



# Druid's Glen Road Phase 3 Bridge Project

Emerging Preferred Concept

**Consultation Document**  
July 2025



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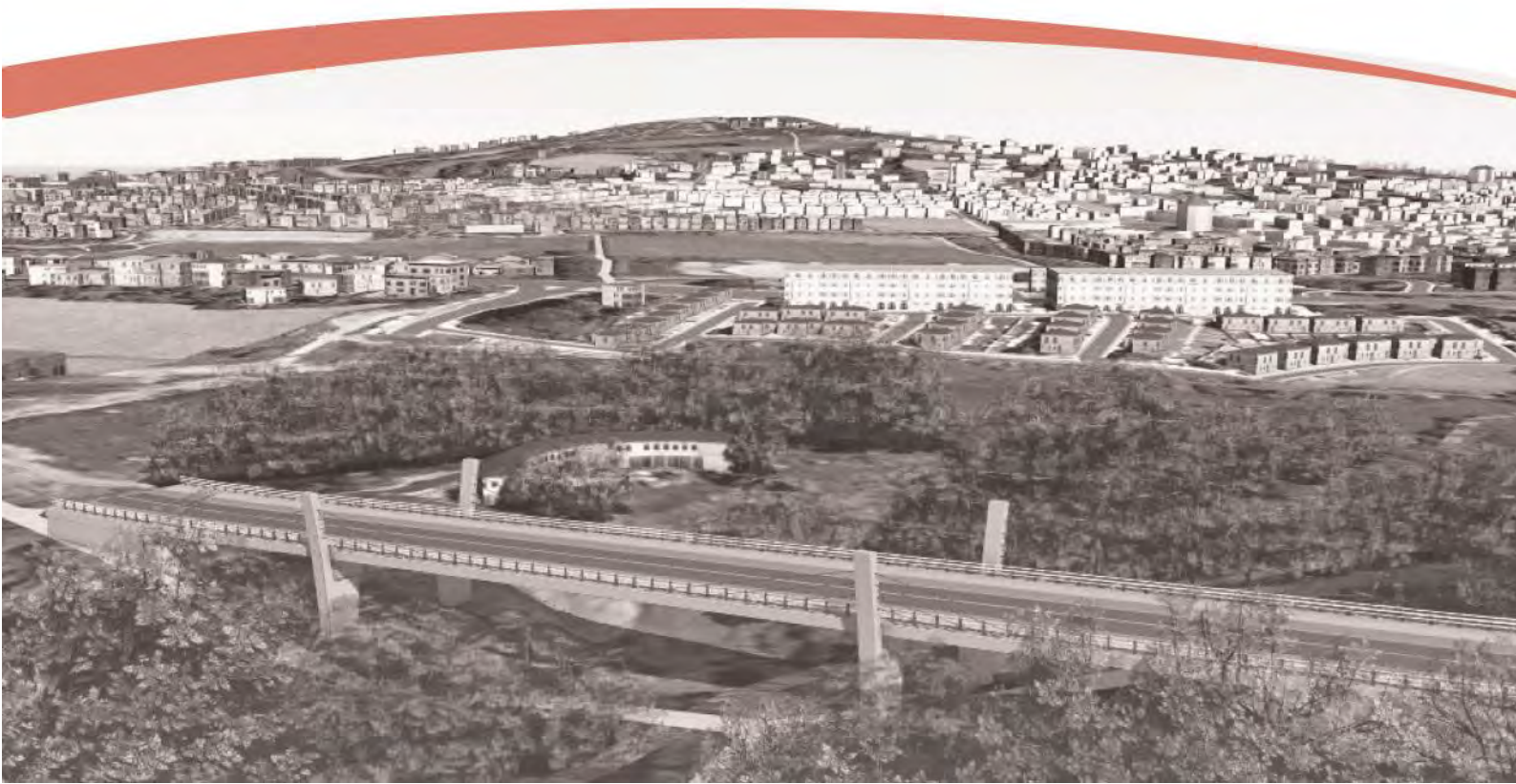
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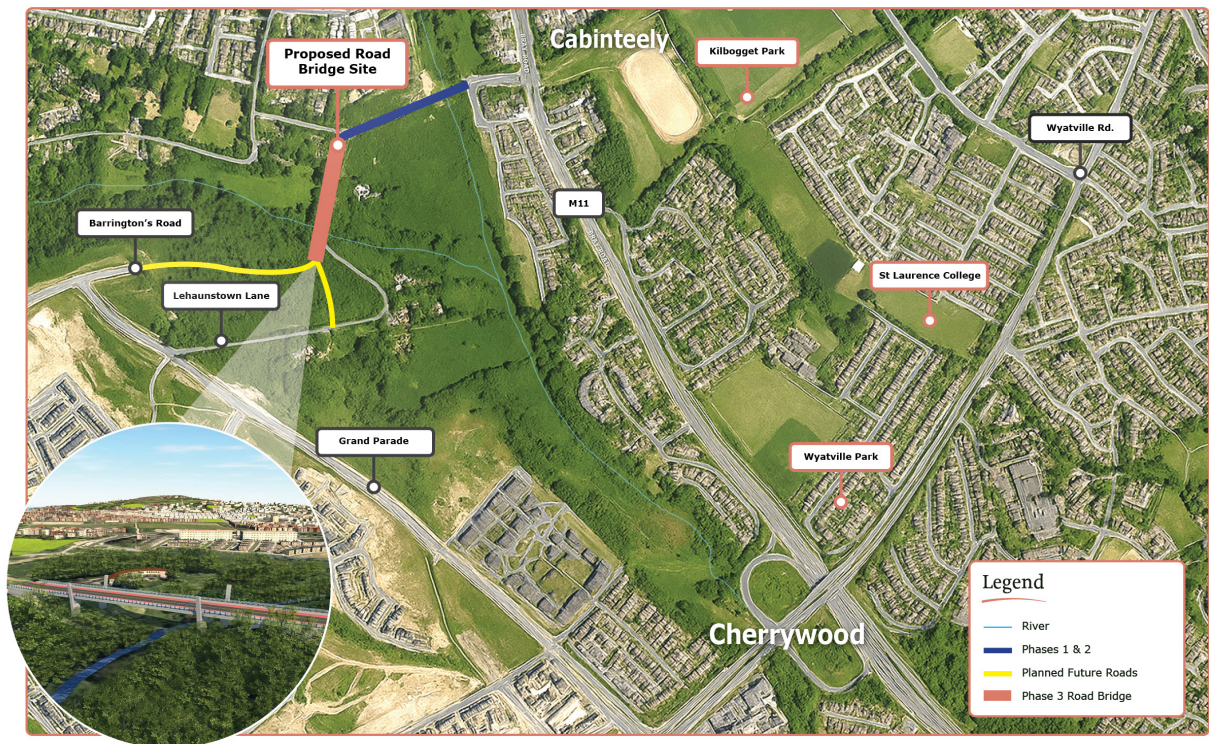
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*Druid's Glen Road Phase 3 Bridge Project - location*

## Introduction

Dún Laoghaire-Rathdown County Council are undertaking a Non-Statutory Public Consultation on an Emerging Preferred Concept for a new bridge and associated infrastructure at Druid's Glen in Cherrywood. The Emerging Preferred Concept relates to Phase 3 of the Druid's Glen Road, which has been partially completed in the form of Phases 1 and 2 and is a vital piece of infrastructure that is required by the adopted Cherrywood Strategic Development Zone (SDZ) Planning Scheme (2014, as amended). This consultation presents an opportunity for people to engage and provide feedback on a Selected Vertical Alignment and an Emerging Preferred Bridge Design Concept. The bridge project and its associated infrastructure will be a critical enabler for sustainable development in Cherrywood that will unlock access to lands zoned for development and open a much-needed new strategic connection from the N11 into the heart of Cherrywood. It will help enable the realisation of a balanced and connected transport network that can accommodate Cherrywood's growth.

The public consultation runs from 15<sup>th</sup> July to 28<sup>th</sup> August 2025. This document provides information about the project's background; its location and environmental considerations; the identification of a Selected Vertical Alignment; the identification of an Emerging Preferred Bridge Design Concept; and how to get involved in the consultation process.

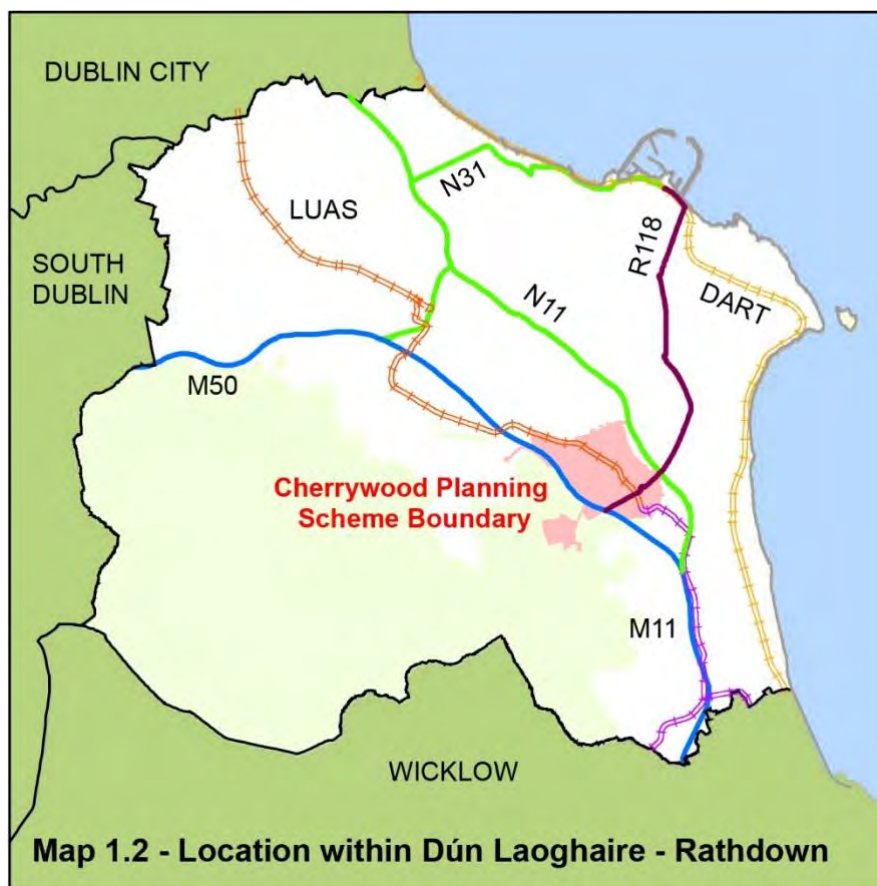


# Project Background

## Cherrywood

The Cherrywood Strategic Development Zone (SDZ) extends to approx. 360 hectares and represents the most significant and strategic development area in Dún Laoghaire-Rathdown County Council. Cherrywood is an emerging new development area that will accommodate 10,500 new homes with a population in the region of 26,000 people. It includes a new mixed-use Town Centre together with employment lands and three smaller Village Centres that will support approximately 22,000 jobs.

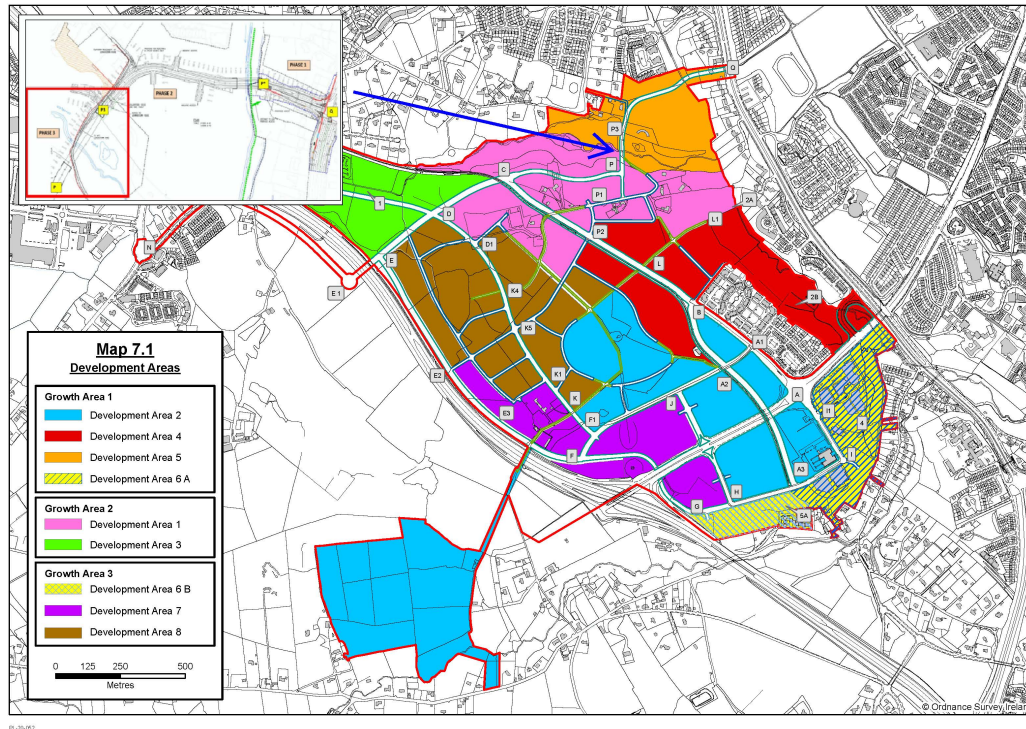
The Cherrywood SDZ Planning Scheme was approved by An Bord Pleanála in 2014 having gone through an extensive public consultation. The approved Planning Scheme seeks to unlock Cherrywood's development potential with a connected transport network that incorporates the Druid's Glen Road, which will cross the Carrickmines River and form part of a new strategic east-west route across Cherrywood. In recognition of the strategic importance of the Druid's Glen Road and crossing, the Planning Scheme limits the numbers of houses that can be occupied before this transport project is completed.



*Location of Cherrywood Planning Scheme within Dún Laoghaire-Rathdown County Council*

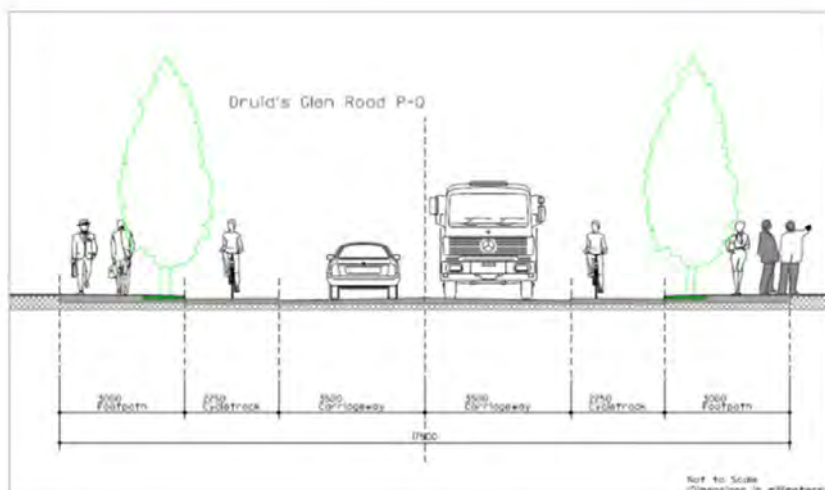
## Druid's Glen Road – Phases 1 and 2 (Completed)

Druid's Glen Road will provide connectivity from the Planning Scheme area to the N11 and will form part of a continuous east-west vehicular, cycle and pedestrian connection across Cherrywood, providing essential access to the north-east area of Cherrywood (Development Areas 1 and 5). The pedestrian facilities will link future residents of the area to the emerging Bus Connects services on the N11.



Map of Development Areas of Cherrywood and Planned/Completed Druid's Glen Road Connections

Completed in 2023, **Phase 1** of the Druid's Glen Road (Q to P\* on Map) involved the construction of a major traffic junction onto the N11 between Johnstown Road and the Wyattville Link Road. **Phase 2** (P\* to P3) was completed in 2024 connecting the junction to Lehaunstown Lane (to the node P3 as identified in the Planning Scheme). Submissions and observations were invited from the public during the planning application processes for both Phases.



Prescribed Indicative Cross Section for Druid's Glen Road - Cherrywood Planning Scheme





*Druid's Glen Road Phases 1 and 2 – connecting Lehaunstown Lane to the N11*



*Druid's Glen Road Phase 2 (Bridge over Cabinteely Stream)*





*Druid's Glen Road - Phase 2 Looking North at its Southern End*





# Druid's Glen Road Phase 3 Bridge Project

Druid's Glen Road Phase 3 (P3 to P on Map further above) will progress the completed Phases 1 and 2 of Druid's Glen Road and will comprise the important final piece of this essential project. Phase 3 will include a bridge that will span Carrickmines River and Druid's Glen Valley and will complete the vehicular and pedestrian/cycle connection between Lehaunstown and the N11.

The bridge is expected to have an overall length of approximately 147m. Phase 3 also includes approx. 110 metres of new road involving tie in with Phase 2 and a new junction at Point P for pedestrian, cyclist and vehicular movement on the southern side of the bridge that will create an important connection point for the completion of Barrington's Road (P to C on map further above), which is to be delivered separately as part of the future development of zoned lands.



*Aerial image showing all three Phases of Druid's Glen Road*



## Why is it Needed?

### Improving Connectivity

The Cherrywood Planning Scheme aims to develop the area as a network of interconnected urban villages, residential neighbourhoods and employment/mixed use quarters that will be all linked by walking, cycling and road infrastructure. The Emerging Preferred Concept for Druid's Glen Road Phase 3 seeks to deliver a vital final piece of enabling infrastructure that will span the Carrickmines River and connect the north-eastern area of Cherrywood with other lands and amenities in Cherrywood, including parks, schools, Village Centres and the Cherrywood Town Centre.

### Facilitating Development

The completion of Druid's Glen Road will help open up lands for housing development in the context of an important sequencing and phasing requirement in the Cherrywood SDZ Planning Scheme, which seeks to limit the occupation of housing until such time as road infrastructure that includes Druid's Glen Road Phase 3 has been completed.

### Facilitating Ease of Movement

With the completion of the Druid's Glen Road, an alternative connecting route between Cherrywood and the N11 will be unlocked that will allow for an improved distribution and balance of traffic throughout Cherrywood. This is in the context that vehicular access to and from Cherrywood, including for buses, is heavily reliant on access via the Wyattville Link Road, which is located between the N11 and M50 and is forecast to eventually reach capacity.

#### The Druid's Glen Road Phase 3 is needed to:

- **Connect development areas** within the Cherrywood SDZ.
- Unlock land for **housing** and commercial use.
- **Improve connectivity** between neighbourhoods and main roads.
- Improved distribution and balance of traffic throughout Cherrywood by way of opening a direct new **access point to Cherrywood lands** from the N11.
- **Improve access** to services like schools, jobs, and recreation.
- **Support sustainable transport**, including walking and cycling.
- **Reduce travel times** for all and promote safer travel for pedestrians and cyclists.



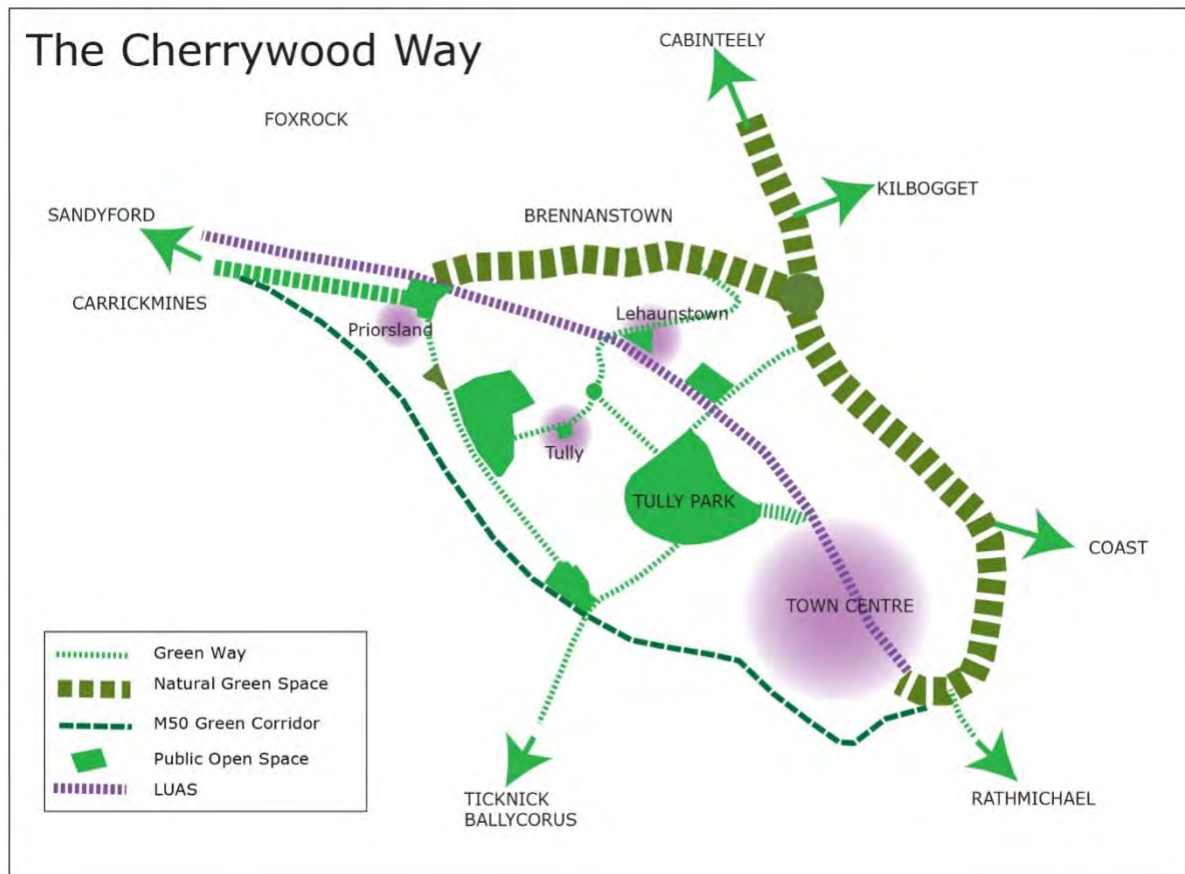
*The high-level bridge linking Lehaunstown with the N11 will have to be sensitively designed so as to span the Druid's Glen with a visually slender structure that does not dominate either the valley floor or its setting, with due regard to the ecological corridor it crosses”.*

– Cherrywood Planning Scheme (2014, as amended)



### Facilitating the Green Routes Network and Greenways

The Emerging Preferred Concept for the project has been designed to promote the continued use of Lehaunstown Lane for pedestrian and cyclist movement and to facilitate a permitted section of greenway along the Carrickmines River that will cross Lehaunstown Lane as part of the permitted Cherrywood Green Routes Network.



*Cherrywood Planning Scheme Green Movement Concept*





## Policy Background



The Cherrywood Planning Scheme (2014, as amended) is the key local policy document identifying the requirement for the Druid's Glen Road including a bridge. This calls for *the construction of a "high-level bridge"* linking Development Area 5 (Druid's Glen) and Development Area 1 (Lehaunstown). This bridge is identified as a critical piece of infrastructure needed to overcome the physical barrier created by the Druid's Glen and Carrickmines River with regard to enabling the efficient delivery and connection of housing, transport, and community services across Cherrywood. The Planning Scheme emphasises the need for a sensitively designed crossing that protects the Druid's Glen ecological corridor while, at the same time, achieving wider sustainable transport and development goals.

Additional policies that have been considered as part of the identification of the Emerging Preferred Concept include:

- **National policy**
  - Climate Action Plan 2024 & Climate Action and Low Carbon Development (Amendment) Act 2021
  - Project Ireland 2040 – National Planning Framework
  - Project Ireland 2040 – National Sustainable Mobility Policy
  - National Investment Framework for Transport in Ireland (NIFTI)
  - Spatial Planning and National Roads Guidelines for Planning Authorities (2012)
- **Regional Policy**
  - Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region (2019-2031)
  - National Transport Authority – Greater Dublin Area Transport Strategy 2022-2042
- **Local Policy**
  - DLRCC Climate Change Action Plan 2024-2029
  - DLRCC County Development Plan 2022-2028
  - Cherrywood Area-Wide Travel Plan (2016)
  - Cherrywood Access & Movement Strategy (2018)



A range of Standards and Guidance documents were also referenced including:

- The Design Manual for Urban Roads and Streets (DMURS) (Transport Infrastructure Ireland Publications)
- Cycle Design Manual (2023)

## Environmental Setting and Constraints

The Carrickmines River, together with Druid's Glen Valley, creates a shallow valley at the bridge crossing location. The existing Lehaunstown Lane crosses the river via a small masonry arch bridge. The northern side of the valley features a relatively gentle slope leading down to the river, whereas the southern side has a significantly steeper incline.

The bridge route will pass through the Druid's Glen Buffer as well as one of the Primary Ecological Corridors within Cherrywood, which includes woodland and riparian habitats. Another key consideration is impact on Surface Water features, Groundwater resources and Flood Risk Zones.

Glendruoid House (Protected Structure) is also located in an elevated position on the northern side of Druid's Glen Valley close to the location for the bridge crossing while the Brennanstown Dolmen (Recorded and National Monument) is located just outside the Cherrywood Planning Scheme lands approximately 0.5 kilometres to the west.

These factors require an engineering solution involving an elevated road crossing that will sensitively cross the terrain while minimising disruption to the environment, ecology, green infrastructure and the visual setting for architectural and archaeological heritage.

It is within this context that the Emerging Preferred Concept presented in the following sections has been informed by Objectives contained in the Cherrywood Planning Scheme, which seek to:

- Minimise disturbance to the Druid's Glen Valley, retain woodland, retain ecological corridors, prevent water pollution, and protect riparian habitats etc.
- Protect the setting and views from Glendruoid House (Protected Structure); and
- Preserve the Valley setting of Brennanstown Dolmen (Recorded and National Monument).

## Vertical Alignment Options

A key component of identifying an Emerging Preferred Concept for Druid's Glen Road Phase 3 was to assess different Vertical Alignment Options before exploring Bridge Concept Design Options.

Noting that the horizontal alignment and indicative cross section for the bridge crossing is prescribed under the Cherrywood Planning Scheme (2014, as amended), this was necessary given the differing heights between the north and south side of Druid's Glen, the area's geology, the need to comply with technical requirements regarding gradients and the need to consider the impact on zoned lands regarding issues such as access and road frontage. The selection of a Vertical Alignment comprised the following Two Step Process:

### Step 1 – Assessment against Project Objectives

To guide decision-making on the Vertical Alignment, a series of project-specific 'Objectives' were created in accordance with the Department of Transport's Transport Appraisal Framework (TAF).

These are presented in the box below and served to sense-check five vertical alignment options before progressing to a more technical multi-criteria assessment.

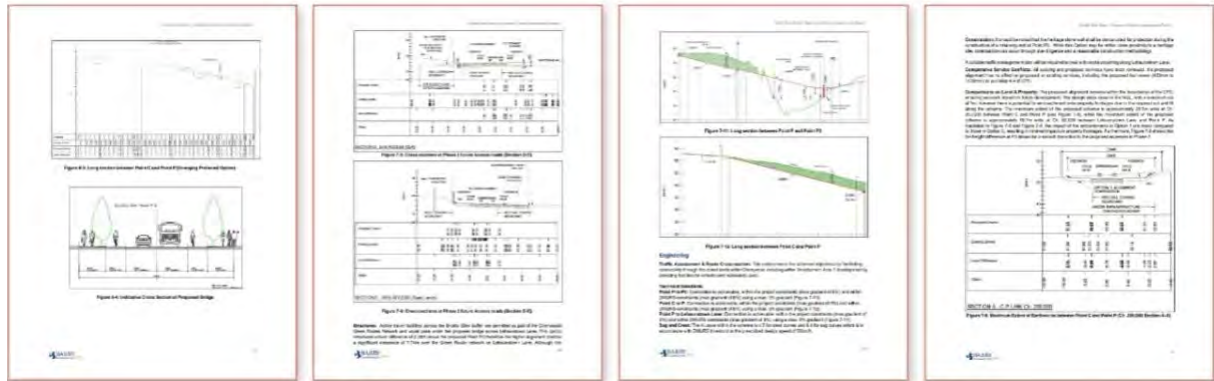
Transport Appraisal Framework Categories	Objectives
<b>Transport User Benefits and Other Economic Impacts</b>	<ul style="list-style-type: none"> <li>Provide infrastructure that will improve connectivity and reduce travel time within the Cherrywood development by all modes.</li> </ul>
<b>Accessibility Benefits</b>	<ul style="list-style-type: none"> <li>Provide access to services such as employment, education and recreation via a high-level bridge linking Development Area 5 and 1 which forms part of a link between the M50 and N11.</li> </ul>
<b>Social Impact</b>	<ul style="list-style-type: none"> <li>Provide infrastructure that can be accessed by transport users with different mobility needs</li> </ul>
<b>Land Use Impacts</b>	<ul style="list-style-type: none"> <li>Provide a road layout and bridge that is buildable and will tie-in to and complement the Cherrywood Road network, future road network and zoned lands.</li> </ul>
<b>Safety Impacts</b>	<ul style="list-style-type: none"> <li>Provide segregated pedestrian and cycling facilities.</li> <li>Deliver a high-quality compliant design.</li> <li>Provide safer facilities for active travel through segregated pedestrian and cycling facilities.</li> </ul>
<b>Climate Change Impacts</b>	<ul style="list-style-type: none"> <li>Provide infrastructure that will encourage mode shift and emissions reduction.</li> </ul>
<b>Local Environmental Impacts</b>	<ul style="list-style-type: none"> <li>Ensure overall environmental compliance and compliance with the Cherrywood Planning Scheme including its Biodiversity Plan.</li> <li>Provide a sensitively designed, visually slender structure that does not dominate either the valley floor or its setting.</li> <li>Provide a sensitive design that will not result in significant effects on ecology that is of local importance or higher either during construction or operation.</li> </ul>

## Step 2 – Multi-Criteria Analysis (MCA) of Vertical Alignment Options

All five vertical alignment options were brought forward from Step 1 to undergo a Step 2 Multi-Criteria Analysis (MCA). To help identify the optimal Vertical Alignment, Options were assessed against a range of issues/criteria that included the following: appropriate gradient; impact on zoned lands; impact on geology; buildability; accessibility; impact on Human Beings; Ecology including woodland, the



Environment; Visual Impact; and Cost. Consistency with the Cherrywood Planning Scheme has also been considered. The Alignment Options Assessment Report (Barry Transportation/Egis, 2025) outlines the results of this analysis and presents the Selected Vertical Alignment Option together with a series of concept plans, long sections and cross sections for all options that were used to help inform the decision-making process.



*Excerpts of assessment drawings from the Alignment Options Assessment Report*

### Selected Alignment Option

The Selected Vertical Alignment Option (Option 1) was chosen because it:

- Offers a shallow gradient for accessibility (5% or less).
- Avoids bedrock located close to the ground.
- Avoids complicated and costly engineering solutions.
- Minimises impact on zoned lands in terms of access and road frontage.
- Maintains access to an existing attenuation pond.
- Provides sufficient clearance above Lehaunstown Lane and a section of the permitted green route network.
- Minimises impact on geology and ground water.
- Maintains consistency with the Cherrywood Planning Scheme.

In general, all five Vertical Alignment Options were found to have a similar impact with regards to Ecology, the Environment and Visual Impact.

The Selected Vertical Alignment has in turn informed the structural and functional design of the Emerging Preferred Bridge Design Concept, ensuring that it adheres to and integrates with the Planning Scheme's prescribed road network while minimising impacts in a balanced manner.

# Bridge Concept Design Options

Once a Vertical Alignment Option was selected, four different Bridge Concept Design Options were developed for consideration and assessment for the purpose of identifying an Emerging Preferred Concept. Similar to the Alignment Options Assessment, this followed the below key steps:

## **Step 1 – Assessment against Project Objectives**

The Project Objectives that were used under Step 1 of Alignment Options Assessment and sourced from the Department of Transport's Transport Appraisal Framework (TAF) were again utilised to sense check all four bridge design concepts before progressing to a more technical multi criteria assessment.

## **Step 2 – Multi-Criteria Analysis (MCA) of Bridge Design Concepts**

All four Bridge Design Concept Options were brought forward from Step 1 to undergo a Step 2 Multi-Criteria Analysis (MCA). To help identify an Emerging Preferred Bridge Design Concept, options were assessed against a range of issues/criteria that included the following: impacts regarding Visual Impact, Climate Change, Biodiversity including Woodland, Ground Water, Water Courses, Flood Risk, Costs, Maintenance, Buildability and Health and Safety. All options were also assessed against the relevant objectives contained in the Cherrywood Planning Scheme (2014, as amended).

The Final Options Appraisal Report (Barry Transportation/Egis, 2025) outlines the results of this analysis and presents the Emerging Preferred Bridge Design Concept together with a series of concept plans, elevations and cross-sections for all options that were used to help inform the decision-making process.

## **Bridge Design Concept Options**

The bridge options explored involve either three or four-span designs. In bridge engineering terms, a "span" refers to the section between supports normally in the form of vertical piers.

### Option 1

- Option 1 comprised a three-span, low-rise bowstring arch structure.

### Option 2

- Option 2 was a four-span girder bridge constructed of steel girders and concrete slab.

### Option 3

- Option 3 was a three-span "extradosed bridge", which comprises a hybrid bridge type bridge combining concrete girders and a cable stayed design with low pylons.

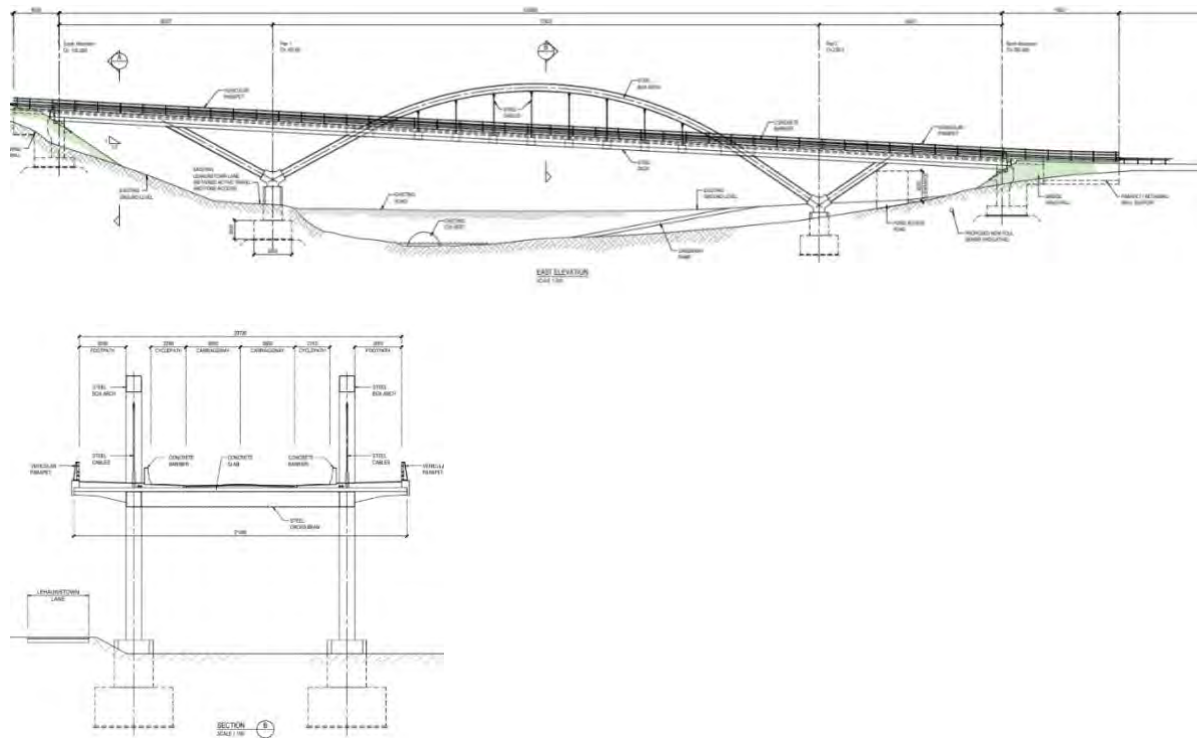
### Option 4

- Option 4 utilised a cross-laminated timber (CLT) girders and a timber deck in a four-span arrangement, similar to Option 2.

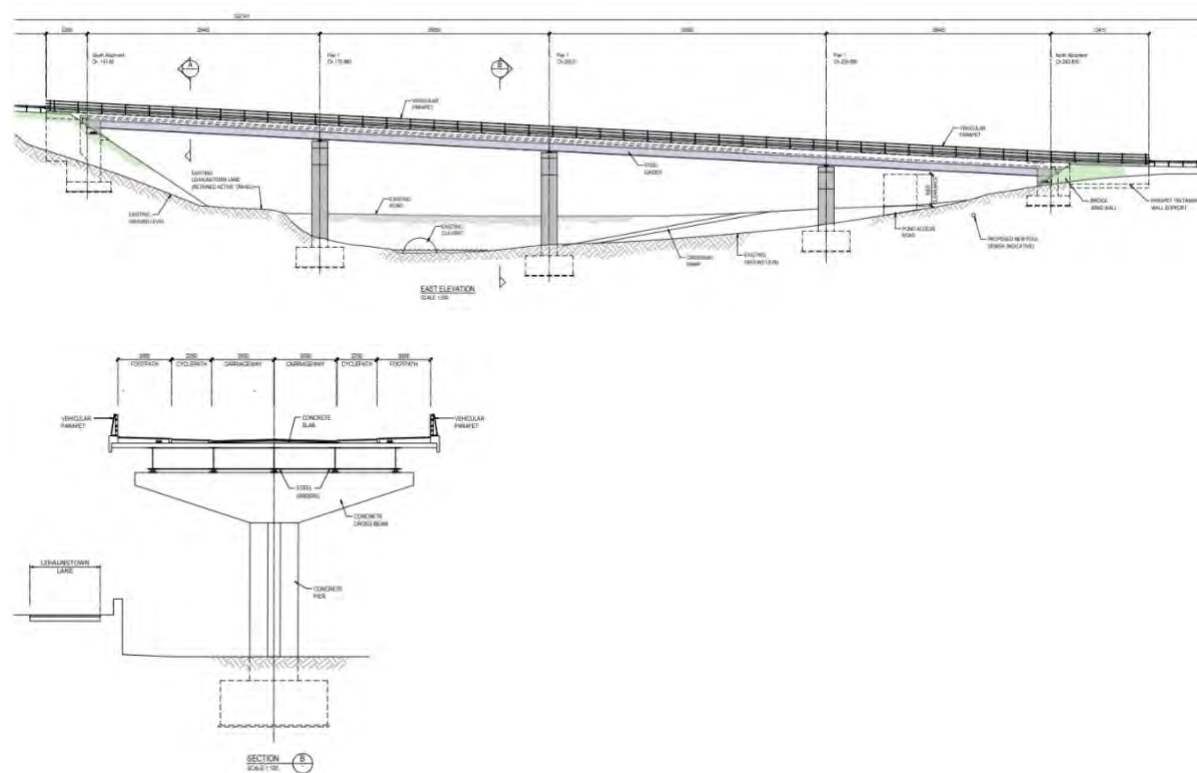


*Phase 3 – Bridge Options Concept Designs – Elevations & Cross-Sections*

**Option 1 – Three-span, low rise bowstring arch**



**Option 2 – Four-span girder bridge**



[illegible]



## Emerging Preferred Bridge Design Concept

Option 3 (Three-span extradosed) was identified as the Emerging Preferred Bridge Design Concept following the Step 2 MCA of Options. How each of the Bridge Design Concept Options performed under the MCA is visualised in the below Table. In terms of the colour scale that was utilised: red means major or highly negative impact compared to other options, peach means minor or slightly negative, and dark green means a highly positive impact compared with other options (Full details can be found in the [Final Options Appraisal Report](#)).

Assessment Criteria	Option 1 3 Span Bow String	Option 2 4 Span Steel Girder	Option 3 3 Span Extradosed	Option 4 4 Span Timber Girder
Technical				
Economic				
Aesthetics				
Durability & Maintenance				
Hydraulics				
Environmental				
Health & Safety				

*Summary of Multi-Criteria Assessment (MCA) of Bridge Concept Design Options*

### Why is Option 3 the Preferred Bridge Design Concept?

Option 3 was considered the best because it is:

- A slender, unobtrusive design suitable for the valley site.
- A three-span form with a reduced footprint on the Druid's Glen Valley floor with the potential for a reduced impact on ecology, ground water, the Carrickmines River and flood risk.
- Avoids visually heavy elements like tall pylons or arches.
- Simple in form, promoting ease of maintenance.
- In adherence to safety, environmental, and design requirements.
- Technically simple and fast to build.
- Cost-effective, both to build and maintain.



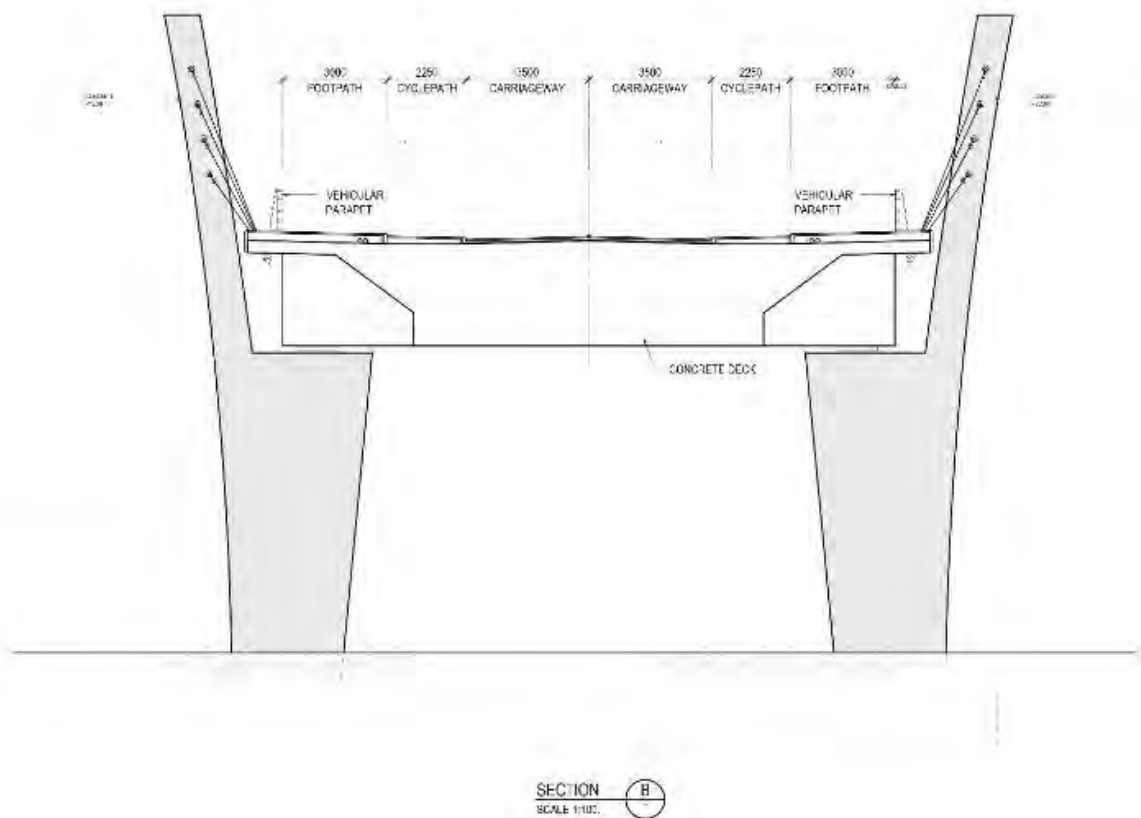


## Landscape and Visual Impact

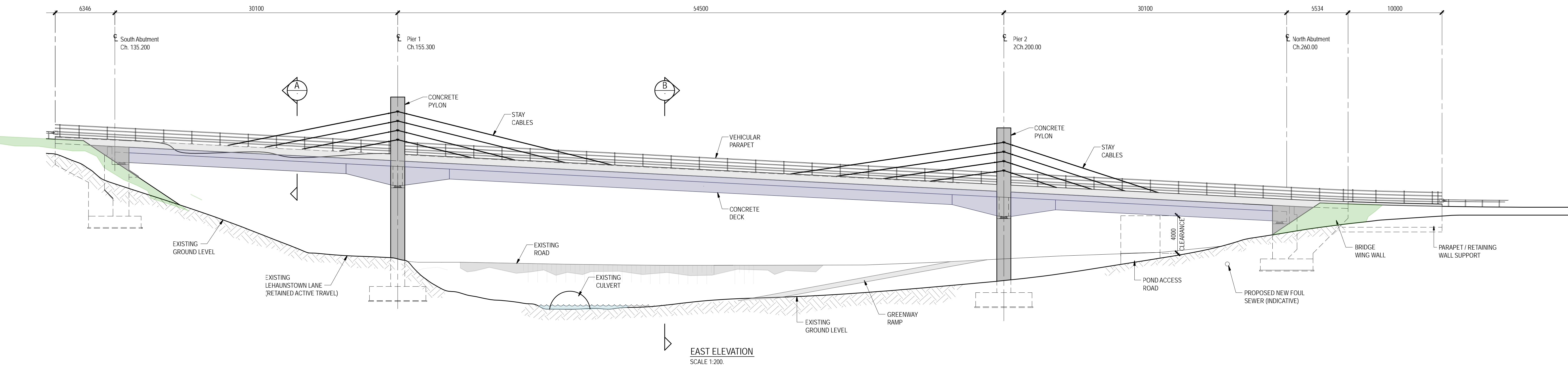
As an outcome of the MCA, the valley setting of the Brennanstown Dolmen (National Monument) was determined to be largely unaffected by all four of the Bridge Design Concept Options. Existing vegetation around the Dolmen is considered to provide sufficient screening of the Bridge Site located approx. 0.5 kilometres to the east of the Dolmen.

The Emerging Preferred Design Concept for the Bridge would also be located outside the field of a Protected View associated with Glendruoid House (Protected Structure).

Furthermore, a full Tree Impact Assessment will be carried out at the next stage of the project and will inform a more detailed planning application proposal. It is envisaged that any loss of existing trees and vegetation from the Druid's Glen will be addressed and mitigated at that stage of the project.



*Indicative cross-section of emerging Preferred Bridge Design Concept*



*Elevation of Emerging Preferred Bridge Design Concept*



## Planning Process and Next Steps

Upon initial review of the Emerging Preferred Concept, it is apparent that the project is likely to exceed a threshold under Roads Legislation with regard to the need to carry out an Environmental Impact Assessment Report and to apply to An Coimisiún Pleanála for planning permission. The Preliminary Design at the next stage of the project will help confirm this.

A comprehensive range of seasonal ecological surveys are currently ongoing and will inform the Environmental Impact Assessment, Ecological Impact Assessment and Appropriate Assessment processes that will run parallel to the next stage of the project and inform a more detailed planning application proposal.

The table below outlines indicative dates that are envisaged with regard to preliminary design and planning approval for the project as well as subsequent project stage milestones.

Key Project Stage	Completion Date
Egis/Barry Transportation appointed for Stages 1 – 5 below	Q2 2024
1A - Concept & Options Development	Q2 2025
1B - Non-Statutory Public Consultation	Q3 2025
1C – Preliminary Design	Q4 2026
1D - Statutory Approval	Q4 2027
2A – Detailed Design	Q2 2028
2B – Pre Tender	Q3 2028
3 - Tender Action Evaluation & Award	Q1 2029
4 - Construction	Q2 2030
5 - Handover	Q2 2031

We are here

## Non-Statutory Consultation

The current non-statutory consultation, which is open from 15<sup>th</sup> July to 28<sup>th</sup> August , seeks to provide details around the process of identifying the Selected Vertical Alignment and the Emerging Preferred Bridge Design Concept for Druid's Glen Road Phase 3 and seeks feedback on such before progressing to a Preliminary Design.

Find out more!	Date
<u>Webinar</u>	<u>Wednesday 30<sup>th</sup> July, 7-8pm</u> Register on <u>DLR Citizen Space</u>
<u>Drop-in event</u>	<u>Wednesday 20<sup>th</sup> August, 5-8pm, Tully Park Cafe</u> See: <u>DLR Citizen Space</u> for more information

### How to make a submission

Members of the public are invited to have their say on the Emerging Preferred Concept by partaking in an **Online Survey** on **Citizen Space** ([www.dlrcoco.citizenspace.com](http://www.dlrcoco.citizenspace.com)).

**Submissions** will also be accepted:

- By email to [fpiaadmin@dlrcoco.ie](mailto:fpiaadmin@dlrcoco.ie) or;
- Via written submission to the following address:

Administrative Officer, Forward Planning Infrastructure Department, Dún Laoghaire-Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, A96 K6C9.

Email and written submissions should be clearly marked “**Druid's Glen Road Phase Three Bridge Project**”.

The closing date for receipt of submissions and partaking in the online survey is **28th August, 2025**.

### Next Steps

Feedback from this consultation will help shape and inform a preliminary design/planning proposal for the project, which Dún Laoghaire-Rathdown County Council intend to submit to An Coimisiún Pleanála in late 2026. The public will also have a chance to engage further on the project and make a submission on the preliminary design when it has been submitted for planning approval.



Find out more:  
[www.druidsglenbridge.ie](http://www.druidsglenbridge.ie)

Scan code to make a  
submission on:  
[dlrcoco.citizenspace.com](http://dlrcoco.citizenspace.com)

