crossings on all arms.

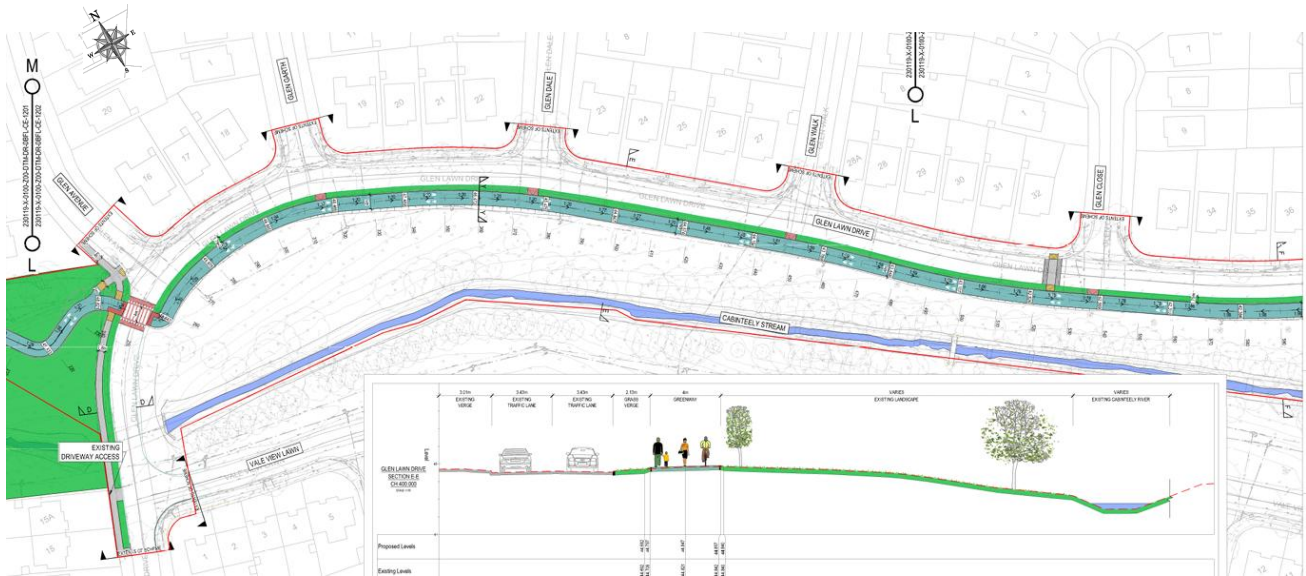


Figure 4: Proposed Section B(1) of Cabinteely Greenway (Source: DBFL Consulting Engineers)

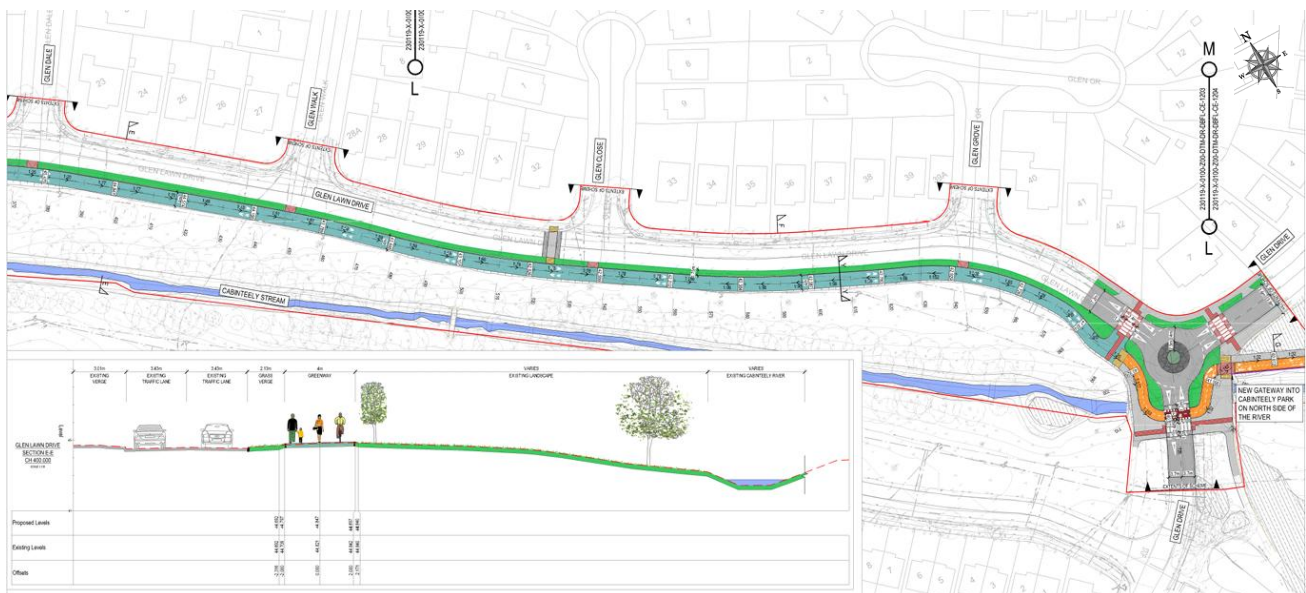


Figure 5: Proposed Section B(2) of Cabinteely Greenway (Source: DBFL Consulting Engineers)

2.1.2.2 Proposed Works

This section will consist of a continuation of the shared path from the previous section. Combined zebra crossings will be added to each of the roads that feed into the roundabout and a raised zebra crossing will be implemented at the western end of Glen Lawn Drive.

2.1.3 Section C

2.1.3.1 Description of Route Section

This section of the route follows the existing track to the north of the park along the treeline with a new entrance to the park adjacent to the Old Bray Road/Glen Drive junction. Where the existing path enters the trees beyond the park's northern entrance the greenway is proposed to diverge from the existing path. Existing path will be

12

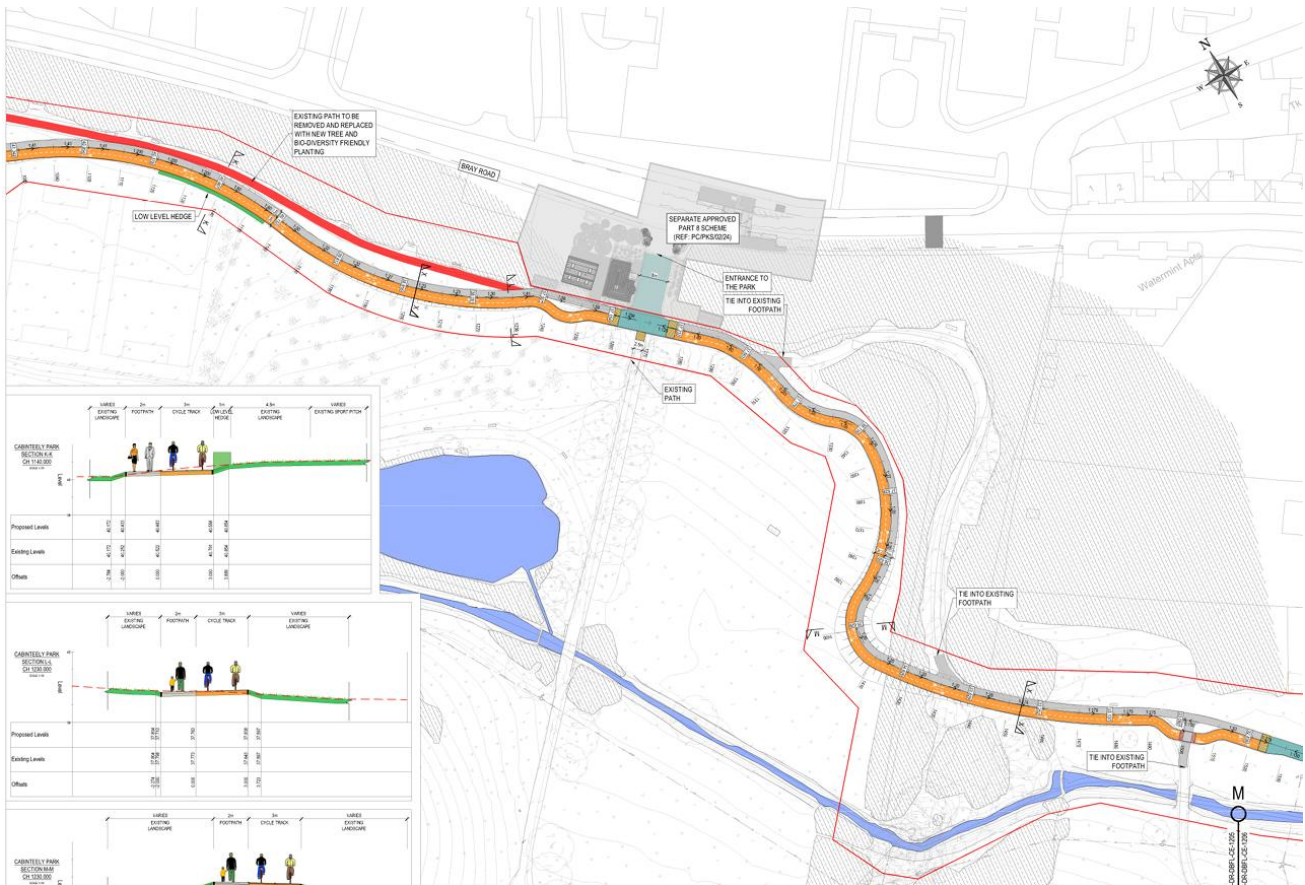


Figure 7: Proposed Section C(2) of Cabinteely Greenway (Source: DBFL Consulting Engineers)

2.1.3.2 Proposed Works

This section of the route consists of a cycle track through Cabinteely Park with a footpath running alongside it. The current western entrance to the park is proposed to be replaced by a new gateway proximate to the roundabout and the existing paths to be replaced with new tree and biodiversity friendly planting. A new park entrance is proposed adjacent to the Old Bray Road and Glen Drive junction. A similar rewilding is proposed for the footpath on the northern boundary of the park. The footpath will tie into the existing footpath which crosses the Cabinteely Stream to the north-west of the Brennanstown Road. Both footpath and cycle lane will continue eastwards to the north of the stream.

2.1.4 Section D

2.1.4.1 Description of the route section

This section of the route follows the northern bank of the stream to the south-west of the Carraig Glen housing estate. A new footpath will provide connection to the proposed scheme from the Brennanstown Avenue to the south. A new bridge will cross Cabinteely Stream before the route splits to join with the Cherrywood Green Routes Network to the south of the stream.

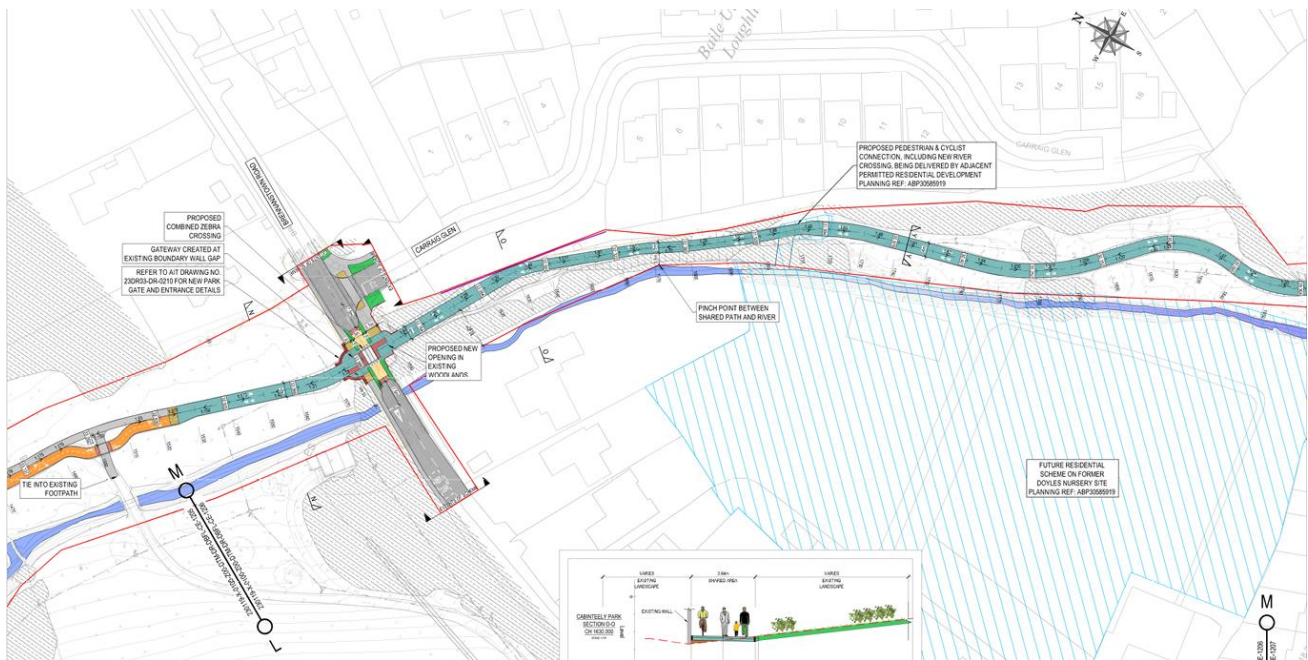


Figure 8: Proposed route section D(1) (Source: DBFL)

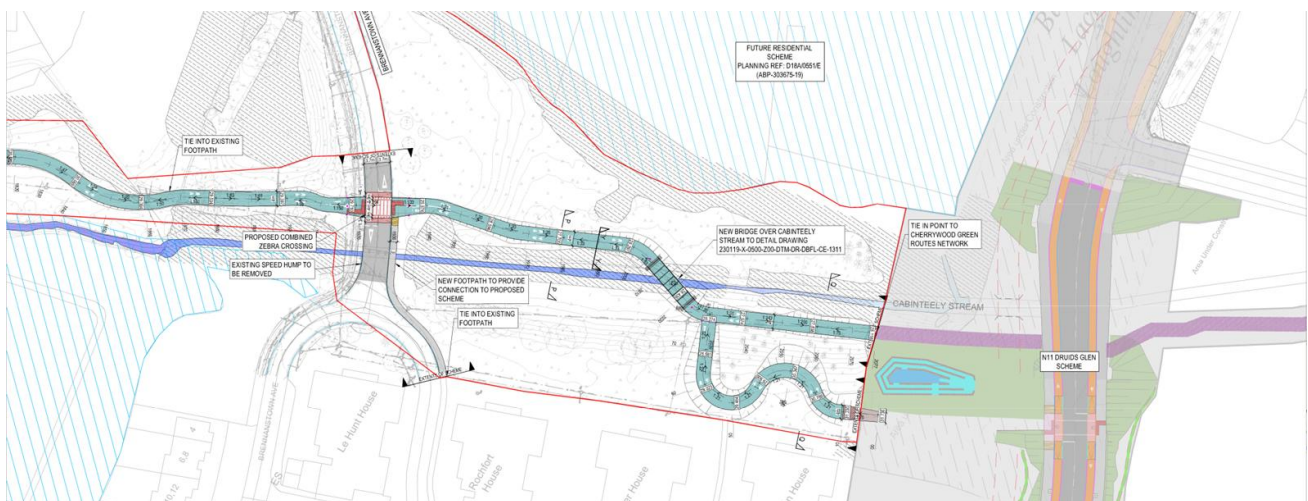


Figure 9: Proposed route section D(2) (Source: DBFL)

2.1.4.2 Proposed Works

This section continues the cycle track and footpath of section C, which then transitions to a shared path beyond the intersection with the Brennanstown Road. This intersection will include the addition of an opening in the existing woodlands by the bank of the stream and a gateway at the existing boundary wall gap on the roadside. A combined zebra crossing will be placed on the Brennanstown road, a one lane two-way shuttle system for traffic will also be implemented at this location. It will be raised to aid in traffic calming and facilitate safe crossing for users of the greenway. A crossing over the stream is planned into the proposed future residential scheme on the former Doyle's Nursery site. The shared path will cross Brennanstown Avenue to the north of the stream. A combined zebra crossing will also be added here. The route will cross the Cabinteely Stream from north to south via a new bridge. At its end, the track will split in two, tying in to both the Cherrywood Green Routes Network and the Cherrywood Green Routes Network.

2.2 Public Consultations

Dun Laoghaire Rathdown has undertaken non-statutory public consultation with residents and stakeholders including business operators in the locality. Information on the project is available at [DLRCC](#). The consultation process is clearly illustrated as indicated below.

Phase 1 of the non-statutory public consultation over Q4 2023 and Q1 2024 comprised;

- Residential workshops / Meetings
- Local Business & Community Group workshop
- Local School Workshops
- Workshop with the dlr Disability Consultation Group

The website includes a recording of the webinar conducted on 9/7/24.

3. PLANNING POLICY

3.1 National Policy

3.1.1 Project Ireland 2040 – National Planning Framework (NPF) First Revision April 2025

The Government of Ireland has developed a strategic framework called Project Ireland 2040 National Planning Framework (NPF) to direct development and investment. The NPF aims to establish a common vision and a set of goals for every community to guide the growth and development of Ireland until 2040. These goals are called National Strategic Outcomes (NSOs) which are further articulated through National Policy Objectives (NPOs). The following NSOs and NPOs that are related to the proposal and are accompanied by a statement that explains how the Proposed Scheme aligns with them:

NSO 4 Sustainable Mobility – In line with Ireland’s Climate Action Plan 2024 and National Sustainable Mobility Policy, we need to progressively change the way we travel, by reducing our car usage to the extent possible, and increasing the number of journeys taken by sustainable modes of transport, namely walking, cycling and public shared transport.

NSO 10 Access to Quality Childcare, Education and Health Services – *‘Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services’*

National Policy Objective 20

In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

National Policy Objective 36

Support the objectives of public health policy including the Healthy Ireland Framework and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.

National Policy Objective 37

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.

National Policy Objective 93

Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green and blue infrastructure planning and innovative design solutions.

Proposed Scheme Response

The proposed scheme is aligned with the above policies by facilitating active travel connections. The proposed scheme will connect residential areas with high quality recreational infrastructure in the Cabinteely Park and will provide a safe route to St Brigid's school. The proposed works include improved pedestrian and cycling infrastructure which will promote a more active lifestyle and reducing air pollution by providing safe and convenient alternative modes of transport to the car.

3.1.2 National Investment Framework for Transport in Ireland

The National Investment Framework for Transport in Ireland (NIFTI) is the Department of Transport's strategic framework designed to guide and prioritize future investment in land transport. It aligns with Project Ireland 2040, the government's long-term strategy to accommodate population growth sustainably and build a better future for all. Recognizing the interdependence of transport and land use planning, NIFTI aims to ensure that the transport system can manage the demands of a growing population, projected to reach almost 5.7 million by 2040.

The NIFTI outlines a structured approach to investment and interventions in the transport sector. It follows a "Hierarchical Approach", prioritising more sustainable and cost-effective solutions such as active travel before considering major capital projects. The framework is guided by four investment priorities and four intervention types, ensuring that transport investments align with national objectives.

The NIFTI Modal Hierarchy is:

1. Active Travel;
2. Public Transport; and
3. Private Vehicles.

The plan states that future transport planning will prioritise sustainable modes and '*.....sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel and then public transport, will be encouraged over less sustainable modes such as the private car.*

Active travel is the most sustainable mode of travel. Increasing the share of active travel can reduce the carbon footprint of the transport sector, improve air quality, reduce urban congestion, and bring about positive health impacts as a result of increased physical activity. The attractiveness of this mode is dependent on infrastructure — for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points all impact upon the number of people engaging in active travel.'

The NIFTI Intervention Hierarchy is:

1. Maintain;
2. Optimise;
3. Improve; and
4. New.

NIFTI states that: '*To support the delivery of the NPF, and to make best use of our existing assets, a hierarchy of these intervention types will be applied. Maintaining the existing transport network will be given first priority, followed by maximising the value of the network through optimising its use. Infrastructural investments will only*

be considered after these two categories have been assessed as inappropriate for the identified problem, with upgrades to existing infrastructure to be considered before new infrastructure.'

Proposed Scheme Response:

The proposed scheme aligns with the NIFTI's investment and intervention priorities. The project supports decarbonization by encouraging a shift to cycling as a low-carbon transport option, protection and renewal by upgrading existing infrastructure, mobility of people and goods in urban areas by reducing traffic congestion and improving urban transport. Additionally, the project adheres to NIFTI's intervention hierarchy by shifting mode from cars to cycling and improving efficiency by reallocating road space to better accommodate active travel. Overall, the Cabinteely Greenway project exemplifies NIFTI's strategic approach to sustainable transport investment, promoting active travel, reducing carbon emissions, and enhancing urban mobility.

3.1.3 National Sustainable Mobility Policy

The National Sustainable Mobility Policy states that the purpose of the document is the following:

"This Policy sets out a strategic framework for sustainable mobility – active travel and public transport - in Ireland to 2030. The primary focus is to cater for daily travel needs in a more sustainable manner. We intend to achieve this by making sustainable modes the most attractive choice."

The relevant goals contained within the policy document are as follows:

- 1. Improve mobility safety** – 'Goal 1 aims to improve the safety of all mobility options including active travel, road and rail to prioritise the safety and security of those working on / travelling by sustainable mobility.'
- 3. Expand availability of sustainable mobility in metropolitan areas** – 'Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030.'
- 5. Encourage people to choose sustainable mobility over the private car** – 'Goal 5 aims to encourage modal shift to more sustainable options across all ages through behavioural change and demand management measures.'
- 7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model** – 'Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility.'
- 8. Promote sustainable mobility through research and citizen engagement** – 'Goal 8 aims to improve research and citizen engagement around sustainable mobility and collaboration with other government departments, agencies and stakeholders in delivering the Policy.'
- 9. Better integrate land use and transport planning at all levels** – 'Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.'

Proposed Scheme Response:

The proposed scheme will deliver improved cycling and pedestrian infrastructure. The proposed works will improve cycling and pedestrian safety and promote active travel modes as an attractive and convenient mode

of transport. The proposed scheme is designed in line with the hierarchy of road users model by prioritising the safety of people walking and cycling. The proposed scheme also included extensive non statutory public consultation which assisted in the design of the scheme.

3.1.4 National Cycle Network Plan

The National Cycle Network Plan was published on 10 January 2024. The policy document outlines Ireland's national plan to develop a cycling network of approximately 3,500km that will link over 200 settlements and 2.8 million people national. The network will also link to transport hubs, centres of education, employment and leisure. The network will facilitate increased cycling and walking amongst leisure users, tourists and commuters alike. The relevant policy's contained with the plan are listed below:

- 1.1 Increase the number of cycle trips by improving the provision of safe and attractive cycle infrastructure.
- 1.2 Enhance and protect local environments and biodiversity (e.g., pollinator plans, green corridors).
- 2.1 Connect to strategic destinations outside of urban areas as appropriate (including centres of education, centres of employment, and leisure destinations)
- 2.2 Support the development of cycling and walking culture in Ireland.
- 3.3 Integrate with existing and proposed cycle infrastructure (including greenways, safe routes to schools, the EuroVelo network, Interreg projects), as appropriate.
- 4.1 Encourage use of off-road infrastructure, where appropriate.
- 4.2 Where efficient and effective, encourage routes that use 'quiet', low traffic volume roads.
- 4.3 Promote the design of cycle infrastructure that is fully accessible to all users, regardless of age or ability.

Proposed Scheme Response:

The proposed scheme is supported by the National Cycle Network plan in the following ways. It will deliver safer cycling infrastructure and public realm improvements thereby promoting cycling as an attractive mode of transport. The proposed scheme will utilise off road infrastructure such as shared cycling and walking paths and will use low traffic routes separated from motor traffic for the majority of the route. This will deliver safe infrastructure that is accessible to all potential users. The proposed landscaping will promote biodiversity gain. The proposed route will connect numerous suburban neighbourhoods with leisure destinations such as Cabinteely Park and will provide a safe route to the St Brigid's school.

3.1.5 Road Safety Strategy 2021 – 2030

The Road Safety Strategy 2021 – 2030 (RSA 2021) works towards achieving 'Vision Zero' which is to achieve the long term goal of eliminating deaths and serious injuries in road traffic collisions by 2050. The strategy '*involves the promotion of the safer modes (e.g., public transport, such as bus and rail travel), and the promotion and provision of safe road environments for otherwise healthy, active modes. This includes walking and cycling, where the risks of death and serious injury in the event of a collision are higher than for protected in-vehicle road users.*'

The Strategy acknowledges that 'The substantial societal benefits of increased active travel (i.e. walking or cycling) must also be acknowledged in light of Ireland's climate objectives, including reduced emissions, traffic congestion and noise pollution, and increased physical activity and its related health benefits.' A key action of Phase 1 of the strategy, during the 2021 – 2025 period is to 'construct 1,000km of segregated walking and cycling facilities to provide safe cycling and walking arrangements for users of all ages'.

Proposed Scheme Response

The proposed scheme will improve protection for cyclists and pedestrians. The proposed scheme will deliver safer cycling and pedestrian infrastructure including safer shared crossing infrastructure at junctions.

3.1.6 Climate Action Plan 2023

The Climate Action Plan 2023 (CAP23) is the second annual update to Ireland's Climate Action Plan 2019. This plan is the first to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021, and following the introduction, in 2022, of economy-wide carbon budgets and sectoral emissions ceilings. The plan was launched on 21 December 2022.

The plan includes the following objectives in relation to the reduction of emissions:

- Buildings (Residential) – 40%
- Electricity – 75%
- Transport – 50%
- Other (includes Land Use, Land Use Change and Forestry) – 50%

Proposed Scheme Response

The proposed scheme will improve cycling and pedestrian infrastructure promoting a modal shift from the car to low carbon transport. The proposed cycling and pedestrian upgrade works will connect residential neighbourhoods with major leisure facilities such as Cabinteely Park and will provide a safe route to the St Brigid's school.

3.1.7 Climate Action Plans 2024 and 2025

The Climate Action Plan 2024 (CAP24) is the third annual update to Ireland's Climate Action Plan. The Plan was approved by Government on 20 December 2023, subject to Strategic Environmental Assessment and Appropriate Assessment.

The Climate Action Plan 2025 is the roadmap to deliver on Ireland's climate ambition. It takes account of the legally binding economy-wide carbon budgets and sectoral ceilings that were agreed in 2022. The plan reiterates the targets set out under the Climate Action and Low Carbon Development (Amendment) Act 2021 which seeks a reduction of 51% on GHG emissions by 2030 compared to 2018 levels and to achieve climate neutrality by 2050. The Plan should be read in conjunction with the Climate Action Plan 2024.

In addition, the 2025 plan considers the recommendations of the Climate Change Advisory Council which particularly note the need to shift away from car dependency through the consideration of land use and housing policy. It also considers the need to colocation or proximity with transport.

Proposed Scheme Response

The delivery of the Proposed Scheme will provide the transport infrastructure required to provide sustainable transport options that will support the key actions set out in the Climate Action Plan 2021. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating the delivery of modal shift.

3.2 Regional Policy

3.2.1 Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 – 2031

The RSES provides policy responses in the form of Regional Policy Objectives (RPOs) in response to regional assets, opportunities and pressures. This contributes to a spatial strategy with the intention of managing future growth and creating healthy and attractive places to live and work. It is required under the Planning and Development Act 2000 (as amended) to address Transport and Sustainable development amongst other themes.

The RSES additionally provides a Dublin Metropolitan Area Strategic Plan (MASP) to ensure a *supply of strategic development for sustainable growth*. Integrated land use and transportation is identified as a goal of the MASP and the facilitation of a modal shift to more sustainable transport options, including walking and cycling along with the development of a metropolitan greenway network are proposed as methods to achieve this goal. A Climate Action Strategy to *accelerate action and ensure a clean and healthy environment, sustainable transport and green infrastructure* is also provided.

RPOs relevant to the proposed scheme are:

RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists. (MASP)

RPO 5.8: Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan. (MASP)

RPO 8.1: The integration of transport and land use planning in the Region shall be consistent with the guiding principles expressed in the transport strategy of the RSES.

RPO 9.10: In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the RSES and to national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)'

Additionally stated in the strategy are the following relevant **walking and cycling objectives guiding investment** in the EMRA:

- Delivery of the cycle network set out in the NTA Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors
- Delivery of the National Cycle Plan within the Region inclusive of the Greenway and Blueway projects
- Enhance pedestrian facilities in all urban areas in the Region; and
- Investment priorities for cycleways feasibility and route selection studies for cycleways shall identify and subsequently avoid high sensitivity feeding or nesting points for birds and other sensitive fauna.

Proposed Scheme Response

The proposed scheme facilitates sustainable transport within the Dublin Metropolitan Area and aligns with regional policy objectives contained within the MASP and relating to both Connectivity and Quality of Life. The proposed greenway will increase the share of active travel modes, reducing reliance on private vehicles, and additionally connect Cornelscourt Village and Cabinteely Park with two other bicycle infrastructure networks leading into the Cherrywood SDZ.

3.2.2 Transport Strategy for the Greater Dublin Area 2022-2042

The NTA's Transport Strategy for the Greater Dublin Area provides a framework for the planning and delivery of transport infrastructure and services in the greater Dublin area over the period of 2022-2042. It replaces the previous framework of the Transport Strategy for the Greater Dublin Area 2016-2035. The overall aim of the strategy is: *"To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy."* While the three priorities stated by the NTA in their Statement of Strategy 2018-2022 are:

Priority 1. Undertake strategic transport planning seeking the optimal alignment of land use and transport policy and practice, enabling an increased proportion of travel by sustainable transport modes.

Priority 2. Promote the use of more sustainable modes of transport.

Priority 3. Implement an effective infrastructure investment programme that delivers sustainable and public transport infrastructure in a cost effective manner.

Measures within the strategy relevant to the proposed scheme are outlined below:

- **Measure WALK2 – Improved Footpaths:** The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter. Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.
- **Measure WALK6 – Crossing Points:** The NTA, with the cooperation of the local authorities, will install additional pedestrian crossing points where requirements are identified.
- **Measure CYC1 – GDA Cycle Network:** It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.
- **Measure CYC2 – Cycle Infrastructure Design:** It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.

Proposed Scheme Response:

The scheme will deliver sustainable transport infrastructure inclusive of both shared, cycle and pedestrian paths. It will provide connectivity between employment and residential areas, particularly that of the Cherrywood SDZ

which is currently under development. Lighting and design standards will be adhered to while additional pedestrian crossings at the Cornelscourt Junction, Glen Lawn Drive, Glen Drive and on the Brennanstown Road are included in the scheme.

3.2.3 Greater Dublin Area Cycle Network Plan 2022

In January 2023, the National Transport Authority (NTA) published the Greater Dublin Area Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the Greater Dublin Area (GDA). This is a regional level plan.

The Cycle Network Plan identified and determined in a consistent, clear and logical manner, the following cycle networks within the GDA:

- The Urban Cycle Network at the Primary Radial, Primary Orbital, Secondary and Greenway – Utility level;
- The Inter-Urban Cycle Network, linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. The Inter-Urban Network also includes linkages to key transport locations outside of urban areas such as airports and ports; and
- The Greenway – Leisure that are cycle routes developed predominately for tourist, recreational and leisure purposes



Figure 10: GDA Cycle Network plan 2022 - Dublin South East (Source: NTA, 2022)

Proposed Scheme Response:

The Cabinteely Greenway scheme is a walking and cycling improvement scheme, which would connect neighbourhoods and villages East to West across the county through a safe, accessible and attractive greenway route. The scheme is informed by the Greater Dublin Area Cycle Network Plan and will deliver a greenway route that will deliver a part of the GDACN that is designated 'Greenway – Utility' and 'Greenway – Leisure'. A small portion of the route on the western end of the proposed scheme along the Cornelscourt Hill Road is also designated as a Secondary Route.

3.3 Local Policy

3.3.1 Dun Laoghaire Rathdown County Development Plan 2022-2028

The current Statutory Development Plan for the project area is the Dun Laoghaire Rathdown County Development Plan 2022-2028 (CDP) which came into effect from 21st April 2022. Chapter 5 of the CDP covers the topic of Transport and Mobility.

The following four no. policies are of relevance to the proposed scheme:

➤ **Policy Objective T11 Walking and Cycling**

"It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES)"

➤ **Policy Objective T12 Footways and Pedestrian Routes**

"It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)"

➤ **Policy Objective T13 County Cycle Network**

"It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2, 5.3 of the RSES)."

➤ **Policy Objective T31 Accessibility**

"It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children. (Consistent with RPO 9.1 and 9.10 of the RSES)"

The following Strategic Local Objective of the Council is also relevant to the scheme:

➤ **Strategic Local Objective (SLO) 68**

To create a linear park along the Loughlinstown river incorporating a pedestrian route and cycleway (greenway), which will link Cabinteely Park to the sea at Rathsallagh.

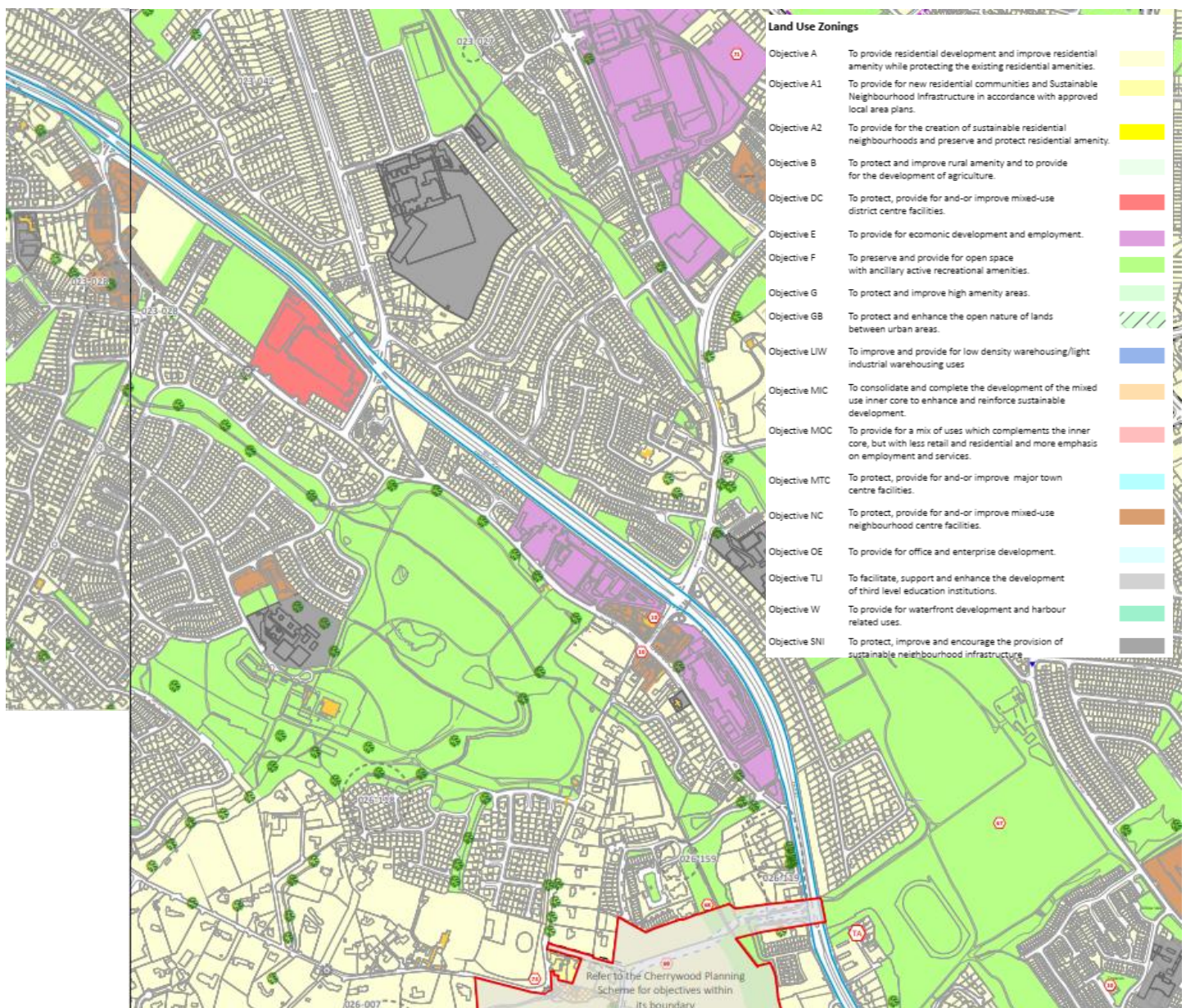


Figure 11: Land Use Zoning along subject route under Dún Laoghaire-Rathdown County Development Plan 2022-2028, Extract from Zoning Maps 6 and 7 (Source: DLR)

Proposed Scheme Response

The proposed scheme is supported by the transport policies of the CDP. The proposed scheme will deliver a high quality cycling and walking route. Proposed works will link up existing Parks with residential neighbourhoods and will deliver cycling and walking infrastructure which is aligned to the County Cycle Network Plan and the NTA's Greater Dublin Area Cycle Network Plan. The route follows an alignment along lands zoned open space with connections to the street network on existing roadways.

3.3.2 DLRCC Active School Travel Initiative

Dún Laoghaire-Rathdown County Council's active School Travel initiative, launched in 2020, aims to connect quiet residential streets with existing safe walking and cycling infrastructure to create a coherent network of routes. This has been developed with the intention of encouraging increased walking and cycling to school. Some physical interventions are proposed, such as alterations of traffic movements, protected cycle paths and junction changes, but many interventions are proposed to be in the form of signage and wayfinding markings.



Figure 12: Active School Travel graphic (Source: DLR)



Figure 13: DLR Cycle Network Map

Proposed Scheme Response

The proposed scheme contributes to the aim of DLRCC's Active School travel Initiative. Its route integrates with sections of that laid out by DLRCC. The route will link St. Brigid's School adjacent to Cabinteely Park directly to several residential areas and to the village of Cornelscourt as well as other schools in area.

3.3.3 DLRCC Climate Change Action Plan 2019-2024

Dún Laoghaire-Rathdown County Council has published the third Annual Progress Report of its Climate Change Action Plan (CCAP) 2019-2024. It was prepared by CODEMA, the Dublin energy agency. One of the key targets of the plan is a 40% reduction in Greenhouse Gas emissions. Transport is one of the five key action areas. This key action area includes 'Supporting sustainable travel', and 'Development of cycle routes and accessible footways'.

Proposed Scheme Response

The proposed scheme is supported by the Climate Change Action Plan. The proposed scheme consists of the development of a cycling and walking route connecting the county from Cornelscourt Hill Road to Brennanstown Square. The proposed scheme will promote low carbon active travel and recreational journeys.

3.3.4 DLRCC Climate Change Action Plan 2024-2029

The Climate Action Plan 2024-2029 sets out the actions that will be taken by the Council to prepare the County and people for the known impacts of climate change – flooding, sea level rise, extreme weather events and, drought.

The key objectives for transport include the following:

- Promote active travel in the county for people of all ages and abilities.
- Embed low carbon transport modes, road safety and accessibility in our communities.

Proposed Scheme Response

- The proposed scheme is supported by the Climate Change Action Plan. The proposal will promote active travel for people of all ages by connecting residential neighbourhoods to a high-quality recreational destination in Cabinteely Park and will provide a safe route to schools. The proposed works includes upgraded pedestrian crossings and bus stops.

3.3.5 DLR County Biodiversity Action Plan 2021 -2025

The plan recognises that the urban environment poses a challenge to biodiversity and that in order to improve the landscape's resilience to climate change the provision of natural solutions to reduce carbon and manage flood risk, and to sustain vital ecosystems, such clean water and clean air will be necessary. Forwarded within the plan is the aim of 'reconnection' which implies the reconnection of people with nature. Proposed actions include the development of best practice guidelines for Greenway Developments (**Action 2.9**) and the development of guidelines managing artificial lighting (**Action 2.11**) which are applicable to the proposed development.

Proposed Scheme Response:

The greenway is located within the Leopardstown to N11 Ecological Corridor and travels through a Locally Important Biodiversity Site. It will be developed with respect to the guidelines as included within the DLR County Biodiversity Action Plan along with all other required environmental assessments. Additionally, the aim of reconnecting people with nature will be fulfilled through the greenway's route through Cabinteely Park and surrounds.

3.4 Planning Permissions

In order to consider the potential for Cumulative Development impacts, planning applications in the vicinity of the subject site have been reviewed. There are 13 applications that directly interact with the development here under review, six of these have been derived from DLR's Planning Application Database, four from An Bord Pleanála's (ABPs) planning application portal and three from other sources. Nine of these applications are residential in nature, and of these, six have been granted planning permission.

The Proposed Cherrywood Green Routes Network from Bride's Glen to Brennanstown was approved as a Part 8 by DLRCC in 2022.



Figure 14: Section of Cherrywood Green Route linking to the proposed development (Source: DLR)

Four other relevant applications in the area have been identified of which two are transport infrastructure projects under development. A project on the N11 Cherrywood Green Routes Network has recently been completed. This ties in to Section D of the proposed greenway and provides 360m of new road, access points from this new road to future development lands and a bridge spanning the Cabinteely Stream. This was constructed under DLR Reg. Ref. DZ24A/0621/WEB as included in planning permission for the N11 Cherrywood Green Routes Network (P* to P3) Phase 2 granted under Reg. Ref. D15A/0385 (as amended by DZ19A/0622). Construction is complete and this road is now open.

As a part of the BusConnects scheme the L26 local route from Kilternan to Blackrock runs along the Cornelscourt Hill Road, linking to the Clonkeen Road via a segment of the Old Bray Road and the L27 runs along the Old Bray Road, intersecting with Section C of the proposed greenway. The proposed Bray to City Centre Core Bus Corridor (ABP.Reg.Ref.31774) is planned to run along the N11, crossing the intersection with Clonkeen Road. At this intersection, the four-arm signal-controlled junction will be modified to include improved pedestrian, cycle and bus infrastructure.¹ The central reserve will additionally be reconfigured to facilitate a new cyclist/pedestrian crossing.² The connection to the extent of the proposed greenway at the north-west of the Clonkeen Road where it meets the N11 will be improved.

¹ <https://brayscheme.ie/wp-content/uploads/sites/11/2023/07/TIA-Sub-Appendix-2-Junction-Design-Report.pdf>

² <https://busconnects.ie/wp-content/uploads/2022/03/13-busconnects-cbc-bray-to-city-centre-200519-fa-web.pdf>

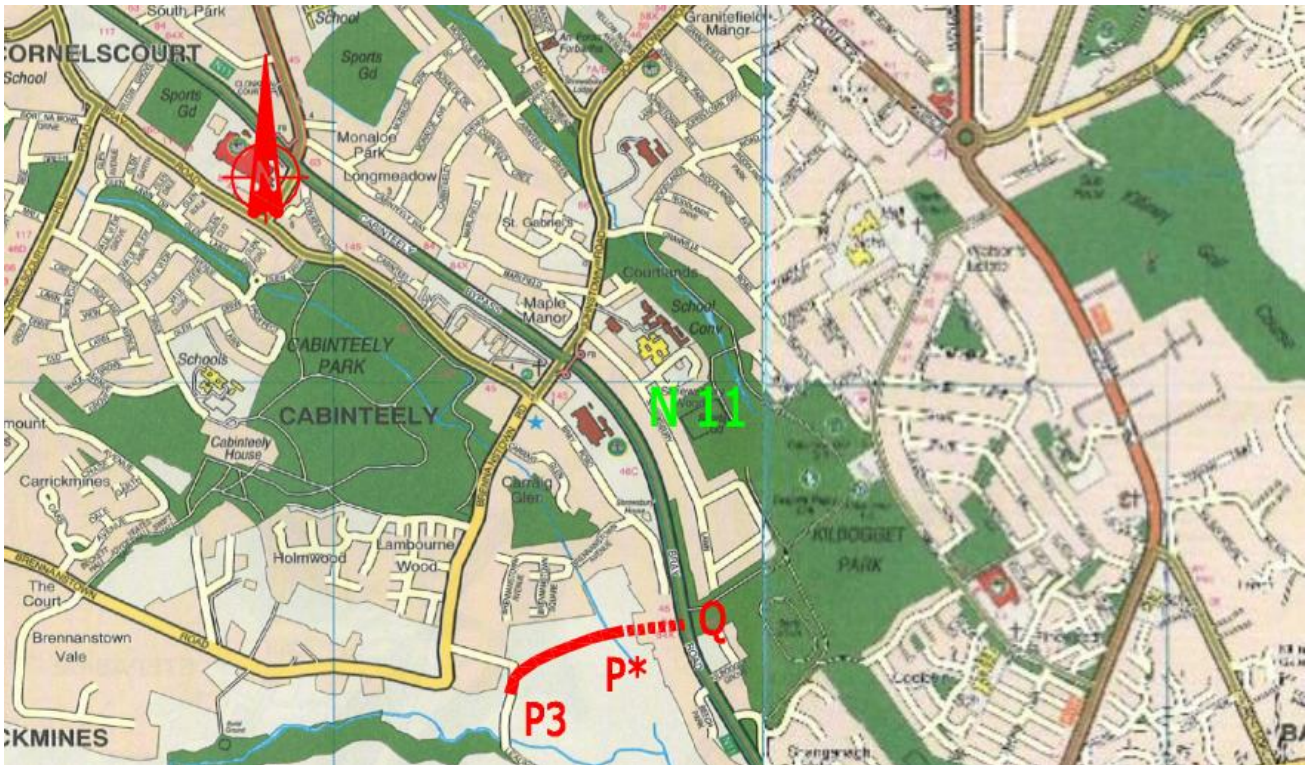


Figure 15: Cherrywood Green Routes Network Location Map (Source: DLR)

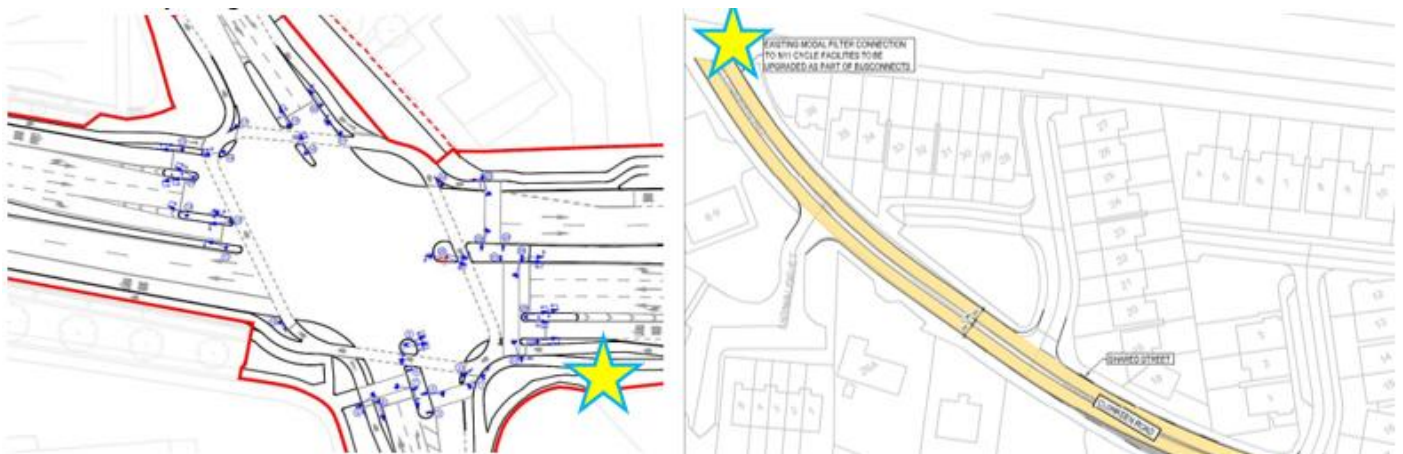


Figure 16: Point of intersection between proposed greenway and Bray to City Centre Core Bus Corridor (Source: BusConnects)

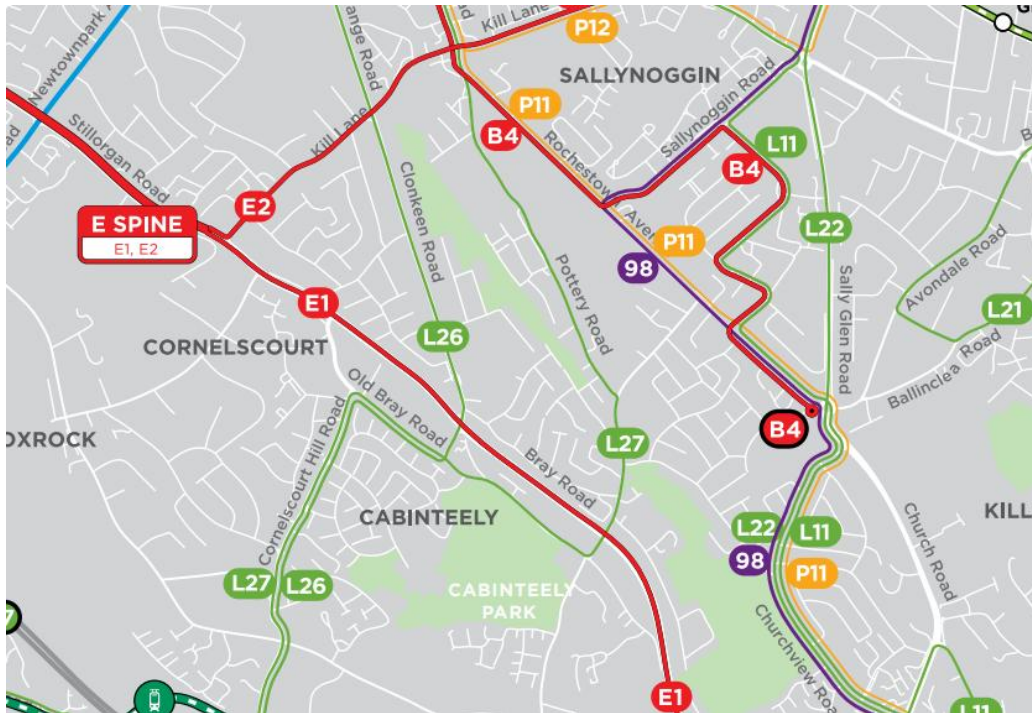


Figure 17: Dún Laoghaire BusConnects Area Map (Source: BusConnects)

The Part 8 development of sports and community facilities and the Gate Lodge at the Bray Road Entrance to Cabinteely Park (PC/PKS/02/24)³ for which public consultation was open from August to September 2024 was approved at the November 2024 Dún Laoghaire Rathdown County Council Meeting. This will consist of the development of a single storey changing pavilion of c. 50 sqm, the restoration of the gate lodge, and a general upgrade of the entrance to include paving, planting, seating, bike stands, drainage and all ancillary works. Dún Laoghaire - Rathdown County Council has submitted a Section 175 application to An Bord Pleanála for the proposed development titled "Flood Relief Scheme for the Carrickmines and Shanganagh Rivers" Case reference: JA06D.321937. Case is due to be decided by 18/08/2025.

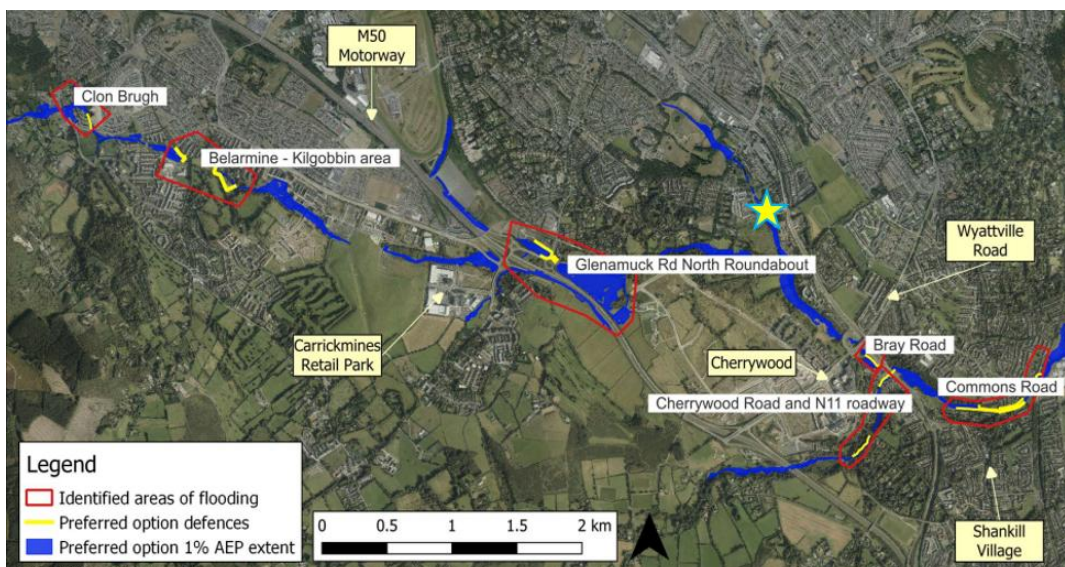


Figure 18: Carrickmines – Shanganagh Flood Relief Scheme with south-eastern extent of proposed development indicated (source: DLR)

³ <https://dlrcoco.citizenspace.com/parks/proposed-development-at-cabinteely-park/>

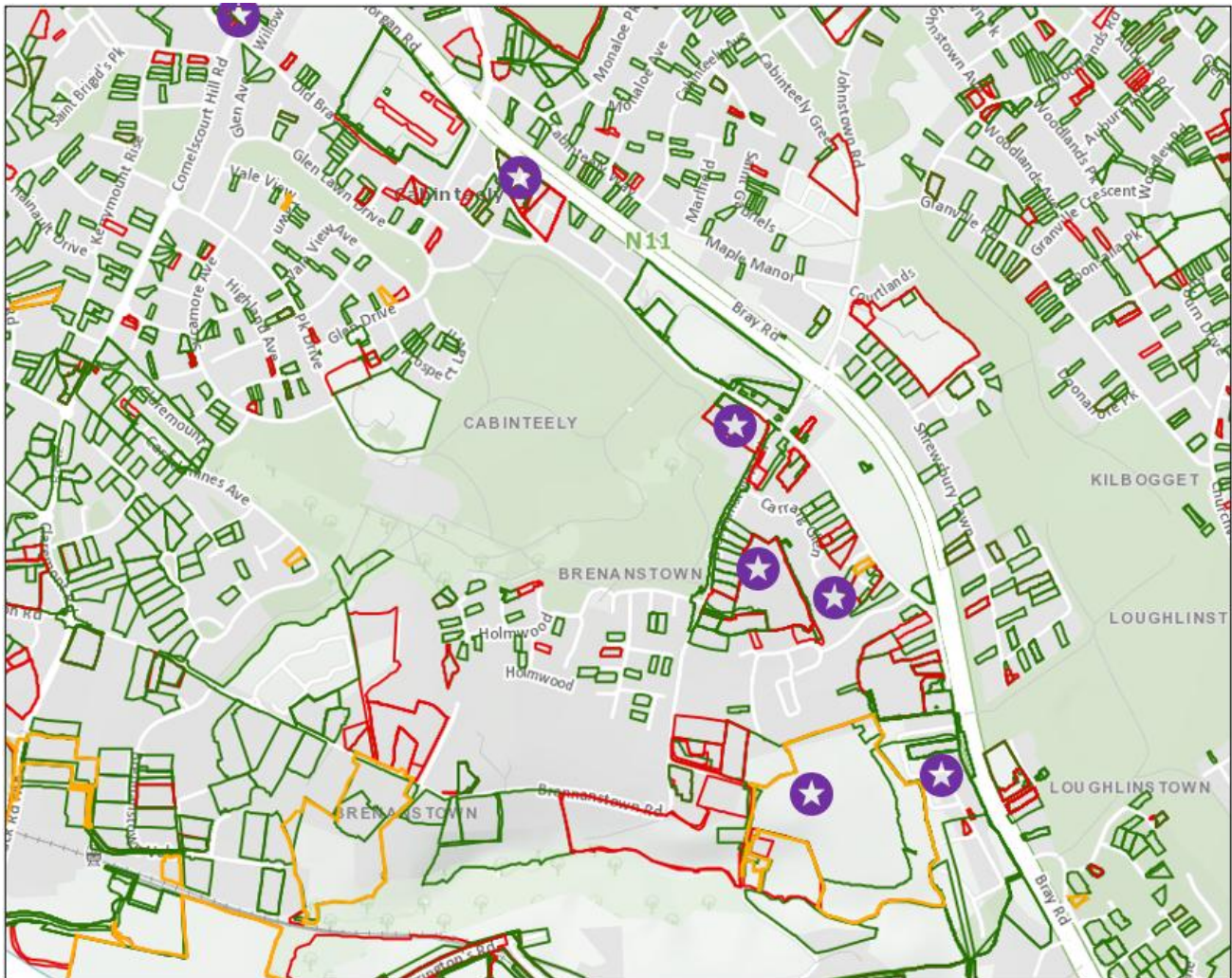


Figure 19: Relevant Planning applications granted permission in the context of subject site (Source: DLR)

3.4.1 DLR and ABP Planning Applications

Table 1: Planning permission ABP.ref.312132 (Source: ABP)

Plan Ref	ABP-312132-21
Location	Old Bray Road, Cornelscourt, Dublin 18
Reg Date	07/12/2021
Applicant	Cornel Living Limited
Proposal	Permission for a strategic housing development consisting of: Construction of 419 no. Build to Rent (BTR) residential units comprising: 412 no. apartment units, consisting of 294 no. one-bed apartments, 111 no. two-bed apartments, and 7 no. three-bed apartment units, arranged in 5 no. Blocks (Buildings A to E) which range in height from 4 no. storeys to 12 no. storeys over a basement/podium level. 7 no. three-bed, two storey, terraced houses.
Decision	GRANT PERMISSION w. conditions
Decision Date	13/04/2022



Figure 20: SHD ABP31213221 on the Old Bray Road (Source: Henry J Lyons Architects)

Table 2: Planning permission Reg.Ref.D18A/0402 (Source: DLR)

Plan Ref	D18A/0402
Location	Killart, Clonkeen Road, off the Old Bray Road & bounded by the N11 to the North, Cornelscourt, Dublin 18
Reg Date	02/05/2018
Applicant	Kingscroft Developments Ltd
Proposal	Permission for modifications to approved Planning Permission Reg. Ref. D15A/0395 (scheme of 19 Residential dwellings). Modifications to House Type E consisting of re-configuration of return to rear of ground floor (with no change in garden size), extension of ground floor to front of house (approx. 3.7 sqm), extension of 1st floor to rear to match ground floor (approx. 3.6 sqm). Minor changes to floor levels to ensure all 4 houses are at the same level.
Decision	GRANT PERMISSION
Decision Date	21/06/2018



Figure 21: Residential development D18A/0402 on the Clonkeen Road (Source: Carew Kelly Architects)

Table 3: Planning permission Reg.Ref.D18A/0763 (Source: DLR)

Plan Ref	D18A/0763
Location	0.55 hectare site on the western side of the junction of Old Bray Road and Brennanstown Road, Cabinteely Village, Dublin 18
Reg Date	29/04/2019
Applicant	Brennanstown Co-Ownership
Proposal	Permission for construction of a 34 no. unit residential development comprising a terrace of 10 no. three storey three bedroom houses (ranging from 124.58 to 125.17 sqm) with 2 no. surface car parking spaces each; 13 no. two bedroom apartments (ranging from 71.7 to 120 sqm) and 11 no. duplex apartments (1 no. two bedroom [88 sqm] and 10 no. three bedroom [ranging from 121 to 146.7 sqm]) in 2 no. blocks - a three storey block along the Old Bray Road frontage and a two/three storey block along ...
Decision	GRANT PERMISSION
Appeal Decision Date	11/11/2019

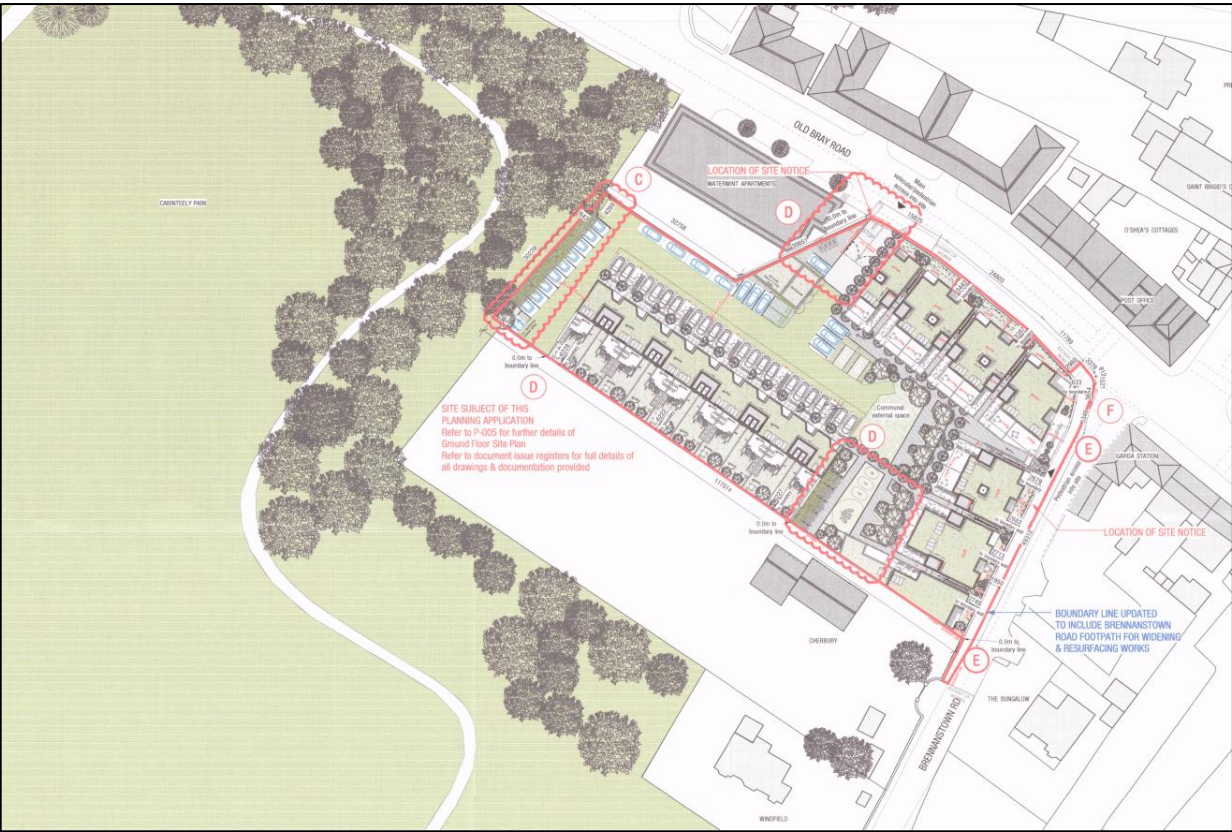


Figure 22: Residential development D18A/0763 at Brennanstown and old Bray Road junction (Source: McCullough Mulvin Architects)

Table 4: Planning permission ABP.Reg.Ref.305859 (Source: ABP)

Planning Reference	ABP -305859-19 (EoD lodged on 02 Apr 2025 under ABP30585919/E)
Applicant	Atlas GP Limited
Location	Former Doyles Nurseries and Garden Centre and Benoni, Brennanstown Road, Cabinteely, Dublin 18
Description	The development will consist of 234 no. apartments, crèche and associated site works.
Decision Date	25/06/2020
Decision	Grant Permission with Conditions



Figure 23: Residential development at the former Doyle's Nurseries (Source: Plus Architecture)

Table 5: Planning permission ABP.Reg.Ref.303675 (Source: ABP)

Plan Ref	ABP -303675-19 (DLR Ref. D18A/0551)
Applicant	Castlethorn Management Services UC
Location	Site (c.1.46ha) at Ards, Cartref and lands to the rear of Foxley, Old Bray Road, Dublin 18
Description	The development will consist of 72 dwellings.
Decision Date	04/07/2019
Decision	Grant Permission with Conditions



Figure 24: Residential Development at Ards, Cartref (Source: DLR Planning File)

Table 6: Planning permission Reg.Ref.DZ20A/0491 (Source: DLR)

Plan Ref	DZ20A/0491 (EoD lodged on 02 Apr 2025)
Location	Site of c. 5.295 hectares, located at Beech Park (also known as Beechpark), Bray Road, Cabinteely, Dublin 18/Loughlinstown, County Dublin
Registered Date	23/09/2020
Applicant	O'Flynn Construction (Cabinteely) Limited
Proposal	Permission for development to amend part of a permitted residential scheme (DZ20A/0073), which itself amends the parent permission (Dún Laoghaire-Rathdown County Council Reg. Ref. D15A/0385 (An Bord Pleanála Ref. ABP-300194-17). The site includes some 0.77 hectares forming part of the Cherrywood Strategic Development Zone Planning Scheme. (For identification purposes, the Application site comprised the lands of 10 No. houses (now demolished under Permission Reg. Ref. D15A/0385)
Decision	GRANT PERMISSION
Decision Date	19/10/2020



Figure 25: Residential development DZ20A/0491 (Source: John Fleming Architects)

Table 7: Planning permission Reg.Ref. DZ24A/0621/WEB (Source: DLR)

Plan Ref	DZ24A/0621/WEB
Location	Lands within the Townland of Brennanstown, Brennanstown, Dublin 18
Reg Date	12/08/2024
Applicant	Manciano Limited

Proposal	We, Manciano Limited, intend to apply for planning permission for development consisting of amendments to the development permitted under Reg. Ref.: DZ19A/0863, as extended under Reg. Ref.: DZ19A/0863/E, on lands within the townland of Brennanstown, Dublin 18. The application site is bound by Brennanstown Square to the north, Lehaunstown Lane to the west, Carrickmines Stream (partly) to the south, Cabinteely Stream (partly) and Beech Park to the east. The lands are located in the Cherrywood Scheme area and forms part of the Development Area 5 (known as Druid's Glen). The proposed amendments, which relate to the Phase 01 area of the permitted development, consist of the following: • Provision of an additional 3 no. 2 storey, 3 bed terraced houses (House Type B1) and associated reconfiguration of the permitted surface parking area (including a reduction from 16 no. to 14 no. spaces); • Replacement of 4 no. 2 storey, 4 bed semi-detached houses and 1 no. 2 storey, 4 bed detached house, with 6 no. 4 bed terraced houses (new house types A1 & A2). This results in 1 no. additional house; • Reconfiguration of Block A, a 3 no. storey duplex building, to provide for 8 no. 3 bed duplex units, in place of 4 no. 3 bed and 4 no. 2 bed duplex units, and associated external alterations to fenestration and balconies; • All associated development, including car parking changes, cycle and bin storage, landscaping and site development works. The permitted development (under Reg. Ref.: DZ19A/0863, as extended under Reg. Ref.: DZ19A/0863/E) provides 342 no. residential units and the proposed amendments would result in an increase to 346 no. residential units.
Application Date	17 Dec 2024
Decision Due Date	Granted 22 Jan 2025



Figure 26: Residential development DZ24A/0621/WEB (Source: O'Mahony Pike Architects)

Table 8: Planning permission Reg.Ref. DZ24A/0017

Plan Ref	DZ24A/0017
Location	Townlands of Laughanstown and Cherrywood, Macnebury - Development Area 7 - Cherrywood, Dublin 18
Reg Date	16 May 2024
Applicant	LSREF V Eden M1 Limited
Proposal	The site of the development proposed is generally bound by Bishop Street to the north, Cherrywood Avenue to the east, the M50 to the west and development permitted under Reg. Ref. DZ22A/1021 and the Wyattville Link Road to the south. The development proposed consists of a residential development consisting of 200 no. residential apartment units (total c. 27,308 sqm GFA) accommodated in 3no. blocks, ranging in height from 4-5 storeys on a net development area of approximately 0.89 ha. The overall development proposed comprises of the following: • 200 no. apartment units in 3no. blocks comprising: - o Block A1 – 68no. units (12no. 1-bed, 41no. 2-bed and 15no. 3-bed) - o Block A2 – 54no. units (14no. 1-bed, 39no. 2-bed and 1no. 3-bed) - o Block A3 – 78no. units (14no. 1-bed, 49no. 2-bed and 15no. 3-bed) • Provision of 241no. car parking spaces allocated to the proposed development. The lower ground floor accommodates 139 no. car parking spaces and 102 no. spaces are accommodated at basement level. 10 no. of these spaces are accessible and 48 no. are for Electric Vehicles. • Provision of 264 no. bicycle parking spaces, of which 220 no. are long stay and 44 no. are short stay and 10 no. motorcycle parking spaces are provided. • The provision of c. 1,645 sqm of courtyard gardens of which c.1,456 sqm is private communal amenity space; • Vehicular Access serving the proposed development is via Cherrywood Avenue; • all associated and ancillary site development and infrastructural works, including the provision of bike stores and bin stores, ESB sub-stations / switch room, public lighting, private amenity space, hard and soft landscaping and boundary treatment works. The proposed development also consists of minor revisions to the Phase 1 development permitted under Reg. Ref. DZ22A/1021 comprising of landscaping amendments to civic park, relocation of the foul water outfall from Bishop Street to Cherrywood Avenue together with all ancillary works, minor relocation of attenuation tanks located in the civic park and relocation of car share spaces (5no.) from surface level within the permitted Phase 1 development to the basement of the proposed Phase 2A development.
Decision Due Date	Granted 11 Jun 2024

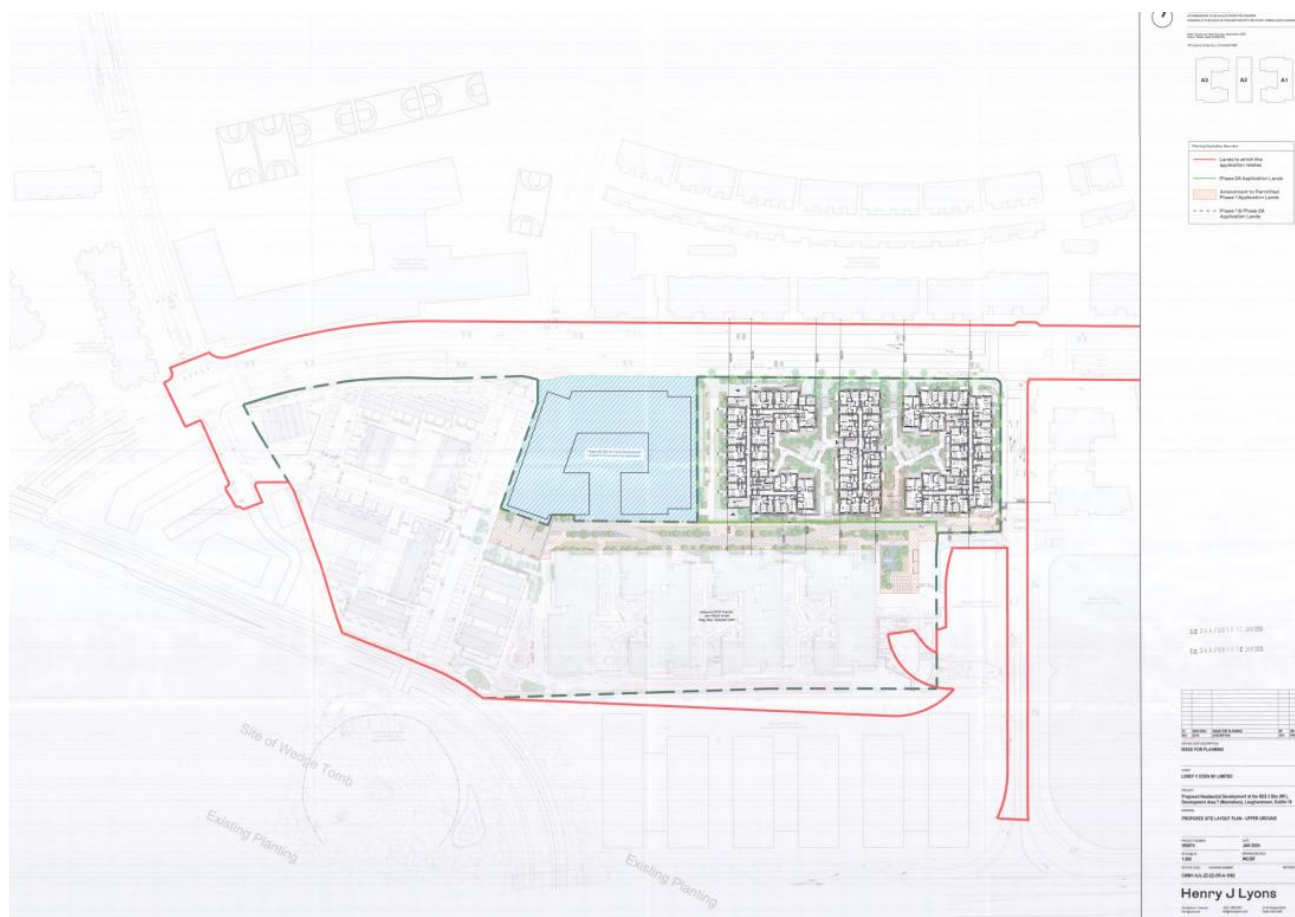


Figure 27: Residential development DZ24A/0017 DZ24A/0017 (Source: Henry J Lyons)

Table 9: Planning permission Reg.Ref. DZ25A/0325/WEB

Plan Ref	DZ25A/0325/WEB
Location	In the Townlands of Laughanstown and Cherrywood, Cherrywood, Dublin 18
Reg Date	22 Apr 2025
Applicant	LSREF V Eden M1 Limited
Proposal	LSREF V Eden M1 Limited Intend to Apply for Permission on this site In the Townlands of Laughanstown and Cherrywood, in Cherrywood, Dublin 18. This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. The site of the proposed development is located in the Cherrywood Planning Scheme area and forms part of Development Area 7 – Macnebury. The site of the development proposed is generally bound by Bishop Street to the north, Cherrywood Avenue and permitted development under Reg. Ref. DZ24A/0017 to the east, the M50 to the west and development permitted under Reg. Ref. DZ22A/1021 and the Wyattville Link Road to the south. The development proposed consists of a residential development consisting of 121no. residential apartment units (total c. 11,291sqm GFA) accommodated in 2no. blocks, ranging in height from 3 – 5 storeys. The overall development proposed comprises of the following: 121no. apartment units in 2no. blocks comprising: - o Block A4 – 75no. units (11no. 1-bed, 50no. 2-bed and 14no. 3-bed) - o Block A5 – 46no. units (11no. 1-bed, 27no. 2-bed and 8no. 3-bed) Provision of 99no. car parking spaces allocated to the proposed development. 98no. car parking spaces are provided at podium level with 1no. space provided at surface level. 4no. of these are accessible spaces and 20no. spaces are for Electric Vehicles; Provision of 159no. bicycle parking spaces, of which 133no. are long stay and 26no. are short stay. 4no. motorcycle parking spaces are also provided; The provision of c. 835sqm of courtyard gardens; Vehicular access serving the proposed development is via Cherrywood Avenue to the internal road arrangement permitted under Reg. Ref.

Site plan for the proposed development at 1000 West 10th Street. The plan shows existing buildings (grey) and proposed buildings (green, pink, and yellow). A red line indicates the property boundary. The site is located adjacent to a street with existing and proposed parking lots. The plan also shows existing and proposed landscaping, including trees and shrubs. The title block includes project information, a legend, and a scale bar.

Legend:

- Existing Buildings
- Proposed Buildings
- Proposed Parking
- Proposed Landscaping
- Proposed Development

Project Information:

Project Name: 1000 West 10th Street
 Project Number: 1000 West 10th Street
 Project Date: 10/1/2011
 Project Location: 1000 West 10th Street
 Project Owner: 1000 West 10th Street
 Project Architect: 1000 West 10th Street
 Project Engineer: 1000 West 10th Street
 Project Surveyor: 1000 West 10th Street
 Project Planner: 1000 West 10th Street
 Project Designer: 1000 West 10th Street
 Project Draftsman: 1000 West 10th Street
 Project Checker: 1000 West 10th Street
 Project Approver: 1000 West 10th Street
 Project Date: 10/1/2011

41

4. PLANNING APPRAISAL

4.1 Introduction

This chapter will cover the planning appraisal of the Cabinteely Greenway Scheme. This chapter will cover the overview of the need for the proposed scheme, and the planning appraisal of the proposed route. It will be structured with a strategic level appraisal looking at national, regional and county policies before an appraisal of local level policies such as the zoning of adjacent lands and relevant local objectives.

4.2 Overview of the need for the proposed scheme

The proposed scheme is necessary to deliver cycling infrastructure in line with national, regional and local policy objectives. Sustainable transport infrastructure assists in creating more sustainable communities and healthier places. Delivering key transport infrastructure schemes can promote economic growth by easing traffic congestion and by promoting cheaper and more sustainable modes of transport. It can also enhance public health when delivered effectively.

The route is currently impassable by pedestrians or cyclists. There are barriers such as fences in place which are proposed to be removed to facilitate a greenway. Junctions along the route lack safe crossings for pedestrians and cyclists. There is also a lack of off road cycling infrastructure. The majority of the proposed route will include off road shared cycling and walking infrastructure to improve safety for users. The proposal will address these issues.

The proposed route is vital for the delivery of the Greater Dublin Area Cycle Network. The proposed route will deliver a portion of a planned "Secondary" route and will deliver a major "Greenway – Leisure" route through Cabinteely Park and a "Greenway – Utility" route connecting Cabinteely park to Kilbogget Park and the Cherrywood area and will provide a safe route to the St Brigid's school.

The objectives of the proposed scheme are to:

- Design a high-quality scheme that provides direct, safe and attractive walking and cycling links to major leisure destinations and residential areas improving permeability of the area.
- Design a scheme which has a positive impact upon the public realm which will enhance the liveability of these areas

Private car dependency has resulted in significant congestion that has impacted on quality of life, the urban environment and road safety. The population of the Greater Dublin Area (GDA) is projected to rise by 25% by 2040 (National Planning Framework, 2018), reaching almost 1.5 million. This growth in population will increase demand for travel necessitating improved sustainable transport options to facilitate this growth.

Without intervention traffic congestion will lead to longer and less reliable bus journeys throughout the region. The proposed scheme is needed in order to enable and deliver efficient safe and integrated sustainable transport movement along the route through the provision of enhanced walking, cycling and bus infrastructure.

4.3 Infrastructure Works

The proposed works involve the installation of shared bicycle and pedestrian paths and junction redesigns to improve pedestrian and cycling infrastructure and public realm improvements. The proposed works include upgrade works to existing junctions and pedestrian crossings, and the addition of pedestrian crossings.

4.4 EIA Screening Report

A comprehensive EIA Screening Report has been prepared by MacCabe Durney Barnes on behalf of DLRCC. It concludes the following:

The Greenway project, as aligned with the Greater Dublin Area Cycling Network and providing links with further residential and transport infrastructure developments, proposes to provide a linear cycle and pedestrian route of approx. 2.3km. Its route is surrounded by a mixture of predominantly residential and amenity lands and will integrate into the surrounding landscape. Construction stage impacts have been assessed as short term and slight/moderate in nature and therefore not likely to have significant environmental impacts. The quality of operational impacts on visual and landscape characteristics is considered positive and on the environment as neutral to positive. Appropriate mitigating and enhancement measures as laid out in the EclA will be employed.

Appropriate mitigating and enhancement measures as laid out in the EclA will be employed to counteract identified potential impacts on habitats and associated species. It is further noted in the EclA that no potentially significant impact 'will have effects on any species or habitat that are of greater than local or county importance'.

Mitigation measures to address alterations to historic boundary walls, as per the Heritage Appraisal, will counteract any potential negative impacts incurred by the removal of a portion of the wall. The likely increase in usage of the route, may have a slight negative impact on noise in the area. With regards to its natural environment the AA Screening Report recorded no significant hydrological connections, notable habitats or the likely spread of invasive species. It concluded that the proposed development will not have significant or cumulative effects on Designated Sites.

Having regard to the proposed development which is considered not of a nature specified in either Part 1 or Part 2 of Schedule 5 or considered as a development type subject to mandatory EIAR under the Roads Acts, the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:

- *The scale, nature and location of the proposed impacts*
- *The potential impacts and proposed mitigation measures*
- *The results of the any other relevant assessments of the effects on the environment*

It is considered that the proposed development, by itself or in combination with other projects, would not be likely to have significant effects on the environment and it is recommended that an Environmental Impact Assessment and Environmental Impact Assessment Report is not required.

4.5 EclA Report

Flynn Furney conducted a habitat assessment on the proposed project. The EclA identifies impacts on fauna before mitigation in Section 6.1.8.8. Impact on pollinators are also noted. These along with the nature and extent of the potential impact post mitigation can be seen in Table 16 of their report. A survey of bat habitat and static recording survey within and surrounding the study area found moderate levels of bat activity and several potential bat roost habitat areas. According to the EclA a targeted search for otter and a badger assessment were conducted in line with TII/NRA (2005) guidelines. In addition to these species, signs and tracks of other protected mammals, such as Pine Marten and Red Squirrel, were also examined during the ground surveys. Breeding bird surveys were conducted.

Impacts are considered to be of moderate adverse or lesser significance, with lighting and human disturbance identified as the primary contributing alterations to the environment. The lighting within Cabinteely Park and at the section c.130m to the east of the Brennanstown Road will be switched off from 10pm to 6am to minimise

potential impacts on these ecologically sensitive areas. Recommended mitigating measures to reduce the impacts are the inclusion of provisions for an Ecological Clerk of Works (EcOW) within the CEMP along with surveys, protection of active badger setts if any are found within or near the trail, maintenance of riparian buffer zones, timing of vegetation clearance and others. See EclA for more information. Appropriate mitigating and enhancement measures as laid out in the EclA will be employed to counteract identified potential impacts on habitats and associated species. It is further noted in the EclA that no potentially significant impact 'will have effects on any species or habitat that are of greater than local or county importance'.

The EclA notes the following:

The overall impact on habitats along the Cabinteely Greenway is assessed as being negligible to minor adverse. Most of the habitats affected or removed consist of artificial or man-made features, with the exception of the woodland, where some adverse impacts are expected for the woodland, though these may be offset by new planting of native tree species within the scheme.

The proposed route will fall below the recommended minimum 10 m separation distance from the stream (as per IFI guidelines) at three specific locations due to physical constraints.

Additional measures must be implemented in these areas to minimise potential impacts, including ensuring no significant light spill onto riparian habitats and preserving as much riparian vegetation as possible.

4.6 AA Screening Report

An AA screening report prepared by Flynn Furney accompanies this Part 8 application. The AA Screening Report concludes that:

*This report presents the information for the relevant authority Dún Laoghaire-Rathdown County Council to carry out a screening for AA. A recommendation that a **Stage Two AA is not required** is made, based on the findings of this assessment.*

It is for the relevant authority to reach one of the following conclusions:

- I. A stage II AA of the proposed development is required if it cannot be excluded, on the basis of objective information, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European Designated Sites.*
- II. A stage II AA of the proposed development is not required if it can be excluded, on the basis of objective information, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European Designated Sites.*

It is the conclusion of this report that, on the basis of objective information and in view of best scientific knowledge, while applying the precautionary principle, the proposed development, either individually or in combination with other plans or projects, and without relying on any mitigation measures, is not likely to have a significant effect on any Natura 2000 Sites, in view of each sites' conservation objectives. There is no reasonable scientific doubt in relation to this conclusion.

4.7 Appraisal of the proposed route

4.7.1 Strategic Appraisal of the proposed Route

The proposed scheme is supported by national, regional and county policy including the following:

- Project 2040: the National Planning Framework First Revision April 2025
- National Sustainable Mobility Policy

- National Cycle Network Plan
- Road Safety Strategy 2021 – 2030
- Climate Action Plan 2023
- Climate Action Plan 2024 and 2025
- Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 – 2031
- Transport Strategy for the Greater Dublin Area 2022-2042
- Greater Dublin Area Cycle Network Plan 2022
- Dun Laoghaire Rathdown County Development Plan 2022-2028
- DLRCC Active School Travel Initiative
- DLRCC Draft Climate Change Action Plan 2024-2029
- DLR County Biodiversity Action Plan 2021 -2025

Proposed Scheme Response

The proposed scheme is supported by key policies and objectives contained within the above policy documents. Specific policies and objectives and the relevance to the proposed scheme were assessed in chapter four of this report. The proposed scheme will deliver a safe cycling and walking greenway that will connect residential neighbourhoods with key public parks and leisure destinations in line with the 10 minute city concept. The proposed scheme is supported by and will aid in the delivery of national, regional and county policies and objectives.

4.7.2 Appraisal of the proposed route

The overall objective of the proposed Cabinteely Greenway scheme is to provide a shared pedestrian and cycling route connecting neighbourhoods along the St Brides Stream to the Cabinteely Park and to Kilbogget Park. The route will be appraised section by section in the same manner as the route description and proposal were described earlier in this document.

In general, the zoning along the route is predominantly Objective F *'To preserve and provide for open space with ancillary active recreational amenities'*. The proposed greenway is considered an ancillary active recreational amenity to open space, enhancing the accessibility and usability of Cabinteely Park and the green corridor along Cabinteely Stream and is compatible with Objective F. The surrounding lands are Objective A *'To provide residential development and improve residential amenity while protecting the existing residential amenities'*. At the southern end of the route, the proposed scheme terminates at the boundary to the Cherrywood Planning Scheme.

The proposed scheme is supportive of the zoning policies by supporting residential neighbourhoods with active travel infrastructure and connecting them to leisure facilities such as the Cabinteely Park.

4.8 Assessment of the likely consequences for the proper planning and sustainable development of the area

Having regard to the foregoing information, the following is concluded in respect of the likely consequences for the proper planning and sustainable development of the area.

- The proposed scheme would provide an attractive amenity walkway/cycleway in the suburban area between Cornelscourt, Cabinteely and Cherrywood in a mixture of suburban neighbourhoods and off-road active parkland setting. This will be of benefit for journeys to work, school as well as amenity activity.

- The proposal would support the NPF National Policy Objective 37 – ‘Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
- The proposal would support the NPF The National Sustainable Mobility Policy ‘Goal 4 which aims to reduce our car usage to the extent possible, and increasing the number of journeys taken by sustainable modes of transport, namely walking, cycling and public shared transport.
- The proposal would support the implementation of the National Cycle Network Plan . It will deliver safer cycling infrastructure and public realm improvements thereby promoting cycling as an attractive mode of transport.
- The scheme is consistent with the Eastern and Midland Regional Assembly (EMRA) Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 – 2031 Regional Strategic Objectives RPO 5.3, 5.8, 8.1 and 9.10. Additionally stated in the strategy are the following relevant walking and cycling objectives guiding investment in the EMRA.
- The scheme is consistent with Transport Strategy for the Greater Dublin Area 2022-2042 (Priorities 1, 2 and 3) and Measures CYC1 – GDA Cycle Network and CYC2 Cycle Infrastructure Design.
- The proposed project supports the delivery of the Greater Dublin Area Cycle Network Plan 2022 (Dublin South East). It will deliver a greenway route that will deliver a part of the GDACN that is designated ‘Greenway – Utility’ and ‘Greenway – Leisure’. A small portion of the route on the western end of the proposed scheme along the Cornelscourt Hill Road is also designated as a Secondary Route.
- The proposal would support the strategic objective of the Dun Laoghaire Rathdown County Development Plan 2022-2028 policies Policy Objective T11 Walking and Cycling; Policy Objective T12 Footways and Pedestrian Routes; Policy Objective T13 County Cycle Network and Policy Objective T31 Accessibility.
- The proposed scheme would provide active travel links to existing neighbourhoods, communities, schools, businesses and retail. It also integrates planned residential developments along the route and with the Cherrywood Greenway to the south as well Kilbogget Park to the east of the N11.
- The proposed development would not give rise to any negative impact on protected structures or the built heritage of the locality
- The proposed scheme has been designed so as to complement natural features along the route corridor and minimise interactions or with the Cabinteely Stream. The AA Screening Report finds that the scheme will not have any direct impact on a Natura 2000 site.

Overall it is concluded that the proposed active travel greenway would provide an attractive amenity and mobility feature that is consistent with the objectives of the Dún Laoghaire Rathdown County Development Plan 2022-2028 and the proper planning and sustainable development of the area.



20 Fitzwilliam Place, Dublin 2, D02YV58,
Ireland



Phone. +353 1 6762594



planning@mdb.ie



www.mdb.ie