



5

Sustainable Urban Village

5.1 Introduction

This Chapter sets out the policies and objectives aimed at creating, maintaining and integrating communities, neighbourhoods and residential amenities within the Draft Plan area.

The build out of the Draft Plan lands will be based on the concept of the sustainable urban village. This concept is based on the premise that people should be able to access most of their living requirements within easy reach, preferably within walking distance of their homes. It involves the provision of primary schools, childcare, local shops and community and recreational facilities in conjunction with housing. This also means that the built environment is of high quality, with pedestrian and cycling linkages to allow for easier access.

In this respect, the quality of the built environment with a distinct sense of place, an attractive public realm with universal design qualities, as well as an emphasis on protection of the area's heritage, efficient use of resources and provision of community facilities, are all elements which underpin sustainable communities.

The Chapter is divided into 3 sections as follows:

- **People** – This section deals with sustainable neighbourhood infrastructure including schools and community facilities and also addresses social inclusion.
- **Homes** – This section deals with the delivery of homes and communities in the Plan area and includes policy objectives on housing density, mix, height and design. This section should be read in conjunction with more detailed provisions included in Chapter 4 – Spatial Strategy and Site Development Frameworks.
- **Multi-functional Neighbourhood Centre and Employment** – This section focusses on the development of a sustainable mixed-use urban village at Old Connaught to support planned population levels.

The implementation of the sustainable urban village concept at Old Connaught will require the careful phasing of residential development to ensure there is a commensurate provision of services for the emerging community. Phasing of development at Old Connaught is addressed in Chapter 11 – Phasing and Implementation.

5.2 People

As set out in the overarching dlr County Development Plan 2022-2028, 'Sustainable Neighbourhood Infrastructure' (SNI) is an umbrella term that includes land or buildings related to serving the needs of the local and wider community for social, educational, health, religious, recreational and leisure, cultural,

and civic needs. Such uses are an essential component in planning for balanced and sustainable communities. These facilities provide a communal resource through which residents can gain support, information, education, medical or welfare assistance and social contact.

Community facilities play an important role in bringing people together, building community spirit, social networks, and reducing social isolation. There is also evidence to suggest that investment in community facilities can foster broader economic prosperity and growth in an area.

The overarching objective of the Draft Plan is to ensure that the needs of both the existing and future population of the area are adequately catered for in terms of sustainable neighbourhood Infrastructure. This is consistent with the 10-minute neighbourhood concept. The clustering of such facilities can also be beneficial as it allows for better use of all facilities.

Local Area Plans, as outlined in the Section 28 Guidelines 'Local Area Plan Guidelines for Planning Authorities', are well placed to support the delivery of sustainable neighbourhood infrastructure by containing policies, objectives and measures which implement and co-ordinate the plans and programmes of government departments and other service providers.

The 10 Minute Neighbourhood Concept



5.2.1 Sustainable Neighbourhood Infrastructure

Given the very small population currently living in the Draft Plan area there is at present a paucity of sustainable neighbourhood infrastructure. A range of sustainable neighbourhood infrastructure land uses are located to the east of the Draft Plan area, in particular in the built-up area of Bray.

Within the Draft Plan lands, the dlr County Development Plan 'Sustainable Neighbourhood Infrastructure' (SNI) zoning/Specific Local Objective applies to lands at St. Kieran's Special School and St. Gerard's School. A number of other school sites – similarly SNI zoned lands – are located adjacent to the Draft Plan area, including John Scottus School to the west of Ferndale Road and Woodbrook College to the east of the M11.

The Victorian Walled Gardens in the core of the Village comprise a focal point for community activity and engagement with local heritage and landscape. The grounds are currently leased to Festina Lente, a non-profit foundation assisting people at risk from social and economic exclusion. It is acknowledged, however, that Festina Lente have plans to re-locate to permanent grounds in County Wicklow.

In addition to SNI facilities, Bray Emmets GAA Club is located in the southeast of the Plan area and Old Connaught Golf Club is located to the west of the Ferndale Road, both providing recreation facilities in the Old Connaught area. Further west of the Plan area is the Dun Laoghaire Golf Club.

Policy OCLAP5 – Provision of Sustainable Neighbourhood Infrastructure Uses and Delivery of the 10-minute Neighbourhood Concept

It is Policy to support the delivery of sufficient SNI uses including community and educational uses that will be required to ensure sustainable living - in line with the 10-minute neighbourhood concept - for existing and future residents of the Draft Plan area, in accordance with Policy Objectives PHP1, PHP2, PHP3 and PHP4 in the dlr County Development Plan 2022-2028.

Policy OCLAP6 – Co-Location of Sustainable Neighbourhood Infrastructure Uses

It is Policy to encourage the co-location of existing and future sustainable neighbourhood facilities including community centres, schools, childcare facilities, healthcare services and also co-location of playgrounds and amenity spaces in accordance with Policy Objective PHP5 in the dlr County Development Plan 2022-2028. Such an approach may enable the sharing of facilities such as car and cycle parking.

5.2.1.1 Education

The Draft Plan area and its surrounds contain a variety of schools and educational institutions. Schools within the Draft Plan area include St. Kieran's Special School and St. Gerard's primary and post-primary school.

Outside of the Draft Plan area, the John Scottus primary and post-primary school are located to the west of Ferndale Road while Woodbrook College post-primary school is located to the east of the M11 Motorway, off Dublin Road. A significant number of primary, secondary and educational institutions are located to the east of the Plan area in Bray. In addition, there is an objective at the Woodbrook lands located to the east of the M11 to provide for a new primary school. To date, the proposed new primary school at Woodbrook has not commenced development.



St. Kieran's Special School

Future School Provision

Through the plan-making process for the dlr County Development Plan 2022-2028, the Planning Authority had ongoing engagement with the Department of Education regarding future school requirements in the County. As part of the preparation of this Draft Plan, the Planning Authority have again consulted with the Department of Education who have indicated that if full build out of the Plan area were to occur, and taking into account potential residential development at the County Development Plan identified 'Strategic Land Reserve', over time there may be a requirement for two primary schools in the Draft Plan area.

As set out in Policy Objective PHP7: Schools, in Chapter 4 and Map 14 of the dlr County Development Plan 2022-2028, an objective for a proposed school was identified within the LAP area at a site to the northeast of Old Connaught House and to the south of Allies River Road (see Figure 5.1). These lands are strategically located proximate to residential growth areas, will be served by active travel connections and will benefit from

potential synergies with adjoining community and recreation facilities including the proposed Allies River Road Active Park. As part of the plan-making process for the Draft Plan, a second education site has been identified in the northern extents of the Plan area, serving to future-proof the education land requirements within both the Draft Plan area and adjacent growth areas.

The potential need for a future post-primary school within the Draft Plan area is dependent on a range of factors which may be subject to change including planned population growth in the Old Connaught and wider area; current capacity of existing schools; future school capacity due to ongoing building projects; and demographic enrolment data. The Department of Education have indicated that, in the short to medium term there is some spare capacity within post-primary schools in the Bray area to serve residential growth at Old Connaught. As assessed by the Department of Education, if population growth projections at Old Connaught, in addition to adjacent residential growth areas including Rathmichael are realised, a reservation for a post-primary school becomes a consideration.

In this context, the Planning Authority consider it prudent to identify lands for a potential post-primary school. At present, it's considered that the geographic distribution of post-primary schools in Dún Laoghaire-Rathdown is proportionately under-represented in the southeast area of the County, having regard to planned future population growth. The current distribution of post-primary schools serving the wider southeast area of Dún Laoghaire-Rathdown could result in unsustainable travel patterns into the future.

The Draft Plan identifies a site for a post-primary school in the northern extents of the Plan area (see Figure 5.1). It is proposed that the post-primary school is co-located with the future primary school, also identified at this location. The lands identified are strategically located to serve future growth at Old Connaught and adjacent growth areas including Rathmichael and are located in an area served by planned active travel upgrades.

Safe guarding the lands is considered of strategic importance having regard to the proximity of existing population and planned future population growth; the potential for longer term additional population growth beyond that identified under the current County Development Plan 2022-2028; improving sustainable access to education through active modes; developing and supporting sustainable neighbourhoods into the future; and providing a framework for the transition towards a low carbon and more climate resilient County.

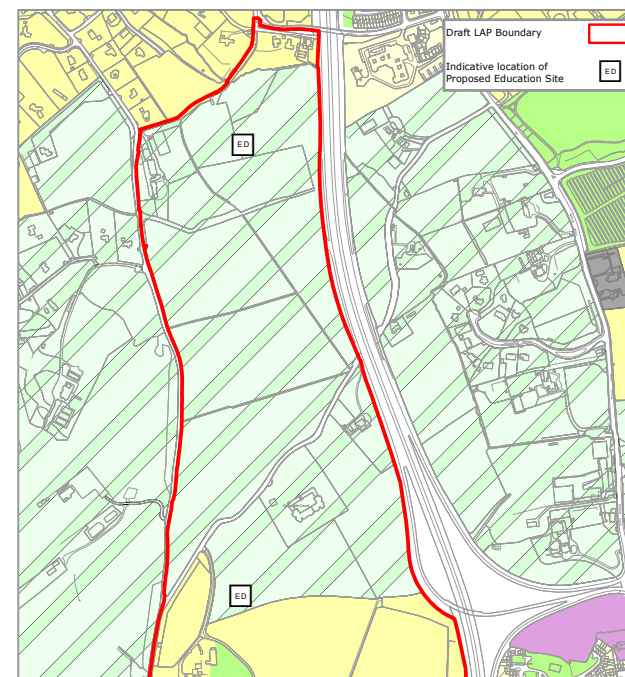


Figure 5.1: Proposed Education Sites at Old Connaught

Policy OCLAP7 – School Facilities

It is Policy to:

- Promote and support – in line with Policy Objective PHP7 of the dlr County Development Plan 2022-2028 - the use and access to school facilities including assembly halls, sporting and recreation facilities within school grounds outside of school teaching hours, at weekends and during school holidays by the wider community in order to augment the level of meeting space and sporting and recreational facilities available within the Draft Plan area.
- Promote the sharing of outdoor recreational facilities between the local community and local schools, including the sharing of public open space provision with schools.

Policy OCLAP8 – Future School Provision

It is Policy to continue to liaise with the Department of Education to progress the phased delivery of school facilities to support residential growth in the Old Connaught and wider area.

Objective SUV1 – Education Facilities

It is an Objective:

- To retain and/or improve existing education provision within the Draft Plan area.
- To reserve lands for future education use within the Central Character Area and Northern Character Area as identified in Figure 5.1.
- To promote the use of urban typologies in the design of any education facilities.
- That the dual function of sports facilities/halls etc. outside of school hours will be encouraged where the use of such facilities will be a benefit to the wider community, however any outside hour's usage of the school should not be to the detriment of adjoining residential amenities.

5.2.1.2 Community Facilities

Investment in community infrastructure is essential for the health, social wellbeing and prosperity of communities and is intrinsic to its wellbeing. Cultural, civic and community infrastructure plays an important role in bringing people together, promoting social cohesion, helping to form friendships and social support networks, and in helping communities to develop life skills and resilience. All these attributes are essential elements in the creation and maintenance of strong communities. For the Old Connaught LAP area, careful consideration of the future social and community infrastructure provision is a prerequisite to ensure its long-term sustainability.

Given the very small population currently living in the Draft Plan area it is not surprising that there is limited existing community facilities. The area does not enjoy the benefits of traditional community facilities such as churches, libraries and community halls that have built up over generations. The Victorian Walled Garden in the core of the Village comprises a focal point for community activity and engagement with local heritage and landscape.

The nearest dlr-owned facility is the Cois Cairn youth and community facility located in the Cois Cairn estate to the east of the M11. The facility is a small community centre with meeting/training rooms, playground, youth room and childcare room. Further to the east, Old Connaught benefits from its close adjacency to the Town of Bray which serves as a higher order centre offering a broad range of facilities including inter alia a library, theatre, art gallery, community and family resource centres.

A dlr Community Strategy is currently being prepared by the Local Authority in accordance with Policy Objective PHP5: Community Facilities of the dlr County Development Plan 2022-2028. The preparation of this Strategy involves inter alia

an audit of dlr community facilities across the County to better understand the level and type of existing provision already servicing the community, the identification of existing gaps in service provision, and an assessment of the projected/future needs for community facilities having regard to future population growth, in accordance with the Core Strategy of the dlr County Development Plan 2022-2028.

For the purposes of the Strategy, a community facility is a building that is open to the whole community, run for public benefit, and is a focus for neighbourhood activity and involvement. These buildings provide a range of locally based social, recreational, cultural, civic and educational activities as well as volunteering opportunities.

The emerging dlr Community Strategy identifies Old Connaught as an area that will require community facilities to serve its planned population. The Strategy provides that the recommended community facility needs for the Draft Plan area include a local (neighbourhood) community hub(s) with an estimated floorspace requirement of c.500 sq.m to c.1,000 sq.m. The recommended user groups and functions include older persons groups, family and child resource, youth groups, workshop, classes and community meeting space.

i Community Facilities at Old Connaught – Future Provision

The following section progresses the findings from the emerging dlr Community Strategy, taking account of more detailed analysis undertaken as part of the plan-making process for the Local Area Plan, including in particular planned levels of population growth.

It is acknowledged that there is no universally agreed set of comparative rates for provision for community facilities and services. Furthermore, comparative rates of provision comprise only one factor in determining the need for new facilities. Other factors that need to be considered include demography, capacity of existing facilities, social and economic disadvantage, and other local issues.

For the purpose of the Draft Plan, it is recommended that the floor space service level indicator of 130sq.m. per 1,000 population is applied. This is consistent with that applied in the emerging dlr Community Strategy. Table 5.1 calculates an indicative community facility requirement factoring in both the existing population at Old Connaught and planned levels of population growth. Assuming the build out of the 'A1' zoned lands at Old Connaught, it is estimated that c. 760 – 840sqm of community facilities and services may be required to serve the local community. An additional requirement of c. 340sqm of community facilities may be required should the Strategic Land Reserve lands be progressed.

	No. of Homes	Estimated Population	Approx. Floorspace Requirement (sqm)
Existing Population	170	454	60
'A1' Zoned Land – Full Build Out	2,150 - 2,400	5,375 - 6,000	700 - 780
Total			760 - 840
Strategic Land Reserve	1,050	2,625	340
Total incl. Strategic Land Reserve			1,100 - 1,180

Table 5.1: Community Facility Need Estimate for Old Connaught

ii Community Facilities – Location of Future Provision

The location of community facilities is an important consideration in order to ensure accessibility and an equity of distribution to appropriately serve the local community. Co-location of community uses with other compatible uses is a fundamental consideration from the outset to enable a broader range of services and operators to be accessible to the local population.

Two preferred locations are identified for the provision of community infrastructure across the Plan area, see Figure 5.2. The primary location for community infrastructure to serve the local community is in the Central Character Area, at an area identified for Allies River Road Active Park (see section 8.4.1.1 in Chapter 8). The objective of Allies River Road Active Park is to provide an active park/community campus focussed on the provision of sport, recreational and community facilities. Community facilities will be integrated as a core and complementary use at Allies River Road Active Park, maximising co-location benefits and increasing social inclusiveness and sense of place. The co-location of community facilities adjacent to the planned school at this location will also be beneficial. The campus will be integrated with planned active travel routes as part of the movement strategy to promote and encourage walking and cycling trips.

A secondary location for community infrastructure is identified in the Southern Character Area, fronting onto the proposed Old Connaught Village Green (see section 8.4.1.4 in Chapter 8). The co-location of community infrastructure at this location adjacent to residential areas, a potential café and situated adjacent to a traditional village green setting with a focus on quality placemaking, will provide a focus for neighbourhood activity. This location will also be served by planned active travel routes as set out in the movement strategy for the area. In addition to these preferred locations, the provision of additional and supplementary community facilities may be considered at other suitable locations at Old Connaught.



Figure 5.2: Community Infrastructure at Old Connaught

Policy OCLAP9 – New Community Facilities

It is Policy to provide an equitable and accessible distribution of community facilities to support the sustainable development of the Draft Plan area. Two preferred locations are identified for the provision of community infrastructure across the LAP area. The primary location for community infrastructure is identified at the proposed Allies River Road Active Park and a secondary location is identified adjacent to the Old Connaught Village Green. In addition to these preferred locations, the provision of additional and supplementary community facilities may be considered at other suitable locations at Old Connaught.

5.2.1.3 Childcare

There are limited childcare facilities located within the Draft Plan area. St. Gerard's School is currently the only provider of childcare services offering an early years Montessori programme. Outside of the Plan area, a number of childcare providers and services are located in and around Bray Town.

Policy Objective PHP6: Childcare Facilities from the dlr County Development Plan 2022-2028 encourages:

"...the provision of appropriate childcare facilities as an integral part of proposals for new residential developments and to improve/expand existing childcare facilities across the County."

The CDP Policy Objective sets out specific requirements for the provision of childcare facilities in tandem with new residential developments, namely, one childcare facility to be provided where a new residential development of 75+ units is proposed.

Given the planned level of growth for the Old Connaught area, there is a clear need to provide childcare facilities in order to support planned population growth and to deliver upon the sustainable village concept. In this regard, the provision of a range of childcare facilities within the Draft Plan will be required to support emerging residential communities. There may be further potential to provide additional childcare facilities within community facilities and/or within existing or future schools, either by co-location or provision of an afterschool facility within the school itself.

Policy OCLAP10 – Childcare Facilities

It is Policy to support and facilitate the provision of childcare facilities within the Draft Plan area to ensure that existing and future residential population have access to childcare services. In this regard:

- All planning applications for larger residential developments to be required to provide one childcare facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, unless it can be satisfactorily demonstrated that there is already an adequate provision in the area.
- At least one childcare facility shall be provided within lands identified for a neighbourhood centre within the Draft Plan.
- At least one childcare facility shall be provided within each Character Area identified within the Draft Plan, see Figure 4.4.

The provision of childcare facilities within the Draft Plan area shall be carried out in accordance with the provisions set out under Policy Objective PHP6 'Childcare Facilities' and Section 12.4.10 'Childcare Facilities – Parking & Access' of the County Development Plan 2022-2028 and/or any subsequent plan and the provisions of the DoEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001) or any updated Guidelines.

Policy OCLAP11 – Co-location of Childcare Facilities

It is Policy to support and facilitate the co-location of childcare provision with public spaces, schools, and/or other community facilities in the Draft Plan area.

5.2.1.4 Healthcare

There are no healthcare facilities located within the Draft Plan area. As advised by the Health Service Executive, the current Old Connaught population are within the catchment of the Shankill Primary Care Centre, located in Shankill Village. In the vicinity of Old Connaught, there is a relatively newly developed HSE Primary Care Centre located in Bray Town and there are planned health centres at Cherrywood and Loughlinstown.

Policy Objective PHP9: Health Care Facilities from the dlr County Development Plan 2022-2028 states that, "It is a Policy Objective...to encourage the integration of appropriate healthcare facilities within new and existing communities."

As part of the preparation of this Draft Plan the Planning Authority have consulted with the Health Service Executive who has advised that due to planned growth levels there would be an increasing and additional healthcare delivery requirement, but that it may not be immediate or required for several years, in the context of capacity in the adjacent health centres. In order to promote the 10-minute neighbourhood concept, the provision of healthcare facilities within the area is encouraged. It is acknowledged that there is a greater car parking requirement for those attending a health facility and therefore the Planning Authority supports the co-location of healthcare facilities at lands including the Neighbourhood Centre.

Policy OCLAP12 – Healthcare Facilities

It is Policy to support and facilitate the provision of healthcare facilities within the Draft Plan area including at lands identified for a neighbourhood centre.

Policy OCLAP13 – Nursing Home Facilities

It is Policy to support and facilitate the provision of nursing homes and/or assisted living accommodation within the Draft Plan area and to require that such developments meet the standards set out in Section 12.4.8.2 'Nursing Homes / Assisted Living Accommodation' of the County Development Plan 2022-2028 and the 'National Standards for Residential Care Settings for Older People in Ireland' (HIQA 2016).

5.2.1.5 Inclusion

Development within the Draft Plan area should be designed in an inclusive manner that ensures all users can access, navigate, and comfortably make use of all publicly accessible buildings and the public realm. The dlr Age Friendly Strategy 2022-2028, highlights the importance of inclusion and accessibility in the physical environment in terms of public realm, transport and housing, to ensure people can experience a good quality of life throughout their lifespan.

Policy OCLAP14 – Universal Design

It is Policy to promote Universal Design in all proposals for community facilities and publicly accessible buildings and spaces in order to ensure that all buildings and associated public realm can be utilised to the greatest extent possible by all people, regardless of age, ability or disability. In this regard, proposed development should have regard to the provisions of 'Building for Everyone: A Universal Design Approach' series of booklets

by the National Disability Authority and Centre of Excellence in Universal Design.

Policy OCLAP15 – Changing Places Bathrooms

It is Policy to promote, support and facilitate the roll out of changing places bathrooms in line with Policy Objective PHP17 of the dlr County Development Plan 2022 – 2028, including at lands identified for a neighbourhood centre and at Allies River Road Active Park.

Policy OCLAP16 – Age Friendly Strategy

It is Policy to support and facilitate the 4 Strategic Priorities set out within the dlr Age Friendly Strategy 2022-2028, in particular Strategic Priority 1. In this regard:

- Public realm should seek to facilitate social interaction and healthy lifestyles.
- Safe and accessible transport and infrastructure will be promoted (see Chapter 6).
- Lifetime adaptable housing options will be facilitated (see Section 5.3.4.4).

5.3 Homes

5.3.1 Introduction

In order to align with the NPF, the RSES and the Core Strategy of the dlr County Development Plan 2022-2028, the Council will continue to utilise all policy avenues available to it to ensure the optimum and appropriate delivery of new homes, ensuring a focus on compact and climate resilient growth. Provision of housing will focus on the creation of successful, well designed, and sustainable communities where new development successfully integrates with existing communities.

5.3.2 Existing Homes in the LAP Area and Surrounds

There are c. 170 residential properties in the Draft Plan area. Existing residential development primarily consists of detached and semi-detached dwellings focused along the main roads in the area, namely Old Connaught Avenue, Ferndale Road, Ballyman Road and Thornhill Road. The dwellings along Old Connaught Avenue mostly front onto the roadway, with little or no front gardens, whereas the residential development along the three remaining roads, consist mostly of large, detached dwellings set back from the respective road corridors.

Within the Draft Plan area, there are two main concentrations of multi-unit residential developments. Ferndale Court, located at former seminary buildings off the Allies River Road, comprises c. 50 no. residential units in a mix of housing typologies while Old Connaught House, a Protected Structure located off the Ferndale Road, comprises c. 43 no. apartments.



Ferndale Court, Allies River Road

In the wider urban context, Bray Town boundary immediately adjoins Old Connaught to the east/southeast of the Plan area. Bray, with a population of c. 33,500 has a housing stock of c. 12,600 homes. To the northeast, approx. 2.5km from the Plan area, lies Shankill, which primarily consists of a traditional village pattern with low density, two-storey dwellings. To the north are the Rathmichael and Cherrywood areas. To the east of the Plan area is the new residential community currently being developed at Woodbrook-Shanganagh which comprises medium density residential development and a mix of housing types.

5.3.3 Land Availability

A 'Residential Development Capacity Audit' was undertaken to inform the Core Strategy of the dlr County Development Plan 2022-2028. The audit identified the area of lands zoned for residential use, or a mixture of residential and other uses, across the County, and estimated the potential residential yield of the zoned land which was or may become available for residential development. The lands identified at Old Connaught, for the purposes of the Core Strategy, are illustrated in Figure 5.3.

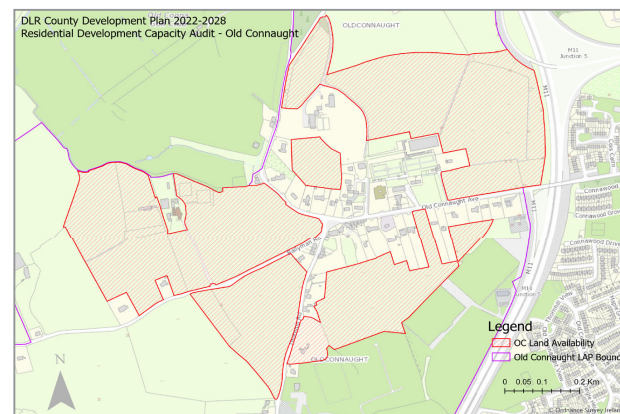


Figure 5.3: Residential Development Capacity Audit, dlr CDP 2022-2028

As set out in the Core Strategy, the lands at Old Connaught comprise c. 50 hectares of undeveloped 'A1' zoned land with a proposed residential yield of c. 2,005 new homes. These lands are gross areas that assume a wider range of land uses, in addition to residential. This is consistent with the 'A1' zoning objective of the lands – "To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans".

As part of the Draft Plan process, the overall development lands at Old Connaught were further analysed and progressed from that provided in the Core Strategy of the DLR County Development Plan 2022-2028. Gross development areas are refined through the identification of a range of land uses and the refinement of residential land uses to net residential development areas ¹, see Chapter 4 – Spatial Strategy and Site Development Frameworks.

5.3.4 Residential Density, Building Height, Mix and Tenure

Density and height are both important parameters in moving towards more compact climate resilient communities. The interrelationship between the two is key in creating successful new communities that complement and are not detrimental to existing surrounding developments which in the case of Old Connaught may be both low rise and low density, as well as in some instances having architectural or heritage merit.

Whilst balancing height and density are important, ensuring a varied mix of homes is also important to create a sustainable neighbourhood. Set out below are Policy Objectives pertaining to density, height, and residential mix for the Draft Plan area.

5.3.4.1 Residential Density

Density is defined as the intensity of development on any given area of land. It can have a significant influence on the quality of a development and successful placemaking. The dlr County Development Plan 2022-2028 seeks to maximise the use of zoned and serviced residential land. It notes that consolidation through sustainable higher densities allows for a more compact urban growth that, in turn, more readily supports an integrated public transport system. This together with the '10-minute' neighbourhood concept, has the potential to reduce the urban and carbon footprint of the County.

The Section 28 Guidelines, 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' (2024), expand on the higher-level policies of the National Planning Framework, setting policy and guidance in relation to the growth priorities for settlements, residential density, urban design and placemaking and introduce development standards for housing. The Guidelines include a methodology to assist Planning Authorities in order to integrate national planning policy in relation to residential density into statutory development plans, see Figure 5.4. This methodology has been applied in the

¹ Net residential site area is defined in Appendix B of the Section 28 Guidelines for Planning Authorities 'Sustainable and Compact Settlement' (2024).

formulation of density standards included in this Draft Plan in order to provide a plan-led approach to residential density.

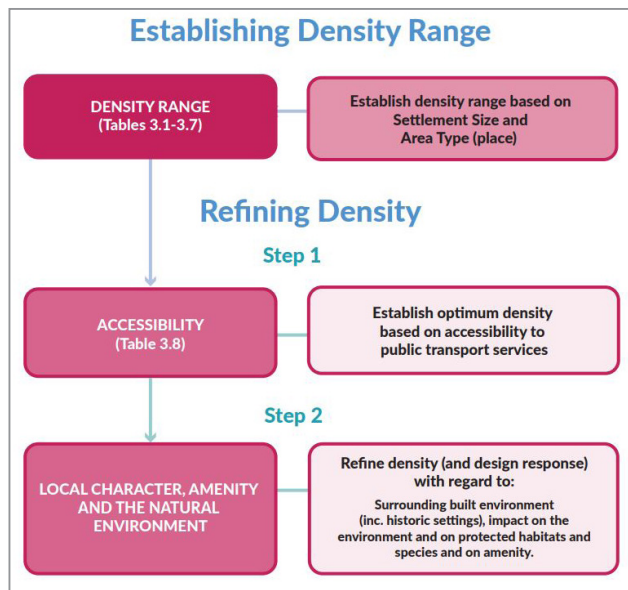


Figure 5.4: Illustration of the process for establishing, optimising and refining appropriate density for a statutory plan (Section 28 Guidelines Extract)

To apply the Guidelines, it's necessary for the Planning Authority to 1) identify the applicable settlement category for Old Connaught, 2) identify the most applicable area type based within each settlement category, and 3) refine and recommend density ranges for the area.

Old Connaught is identified in the RSES as a component part of the 'Key Town' of Bray. In terms of the most applicable settlement identified in the Guidelines, Old Connaught is therefore considered part of the category 'Metropolitan Towns and Villages' (see Table 3.3 of the Guidelines). It's further considered that Old Connaught most closely aligns with the definition of 'Metropolitan Towns (>1,500 population) – Centre and Urban Neighbourhoods', having regard to criteria (ii) – "strategic and sustainable development locations" and criteria (iii) – "lands around existing or planned high capacity public transport nodes or interchanges". This category provides for a broad net density range of 50-150 dwellings per hectare.

Residential density at the plan level has been assessed having regard to considerations of public transport accessibility, in addition to a range of factors including the natural environment, the existing built environment and character, and the extent and location of existing or planned local services and facilities. Through the draft plan-making process the broad density ranges recommended for Old Connaught, as provided for under the

Section 28 Guidelines, were further refined to provide a plan-led approach to residential density to be applied at the site level.

In this regard, residential density shall generally accord with the standards set out in section 4.3.2 'Residential Density' and further detailed in Section 4.4.2 'Site Development Frameworks', both included in Chapter 4 – Spatial Strategy and Site Development Frameworks. Minor deviations from the residential density standards may be considered by the Planning Authority on a case-by-case basis to allow for a range of potential design solutions.

Policy OCLAP17 – Plan-Led Approach to Residential Density

It is Policy to:

- Promote and support residential densities in line with Policy Objective PHP18 of the dlr County Development Plan 2022 – 2028 (or any subsequent Plan) and the 'Sustainable Residential Development and Compact Settlements Guidelines', 2024.
- Provide a plan-led approach to residential density standards within the Draft Plan area. In this regard, residential density shall generally accord with the standards set out in Section 4.3.2 'Residential Density' and Figure 4.2 and further detailed in Section 4.4.2 'Site Development Frameworks', both included in Chapter 4 – Spatial Strategy and Site Development Frameworks.
- Minor deviations from the residential density standards set out in Section 4.3.2 'Residential Density' may be considered by the Planning Authority on a case-by-case basis to allow for a range of potential design solutions.
- Residential density at lands including regeneration and infill sites will be assessed on a case-by-case basis by the Planning Authority. Such sites may define their own density (as agreed by the Planning Authority) in response to inter alia the scale and form of surrounding development.

5.3.4.2 Building Heights

Existing building heights within the Draft Plan area are primarily two storey, with some three storey residential buildings in the Village Core, at Old Connaught House and at Ferndale Court.

Appendix 5 of the dlr County Development Plan 2022-2028 contains the Building Height Strategy for the County. This Strategy was informed by the Section 28 Guidelines, 'Urban Development and Building Heights' (2018) and had due regard to the relevant 'Specific Planning Policy Requirements' (SPPRs) contained in these Guidelines. The Guidelines recognise the role that height plays in the achievement of compact development

and densification along with the role of height in placemaking and improving the quality of our urban environment.

The Building Height Strategy states that the Old Connaught LAP is to be completed during the lifetime of the dlr County Development Plan 2022-2028 and, in line with the Urban Development and Building Heights Guidelines, will provide guidance on building heights within the Plan area.

As set out in Chapter 1, the topography of the Draft Plan area slopes downwards from west to east, with steep levels along the Ballyman and Ferndale Roads, while lands closer in proximity to the M11 are relatively flat. The topography of the area provides a number of views and prospects which are a particular feature of the area. Specific views and prospects for protection are identified under the dlr CDP 2022-2028 and are integrated into the development frameworks and building height guidance for the Old Connaught area. A range of other environmental sensitivities and urban design considerations have been considered in the formulation of specific building height guidance for the Old Connaught area.

Detailed height guidance for development sites within the Draft Plan area is set out in Section 4.3.3 'Building Heights' and further detailed in Section 4.4.2 'Site Development Frameworks' both included in Chapter 4 – Spatial Strategy and Site Development Frameworks.

Policy OCLAP18 – Building Height

It is Policy that building heights in Old Connaught shall generally be in accordance with the height parameters set out in Section 4.3.3 'Building Heights' and further detailed in Section 4.4.2 'Site Development Frameworks', both included in Chapter 4 – Spatial Strategy and Site Development Frameworks.

Having regard to SPPR3 in the Section 28 Building Height Guidelines (2018), there may be instances where an argument can be made for increased height. In circumstances where compliance with Policy Objective BHS2 of the dlr County Development Plan 2022-2028 (see Appendix 5) can be demonstrated additional height may be appropriate, subject to complying with; the safeguards outlined in the CDP, the policies and objectives of this Draft Plan and the performance based criteria set out in Table 5.1 of the dlr Building Height Strategy (see Appendix 5 of the dlr County Development Plan 2022-2028).

5.3.4.3 Residential Mix

With regard to residential mix, Appendix 2 of the dlr County Development Plan 2022-2028 sets out an evidence-based Housing Strategy and Housing Needs Demand Assessment (HNDA) which states:

"Within new residential communities as set out in Figure 2.9 of the Core Strategy of the Development Plan, it is important that a mix of type and size of units is provided so as to allow for choice and also facilitate the growth of sustainable neighbourhoods."

Appendix 2, Policy Objective PHP27 and Section 12.3.3.1 of the dlr County Development Plan provide the relevant policy guidance for unit mix in new residential developments. In order to demonstrate compliance with Policy Objective PHP27 and based on the findings of the Housing Strategy and HNDA, planning applications received for 50+ residential units either individually or cumulatively with lands located within Old Connaught will be required to incorporate a variety and choice of housing units by type and size so as to meet the differing household needs in the County.

Section 12.3.3.1 of the dlr County Development Plan provides that as a 'new residential community', apartment developments of 50 + residential units in the Old Connaught LAP area may include up to 60% studio, one and two bed units with no more than 30% of the overall development as a combination of one bed and studios and no more than 20% of the overall development as studios. Additionally, at least 40% of the proposed units must be 3-bed or larger in size.

As provided in the dlr CDP 2022-2028, Council Part 8 and Part 10 residential schemes may propose a different mix having regard to the specific needs of the Council Housing Department.

Policy OCLAP19 – Residential Mix

It is Policy that all new residential developments within the Draft Plan area shall accord with the mix requirements set out in Policy Objective PHP27: Housing Mix and Section 12.3.3.1 of the dlr County Development Plan 2022-2028. In this regard, all planning applications for residential development within the Draft Plan area shall provide for a suitable mix of house types and sizes that meet the needs of a range of households and should incorporate flexible housing units that can be adapted to suit changing household needs.

5.3.4.4 Housing Options

Housing choice is an important component of housing supply, required in order to ensure that the needs of both existing and future residents are catered for. A suite of policy objectives aimed at providing a range of housing options are set out in Section 4.3.2 Housing Choice, in the dlr County Development Plan 2022-2028.

The Draft Plan area has the potential to provide a variety of housing options, including, but not limited to housing for older people and housing for people with a disability. These housing units can be delivered either through the provision of new

purpose built accommodation or through adaptation of existing housing stock were feasible.

There is a need for housing options to be available to allow residents to remain part of their community as their needs change over time, or indeed through a change in circumstances. National policy, including, 'Housing Options for our Ageing Population – Policy Statement' (2019) and 'National Housing Strategy for Disabled People 2022-2027', have informed a policy approach in relation to the provision of residential accommodation that would be suitable for older people and people with a disability.

Furthermore, it is important that any new residential development is an attractive and viable option for those wishing to 'right size' and allows future residents to age in place. In this regard, it is important that new residential developments consider incorporating facilities that provide space to socialise and allow for connections to be made and/or retained within their community. It is also important to ensure that landscaping proposals are designed with all users and abilities in mind.

For Council development, the Planning Authority shall have regard to the social housing list of the Council and the provision of existing community facilities in the area when assessing housing options.

Policy OCLAP20 – Housing Options

It is Policy to support and promote housing options for older people and persons with a disability within the Draft Plan area, including purpose built accommodation and housing options that meet specific needs in accordance with Policy Objective PHP30 in the dlr CDP 2022-2028. In this regard, new residential developments shall be required to incorporate an appropriate quantum of housing units that:

- Promote aging in place opportunities for older persons to 'right size' within their community.
- Take account of all abilities through the principles of universal homes design.
- Facilitate adaptable layouts to suit changing needs.
- Any proposed development for purpose-built accommodation for a specific need or group shall demonstrate how this objective can be secured long-term.

Objective SUV2 – Housing for All

It is an Objective to ensure the provision of a range of housing options within the Draft Plan area, that take account of all ages and abilities as residents progress through different stages of life, that all new residential developments of 10+ units shall include a minimum of 25% of the total housing stock that is

designed to facilitate an ageing population / people with a disability. In this regard, the following provisions should be taken into account in the design and location of such units:

- Units should be designed having regard to the universal design homes principles.
- Insofar as possible, units should be located at ground floor level with own door access.
- Ideally, units should be located where residents have a short walk to site entrances that adjoin public transport links and amenities within or adjacent to the proposed development.
- To assist with ease of access to public transport links and amenities, landscaping within any new development shall be designed having regard to ease of movement and legibility for all users.

Objective SUV3 – Communal Facilities

In line with the Section 28 Guidelines 'Sustainable Urban Housing: Design Standards for New Apartments', the Planning Authority will encourage provision of accessible communal rooms and/or facilities for the use of future residents in new residential apartment developments of 50+ units. Such communal facilities should have regard to the needs of all future residents of all ages and abilities. Where such facilities are to be provided, details of the management shall be submitted and agreed by the Planning Authority at application stage.

5.3.4.5 Housing Tenure

The overarching higher level policies set out in the dlr County Development Plan 2022 – 2028 encourage a sustainable mix of housing including tenure mix. There is an opportunity to promote socially balanced communities through the implementation of Part V, and in this respect the Council will promote the design of socially inclusive residential schemes. However, it is noted that aside from the 20% social and/or affordable provision, a more precise means of requiring specific tenures in individual schemes coming forward is not available to the Planning Authority, as per current planning legislation.

5.3.4.6 Council Owned Lands

Government policy, as set out in 'Housing for All – A new Housing Plan for Ireland', (2021), supports the use of publicly owned lands in the delivery of a mix of residential tenures. dlr County Council currently own two undeveloped sites within the Draft Plan area, see Figure 5.5. The Old Connaught Avenue site comprises approx. 2 hectares and the Ballyman Road site comprises approx. 8.7 hectares. Both of these land parcels are zoned Objective 'A1' – "To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans" and include

provision for residential development. It is an objective to support the provision of social and/or affordable housing (affordable purchase/cost rental) on these sites. The framework for development at these lands is set out in Chapter 4 – 'Spatial Strategy and Site Development Frameworks'.

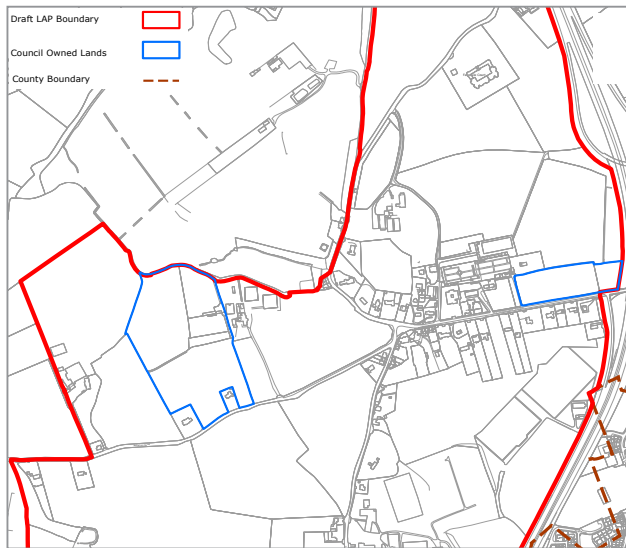


Figure 5.5: Council Owned Lands at Old Connaught Avenue and Ballyman Road

Policy OCLAP21 – Social and Affordable Housing

It is Policy:

- To support the delivery and integration of social and affordable housing within the Draft Plan area and to pursue further opportunities for social and affordable housing in an integrated manner, through 'Part V' housing, Council own build, Affordable Housing schemes and/or delivery through Approved Housing Bodies, in accordance with Policy Objective PHP31 in the dlr County Development Plan 2022-2028 and the Council's Housing Strategy and HNDA.
- To support new and innovative ways to meet housing demands in the Plan area while also ensuring that there is an appropriate mix of tenure and dwelling types provided to meet the needs of the current and future residents of Old Connaught.

5.3.4.7 Traveller Accommodation

There are currently two dwellings in a Grouped Housing Scheme used as Traveller Accommodation, located at a site off Old Connaught Avenue. There are also a number of families residing on adjacent lands. Under the dlr County Development Plan, the

lands are subject to Objective 'TA' – "to provide accommodation for the Travelling Community".

Under the current dlr Traveller Accommodation Programme 2025-2029, it is proposed to develop the existing site with the construction of 6 extra houses in a grouped housing scheme, to meet the needs of the families currently residing there. At the time of writing, a Section 179A Scheme is being progressed to provide for 6 no. houses at the lands.

Policy OCLAP22 – Traveller Accommodation

It is a policy to implement the dlr Traveller Accommodation Programme 2025-2029 (or any subsequent Programme), including for the provision of Traveller accommodation at Old Connaught Avenue.

5.4 Multi-Functional Neighbourhood Centre and Employment

5.4.1 Introduction

In line with the overarching Strategic County Outcome of the dlr County Development Plan 2022 - 2028 which looks to create a network of liveable towns and villages which work better for the people who use them, this Draft Plan is focused on ensuring the delivery of a multifunctional neighbourhood centre at Old Connaught to provide a range of services for the community and achieve the sustainable urban village concept.

5.4.2 Policy Context

Policy Objective PHP4: Villages and Neighbourhoods of the DLR County Development Plan 2022-2028 is particularly relevant to the development of Old Connaught as a Core Strategy identified New Residential Community. It provides that it is a policy objective to implement a strategy for residential development based on a concept of sustainable urban villages and to promote and facilitate the provision of '10-minute' neighbourhoods. These concepts are central to the principle of sustainable development and based on the premise that people should be able to access most of their daily living requirements within easy reach.

The dlr County Development Plan 2022-2028 recognises that the vitality of centres is linked to their wider multi-functional role and is not solely dependent on retailing. Policy Objective MFC1 on Multifunctional Centres supports the role of towns and villages in Dún Laoghaire-Rathdown as multifunctional centres which provide a range of services for the community they serve. Policy Objective RET7 of the dlr County Development Plan 2022 – 2028 supports the development of neighbourhood centres as the focal point of the communities and neighbourhoods they serve and recognises that the residential amenities of the surrounding areas should also be protected.

In line with its relatively undeveloped nature, Old Connaught is not currently identified in the retail hierarchy for the County, in terms of retail centre type. As set out in Table 7.2 of the dlr County Development Plan 2022-2028, Old Connaught is identified as a 'Key Development Area', the strategy of which is the "Development of sustainable mixed-use urban villages in accordance with approved Local Area Plans/Planning Scheme. Retail floorspace in line with planned population levels."

5.4.3 Existing Retail and Services Context

At present, there is limited existing retail and service use provision within the Old Connaught area. At Festina Lente there is a garden shop and a dog grooming business. Old Connaught is located in proximity to Bray Town and is approximately 2kms from its Main Street (see Figure 5.6). Bray is identified in the retail hierarchy for the Region, as included in the EMRA Regional Spatial and Economic Strategy 2019-2031, as a Major Town Centre. Bray Town performs a high level retail and service function with its convenience, comparison and service uses serving a wide catchment including the Old Connaught area.

Having regard to the proximity and function of the Major Town of Bray, it is important that the development of Old Connaught is supported by appropriately scaled retail provision, which provides for the immediate needs of its residents, but does not undermine the role of Bray Town as the principal retail and service destination serving the area.

A number of supermarkets are located within the vicinity of Old Connaught. A Lidl supermarket is located approx. 1km from Old Connaught at Dublin Road, Bray while a Supervalu supermarket is located approx. 1.4km from Old Connaught at the Castle Street Shopping Centre, Bray. Slightly further away, a Tesco superstore is located approx. 2.7km from Old Connaught at Vevay Road in Bray.

To the north-east of Old Connaught at Shankill there is another Lidl supermarket, as well as a Tesco Express. In addition, Shankill Village accommodates a mix of neighbourhood scale convenience outlets and retail services. Smaller scale centres in the vicinity of Old Connaught include the Barbeque Centre and Raven Hall on Dublin Road. A number of additional local retail and service uses are located along Dublin Road entering Bray.

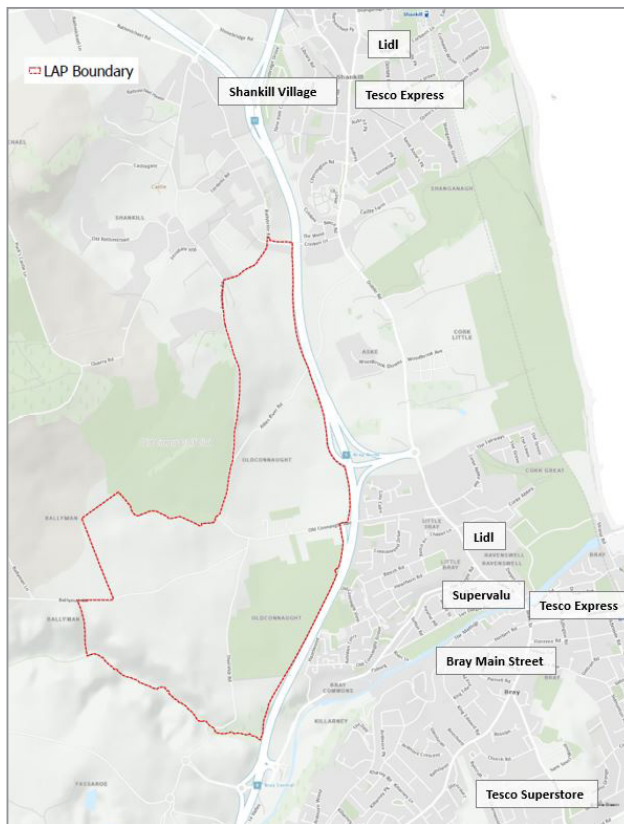


Figure 5.6: Existing Main Convenience Retailers near Old Connaught

5.4.4 Floorspace Capacity Assessment for Retail and Service Uses

An independent assessment of floorspace requirements for retail and service uses to support planned levels of population growth at Old Connaught was undertaken to inform this Plan. The main conclusions reached by the assessment are as follows:

- The population and expenditure levels projected for Old Connaught are of a scale that would substantiate the development of a Neighbourhood Centre. By the year 2034, with the development of the A1 zoned land, there is potential to develop in the region of 2,684 and 3,116 gross sqm of retail and service uses in Old Connaught. The added development of the Strategic Land Reserve land could increase this level of floorspace to between 3,789 and 4,399 gross sqm.
- Based on the findings of the capacity assessment it is recommended that a new Neighbourhood Centre is developed at Old Connaught to support planned population growth

and the development of a sustainable urban village. Retail and service development at Old Connaught should be of an appropriate scale befitting a Neighbourhood Centre, so as not to undermine the vitality of higher tier centres in the wider area including, in particular, Bray Town Centre.

- The Neighbourhood Centre at Old Connaught should constitute a focal point for the local community and provide an appropriate mix of uses – including convenience retail, comparison retail and a range of services. Based on comparative analysis with similar locations, suitable retail and service uses could include inter alia a supermarket, café/hot food uses, hairdressers/beauticians, pharmacy and public house.
- In terms of convenience retail there is capacity to develop a moderately sized, self-service supermarket (c.1,000-1,500 gsm) to support the development of A1 zoned lands at Old Connaught. If the SLR lands are also developed, a larger store size of c.2,000gsm may be countenanced. Alternatively, this convenience retail floorspace capacity could take the form of a number of small convenience stores.

An overview of the quantitative findings of the assessment are detailed in Table 5.2.

Estimated Min-Max Range of Retail and Services Floorspace Capacity in Old Connaught 2034 (A1 Zoned Lands)		
Use Category	Minimum (gsm)	Maximum (gsm)
Retail (Convenience)	1,150	1,240
Retail (Comparison)	288	429
Retail Total	1,438	1,669
Service Uses ²	1,246	1,447
Total	2,684	3,116
Estimated Min-Max Range of Retail and Services Floorspace Capacity in Old Connaught 2034 (A1 zoned land + Strategic Land Reserve)		
Retail (Convenience)	1,623	1,751
Retail (Comparison)	406	605
Retail Total	2,030	2,356
Service Uses	1,759	2,043
Total	3,789	4,399

Table 5.2: Floorspace Capacity Assessment

² Services floorspace comprises an aggregate of the following categories: retail services; food and beverage services; leisure services; and financial and professional services

The assessment highlights that notwithstanding the above findings, estimating floorspace need for retail and service uses is not an exact science and the statistical estimates in the assessment should not be rigidly viewed as prescriptive floorspace forecasts. Rather, the findings of the assessment should serve as broad guidance for the development of retail and service use floorspace at Old Connaught.

5.4.5 Multi-Functional Neighbourhood Centres

The future local neighbourhood centre at Old Connaught will perform an important role in providing accessible day to day retail, services, and community uses that can become the central node for the LAP area and support the area and its community to flourish. Chapter 4 of this Draft Plan – Spatial Strategy and Site Development Frameworks - includes a detailed Site Development Framework for the Old Connaught Village Core which incorporates lands identified for a multi-functional neighbourhood centre.

Policy OCLAP23 – Multi-Functional Neighbourhood Centre

It is Policy to provide an appropriate multifunctional neighbourhood centre at Old Connaught having regard to the findings of the Floorspace Capacity Assessment set out in Section 5.4.4.

- The Neighbourhood Centre located in the Village Core (see Section 4.4.4) will comprise the primary multi-functional centre located within the LAP area and should, at a minimum, provide for the retail and service use needs associated with the current A1 zoned lands.
- The Neighbourhood Centre shall ensure a high quality and attractive civic environment and provide a sense of both place and vitality which also optimises active travel movement and access to public transport.
- Development of the Neighbourhood Centre shall be generally consistent with the provisions set out in the Site Development Framework for the Old Connaught Village Core – see Chapter 4.
- Having regard to the fluid and evolving nature of retail and service provision, including changing shopping trends, the potential future development of lands identified as a Strategic Land Reserve for residential purposes will be subject to an assessment of additional retail and service floorspace need undertaken through the development management process. The outcome of the assessment will have particular regard to achieving inter alia the 10-minute neighbourhood concept.

5.4.6 Employment

The creation of a vibrant economic County is one of the five Strategic County Outcomes of the dlrc County Development Plan 2022-2028. Existing employment in the area primarily includes education, which reflects the role of schools in the area, and agriculture. As population grows in the Old Connaught area so too will the labour force residing there.

In spatial terms, the employment strategy sets out in the dlrc County Development Plan 2022-2028 aims to provide for the expansion of employment through the designation of a range of sustainable employment locations. The CDP identifies a number of strategic employment locations in the County including inter alia Sandyford Business District, Cherrywood, Carrickmines and Dundrum. Outside of the County, Dublin City comprises a major employment destination while Bray Town includes significant local employment opportunities. In time, through the progression of public transport and active travel infrastructure Old Connaught will sustainably align with a range of employment locations thereby minimising the divergence between the places people live and work.

Within the Plan area, the residential community will be supported by a range of ancillary uses to achieve a sustainable urban village with facilities, services and amenities to serve and provide for the local community. Some local level employment in the Old Connaught area will take place at the Neighbourhood Centre lands in addition to other employment generating uses including schools, childcare facilities, sports clubs and community facilities.

Changing work practices also means that some existing and future residents may be working from home. While it is acknowledged there is limited capacity for additional destination employment growth within the Draft Plan area (offices etc) a proportion of the resident population will work from home with reduced requirement to travel outside of the Plan area for work purposes. In order to provide an alternative to those who may have a reduced requirement to attend an outside workplace, the Local Authority will facilitate the development of a small-scale remote working hub at the lands identified as a neighbourhood centre within Old Connaught to facilitate 'hubwork'.

Objective SUV4– Remote Working Hub

It is an Objective to facilitate the development of a small-scale remote working hub at the neighbourhood centre lands to support a reduction in commuting distances and provide for workers who may want to gain access to office space outside of the home.

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6

Transport and Movement

6.1 Introduction

Old Connaught's future transport and movement network is a fundamental component in delivering a sustainable community focussed on compact and climate resilient growth. The planned delivery of the Luas Green Line to Bray presents a significant opportunity to create a sustainable urban village that benefits from future public transport investment and is supported by an integrated network of streets and routes that promote walking and cycling within the area.

Notwithstanding planned future public transport investment, the Old Connaught area is currently poorly served both in terms of the adequacy of what is, effectively, a local rural roads network, and any meaningful public transport infrastructure. Given the scale of residential development proposed in the Plan area it is imperative that a layer of both new and upgraded transport infrastructure is put in place to facilitate ease of movement both within and to and from the area.

This Chapter is primarily policy based. It is informed by an Area Based Transport Assessment (ABTA) which includes recommendations with regard to the proposed transport strategy for the LAP area. This Chapter should be read in conjunction with Chapter 4 – Spatial Strategy and Site Development Frameworks – and Chapter 11 – Phasing and Implementation – which include more detailed location specific transport objectives and the strategy to deliver transport infrastructure on a phased basis in parallel with population growth.

6.2 Vision and Principles

A strategic objective of this Draft Plan is to manage existing and future transport demand in a sustainable manner by developing an integrated transport network with a primacy of soft modes and public transport and a coherent vehicular movement network. The principles of this approach include:

- **Compact and Connected** - the creation of a compact and connected Old Connaught through integrating land use and transportation, thus promoting compact climate resilient growth.
- **Transport Orientated Development** - Focussing land-use and densities across the area in a manner that maximises opportunities for the integration of land use and transport planning, with an emphasis in the short term on a bus based public transport system and in the long term on the planned extension of the Luas Green Line.
- **Place-shaping** - the creation of an attractive place for people to live through a 'people first' design approach, promoting opportunities for safe and attractive ways of travelling by active modes.

6.3 Sustainable Transport Infrastructure - Policy Context

There is significant support and commitment for the upgrading of transport and public transport infrastructure at Old Connaught, both at government level and with the relevant transport agencies. The following section provides an overview of the pertinent plans/studies which are relevant in this regard.

6.3.1 Project Ireland 2040

Project Ireland 2040 includes the National Planning Framework (NPF), which sets the overarching spatial strategy for the country, along with the National Development Plan, which sets out the ten-year investment strategy. The 'N11/M11 Capacity Enhancement' is identified as a national road project in the National Development Plan 2021-2030. In the EMRA Regional Spatial and Economic Strategy 2019-2031, the N11/M11 Scheme is identified as a key transport infrastructure investment in the Dublin Metropolitan area.

As part of the N11/M11 Junction 4 to Junction 14 Improvement Scheme, the preferred route option published in 2021 indicated an upgrade of Junction 5 of the M11 to include a second roundabout on the western side of the Junction, which would allow for direct access between Old Connaught and the N11 and Dublin Road (see Figure 6.1). At present this Scheme is suspended as the funding has not been made available to progress the project in the 2021-2025 period of the National Development Plan. The progression of this scheme is subject to Exchequer funding and NDP scheduling priorities. Notwithstanding, it is a policy of the Council to co-ordinate and co-operate with Transport Infrastructure Ireland, the Department of Transport, the National Transport Authority and Wicklow County Council to progress the N11/M11 Junction 4 to Junction 14 Improvement Scheme.

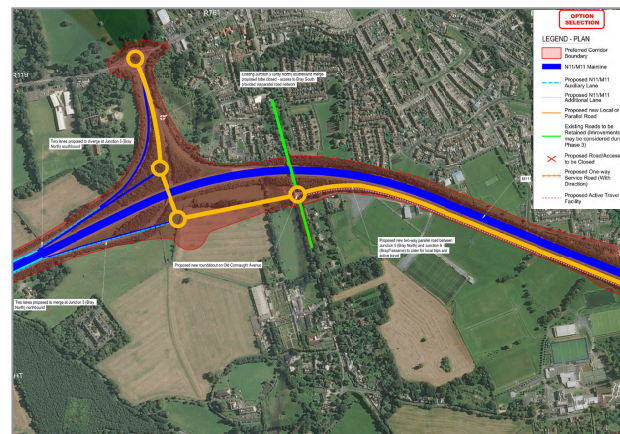


Figure 6.1: N11/M11 Junction 4 to Junction 14 Improvement Scheme Preferred Corridor and Road Improvement Option Plan Layout

The N11/M11 Bus Priority Interim Scheme (BPIS), developed separately to the N11/M11 Junction 4 to Junction 14 Improvement Scheme offers a practicable interim solution for implementation in advance of the larger and more comprehensive scheme. The overriding objective of the N11/M11 BPIS is to develop a proposal for the provision of bus priority measures on the N11/M11 national road. It is expected that priority facilities can be used by buses/coaches to avoid congested traffic lanes and help to reduce the current unsustainable dependency on the private car.

The Section 28 Guidelines, 'Spatial Planning and National Roads' (2012) provides that Local Area Plans should identify any land required for future national road projects including objectives that:

- Retain required lands free from development; and
- Ensure that measures are put in place so that any adjacent development of sensitive uses, such as housing, schools and nursing homes, are compatible with the construction and long-term operation of the road.

The Guidelines further provide that development objectives, including the zoning of land, must not compromise the route selection process, particularly in circumstances where road scheme planning is underway and potential route corridors or upgrades have been identified. In accordance with these Guidelines, it is Policy of the Council to protect the preferred route corridor of the N11/M11 Junction 4 to Junction 14 Improvement Scheme and prohibit development that could prejudice its future delivery.

Policy OCLAP24 – N11/M11 Upgrades

It is Policy to co-ordinate and co-operate with Transport Infrastructure Ireland, the Department of Transport, the National Transport Authority and Wicklow County Council to progress the N11/M11 Junction 4 to Junction 14 Improvement Scheme and/or the N11/M11 Bus Priority Interim Scheme, as appropriate.

Policy OCLAP25 – Motorway and National Routes

It is Policy to protect motorways and national routes and associated junctions in accordance with the Section 28 Guidelines 'Spatial Planning and National Roads' (2012). The Council will protect the preferred route corridor of the N11/M11 Junction 4 to Junction 14 Improvement Scheme and prohibit development that could prejudice its future delivery.

6.3.2 National Sustainable Mobility Policy (2022)

The National Sustainable Mobility Policy sets out a strategic framework to 2040 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an Action Plan to 2025 which contains measures to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys.

6.3.3 Spatial Planning and National Roads Guidelines for Planning Authorities (2012)

These Section 28 Ministerial Guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 kmh speed limit zones for cities, towns and villages. The Guidelines put the onus on Local Authorities to develop sustainable and complementary local transport strategies that cater for the requirements of local developments, as well as to discourage short trip usage of national roads and motorways. Old Connaught is located in close proximity to the M11 and its associated junctions and as such the Draft Plan has had regard to the Guidelines.

Policy OCLAP26 – Spatial Planning and National Roads

It is Policy that future transport development in the Draft Plan area shall have regard to the requirements of the Spatial Planning and National Roads Guidelines to protect the National Road Network.

6.3.4 Transport Strategy for the Greater Dublin Area 2022-2042

The overall aim of the GDA Transport Strategy 2022 – 2042 is to provide a sustainable, accessible, and effective transport system for the Greater Dublin Area which meets, among other items, the region’s climate change requirements. The objectives of the Strategy include improving connectivity between people and places and delivering a high quality, equitable and accessible transport system.

Section 12.3.6 of the GDA Transport Strategy states that, based on analysis undertaken, the NTA is satisfied that sufficient demand exists for the extension of the Luas Green Line from Bride’s Glen to Bray and that a project should be pursued to meet this demand. Measure LRT5 from the GDA Transport Strategy states the following:

*"Measure LRT5 – Luas Bray
It is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area."*



The Strategy states that the alignment and the locations to be served between Bride’s Glen and Bray have yet to be determined and will be subject to detailed design and planning work. In accordance with the overarching transport objective, the extension of the Luas Green Line has been integrated, as far as reasonably practicable, into the Transport Strategy for the area. While this Draft Plan incorporates a reservation corridor to safeguard lands for the potential routing of the Luas through Old Connaught, it does not seek to pre-determine the independent route selection process which has not yet been undertaken. Figure 6.2 illustrates the proposed 2042 light rail network, which illustrates the proposed Luas extension from Bride’s Glen to Bray.



Figure 6.2: Proposed 2042 LUAS network (Source: GDA Transport Strategy 2022-2042)

The GDA Transport Strategy also supports the implementation of the BusConnects Core Bus Corridor Programme which, it states, will provide the backbone of the regional transport system into the future and compliment public investment in the rail network. It is the intention of the NTA to implement 12 Core Bus Corridors as illustrated in Figure 6.3. The ‘Bray to City Centre’ Core Bus Corridor is located within close proximity (c. 500m) to the east of the Draft Plan area and will provide a high frequency public transport service. This Scheme was permitted in January 2025 and is due to commence shortly.

Policy OCLAP27 – Luas Green Line Extension

It is Policy to support the extension of the Luas Green Line southwards in order to serve the Bray and Environs area.



Figure 6.3: BusConnects Dublin Core Bus Corridors (Source: GDA Transport Strategy 2022-2042)

6.3.5 Greater Dublin Area Cycle Network Plan (2022)

The GDA Cycle Network Plan comprises part of the GDA Transport Strategy 2022-2042 and consists of the Urban Network, Inter-Urban Network and Green Route Network for the GDA. At Old Connaught, the existing road network primarily comprises part of the inter-urban network, see Figure 6.4. The

Plan also includes a proposed feeder connection from Thornhill Road across the M11 to Bray. There are limited additional proposals within the Draft Plan area reflecting the primarily undeveloped nature of Old Connaught.

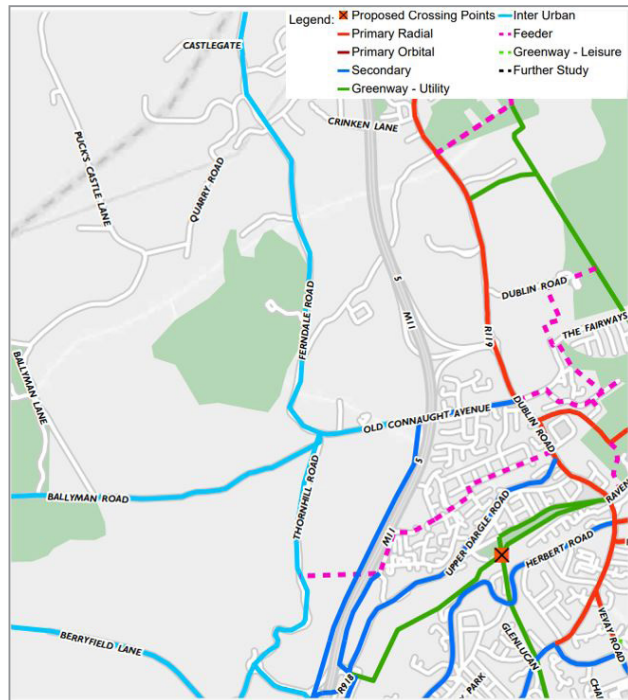


Figure 6.4: 2022 GDA Cycle Network Plan – Bray & Enniskerry (Extract)

6.3.6 EMRA Regional Spatial and Economic Strategy 2019-2031

The Regional Spatial and Economic Strategy 2019 – 2031 sets out the long-term spatial planning and economic framework for the Eastern and Midland Region.

Old Connaught comprises a component part of the 'Key Town' of Bray which is Tier 3 in the settlement hierarchy for the Region. In terms of transport, Regional Policy Objectives 4.37 and 4.38 provide that the westward extension of the Key Town of Bray is to be coordinated between Wicklow County Council, dlr County Council, and the relevant transport agencies to facilitate the delivery of key enabling transport infrastructure and services. In accordance with these policies, the Area Based Transport Assessment (ABTA) which informs this Draft Plan was prepared in collaboration with the National Transport Authority, Transport Infrastructure Ireland and Wicklow County Council.

Policy OCLAP28 – Co-ordination with Transport Agencies

It is Policy to continue to co-ordinate and co-operate, as appropriate, with Wicklow County Council and the relevant transport agencies to facilitate the delivery of key enabling transport infrastructure and services to support the sustainable development of Old Connaught.

6.3.7 dlr County Development Plan 2022-2028

The dlr County Development Plan 2022-2028 is consistent with national and regional planning policy on transport.

The County Development Plan adopts the Avoid – Shift – Improve approach. This approach changes the emphasis from moving cars to moving people with a focus on demand management. It's also based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the energy efficiency of motorised transport modes. The aim is to reduce congestion, create more liveable cities and reduce greenhouse gas emissions.

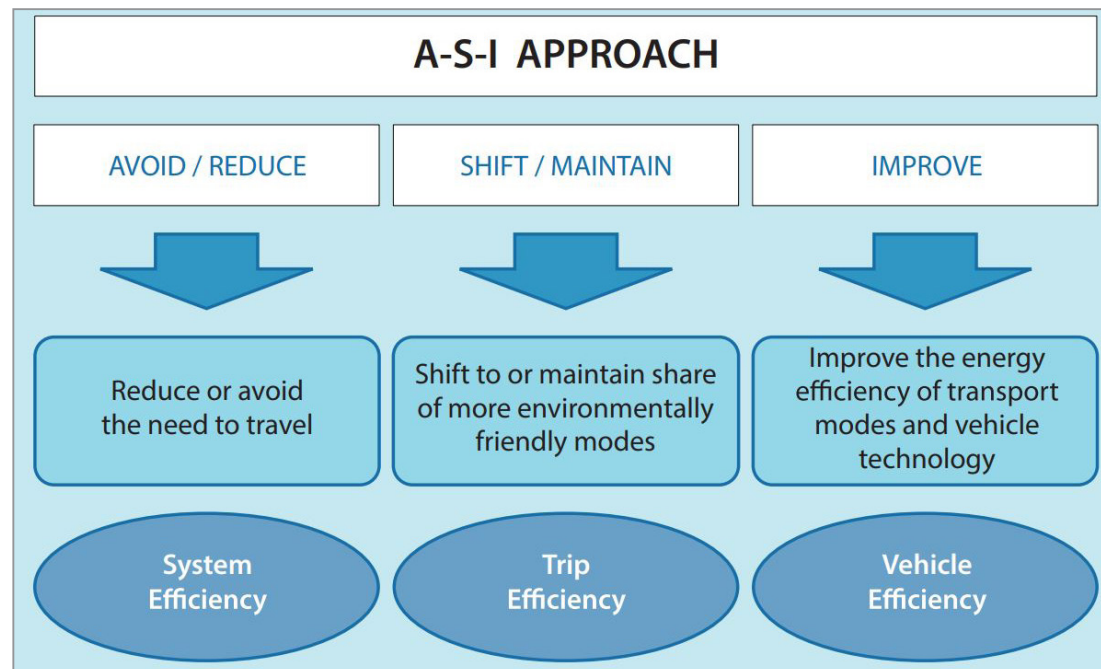
Policy Objective T3 of the County Development Plan supports the delivery of transport enabling infrastructure to allow development take place in accordance with the Core Strategy of the County

Development Plan. The County Development Plan notes that transport infrastructure requirements for Old Connaught will take into account the findings of the ABTA prepared as part of the Old Connaught LAP plan-making process.

Policy Objective T6 of the County Development Plan recognises that the provision of a good quality bus infrastructure and associated services has the potential to provide the capacity needed to move large volumes of people who travel to work, education, shops and leisure facilities around the County and beyond each day. The policy supports the implementation of the bus network measures as set out in the NTA Transport Strategy for the GDA, the BusConnects programme, and the extension of the bus network to other areas where appropriate.

In accordance with the NTA Transport Strategy for the GDA, Policy Objective T9 of the County Development Plan supports the extension of the Luas Green Line from Brides Glen to the Bray area.

With regard to promoting and facilitating different modes of transport, walking and cycling are given highest priority under the County Development Plan. Policy Objective T11 promotes the development of a quality, integrated walking and cycling network, with improvements to permeability forming a key aspect of this.



6.4 Area Based Transport Assessment for Old Connaught

An Area Based Transport Assessment (ABTA) was undertaken to inform the preparation of this Draft Plan, as an integral part of the overall Infrastructure Capacity Assessment Study. The key purpose of the ABTA is to guide the future transport and mobility needs of the Old Connaught area, taking into account the transport demand arising from existing and projected development.

In terms of the Study Area, the ABTA for Old Connaught was undertaken in conjunction with an ABTA for Rathmichael (see Figure 6.5) to ensure a co-ordinated and integrated approach to transport assessment to support two of the Core strategy identified primary growth areas located in the southeast area of Dún Laoghaire-Rathdown.

The ABTA approach, in some instances, requires the development of concept to demonstrate that proposed transport interventions are feasible and to give the public a good sense of what is being proposed. The details of proposals are not final and may be subject to further change if projects are brought forward for detailed design and development.

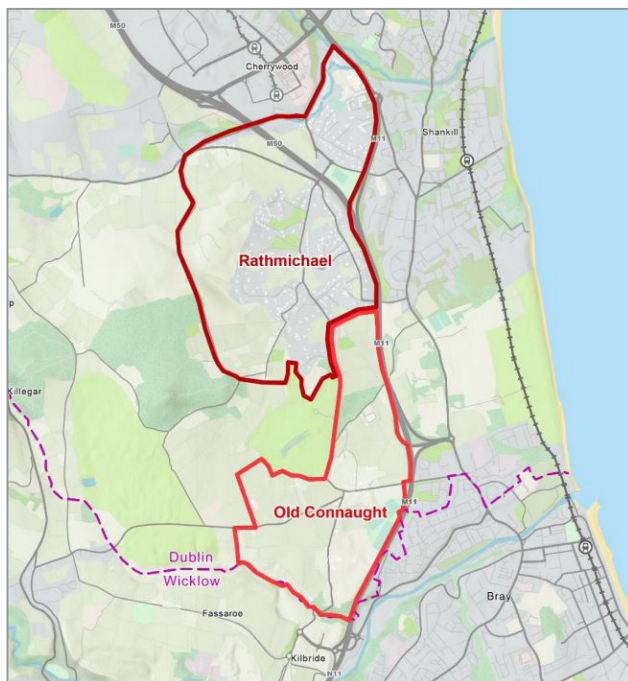


Figure 6.5: ABTA Study Area

6.4.1 ABTA Methodology

The Old Connaught ABTA was undertaken following the guidelines set out in NTA/TII's 'ABTA Advice Note' (2018), the NTA/TII's 'ABTA How To Guide Pilot Methodology' (2021) and the NTA's 'Area Based Transport Assessment and Local Transport Plans Supplementary Advice Note' (2024). Figure 6.6 illustrates the stages of the ABTA process.

As part of the ABTA process, an initial baseline assessment is undertaken along with establishing context by identifying principles and objectives and establishing forecast demand. Following this, options are developed, which in this case are specific infrastructure or soft measures for each transport mode. The Options Assessment is conducted utilising a Multi-Criteria Analysis (MCA), in which the options are compared based on criteria which are specific to the different modes. The outcome of the MCA process informs the transport strategy, with some transport schemes not considered further, and the remaining transport schemes being sorted by priority.

This Transport and Movement Chapter contains elements of the ABTA identified preferred strategy including interventions which have emerged from the iterative ABTA process and the Draft Local Transport Plan. As an iterative process, changes may be made to the ABTA as identified by the preferred strategy through the Draft Plan plan-making process.

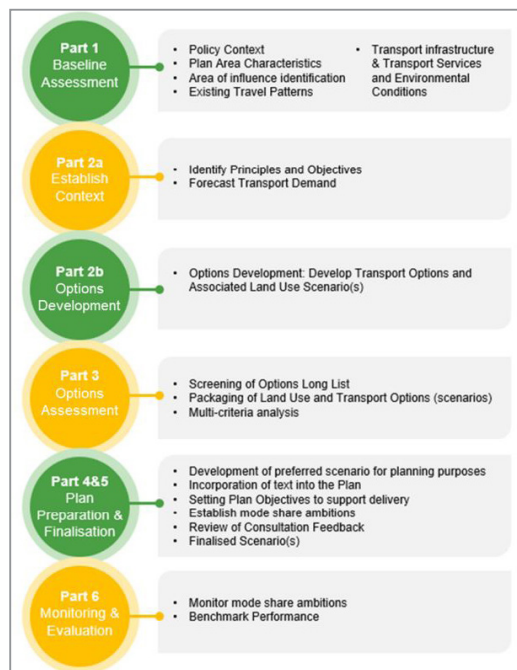


Figure 6.6: ABTA Stages Overview

6.4.2 ABTA Baseline Assessment

The aim of the ABTA Baseline Assessment was to establish a clear understanding of the existing spatial characteristics, land uses, transport conditions and constraints relating to the Draft Plan area.

6.4.2.1 Existing Travel Patterns

Census data indicates that most trips from Old Connaught to work and school or college are made by car which is the dominant mode of transport. Both the percentage of trips to work, school and college by car, and car ownership, are higher than the average in Dún Laoghaire-Rathdown. This, in part, reflects the low provision of formal pedestrian and cyclist infrastructure at Old Connaught and the limited availability of public transport services to support significant levels of use for commuters.

Approximately 50% of people living in the Draft Plan area have commuting trips of less than 30 minutes. The lower journey times are likely due to the relatively high number of jobs and schools within the vicinity of the Old Connaught area, and the high usage of car for commuting trips. Trip destination and commuting times for work and schools indicate that some car trips could be replaced by active travel and/or enhanced public transport. It is considered that there is potential to reduce car dependency with improvements to active travel and network and public transport services.

6.4.2.2 Existing Transport Infrastructure

A detailed review was undertaken of existing transport infrastructure in the Old Connaught area. An overview of the findings of this review are set out below.

i Active Travel Infrastructure

Active travel involves travelling with a purpose, using your own energy via sustainable means. It includes walking, wheeling, and cycling or the use of self-powered, non-motorised scooters as part of a purposeful journey. For example, walking to school and cycling to work are both considered forms of active travel.

The availability of footpaths within the Draft Plan area is limited and roads are narrow, which may deter residents from making journeys on foot. Road junctions within the area have limited safe crossing facilities for pedestrians and cyclists. The majority of the existing community services within close proximity of the Draft Plan area are located to the east of the M11 and there is limited pedestrian connectivity to encourage walking to these services. The M11 acts as a barrier to pedestrian permeability to the east.

No formal cycle network exists in the Old Connaught LAP area. Similar to the pedestrian network, the existing cycling network is limited, with cyclists only being able to use the existing, mostly

narrow roads that have no provision of cycle lanes. Although there are employment, social and community facilities within a 10-minute cycle catchment, there are limited connections across the M11 to facilitate ease of access via sustainable modes. Figure 6.7 illustrates some of the primary active travel constraints in the Draft Plan area based on the existing transport network.

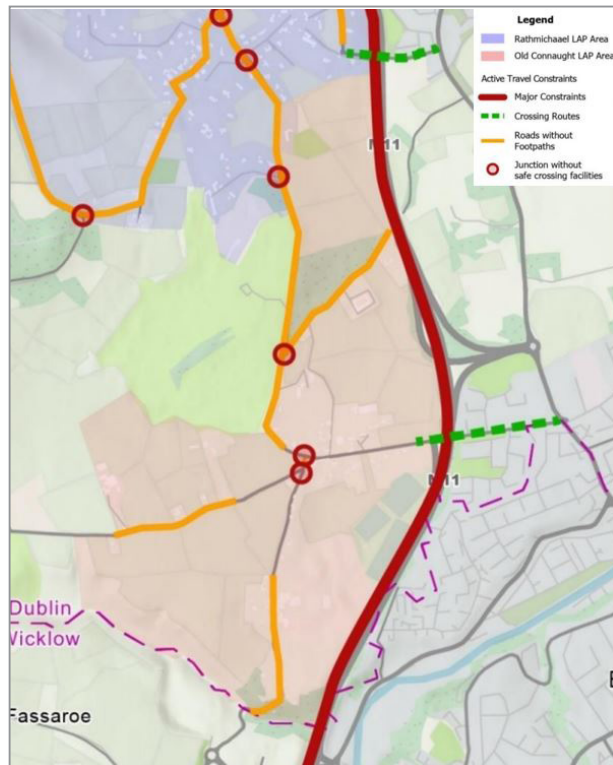


Figure 6.7: Current Active Travel Constraints and existing Crossing Routes

ii Public Transport Infrastructure and Services - Bus and Rail

The Draft Plan area is not currently served by public transport. The nearest bus services all run to the east of the LAP area, along Dublin Road (c. 500m to the east of the Draft Plan area).

Public Transport Accessibility Analysis (PTAL) was used to assess transport connectivity in the area. PTAL gives an overview of how well an area is connected by public transport. The score is a combination of the walk time to the transport stop (bus or rail) and the level of service at that stop. As well as walk time and frequency, the calculation also introduces the average wait time at a stop and a reliability factor which is different for rail and bus. The findings of the PTAL analysis for Old Connaught are illustrated in Figure 6.8. The results indicate the lack of

public transport options currently available to residents at Old Connaught.

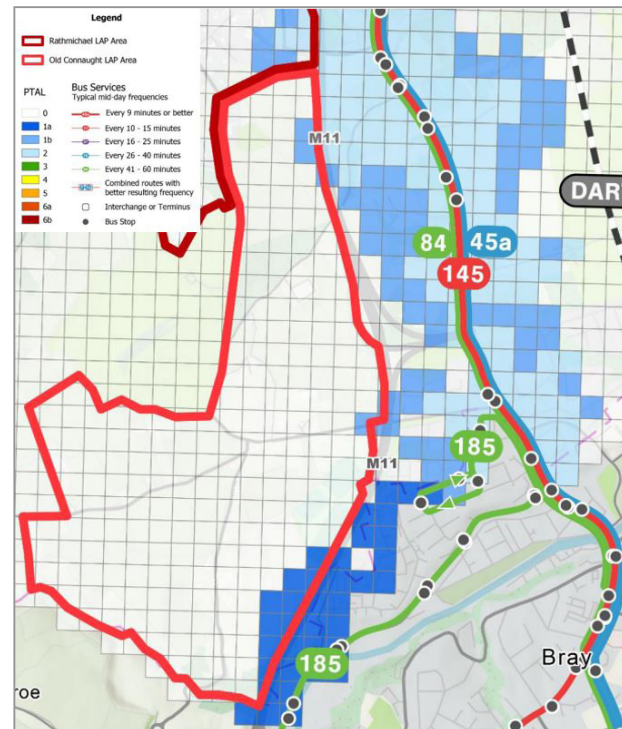


Figure 6.8: PTAL output for the Old Connaught LAP area

As part of the BusConnects Dublin Network Redesign programme, new bus routes are being introduced in the vicinity of the LAP area. The 24-hour 'E Spine' E1 replaces the former 145/155 route and provides very frequent buses from Bray to the City Centre via the Old Dublin Road. This bus service is located c. 500m to the east of the Draft Plan area.

The nearest existing DART station to Old Connaught is located c. 2km to the east at Bray. A new station at Woodbrook, which is halfway between the existing Shankill and Bray stations, is currently nearing completion and is due to open in 2025. While the Luas Green Line currently terminates at the Brides Glen station at Cherrywood, under the GDA Transport Strategy 2022 – 2042 it is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area (see section 6.6.3).

iii Road Network – Vehicular Routes

The road network and hierarchy within the Draft Plan area and surrounds is illustrated in Figure 6.9. The M11 forms the eastern boundary of the plan area. The existing roads in Old Connaught

are primarily rural in nature with limited potential to facilitate residential development at scale. Local roads within the area include Old Connaught Avenue, Ferndale Road, Ballyman Road and Thornhill Road, as well as undefined/residential-style roads.

There is only one bridge crossing of the M11 within the Draft Plan area at Old Connaught Avenue, which provides for vehicles and includes pedestrian footpaths. The motorway network generally acts as a physical barrier between Old Connaught and lands to the east of the Plan area. Traffic volumes are relatively low within the area with the highest volumes observed at the junction of Ferndale Road and Thornhill Road. Outside of the area, the signalised junction of Dublin Road, Corke Abbey Avenue, and Old Connaught Avenue has the largest observed volumes.

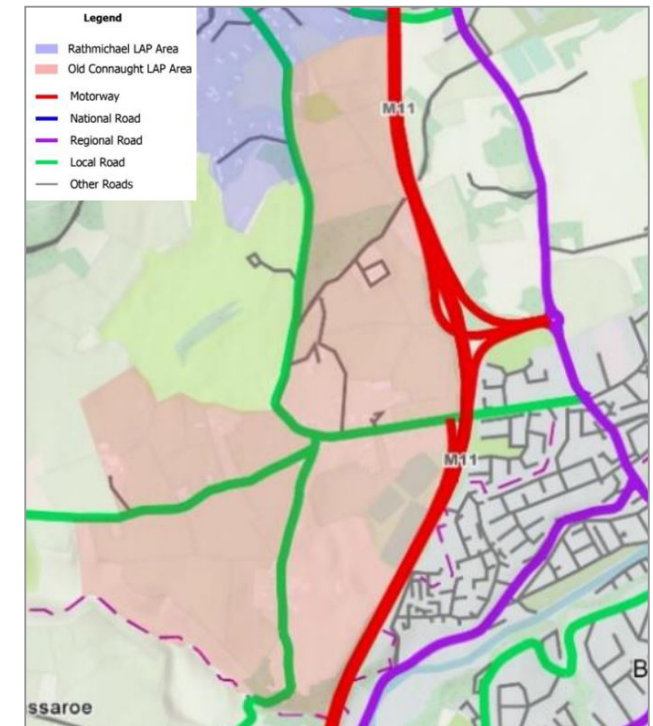


Figure 6.9: Existing Road Network in the Old Connaught LAP area

6.4.3 Transport Strategy Considerations

This section outlines the high-level transport strategy considerations for the Draft Plan area informed by the ABTA Baseline Assessment.

6.4.3.1 Active Travel

Active travel should be prioritised in the transport hierarchy to support the development of a sustainable community at Old Connaught. Walking and cycling should be common, safe and attractive particularly for short trips to schools, work, amenities, services and to access public transport.

A key element of the transport strategy for the area should be the improvement of active travel (i.e. walking and cycling) infrastructure both within and to adjacent areas, see Figure 6.10. As indicated in the Baseline Report, a high proportion of trips to/from the area are local trips, and so it is important that these are encouraged to be taken by active travel as opposed to by private car.

Bray is the primary settlement adjacent to the Draft Plan area; therefore, connection between the area and Bray is important. Access to public transport such as the DART and the BusConnects Bray to City Centre Core Bus Corridor (CBC) should be facilitated through improved active travel connections, in advance of any potential extensions or new routes provided.

Permeability between the area and adjacent settlements should be addressed. Providing active travel across the M11 is a key element of the active travel strategy as it would help strengthen connections to adjacent settlements and provide more direct access to facilities and services and reduce the need for residents to rely on private cars. In addition to new external connections, a network of internal active travel infrastructure is required to support the sustainable development of the Old Connaught area.

6.4.3.2 Public Transport

There is an opportunity to provide new public transport infrastructure and services to serve the Draft Plan area. Potential options for bus improvements include: the provision of accessible and reliable bus services to directly serve Old Connaught; connecting future bus routes to key destinations (e.g. Bray); and the integration of future bus routes with major bus schemes including BusConnects on Dublin Road and N11/M11 Bus Priority Interim Scheme.

Potential options in terms of rail improvements include: the integration of the Green Line Luas extension to directly serve Old Connaught; the integration of future bus routes with the proposed Green Line Luas extension; and the integration of future bus routes with nearby DART stations such as Bray and the forthcoming station at Woodbrook.

Improvements in active travel infrastructure would improve sustainable connections with existing/planned public transport infrastructure.



Figure 6.10: Long Term Strategic Active Travel Connectivity

6.4.3.3 Road Network - Vehicular Routes

In terms of strategy considerations for vehicular routes, the strategy for the road network should take into consideration the requirements of the Section 28 Guidelines 'Spatial Planning and National Roads' (2012), requirements of the Transport Strategy for the GDA to protect the national road network, as well as the National Investment Framework for Transport in Ireland Investment Priorities setting out hierarchy of modes and interventions. Thus, the priority for the Draft Plan area is to ensure that sustainable transport modes (i.e., walking, cycling and public transport) are considered first to minimise the impacts on the existing and planned road network.

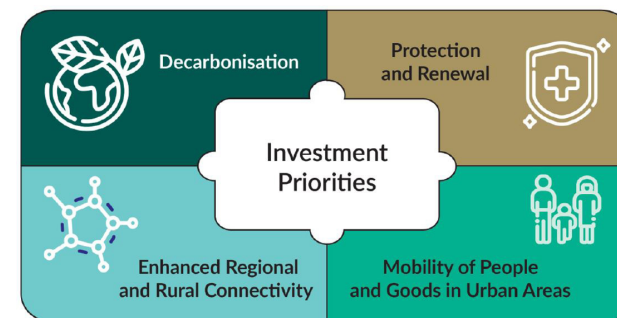


Figure 6.11: National Investment Framework for Transport in Ireland Investment Priorities

Potential local vehicular circulation measures should be identified to ensure that adequate capacity is provided at Old Connaught whilst ensuring that the priority is still sustainable transport modes. Principles for local vehicular circulation should include: the introduction of new vehicular road links, where deemed appropriate; improving the safety of the existing road network; the re-allocation of road space to prioritise sustainable transport modes (i.e., walking, cycling and bus); and, the potential creation of one-way systems, where possible, which would allow for road space reallocation for active travel infrastructure, removing the need for road widening.

In terms of the wider road network, the M11 provides a challenge in terms of the future development of the Draft Plan area. The motorway comprises a physical barrier which limits residents in the area accessing services and facilities in settlements to the east. New linkages across the motorway would serve to better integrate Old Connaught with the existing built up area.

A direct motorway connection from Old Connaught to the M11 would reduce the potential traffic impacts on local roads. However, the provision of such direct access to the motorway would likely have a negative impact on the sustainable transport characteristics of the Draft Plan area, by encouraging private car trips above active travel or public transport.

Notwithstanding, it is acknowledged that the preferred route option of the N11/M11 Junction 4 to Junction 14 Improvement Scheme indicates an upgrade of Junction 5 to include a second roundabout on the western side of the junction, which would allow for direct access between Old Connaught and the M11/Dublin Road. Having regard to the national status of this potential scheme, it is considered that that the transport strategy for the Draft Plan should make provision for the N11/M11 Junction 4 to Junction 14 Improvement Scheme to be progressed.

6.5 Overarching Transport Policies

The following section details transport and movement policies and objectives which underpin the Draft Plan.

Policy OCLAP29 – Integration of Land Use and Transport

It is Policy to actively support sustainable modes of transport at Old Connaught and ensure that land uses are aligned with the provision and development of high-quality public transport systems.

Policy OCLAP30 – 10 Minute Neighbourhood Concept

It is Policy to promote and facilitate the '10-minute' settlement concept at Old Connaught where a range of facilities and services are accessible in a short walking and cycling timeframe from homes or are accessible by high quality public transport located within a short walk from home.

Policy OCLAP31 – Modal Shift

It is Policy to provide an environment which supports moving people from the private car to more sustainable modes.

Policy OCLAP32 – Delivery of Enabling Transport Infrastructure

It is Policy to support the delivery of enabling transport infrastructure in a planned and sequential manner in accordance with the Phasing Strategy set out in Chapter 11 – Phasing and Implementation.

Policy OCLAP33 – Environmental Assessment of Transport Infrastructure

It is Policy that, where appropriate, proposed transport infrastructure projects, that are not already permitted or provided for by existing plans/programmes/etc. which have been subject to environmental assessment, will be subject to the undertaking of a Corridor and Route Selection Process in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection. The detail associated with such projects referred to in this Draft Plan is non-binding and indicative.

Objective TM1 – Universal and Inclusive Design

It is an Objective to ensure that future transport infrastructure within the Draft Plan area is designed to be accessible to all. The following guidance in particular should be referred to:

- Design Manual for Urban Roads and Streets (DMURS).
- Centre for Excellence in Universal Design (National Disability Authority).
- Age-Friendly Ireland.

- Safe Routes to School.
- Child Friendly Cities and Communities Handbook.

6.6 Old Connaught Transport Strategy

The following section sets out the strategic level transport strategy for the Old Connaught area. Transport and movement policies and objectives relate to active travel, the public transport network, vehicular circulation and road and traffic management. All objectives arising from the ABTA process which are included in this Draft Plan have been subject to Strategic Environmental Assessment / Appropriate Assessment.

This section focusses primarily on the strategic policy framework for transport and movement at Old Connaught. This Chapter should be read in conjunction with Chapter 4 – Spatial Strategy and Site Development Frameworks – and Chapter 11 – Phasing and Implementation - which include additional detailed and location specific transport objectives relating to the Draft Plan area.

6.6.1 Transport Strategy - Overview

The proposed transport strategy for Old Connaught provides a balanced approach to transport provision in which the needs of sustainable modes are prioritised while still accommodating

necessary vehicular circulation and movement both through the area and integration as part of the wider area.

Figures 6.12, 6.13 and 6.14 illustrate the proposed active travel, public transport and vehicular route network across the entire Draft Plan area. The level of proposed transport infrastructure is extensive, but necessary in order to support the scale of development planned at Old Connaught for the existing and new communities. The mapping of proposed transport infrastructure is indicative and based on intended function and purpose. The detailed design of proposed transport infrastructure will be developed in the future as part of the individual schemes.

Objective TM2 – Old Connaught Transport Strategy

It is an Objective to implement the proposed transport infrastructure illustrated in Figures 6.12, 6.13 and 6.14 (as additionally illustrated in Figures 6.15, 6.18 and 6.20) to facilitate access to and within the area by all travel modes.



Ballyman Road Sketch

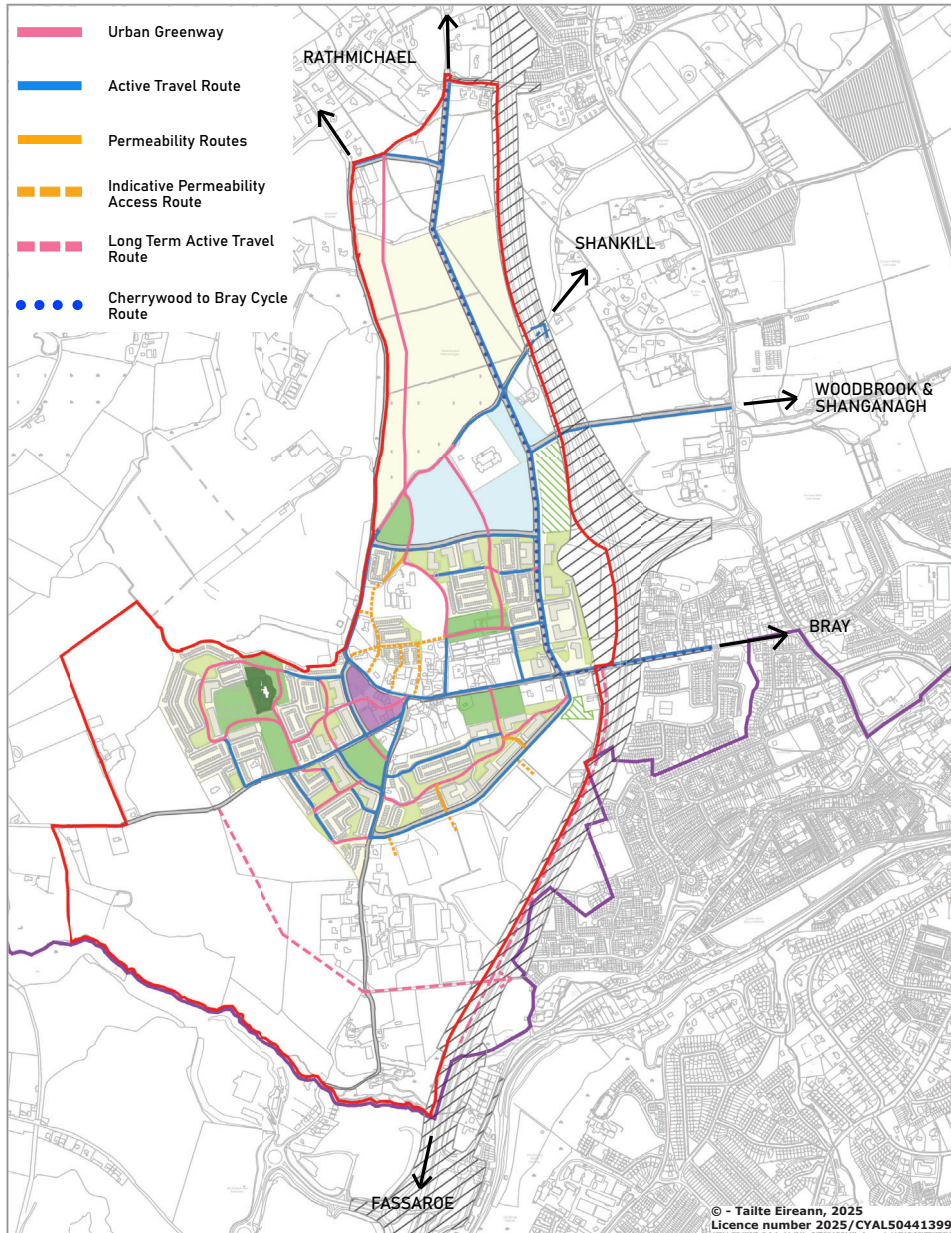


Figure 6.12: Proposed Active Travel Network for Old Connaught (Full LAP Area)

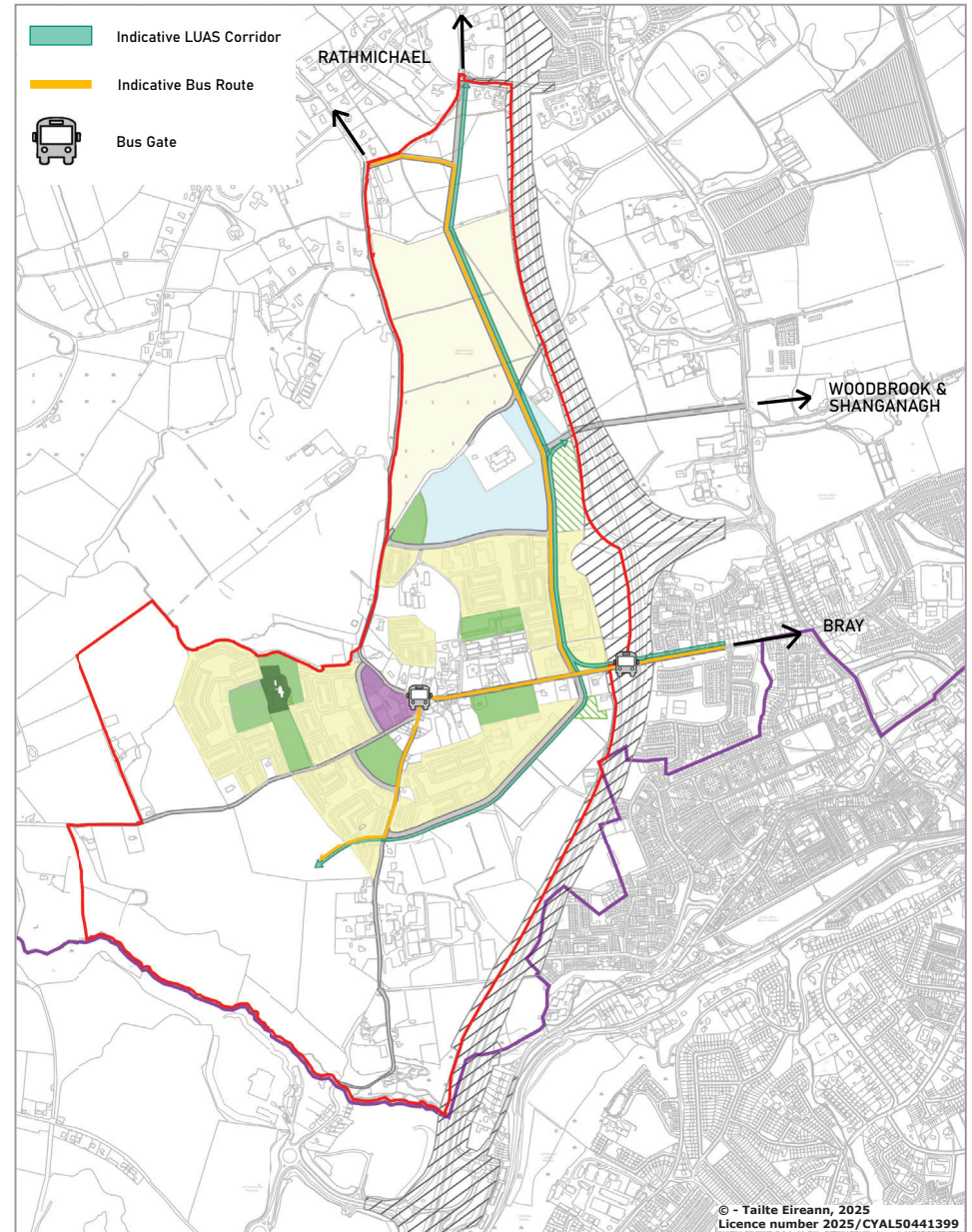


Figure 6.13: Proposed Public Transport Network for Old Connaught (Full LAP Area)

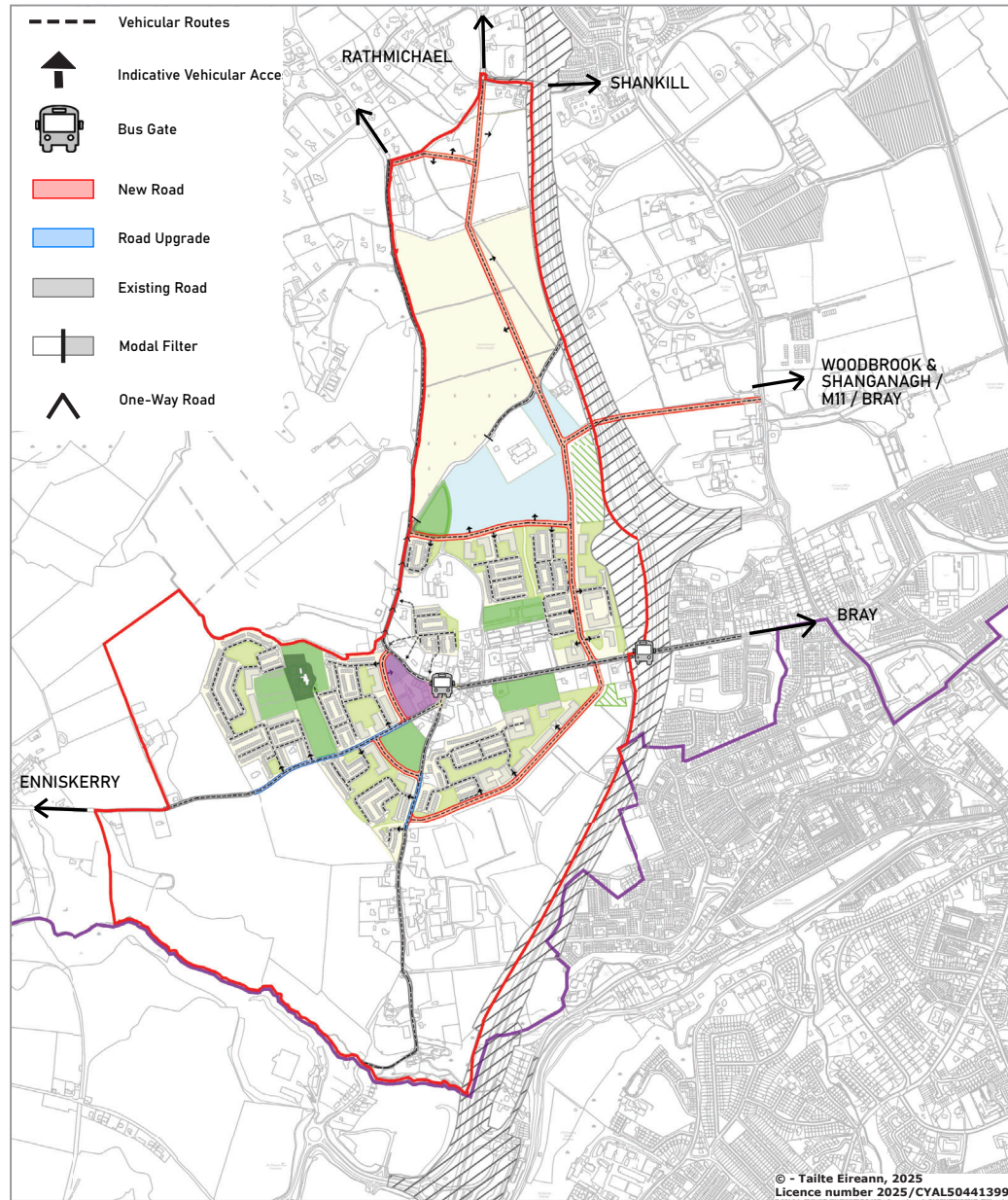


Figure 6.14: Proposed Vehicular Transport Network for Old Connaught (Full LAP Area)

6.6.2 Active Travel Infrastructure

The proposed active travel network across the entire Old Connaught LAP area is illustrated in Figure 6.12. For clarity purposes, the extents of the mapping are provided at an area-wide level focussed on the primary areas identified for significant development in Figure 6.15.

Active travel is prioritised in the transport hierarchy for the area to support the development of a sustainable community at Old Connaught underpinned by walking and cycling infrastructure. The proposed network is integrated and connected and allows for pedestrians, cyclists, and other micromobility users to traverse the area in a safe and relatively direct manner.

The proposed active travel network focusses on the improvement of active travel infrastructure both within the Old Connaught area and to adjacent areas. A network of internal active travel infrastructure is proposed to enable both existing and future residents to move around the local area easily and comfortably and in a sustainable way – along footpaths and cycle tracks and green routes. The proposed active travel network for the area is fully integrated and holistic and is designed to connect residential areas with the full range of services and amenities planned for the area including schools, local shops, public transport, open space and parks and recreational facilities. Proposals for the incorporation of bus gates along Old Connaught Avenue (see Section 6.6.3) support a traffic calmed village core at Old Connaught and will promote an improved active travel environment.

In terms of external connectivity, the provision of new/upgraded active travel infrastructure with areas east of the M11 will facilitate easier access to nearby settlements and destinations including Bray Town and existing and proposed public transport services such as Woodbrook and Bray Dart Stations, and the BusConnects Bray to City Centre Core Bus Corridor along Dublin Road. The active travel strategy includes proposals for active travel bridges at Allies River Road and Love Lane which would serve to re-connect these historically severed connections and significantly improve active travel connectivity across the M11. The Strategy also makes provision for a proposed strategic greenway route which would connect Cherrywood and Bray via Old Connaught, all subject to compliance with NTA and TII Publications where applicable.

The table below lists the active travel infrastructure proposed for the Old Connaught area. The active travel network illustrated in Figures 6.12 and 6.15 is not exhaustive and additional routes/infrastructure may be identified to provide local active travel access and routes as part of more detailed development proposals. Further detail with regard to the phasing of active travel infrastructure is set out in Chapter 11 – Phasing and Implementation.

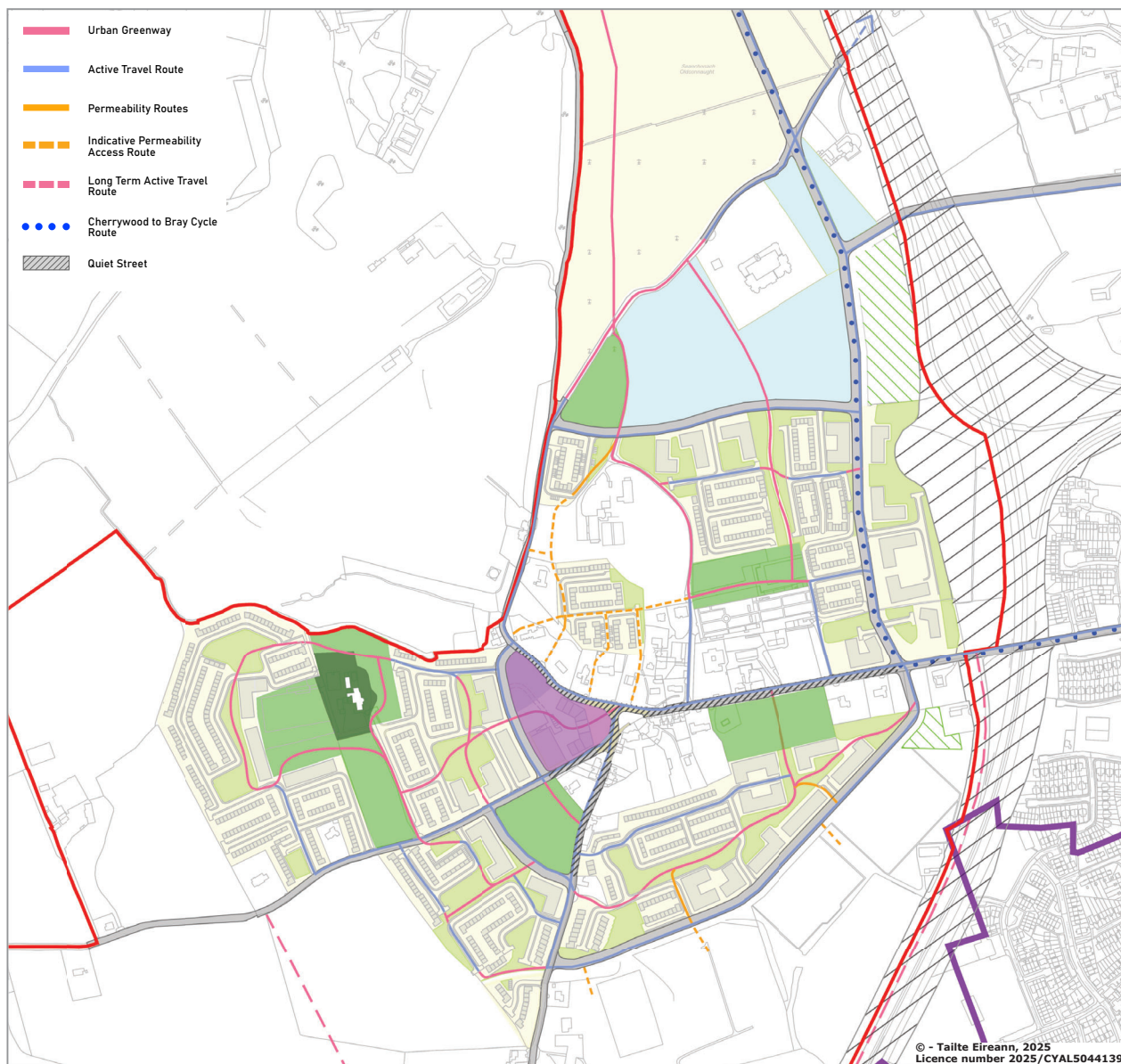


Figure 6.15: Proposed Active Travel Network for Old Connaught (Primary development area)

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Active Travel Infrastructure

- Internal active travel network (active travel upgrades to the existing transport infrastructure network and area-wide provision of new active travel infrastructure).
- Allies River Road active travel bridge and active travel connection with lands east of the Draft Plan area.
- Love Lane active travel bridge and active travel connection with lands east of the Draft Plan area.
- Strategic greenway route connecting Cherrywood and Bray via Old Connaught.

Objective TM3 – Active Travel Network

It is an Objective:

- To provide a plan-led approach to the delivery of a connected active travel network across the Draft Plan area. Subject to detailed design, the intended routing, function and purpose of the active travel network (as illustrated in Figures 6.12 and 6.15) shall, where practicable, be achieved. Further details with regards to the proposed active travel network is set out in Chapter 4 – Spatial Strategy and Site Development Frameworks, and Chapter 11 – Phasing and Implementation.
- That as part of the development management process, proposals for new development in the Draft Plan area must demonstrate how the proposal positively contributes to the proposed network of pedestrian and cycle linkages within the Draft Plan area.
- That deviations from the proposed active travel network, as illustrated in Figures 6.12 and 6.15, may be considered by the Planning Authority on a case-by-case basis to allow for flexibility in scheme design.

Objective TM4 – Walking and Cycling

It is an Objective:

- To prioritise walking and cycling in the internal route hierarchy, to create a network of walking and cycling routes within the Plan area and to improve circulation and permeability.
- That all proposed access points, routes and streets must connect logically with the existing/proposed street network to aid legibility, permeability and walkability and also must complement local user desire lines.
- To ensure that active travel network provides attractive, legible and direct links to the neighbourhood centre, schools, public transport, parks, amenities and services, and the wider area outside the Draft Plan boundary.

Objective TM5 – Pedestrian and Cycle Safety

It is an Objective to enhance pedestrian and cycle safety through the provision of safe road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary.

6.6.2.1 Active Travel Permeability

Permeability describes the extent to which an urban area facilitates the movement of people by either walking or by cycling. Filtered permeability measures aim to separate sustainable modes of travel from private vehicle traffic to give them an advantage in terms of speed, convenience and safety. Filtered Permeability measures can include closure of existing streets to vehicular traffic using planting, bollards, etc.; providing a link for active travel, including pedestrians and cyclists via existing cul-de-sacs or through fences/blank walls; and/or providing a link for active travel including pedestrians and cyclists via green areas or along water courses.

The proposed transport strategy for the Old Connaught area makes provision for the introduction of filtered permeability as follows:

- Allies River Road is a narrow roadway which is tree and hedgerow lined. It is identified as making a significant positive contribution to the character of the area. It is proposed to preserve the stretch of Allies River Road from Ferndale Road to the entrance of Ferndale Court for active travel only. Vehicular access to Ferndale Court will be maintained and accessed via the new north-south link road rather than the current access arrangement via Ferndale Road.

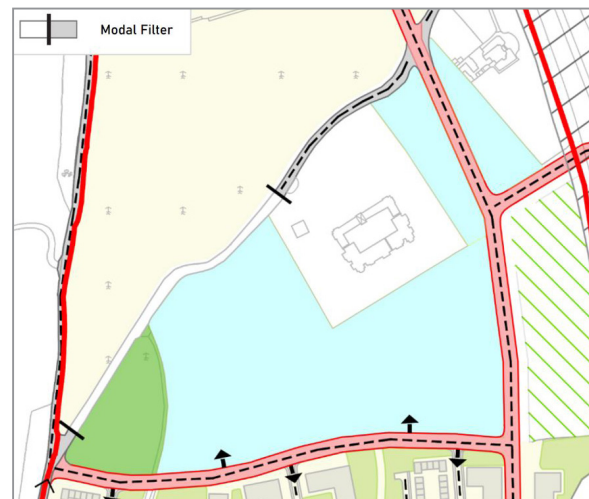


Figure 6.16: Proposed Filtered Permeability at Allies River Road

It is highlighted that proposals for filtered permeability and movement interventions on the existing road network at Old Connaught are proposed at the strategic level in principle. The details of proposed filtered permeability interventions are subject to more detailed design and development, which will incorporate public engagement as part of the process.

The active travel network illustrated in Figures 6.12 and 6.15 is designed to maximise active travel permeability at Old Connaught. Notwithstanding, in some instances, the existing built environment may limit the potential to deliver evident desire line active travel routes. The Council will seek to explore all potential opportunities to maximise permeability, on a case by case basis, where clear existing or future desire lines exist. In this context, it is noted that routes indicated in Figures 6.12 and 6.15 as 'Indicative Permeability Access Routes' represent permeability objectives through a general area rather than an exact location specific routing.

Objective TM6 – Filtered Permeability

It is an Objective to progress opportunities for filtered permeability across the Old Connaught area which support improvements in active travel whilst maintaining access for existing vehicular users. Proposals for filtered permeability interventions will be subject to detailed design and development and will incorporate public engagement as part of the process.

Objective TM7 – Active Travel Permeability

It is an Objective that new development or significant re-development proposals will be required to maximise permeability and connectivity for pedestrians and cyclists where practicable and appropriate.

6.6.2.2 Cycle Parking Facilities

An essential element of active travel infrastructure is well designed and integrated cycle parking provision within new developments. With the significant increase in resident population and accompanying improvements in active travel infrastructure, there will be a need for significant additional cycle parking within the area to meet the anticipated demand.

Policy with regard to cycle parking is primarily set out in the dlr County Development Plan 2022-2028 and the Sustainable Residential Development and Compact Settlements Guidelines (2024). The Council will support the provision of high-quality short-stay and long-stay public cycle parking at key locations across the Old Connaught area. Furthermore, it is an objective of the Council to provide for the integration of cycle parking with public transport provision in the Draft Plan area.



Cycle and Scooter Parking at a School Site

Policy OCLAP34 – Cycle Parking

It is Policy to provide high quality cycle parking and cycle storage facilities across the Old Connaught LAP area in accordance with inter alia the provisions of the dlr County Development Plan 2022-2028 and the Sustainable Residential Development and Compact Settlements Guidelines (2024).

Objective TM8 – Cycle Parking

It is an Objective to:

- Provide for safe and secure cycle parking at appropriate locations within the Draft Plan area and in particular close to the neighbourhood centre, schools, parks, recreation and community facilities and residential units.
- Provide for the integration of cycle parking at public transport stops across the Draft Plan area.

6.6.2.3 Public Rights-of-Way

A public right of way is identified in the north of the Draft Plan area connecting Crinken Lane and Ferndale Road. It is an objective of the Council to secure the retention of this established public right of way in accordance with Policy Objective GIB14 of the dlr County Development Plan 2022-2028.

Objective TM9 – Public Right of Way

It is an Objective to secure the retention of the established Public Right of Way connecting Crinken Lane and Ferndale Road, in accordance with Policy Objective GIB14 of the dlr County Development Plan 2022-2028.

6.6.3 Public Transport Network

The proposed public transport network across the entire Old Connaught LAP area is illustrated in Figure 6.13. For clarity purposes, the extents of the mapping are provided at an area-wide level focussed on the primary areas identified for significant development in Figure 6.18.

Having regard to the scale of transport infrastructure required to support the sustainable development of Old Connaught, the delivery of public transport infrastructure and services will be undertaken on a phased basis, with interim solutions required, in accordance with the phasing strategy set out in Chapter 11 – Phasing and Implementation.

In the short to medium term, it is proposed that growth at Old Connaught will be underpinned primarily by a bus based public transport system. In the medium to long term, provision is included for the extension of the Luas network to serve the Old Connaught area. The operational elements of the future public transport system – both bus and light rail - including specific routing, frequencies, and stop locations, are subject to further assessment to be conducted by the National Transport Authority and Transport Infrastructure Ireland. The Council will engage with the relevant statutory transport authorities to encourage and facilitate the delivery of public transport infrastructure in a timely manner to support planned population growth in the Old Connaught area.

In terms of existing bus provision, high frequency services at the Dublin Road, located c. 500m to the east of the Plan area, will comprise the primary accessible public transport option to support initial phases of development primarily in the east of the Old Connaught area where walking times are lower. The 'Bray to City Centre' Core Bus Corridor Scheme was permitted in January 2025 and will further improve bus transport services at this location.

In terms of bus services directly serving the Old Connaught area, it is proposed, as an output of the ABTA process, that Old Connaught is served by a bus route running from Rathmichael in the north along the newly proposed north-south road through the eastern side of the Draft Plan area, connecting with the Old Connaught Village Core via Old Connaught Avenue and onwards to Bray. It is envisaged that the proposed new vehicular bridge over the M11 (see section 6.6.4 below), could also comprise a fundamental component of the bus network, connecting Old Connaught with the Old Dublin Road, facilitating more direct access to existing and planned public transport facilities, amenities and services. The proposed public transport network also includes a long term objective for the potential future provision of a busway over the Ballyman Glen which would connect Old Connaught with Fassaroe.

The exact service and routing of proposed bus routes to serve the Old Connaught area will be subject to further analysis and

consultation with the NTA but may be delivered in the form of a local route or offshoot of the existing E-spine depending on the needs of the area, however, it should, over time, be of a high frequency to support planned population growth.

In terms of local level interventions, it is proposed that two bus gates are implemented along Old Connaught Avenue, one at the junction of Ferndale Road and Thornhill Road, and one along the Old Connaught Avenue bridge across the M11. A 'Bus Gate' is a short section of road that only buses and authorised vehicles can go through. This can be enforced through appropriate signage, along with traffic signalling where required. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. It is intended that the bus gates at Old Connaught will only be introduced subsequent to the delivery of the requisite area-wide road infrastructure to support their implementation.

The proposed bus gates at Old Connaught will reduce through traffic and create an active travel and public transport priority area within Old Connaught Village and along Old Connaught Avenue as far as the junction with Dublin Road. A safer active travel environment will be created by reducing overall vehicular traffic levels. A key benefit for the Village Core will be quieter, safer roads with less traffic and pollution and an improved public realm and local community environment. Outside of the Draft Plan area, the proposed bus gates will also improve accessibility to existing and proposed public transport services such as the Dart Stations at Bray and Woodbrook and the BusConnects Bray to City Centre Core Bus Corridor along Dublin Road.



Figure 6.17: Bus Gates and Traffic Calming at Old Connaught

In terms of light rail, as stated in the GDA Transport Strategy 2022-2042, the planned extension of the Luas Green Line including route alignment and locations to be served between Bride's Glen and Bray has yet to be determined and will be subject to detailed design and planning work. Notwithstanding, an indicative Luas reservation corridor is identified and integrated as part of the proposed transport network to serve the Draft Plan area. The Council has engaged with the NTA and TII who are supportive, at a strategic level, of the principle of maintaining a reservation corridor through the Old Connaught LAP area to potentially provide for a light rail service. The TII have undertaken a high level initial assessment of the proposed reservation corridor which has informed the indicative reservation corridor identified in the Central Character Area at Old Connaught.



Existing Luas Green Line at Brides Glen

In terms of the potential Luas spur between Old Connaught and Fassaroe, it is noted that while this is identified in the dlr County Development Plan 2022 – 2028, it is not indicated as part of the GDA Transport Strategy. Notwithstanding, in order to accord with the provisions of the County Development Plan, it is an objective of the Council to reserve a corridor free from development for the potential provision of public transport infrastructure connecting Old Connaught and Fassaroe.

Where public transport reservation corridors are identified in the Draft Plan area, it is an objective that potential interim uses for these reservation corridors, which do not serve as a substitute for necessary permanent infrastructure, will be considered on a case by case basis.

Mobility Hubs can significantly broaden the transport offer for their catchment and add to the appeal and attractiveness of sustainable transport by ensuring that people can easily change services to access a wider range of places by these modes. At the local level, it is an objective of the Council to liaise with relevant stakeholders to establish the feasibility of providing Mobility Hub/s at Old Connaught.

Public Transport Infrastructure

- Bus Gates.
- High frequency bus route to serve the Draft Plan area.
- Extension of the Luas Green Line southwards in order to serve the Bray and Environs area.
- Potential future Luas spur connecting Old Connaught and Fassaroe.
- Potential future busway bridge connecting Old Connaught and Fassaroe across the Ballyman Glen.

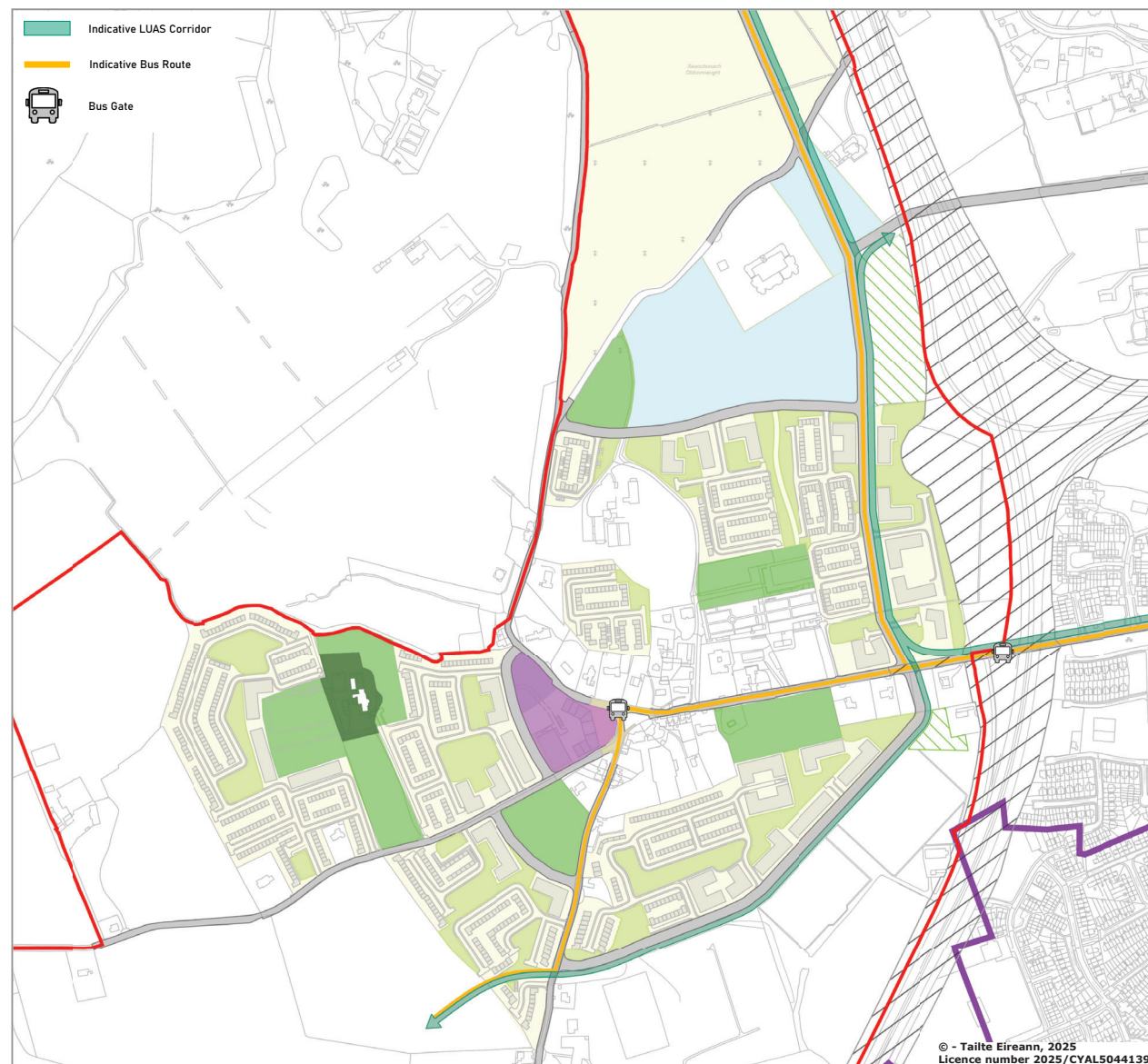


Figure 6.18: Proposed Public Transport Network for Old Connaught (Primary development area)

Policy OCLAP35 – Bus Priority Measures

It is Policy to facilitate and promote bus priority measures, where required, across the Draft Plan area.

Objective TM10 – Public Transport Strategy

It is an Objective to support and facilitate the development of an integrated public transport network at Old Connaught, in association with relevant transport providers, agencies and stakeholders.

Objective TM11 – Bus Infrastructure

It is an Objective to engage with the NTA, as the responsible statutory body, to facilitate the extension of the bus network to provide high frequency bus services to support planned population growth in the Old Connaught area.

Objective TM12– Bus Stop Provision

It is an Objective to work with the NTA to determine the location and siting of bus stops and/or shelters within the Plan area in a manner that:

- Minimises walking distances between primary origin and destination land uses and bus stops.
- Is fully accessible to all users and is aligned with safe, secure and well-lit routes and crossing points on desire lines.
- Incorporates additional place-making opportunities and wayfinding signage where appropriate.

Objective TM13– Green Line Luas Extension

It is an Objective to seek the extension of the Luas Green Line to serve the Old Connaught area and to actively seek the provision of Luas stops within the Draft Plan area.

Objective TM14 – Transport Orientated Development

It is an Objective to promote the role of Old Connaught as a location suitable for Transport Orientated Development, supported by the planned extension of the Luas Green Line.

Objective TM15 – Light Rail Reservation Corridors

It is an Objective of the Council that proposed light rail reservation corridors identified in Figures 6.13 and 6.18 are reserved for the purpose of public transport infrastructure. Potential interim uses for the reservation corridors, which do not serve as a substitute for necessary permanent infrastructure, will be considered on a case by case basis.

Objective TM16 – Public Transport Interchange

It is an Objective to support and facilitate potential opportunities at Old Connaught for public transport interchange between light rail and the bus network.

Objective TM17 – Mobility Hubs

It is an Objective to liaise with relevant stakeholders to establish the feasibility of providing Mobility Hubs at Old Connaught.

6.6.4 Vehicular Circulation

The proposed vehicular circulation network across the entire Old Connaught LAP area is illustrated in Figure 6.14. For clarity purposes, the extents of the mapping are provided at an area-wide level focussed on the primary areas identified for significant development in Figure 6.20.

Having regard to the existing rural-type road network at Old Connaught, and the planned levels of growth envisaged, the level of vehicular infrastructure upgrades is extensive. The delivery of road upgrades and new road schemes to support sustainable development at Old Connaught will be undertaken in a phased basis in accordance with the provisions of Chapter 11 – Phasing and Implementation.

One of the primary objectives of the proposed vehicular network is the intention to create a traffic calmed village core at Old Connaught. This will be achieved by the introduction of new peripheral routes around the village including a new link road travelling north and westwards connecting Old Connaught Avenue and Ferndale Road, a new link road to the south connecting Old Connaught Avenue and Thornhill Road, the introduction of a one way northbound system on a portion of the southern section of the existing Ferndale Road close to the village core, and shorter sections of new link roads linking Thornhill Road with Ballyman Road, and Ballyman Road with Ferndale Road. It is the intention for the new link roads to be low speed streets with active travel infrastructure and active frontage from surrounding development, as opposed to car dominant 'outer orbital' style roads and the proposed northbound section of the existing Ferndale Road to feature active travel measures.

North-south vehicular movement will be improved by the provision of a proposed new north south link road adjacent and parallel to the M11 motorway connecting Old Connaught Avenue in the south to Ballybride Road/Crinken Lane in the north. A new link road will connect the north-south road to Ferndale Road in the north of the LAP area, taking the pressure off the southern extents of Ferndale Road to carry high volumes of traffic.

East-west vehicular movement across the M11 is proposed to shift from the existing route along Old Connaught Avenue to a new vehicular road overbridge proposed to the north of Junction 5 connecting with Dublin Road in the east, subject to Spatial

Planning and National Roads guidelines and compliance with TII Publications. The new vehicular overbridge would be accessed via the new north-south link road. The progression of the proposed overbridge would allow for the subsequent implementation of the proposed bus gates and the creation of a public transport and active travel priority street with low traffic volumes whilst still allowing for local access to properties. It is intended that the bus gates at Old Connaught will only be introduced subsequent to the delivery of the requisite overall area-wide road infrastructure to support their implementation.

It is noted that if alterations to M11 Junction 5 are progressed, as part of the N11/M11 Junction 4 to Junction 14 Improvement Scheme, then re-consideration will be given to the progression or otherwise of the proposed vehicular overbridge.

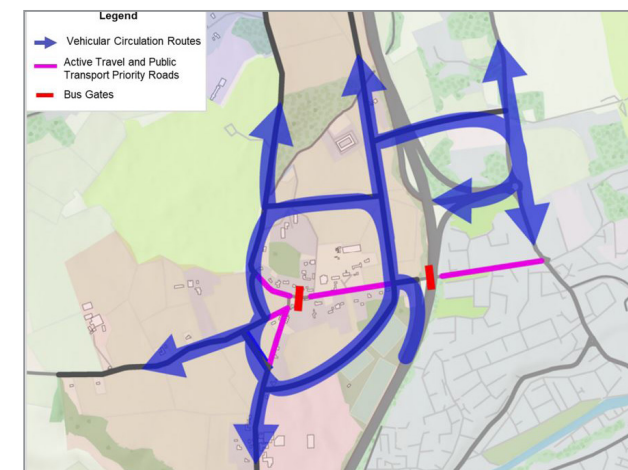


Figure 6.19: Vehicular Circulation at Old Connaught

Vehicular Transport Infrastructure

- New link roads in the periphery of Old Connaught Village which allow for the removal of through traffic along Old Connaught Avenue. New link roads include:
 - Old Connaught Avenue to Ferndale Road
 - Old Connaught Avenue to Thornhill Road
 - Thornhill Road to Ballyman Road
 - Ballyman Road to Ferndale Road
- New road and bridge linking Old Connaught to the Dublin Road (M11 overbridge to Dublin Road or the N11/M11 Junction 4 to Junction 14 Improvement Scheme in this vicinity) subject to compliance with TII Publications.
- New road running north-south, connecting Ballybride Road/Crinken Lane with Old Connaught Avenue. New link road connecting Ferndale Road and the new north-south link road.

- Area wide road upgrades.
- New residential streets.
- Introduction of a one way northbound system on a portion of the southern section of the existing Ferndale Road close to the village core.

Objective TM18 – Vehicular Transport Network

It is an Objective to provide a plan-led approach to the delivery of a connected vehicular transport network across the Draft Plan area. Subject to detailed design, the intended routing, function and purpose of the vehicular transport network (as illustrated in Figure 6.14) shall, where practicable, be achieved and shall be subject to compliance with TII Publications where applicable.

Further details with regards to the proposed vehicular transport network is set out in Chapter 4 – Spatial Strategy and Site Development Frameworks, and Chapter 11 – Phasing and Implementation.

Objective TM19 – Roads and Streets

It is an Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the local road network at Old Connaught whilst ensuring that the priority is still sustainable transport modes, subject to compliance with TII Publications where applicable.

Objective TM20 – Road Schemes

It is an Objective that road schemes will be designed, as appropriate, to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision, including as applicable, the delivery of walking and cycling facilities off-line where this is considered to be a more attractive solution for these modes.

Objective TM21 – Reallocation of Existing Road Space

It is an Objective to progress opportunities for the re-allocation of existing road space for sustainable transport, active travel and/or public realm improvements.

Objective TM22 – Local Junction Improvements

It is an Objective to upgrade local junctions throughout the Draft Plan area, where required, through the development management process and other appropriate mechanisms, to support integrated transport proposals catering for all road users and to make a positive contribution to the public realm.

Objective TM23 – Traffic Calming

It is an Objective to create multi-functional streets, where appropriate, that balance 'movement' and 'place' and safety for all users within a traffic calmed environment.

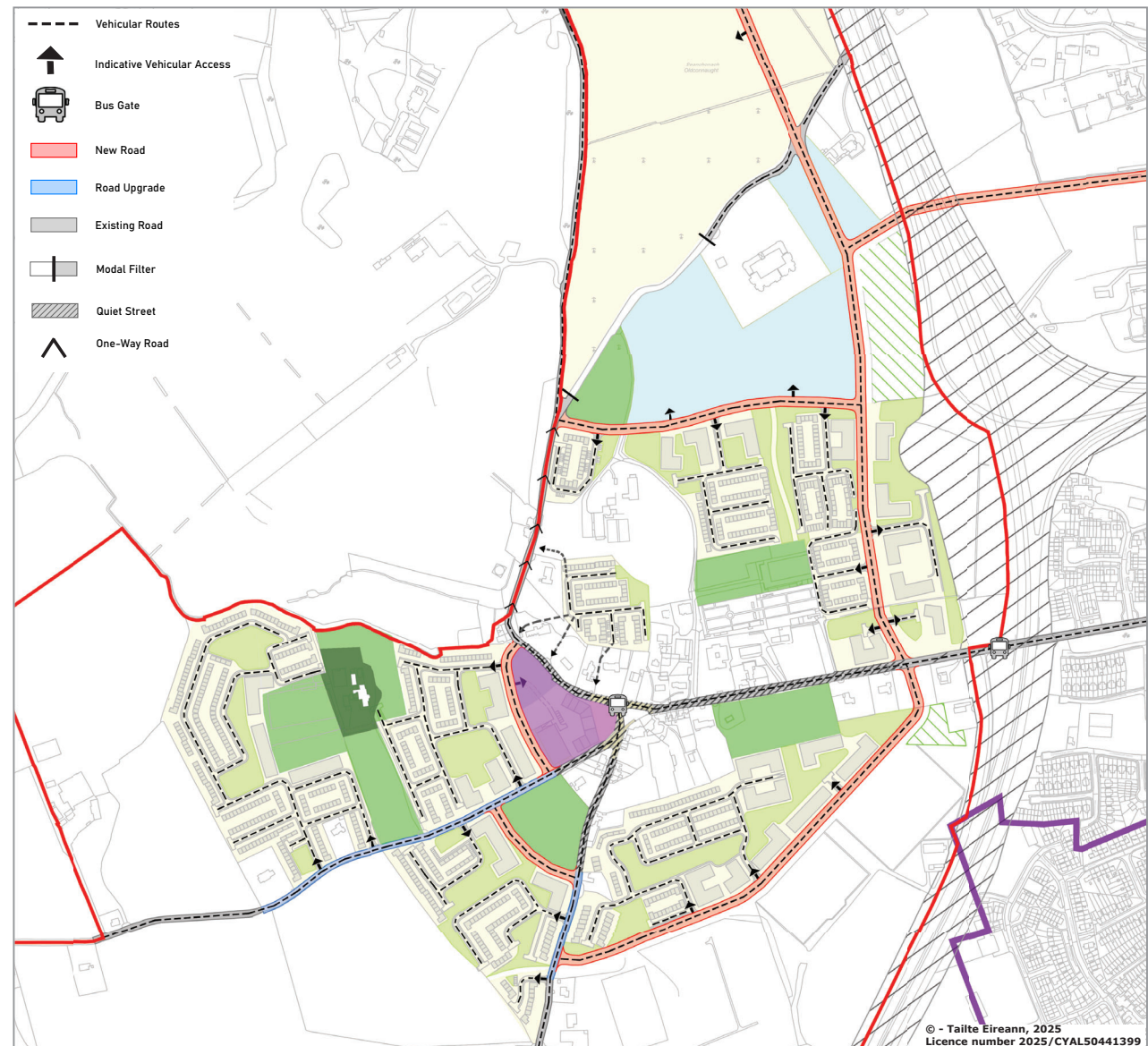


Figure 6.20: Proposed Vehicular Transport Network for Old Connaught (Primary development area)

6.6.5 Road and Traffic Management

The main objective of traffic management is to ensure that the transport system operates in an efficient manner, i.e. that the movement of people by public transport, walking and cycling, and the movement of goods, is not adversely affected by private car traffic, and that the impacts of traffic congestion can be minimised. Measures which confer an advantage on sustainable modes can help meet this objective. There are a range of measures that aim to manage the transport supply network in a way which places sustainable modes at the top of the road user hierarchy.

6.6.5.1 Speed Limits

The implementation of lower vehicular speed limits in urban areas has the potential to make the use of the streets by other modes safer. Streets with lower speed limits, and whose design requires motorists to slow down, encourage the use of sustainable modes. The reduction of speed limits is a key traffic management measure for the promotion of active travel and place-making. It is an Objective to support a low-speed environment, where appropriate, across the Old Connaught area.

Objective TM24 – Speed Limits

It is an Objective to support a low-speed environment, where appropriate, across the Draft Plan area. The road layout of new residential, commercial, and/or mixed-use developments shall be designed in accordance with DMURS which seeks to create self-enforcing 30km/h zones.

6.6.5.2 Transition Zones and Gateways

The requirement for the provision of transition zones and gateways are informed by the Transport Infrastructure Ireland (TII) publication 'DN-GEO-03084 - The Treatment of Transition Zones to Towns and Villages on National Roads' (2021).

A transition zone is the zone between the rural environment and the more urbanised environment. A range of measures such as speed limit reductions and visual indicators such as planting of trees can be used to emphasise a change in environment and to encourage driver behaviour more appropriate to the new environment. Gateway features are easily identifiable elements along a route which signal a change of context. Gateways can be used to influence driver behaviour, wayfinding and signal an entrance to an urban area.

Objective TM25 – Transition Zones and Gateways

It is an Objective to review and assess the need for Transition Zones and Gateways at Old Connaught, subject to compliance with TII Publications.

6.6.5.3 Low Traffic Neighbourhoods and Home Zones

Low traffic neighbourhoods comprise groups of residential streets, bordered by distributor type roads, where 'through' motor vehicle traffic is either discouraged or removed entirely. In all cases, residents can still drive to their home and deliveries can still be made, but through movement is either inconvenient or simply not permitted. It is an Objective to seek to implement low traffic neighbourhoods in residential areas across the Old Connaught area.

A Home Zone is a street or group of streets designed to meet the needs of pedestrians, cyclists, children and residents and where the dominance of the car is reduced. The concept is that the space is shared between all users, rather than one user mode having priority, and vehicular through-traffic is removed. It is an Objective to seek to provide home zones in residential areas across the Old Connaught area.

Objective TM26 – Low Traffic Neighbourhoods

It is an Objective to seek to implement low traffic neighbourhoods in residential areas across the Old Connaught area.

Objective TM27 – Home Zones

It is an Objective to seek to provide home zones in residential areas across the Old Connaught area.

6.6.5.4 Safe Routes to School

The Safe Routes to School Programme is designed to encourage as many students as possible to walk and cycle to school. The Draft Plan area includes both existing schools (St. Kieran's and St. Gerard's) and also makes provision for new education facilities to support the expanding population. Other schools including inter alia the John Scottus school are located in immediate proximity to the Draft Plan area. It is an Objective to support the Safe Routes to School initiative across the Draft Plan area.

Objective TM28 – Safe Routes to School

It is an Objective to support the Safe Routes to School initiative and deliver walking and cycling infrastructure on key access routes from residential areas to schools and to provide 'front of school' treatments which will enhance access to school grounds.

6.6.5.5 Car Parking Management

The availability of car parking as part of residential development has a critical impact on travel choices for all journeys, including

local trips. In areas where car-parking levels are reduced studies show that people are more likely to walk, cycle, or choose public transport for daily travel.

The dlr County Development Plan 2022-2028 and the Section 28 Guidelines, 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' (2024), provide policy and guidance with regards to inter alia car parking standards for residential development. The Guidelines include a number of Specific Planning Policy Requirements (SPPR) including SPPR 3 which relates to car parking standards for residential development.

It is an objective of the Council to provide a plan-led approach to car parking standards to be applied across the Draft Plan area. Car parking standards for residential development to be applied at Old Connaught have had regard to the Section 28 Guidelines and are in accordance with SPPR 3. The following maximum standards (Table 6.1) shall apply across all new residential developments at Old Connaught, where such provision is justified to the satisfaction of the Planning Authority. These maximum standards do not factor in provision for additional car parking including for example car clubs and visitor parking.

In terms of non-residential car parking requirements, this will be assessed in accordance with Section 12.4.5 Car Parking Standards of the dlr County Development Plan 2022-2028. In terms of disabled and age friendly car parking, it is important to ensure that services and amenities across the LAP area are accessible to all.

Housing Type	Size	Maximum
House	1 bed	1 space per unit
	2 bed	1 space per unit
	3 bed or more	1.5 space per unit
Apartment	1 bed	1 space per unit
	2 bed	1 space per unit
	3 bed or more	1.5 space per unit

Table 6.1: Maximum Car Parking Standards at Old Connaught

Objective TM29 – Residential Car Parking

It is an Objective that car parking within the Draft Plan area is controlled so as to determine car use and promote sustainable travel modes. The maximum car parking standards set out in Table 6.1 shall apply across all new residential development within the Draft Plan area, where such provision is justified to the satisfaction of the Planning Authority.

Objective TM30 – Non-Residential Car Parking

It is an Objective that non-residential car parking will be assessed in accordance with Section 12.4.5 Car Parking Standards of the dlr County Development Plan 2022-2028 and will take an area-based parking approach parking that will:

- Discourage the use of on-street parking for long-stay purposes such as commuter parking.
- Support a hierarchy of car parking need in mixed-use areas, prioritising the needs of people with disabilities, Age Friendly users, parent & child and short-stay shopping.
- Ensure that the design and layout of parking facilities does not impede pedestrian and cycle desire lines to entrances to shops and local services.
- Reduce the visual impact of surface car parking through the development management process.
- Require the implementation of Green Infrastructure measures such as landscaping and grasscrete to reduce surface water run-off.
- Require minimum levels of visitor cycle parking levels and quality design in accordance with dlr's cycle parking design standards.

Objective TM31– Disabled and Age Friendly Car Parking

It is an Objective to ensure adequate provision of both disabled and age friendly car parking spaces at appropriate locations across the Draft Plan area.

Objective TM32 – Car Clubs and Car Sharing

It is an Objective to promote car clubs and car sharing schemes to aim to reduce the need for individual car ownership and encourage more sustainable travel.

6.6.5.6 Remote Parking and Vehicle Restriction Areas

Remote parking refers to the provision of parking locations which are not directly adjacent to the user's residence. Remote parking can reduce car impact in residential areas and allow better integration of sustainable mobility as space will be saved which would otherwise be utilised for private car parking directly adjacent to homes. Benefits of remote car parking include improved public realm and increased safety for pedestrians and cyclists, as residential streets carry less cars and priority is provided for children playing, pedestrians and cyclists.

Vehicle Restriction Areas can be implemented on a small or large scale, for instance at apartment scheme level or at a wider neighbourhood level. Car-free zones have the potential to confer

advantage to sustainable modes of transport, and to reprioritise the use of, and enhance, public space, while still maintaining limited access where some types of vehicles or owner-type are allowed.

Objective TM33 – Remote Parking and Vehicle Restriction Areas

It is an Objective to consider residential schemes, on a case by case basis, which seek to implement the principles of remote parking and vehicular restriction areas in an integrated manner.

6.6.5.7 Wayfinding and Smart initiatives

The built environment itself can be made legible through physical means, but additional measures may be required to support independent navigation. Wayfinding information includes infrastructure such as area maps and directional signage. The Draft Plan is supportive of applicable Smart Dublin Initiatives.

Objective TM34 – Wayfinding

It is an Objective that the Council in conjunction with the NTA ensure that a consistent wayfinding system will be introduced and maintained across Old Connaught's transport network and to develop Smart initiatives where applicable.

6.7 Decarbonising Motor Transport

Investment in sustainable transport is a key objective in the development of Old Connaught as a climate resilient low carbon community. Significant transport infrastructure is planned for the Draft Plan area, in particular infrastructure to support active travel in the form of walking and cycling, public transport improvements including bus services and longer term light rail infrastructure.

In line with the policy guidance of Section 3.4.3 of the dlr County Development Plan 2022-2028, the Draft Plan is committed to supporting and facilitating use of low emission vehicles and electric vehicles.

In terms of EV charging points and infrastructure, it is noted that, at present, there are no public EV charging infrastructure facilities located within the Draft Plan area. It is an Objective to support the provision of publicly accessible charge points and infrastructure across the Draft Plan area in accordance with the development management standards set out in Section 12.4.11 of the dlr County Development Plan 2022-2028.

Objective TM35 – EV Charging Infrastructure

It is an Objective to support the provision of publicly accessible charge points and infrastructure across the Draft Plan area in accordance with the development management standards set out in Section 12.4.11 of the dlr County Development Plan 2022-2028.

6.8 Urban Design and Placemaking in Transport Schemes

Placemaking is the process of creating quality places that people want to live, work, invest and spend time in. It is based on a simple principle; that if you plan for people and places, you get people and places. Better street design in urban areas, including the presence of active street frontages and facilities such as seating, incidental open spaces and shelter, will encourage more people to choose to walk, cycle or use public transport by making the overall experience safer, more accessible and attractive. It will lower traffic speeds, reduce unnecessary car use and create a built environment that responds more sympathetically to the local environment.

The Council recognises the potential for urban design and placemaking improvements in the design of transport infrastructure projects.

Objective TM36 – Urban Design in Major Transport Infrastructure Schemes

It is an Objective to require a high standard of urban design and placemaking in the planning and design of all major transport infrastructure schemes.

Objective TM37 – Urban Design in Active Travel Schemes

It is an Objective to require a high standard of urban design and placemaking in the planning and design of all active travel schemes.

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7

Green Infrastructure and Biodiversity

7.1 Introduction

This Chapter sets out how green infrastructure and biodiversity will be addressed in the Draft Plan. While the area has been intensively managed by humans through time, it remains predominantly rural in character. Planned change at Old Connaught presents both challenges and opportunities for green infrastructure and biodiversity. The dlr ecological network and biodiversity underpins green infrastructure. Green infrastructure is founded on biodiversity and the protection and integration of green infrastructure and biodiversity are fundamental considerations in guiding the future development of the area. This Draft Plan recognises green infrastructure as a key strategic asset which can aid in the creation of a climate resilient community at Old Connaught.

7.2 Policy Context

The dlr County Development Plan 2022-2028 identifies green infrastructure as a key strategic asset for the County, and one which can aid in the creation of a climate resilient County. Chapter 8 of the County Development Plan 'Green Infrastructure and Biodiversity' sets out overarching policies in relation to green infrastructure and biodiversity. The relevant policy objectives contained in the CDP apply to development in the Draft Plan area and therefore have not been duplicated in this Draft Plan.

This Draft Plan has had regard to the provisions of the dlr Biodiversity Action Plan 2021-2025. The Biodiversity Action Plan is focused on nature recovery, restoration and reconnection and establishes a county-wide ecological network (see Section 7.5.4) and sets out overarching objectives and more specific actions, the implementation of which will ensure the protection and restoration of identified ecological corridors. Theme 2 of the Biodiversity Action Plan seeks to, "Mainstream biodiversity into decision-making and improve the management of this valuable resource", including through inputting into Local Area Plans which offer potential in terms of addressing biodiversity at the local level.

7.3 Green Infrastructure

As set out in the County Development Plan, green infrastructure can be "...broadly defined as a strategically planned network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystem services and protect biodiversity in both rural and urban settings". Green infrastructure serves a wide variety of important functions including but not limited to provision of habitat, increased biodiversity, provision of ecological corridors, climate change adaptation and mitigation, water treatment, water retention, local amenity provision, air quality improvement, cultural and heritage preservation, provision of a mentally restorative environment and flood mitigation for nature-based solutions.

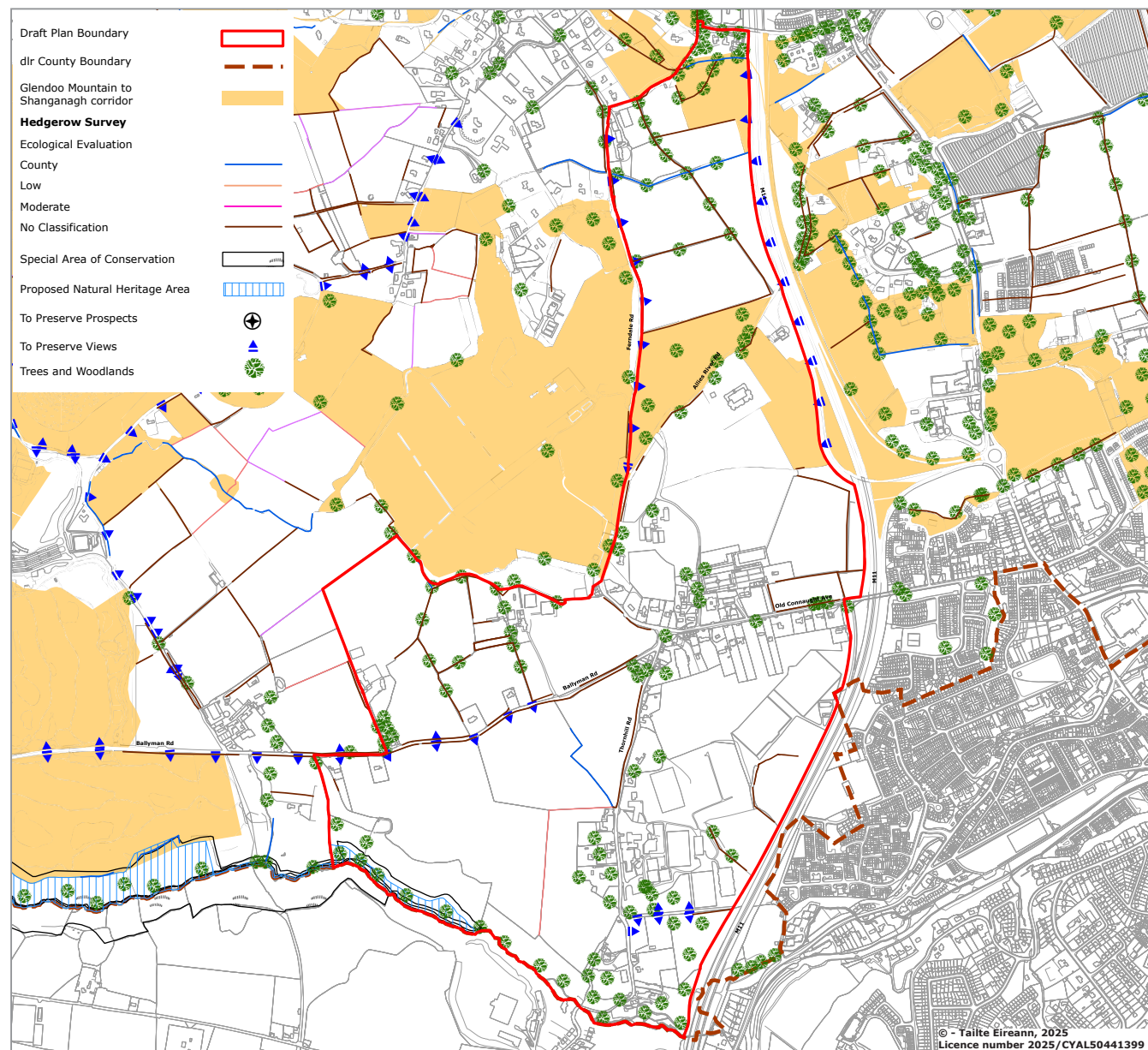


Figure 7.1: Map showing Biodiversity Importance in the Draft Plan area

At the Local Area Plan level, the green infrastructure approach for Old Connaught is about ensuring that development, where practicable and possible, protects existing green infrastructure and furthermore, encourages and facilitates, the creation, management, restoration and enhancement of our natural and semi natural areas. The integration and connectivity of green infrastructure at Old Connaught with the wider green infrastructure network comprise important elements of this Draft Plan. Elements of the existing green infrastructure and biodiversity network at Old Connaught are illustrated in Figure 7.1.

Policy OCLAP36 – Green Infrastructure

It is Policy, where practicable and possible, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the creation, management, restoration and enhancement of our natural and semi natural areas.

7.4 Landscape

The landscape of the southeast area of Dún Laoghaire-Rathdown is an intrinsic asset of Old Connaught and to a great degree defines the area. The area is framed by its coastal and upland landscapes, which are integral to the area and add greatly to the quality of life of residents. These landscape features set the physical context to the daily experiences of those who live within the area and the effective integration of these assets is integral to the future successful development of Old Connaught.

7.4.1 Landscape Character Assessment

The dlr County Development Plan 2022 – 2028 includes Policy Objective GIB2: Landscape Character Assessment, "...to continue to protect, manage and plan to conserve, maintain or enhance the distinctive characteristics of the County's landscapes..." Landscape Character Areas are set out in Appendix 8 of the County Development Plan.

The Old Connaught LAP boundary is primarily located within the Ballyman Landscape Character Area (No. 11) while a small area in the northern extents of the LAP area is included in the Rathmichael Landscape Character Area (No. 10), see Figure 7.2. Associated sensitivities/strategies for each respective Landscape Character Area are detailed in the County Development Plan. Some of the main sensitivities/strategies identified for the Ballyman Landscape Character Area include the following:

- The area is distinctively agricultural and low lying in nature with views across to Bray Head and the Sugar Loaf.
- Some of the area falls outside the County and as such the Council shall work with Wicklow County Council on formulating policy.

- To have regard to the recommendations and findings of the Historic Landscape Character Assessment for Old Connaught.
- Protect existing hedgerows particularly those identified as priority hedgerows in the dlr hedgerow survey.

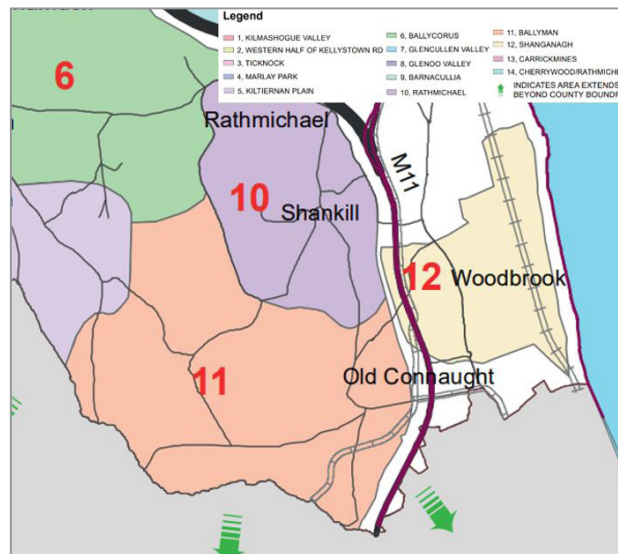


Figure 7.2: Landscape Character Areas (Extract from the dlr CDP 2022-2028 – Appendix 8)

Objective GIB1 – Landscape Character Areas

It is an Objective that development within the Draft Plan Area has regard to, where relevant, the findings of the Landscape Character Assessment for Ballyman (no. 11) and Rathmichael (no. 10), as set out in Appendix 8 of the dlr County Development Plan 2022-2028, and any future County Landscape Character Assessments.

7.4.2 Historic Landscape Character Assessment

A Historic Landscape Character Assessment (HLCA) is a detailed holistic study of the historical development and environmental significance of an area. It offers a dynamic perspective of the total landscape, thereby contributing to the management, and promotion of sustainable development within that area.

A HLCA was undertaken for the wider Old Connaught area in 2007 in order to help inform the preparation of a Local Area Plan for the area at that time. While the HLCA was undertaken in 2007, there has been limited change to the physical and natural landscape at Old Connaught since the assessment was carried out, and as such the comprehensive content of the HLCA remains

relevant. The 2007 HLCA has helped inform the preparation of the Draft Plan. The following summarises some of the main characteristics of the area as identified in the HLCA:

- The rolling granite of the Dublin Mountains forms the main physical feature of the landscape at Old Connaught. This is an undulating landscape where the glaciations which occurred approximately 10,000 years ago resulted in a relatively well-developed glacial till in the valley floor.
- While the area has limited habitat variation, the landscape in the Old Connaught area has a value for a broad range of bird species, deer and recreation uses. The extensive agricultural landscape is criss-crossed with small areas of mature woodland and hedgerows and is close to open upland landscapes to the west.
- The area around Old Connaught displays evidence of settlement which stretches back to the Neolithic period. The pattern of settlement has varied over time, with a strong continuity in material evidence from the Early Christian period to more recent times, and a distinctive present-day landscape based on the estates of the landed gentry of the eighteenth and nineteenth centuries.
- The area contains a small number of archaeological sites. Collectively these sites indicate a period of settlement continuity that includes the Neolithic, Iron Age, Early Ecclesiastical, and Medieval periods. The area also contains some examples of industrial archaeology.
- The land area can be broadly divided into two different sectors by use. The primary sector consists of open land currently used for agricultural, amenity and educational purposes. The second sector consists of different residential settlement clusters with the primary cluster at Old Connaught Village.
- The streetscapes have many similar morphological elements including landscape edged roads, mixed boundaries, integrated mature trees, hedgerows, and landscaped gardens. A special feature of the area is the many spectacular upland and seascape vistas, although much of this is screened by roadside boundaries.
- The architectural fabric of the area can be classified into two main groups. The first includes an extensive range of large Victorian villa-style houses set within extensive landscaped grounds – many of which are protected buildings. The second group consists of more modest individual twentieth century houses set in smaller individual landscaped plots.

The HLCA makes a number of recommendations to sustain the historic landscape character of the area including the protection of the historic landscape, morphology and overall architectural character of the Old Connaught area; and that new development

in the area should be sufficiently sympathetic to emphasise, strengthen and enhance the established character of the area.

Objective GIB2 – Historic Landscape Character Assessment

It is an Objective that development within the Draft Plan area has regard to the Old Connaught Historic Landscape Character Assessment (2007).

7.4.3 Views and Prospects

Old Connaught benefits from upland and seascape views and prospects which contribute positively to the character of the area. The dlr County Development Plan 2022 – 2028 includes Policy Objective GIB6: Views and prospects – “...to preserve, protect and encourage the enjoyment of views and prospects of value.”

Roads or other public areas from which there is a view worthy of protection are indicated on the County Development Plan Maps. Locations within the LAP area with the Development Plan objective “to preserve views” include views north and south along part of Ballyman Road; views from Love Lane off Thornhill Road; views eastwards from Ferndale Road; and views westwards from the M11.

The area also contains important prospects i.e. prominent landscapes or areas of special amenity value, or special interest which are widely visible from the surrounding area. Prospects, identified in the dlr County Development Plan 2022-2028 for protection, which are relevant to the Plan area, include the following:

- Carrickgollogan from Bray Road (Shankill to Bray area); and,
- Carrickgollogan from Ballyman Road.

Views and prospects identified in the dlr County Development Plan 2022-2028 were taken into consideration in the preparation of the Site Development Frameworks for the Draft Plan area – see Chapter 4. It is an objective that views and prospects are further assessed as part of the development management process for planning applications in the Old Connaught area. Where possible, the Planning Authority will seek to integrate the viewing potential of existing views and/or prospects.

Policy OCLAP37 – Views and Prospects

It is an Objective that development within the Draft Plan area has regard to the Old Connaught Historic Landscape Character Assessment (2007).

Objective GIB3 – Views and Prospects

It is an Objective that views and prospects within landholdings are further assessed as part of the development management process for planning applications in the Draft Plan area. Where possible, the Planning Authority will seek to integrate the viewing potential of existing views and/or prospects.

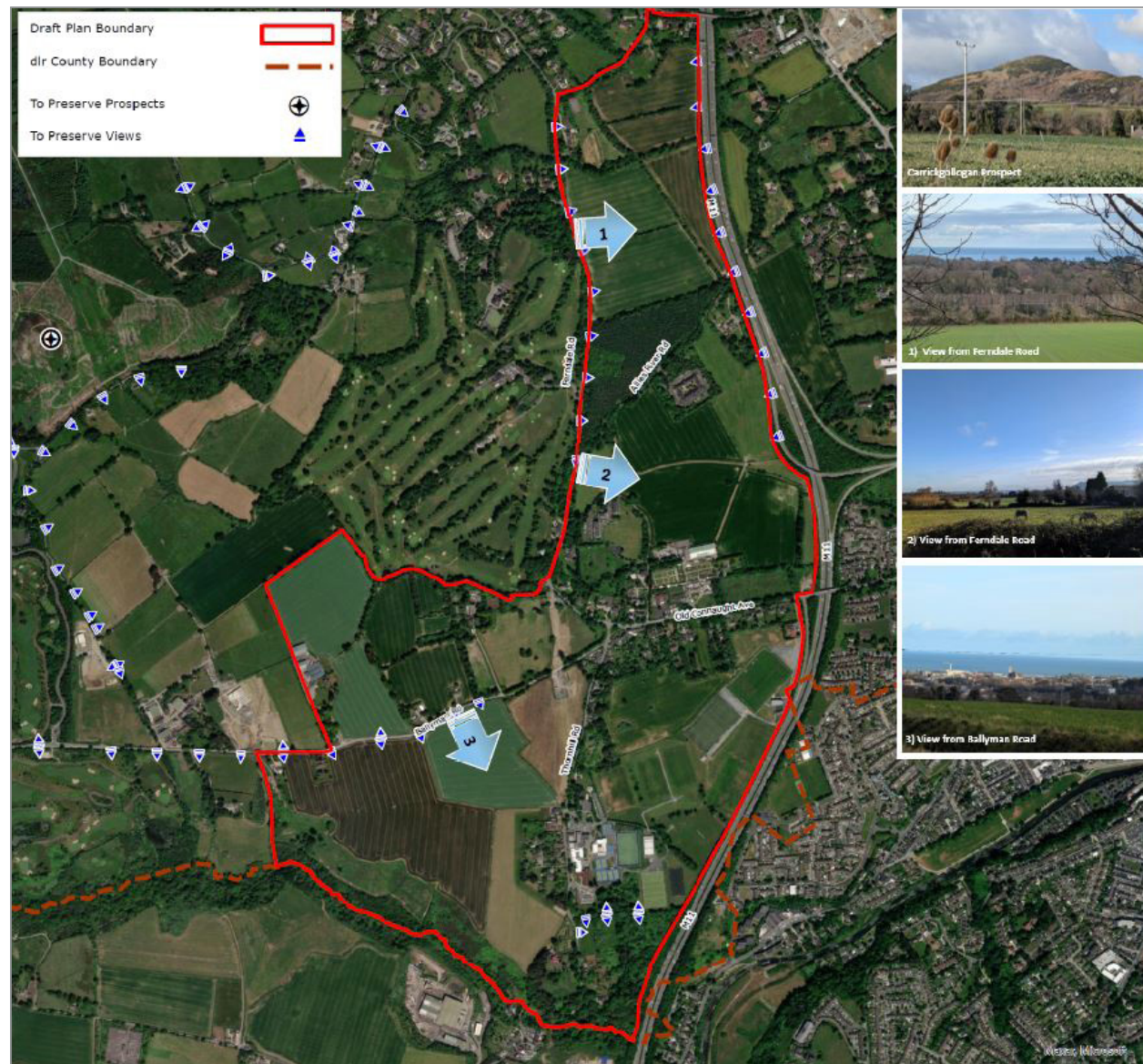


Figure 7.3: Protected Views and Prospects (dlr CDP 2022-2028)

7.5 Biodiversity

As set out in the dlr Biodiversity Action Plan 2021 – 2025, biodiversity “...includes all the variety of life on Earth. It is the diversity of nature, of our habitats, plants, and animals (including us) and their interconnections with each other. We are a part of nature and everything in nature is connected.” Biodiversity underpins the Green Infrastructure of the County. The condition of these natural habitats and species, affects how they can provide ecosystem services, including providing us with resilience to climate change and improving quality of life for all.

7.5.1 Existing Habitats

Habitats are the basic building blocks of the environment that are inhabited by animals and plants. Land uses at Old Connaught include intensive agriculture and recreational uses which can impact on biodiversity.

Having regard to the Fossitt habitat classification system, the key habitat types within the Draft Plan area are primarily comprised of, but not limited to: agricultural land that is cultivated and managed for the production of arable crops; improved grassland areas including intensively managed/modified agricultural grassland; improved grassland for amenity purposes (e.g. playing pitches); dry/humid acid grassland; modified and non-native woodland areas including (mixed) broadleaved woodland, mixed broadleaved/conifer woodland, a conifer plantation, scattered trees and parkland and areas of scrub. Other important habitats across the Draft Plan area include the protected habitats such as fen and tufa springs of Ballyman Glen SAC and proposed Natural Heritage Area, hedgerows along field boundaries and watercourses including their riparian corridors.

7.5.2 Designated Areas

The Ballyman Glen Special Area of Conservation (SAC) and proposed Natural Heritage Area (pNHA) is the most important area of biodiversity in the Plan area, see Figure 7.1. Under the dlr County Development Plan 2022-2028, it is a Policy Objective (GIB21) to protect and preserve areas designated as proposed Natural Heritage Areas and Special Areas of Conservation and furthermore to promote their maintenance and as appropriate, delivery of ‘favourable’ conservation status of habitats and species within these areas.

The Ballyman Glen site is a designated SAC selected for the following Qualifying Interest habitats: alkaline fens; and petrifying springs with tufa formation (Cratoneurion). The Glen is orientated in an east-west direction with a stream running through the centre and is located at the southern extent of the LAP area, traversing the administrative boundary between Dún Laoghaire-Rathdown and Wicklow.

The Glen contains a small strip of alkaline fen which is associated with petrifying spring/seepage areas that have given rise to

thick deposits of marl. The fen vegetation at this site is well developed, with an unusually large number of sedge species present. The presence of alkaline fen and of petrifying spring/seepage areas is also particularly notable, as these habitats are listed, the latter with priority status, on Annex I of the E.U. Habitats Directive. The site is also particularly notable for its range of orchids.

The Qualifying Interest habitats of the Ballyman Glen SAC are both dependent on the maintenance of particular hydrological conditions which are susceptible to disturbance by development. Any development proposals with the potential to impact on Ballyman Glen SAC or any Groundwater Dependent Terrestrial Ecosystems (GWDTE) within the area shall be assessed collaboratively at planning application stage by a hydrogeologist and ecologist and shall take cognisance of the requirement to maintain the rate, quality and general areas where groundwater recharge occurs in order to maintain or enhance the recharge supplying the groundwater-dependent habitats of the Ballyman Glen SAC or any other GWDTEs within the area. This shall be achieved using an appropriate SuDS system(s) where any infrastructure is proposed and developed throughout a site and would take into account the cumulative in-combination impact of other development.

Policy OCLAP38 – Ballyman Glen SAC / pNHA

It is Policy to protect and preserve the Ballyman Glen site as a designated Special Areas of Conservation and proposed Natural Heritage Areas.

Policy OCLAP39 – Groundwater Dependent Terrestrial Ecosystems

It is Policy that any development proposals with the potential to impact on the Ballyman Glen SAC or any Groundwater Dependent Terrestrial Ecosystems (GWDTE) within the area shall be assessed collaboratively at planning application stage by a hydrogeologist/hydrologist and ecologist and shall take cognisance of the requirement to maintain the rate, quality and general areas where groundwater recharge occurs in order to maintain or enhance the recharge supplying the groundwater-dependent habitats of the Ballyman Glen SAC or any other GWDTEs within the area.

Detailed site-specific assessment shall be required for development proposals situated in the catchment area for GWDTE situated in Ballyman Glen SAC that have the potential to impact groundwater through emissions, abstraction or changes to hydrogeological/hydrological regimes. Appropriate cognisance shall be had to potential connections and interactions between surface water and groundwater.

7.5.3 Non-Designated Areas

The biodiversity of Old Connaught is not just contained within specific Designated Areas but is found throughout the Draft Plan area. Many areas that do not have formal protection under legislation still possess a level of natural heritage importance, which needs to be recognised and protected, where possible. These areas include woodlands, wetlands, semi-natural grasslands, hedgerows, trees, rivers, streams, private gardens, and other urban green spaces.

Under the dlr County Development Plan 2022-2028, it is a Policy Objective (GIB22) to protect and promote the conservation of biodiversity in areas of natural heritage importance outside Designated Areas and to ensure that notable sites, habitats and features of biodiversity importance - including species protected under the Wildlife Acts 1976 and 2000, the Birds Directive 1979, the Habitats Directive 1992, Birds and Habitats Regulations 2011, Flora (Protection) Order, 2015, Annex I habitats, local important areas, wildlife corridors and rare species - are adequately protected. Furthermore, the CDP policy objective requires that ecological assessments will be carried out for all developments in areas that support, or have potential to support, features of biodiversity importance or rare and protected species and appropriate mitigation/ avoidance measures will be implemented.

7.5.4 Ecological Network and Wildlife Corridor

The wildlife corridors of our ecological network are the background of our Green Infrastructure and connect important biodiversity areas including our protected sites and locally important habitats thus allowing movement of mobile species and providing refuges, breeding, and foraging areas for wildlife. Treelines, hedgerows, riparian zones and woodlands are some of the most important of these wildlife corridors.

The dlr Biodiversity Action Plan 2021-2025 is focused on nature recovery, restoration and reconnection and it establishes a county-wide ecological network including a wildlife corridor (Glendoo Mountain to Shanganagh Corridor) which passes through the Draft Plan area, see Figure 7.4. It should be noted that the wildlife corridors set out in the Biodiversity Plan do not preclude development of the lands subject to assessment under the planning process and subject to any other legal obligations. However, development is required where it can, to aim to improve connectivity, restore and enhance wildlife corridors in the context of the planning process.

Lands to the north of Allies River Road, which are identified as part of the Glendoo Mountain to Shanganagh wildlife corridor, primarily comprise a conifer tree plantation characterised by even-aged stands of trees planted in regular rows. This forested area of non-native woodland at Old Connaught has a lower biodiversity value compared to native habitat. The purpose of

the tree plantation would appear to be for commercial timber production and as such the long term retention of this forested area in its current form is unlikely. This area does, however, incorporate field boundary hedgerows around its perimeter with roads which contain some mature ash and oak trees which may support ecological connectivity through this area.

Objective GIB4 – Ecological Corridors and Connectivity

It is an Objective to seek to:

- Protect, preserve, restore and enhance ecological connectivity within the Draft Plan area and beyond and to restore and mitigate fragmentation of ecological corridors.
- Encourage the design and function of green infrastructure to support the movement of species across the area.
- Facilitate the creation of new wildlife corridors within new development sites that connect to the wider landscape, as part of the development management process for planning applications in the Draft Plan area.

Objective GIB5 – Glendoo Mountain to Shanganagh Wildlife Corridor

It is an Objective to consider the Glendoo Mountain to Shanganagh Wildlife Corridor, identified in the dlr County Biodiversity Action Plan 2021 – 2025, as part of the development management process for planning applications in the Draft Plan area.

7.5.5 Fauna

The Old Connaught area is home to a range of mammals that use the landscape for both habitation and feeding. Potential species present include birds, bats, stoat, pine martin, badger, otter and deer.

As set out in the dlr County Development Plan 2022-2028, a precautionary approach should be taken to all proposals in environmentally sensitive areas and/or to sites that may be in use by, or contain, protected species. An Ecological Risk Assessment may be required in relevant planning applications for both designated and/or non-designated sites (as appropriate) to ensure that the proposed development does not undermine or impact on the conservation objectives of these sites. In order to comply with European and National legislation on nature conservation, and to ensure that areas of biodiversity value are adequately protected, an ecological assessment will be carried out for development proposals which have potential to impact on protected species and habitats protected (see Policy Objective GIB22 and section 12.7.2 of the dlr County Development Plan 2022-2028).

The bird population of the Draft Plan area is relatively diverse with tree lines offering nesting opportunities. Existing habitats within the area including improved agricultural grasslands and open spaces/fields demarcated by hedgerows and trees are identified as potential habitats for birds. As set out in the dlr County Development Plan 2022-2028, the Council will, in accordance with Article 4(4) of the Birds Directive, endeavour to ensure the avoidance of pollution or deterioration of any

important bird habitats.

The National Biodiversity Data Centre provides a Bat Suitability Landscape database which determines suitability for bats based on landscape character and habitat types. The database indicates the potential suitability of the Old Connaught area as habitat for species of bats including, in particular, the brown long-eared bat (*Plecotus auratus*), Leisler's Bat (*Nyctalus leisleri*), Common Pipistrelle (*Pipistrellus pipistrellus*), Soprano Pipistrelle

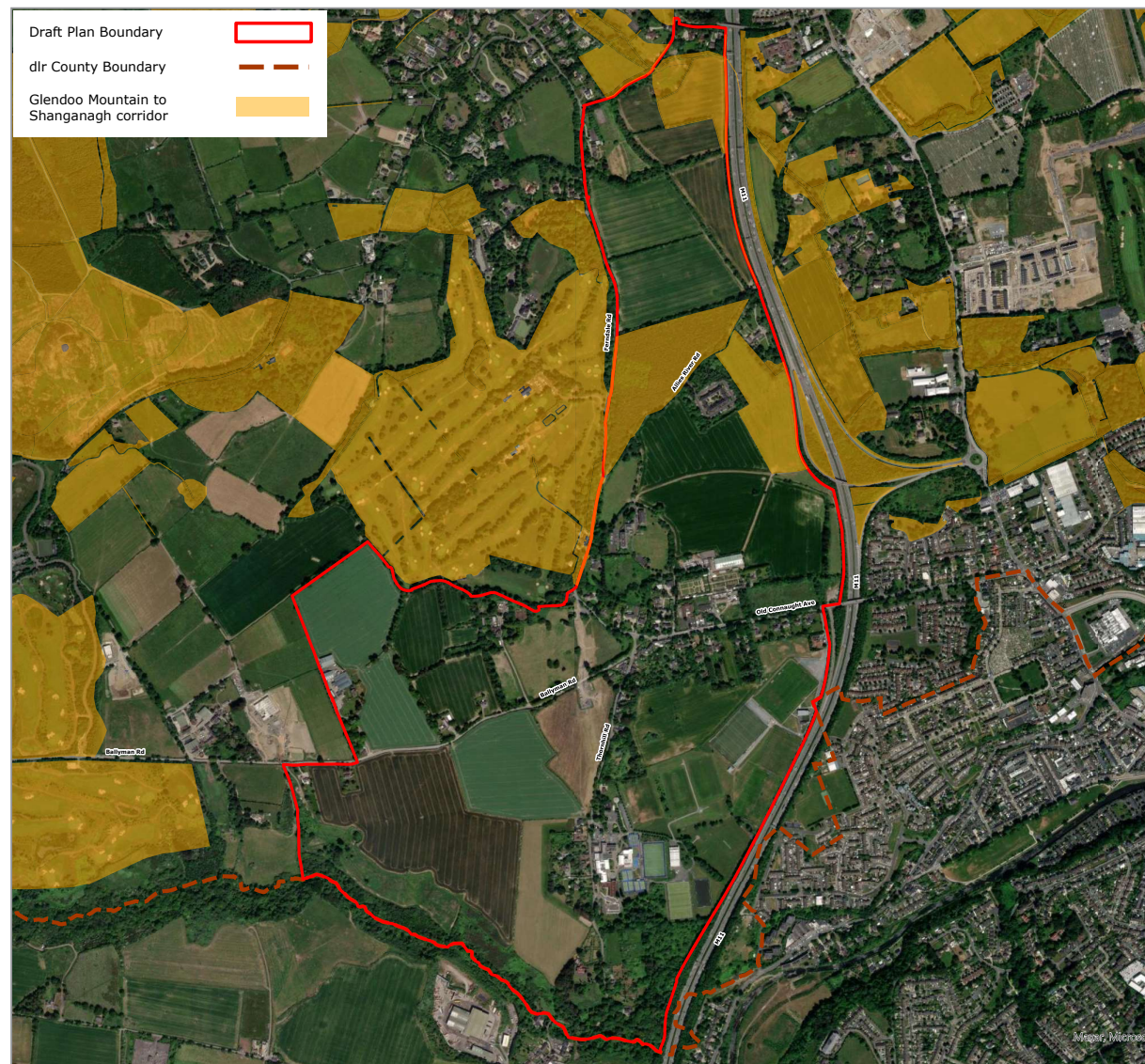


Figure 7.4: Glendoo Mountain to Shanganagh Wildlife Corridor

(Pipistrellus pygmaeus) and Natterers Bat (Myotis nattereri). The Department of Housing, Local Government and Heritage have also highlighted the likelihood of bats being present across the LAP area, with a bat roost reported to the National Parks and Wildlife Service at the apartments located off Allies River Road. Light pollution can have an adverse impact on biodiversity, particularly in terms of light sensitive species such as bats. It is an Objective that the design of lighting within the Draft Plan area should seek to minimise light pollution and adverse effects on bat species, badgers, otter and pine marten.

Policy OCLAP40 – Ecological Assessment

It is Policy to ensure adequate ecological surveys, and, where necessary, ecological impact assessments, are undertaken at project level to inform development decisions, in accordance with the requirements of the dlr County Development Plan 2022-2028.

Objective GIB6 – Lighting

It is an Objective that the design of lighting within the Draft Plan area should seek to minimise light pollution and adverse effects on bat species, badgers and otters.

7.5.6 Trees and Hedgerows

Native woodlands, trees and hedgerows play an important role as part of our biodiversity and in supporting other species. The importance of trees and hedgerows for carbon sequestration, both above and below-ground, is significant, especially as they often represent the most abundant or only wooded habitat type in our more urbanised landscapes. The Old Connaught area has a number of woodland areas, trees and hedgerows which are an important element of the landscape and have a high habitat value.

7.5.6.1 Trees

A variety of woodlands and individual trees throughout the Draft Plan area are designated for preservation and protection under the dlr County Development Plan 2022-2028. These are identified by symbols on the County Development Plan Land Use Zoning Maps with the objective – “to protect and preserve trees and woodlands”. The location of these trees and woodlands across the Old Connaught area are identified in Figure 7.5.

The size and maturity of many of the residential gardens in the Old Connaught area contribute positively to the landscape and biodiversity of the area and facilitate movement of birdlife between the built and more rural environments. There are many high value trees particularly within residential gardens which make a positive contribution to the biodiversity and treescape of

the Old Connaught area.

7.5.6.2 Hedgerows

Hedgerows are important habitats across the Old Connaught Draft Plan area. There are extensive hedgerows along the boundaries of open spaces/fields, which have ecological value and provide ecological corridors. Hedgerows are protected under dlr County Development Plan Policy GIB25, which states that, “It is a Policy Objective to retain and protect hedgerows in the County from development, which would impact adversely upon them...”

While hedgerows were originally planted to provide ecosystem services, they now comprise important remnants of semi-natural habitat in a landscape dominated by agricultural fields. They serve as refugia for species which struggle to persist in intensively managed or highly modified landscapes. The scrub grasses at the margins of hedgerows provide suitable habitats for birds. In both an urban and rural context, hedgerows provide important regulation services including flood control and reducing soil erosion by intercepting surface water runoff. Hedgerows can also improve air and water quality, and they provide many cultural benefits including landscape character, visual amenity, screening, and historical/cultural heritage.

A dlr Hedgerow Review and evaluation was undertaken in 2021 which built on an earlier 2008 Study. The review involved mapping of hedgerows, ecological evaluation, an assessment of conservation condition and the identification of “priority hedgerows systems” of high biodiversity importance in a landscape context. Hedgerows were given an ecological evaluation scoring – ranking from low (local) value to moderate (local) value to High (county) value. The review, however, was not comprehensive and the majority of hedgerows within the Draft Plan area were not evaluated. The findings of the dlr Hedgerow Review, relevant to the Draft Plan area, is indicated in Figure 7.5. Hedgerows identified as being of ‘County’ value are identified in both the northern and southern extents of the area. Other hedgerows are identified and illustrated but not classified by way of ecological evaluation. It is recognised that in the time since the dlr Hedgerow Review, there may have been further change to the continued existence of some hedgerows.

It is acknowledged that there is significant variation among hedgerows in terms of their value as habitats. As part of proposals for development at Old Connaught, the quality and importance of hedgerows will need to be considered and assessed (and mitigated where necessary) as part of the development management process at planning application stage. It is an Objective to protect and maintain important hedgerows/tree lines where appropriate within the Draft Plan area and to promote native hedgerow enhancement and planting.

Policy OCLAP41 – dlr Tree Strategy

It is Policy to require that the approach to existing and proposed trees throughout the Draft Plan area is consistent with the dlr Tree Strategy ‘A Climate for Trees 2024-2030’, to ensure that the tree cover is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an ‘urban forest’, and holistic ‘urban forestry’ approach.

Objective GIB7 – Trees and Hedgerows

It is an Objective to protect and maintain important trees and hedgerows within the Draft Plan area, where practicable, and to promote native tree/hedgerow enhancement and planting. The retention and protection of existing trees / woodlands / hedgerows shall accord with the requirements of the dlr County Development Plan 2022-2028.

Objective GIB8 – New Development

It is an Objective to promote and encourage planting of native tree and hedgerow species and to provide sufficient buffer to allow for wildlife corridors in new developments across the Draft Plan area.

Objective GIB9 – Boundary Treatments

It is an Objective to:

- Require that where the boundaries of sites incorporate or are adjacent to existing trees and hedgerows to be retained, these shall be utilised as part of the boundary.
- Encourage the retention of hedgerows and other distinctive boundary treatments to prevent loss and fragmentation, where practically possible.

Objective GIB10 – Sylvan Character

It is an Objective to preserve the sylvan and tree lined character of roads in the Draft Plan area including the Ferndale Road and Allies River Road.

Objective GIB11 – Strategic Infrastructure

It is an Objective that:

- Proposals for strategic infrastructure include an appropriate level of tree/hedgerow planting.
- The provision of new strategic infrastructure is subject to environmental constraints, including those related to habitats and potential impacts such as disturbance from lighting. Examples of project level mitigation will include minimising river crossings, avoiding sensitive habitats, not increasing barriers to flood waters and sustainable design and construction techniques.

Objective GIB12– Public Realm

It is an Objective to support and promote tree planting and urban greening as part of the public realm at Old Connaught.

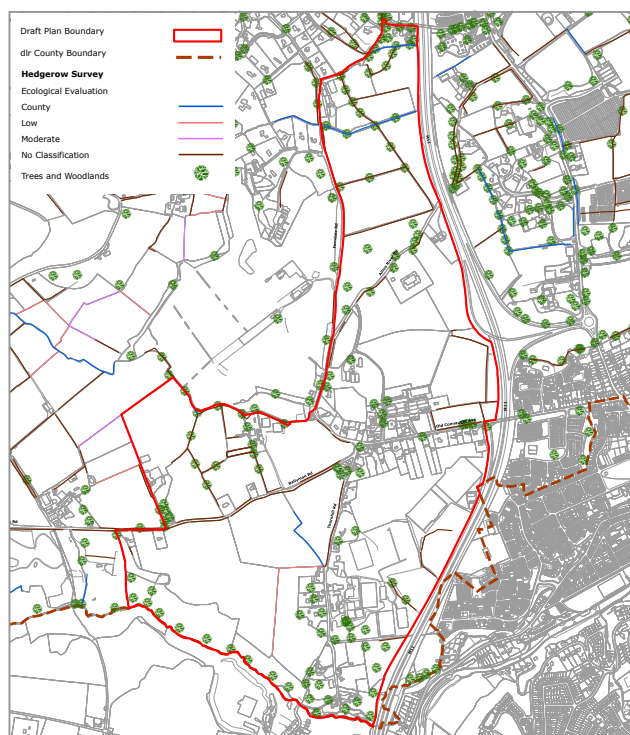


Figure 7.5: Trees (CDP Designated) and Hedgerows in the Old Connaught Draft Plan Area

7.5.7 Rivers and Streams

Rivers and streams are important habitats in the Old Connaught Draft Plan area. Policy Objective GIB24 of the dlr County Development Plan 2022-2028, seeks to maintain and protect the natural character and ecological value of rivers and stream corridors, including through the encouragement of habitat diversity and nature-based solutions that incorporate biodiversity features.

The most significant river habitat in the Old Connaught area is the County Brook Stream, located in the Ballyman Glen in the south of the Draft Plan area. The waters of this river are alkaline (high pH) and nutrient rich. The Crinken Stream flows from the upland area of Carrickgollogan through the Rathmichael area and traverses the northern extents of the Plan area. The Old Connaught tributary is a watercourse which runs to the rear of existing residential properties in the centre of the Draft

Plan area. A bifurcation running along Old Connaught Avenue was constructed to ease flows along the original stream. The bifurcation rejoins the tributary just before the crossing of the M11.

The Planning Authority will seek to maintain and protect the natural character and ecological value of the river and stream corridors in Old Connaught in accordance with the overarching objectives set out in the dlr County Development Plan 2022-2028 and to aid nature restoration. Furthermore, it is an Objective to ensure the protection of the biodiversity associated with watercourses and their riparian (bankside) habitats as part of the ecological network.

As noted, the tributary that runs through Old Connaught village is in part culverted which can fragment habitats. It is an Objective in accordance with the Green Infrastructure Strategy of the dlr County Development Plan 2022 - 2028 to seek opportunities where appropriate to open up the culverted elements of this tributary to reconnect the riverine habitats. Any such proposals shall have regard to SFRA and Appropriate Assessment requirements.

Objective GIB13 – Watercourses and Riparian Corridors

It is an Objective to ensure the protection and where possible the restoration of the biodiversity associated with watercourses and their riparian (bankside) habitats, in line with the overarching objectives set out in the dlr County Development Plan 2022-2028.

Objective GIB14 – De-Culverting

It is an Objective in accordance with the Green Infrastructure Strategy of the dlr County Development Plan 2022 - 2028 to seek opportunities where appropriate to open up culverted elements of watercourses, to facilitate weir removal where appropriate and reconnect the riverine habitats. Any such proposals shall have regard to SFRA and Appropriate Assessment requirements.

7.5.8 Biodiversity Led Design and Biodiversity Net Gain (BNG)

Biodiversity Net Gain (BNG) can be described as development that leaves biodiversity in a measurably better state than before. BNG involves a design led approach whereby biodiversity is considered at a very early stage in any project. BNG is mandatory in the UK but is not yet a requirement in Ireland. BNG in the UK requires developers to deliver a BNG of 10% using a statutory defined metric which measures the biodiversity in a habitat before development and then what is required to replace the units lost to achieve a 10% BNG. Whilst this approach has no statutory footing or guidance as yet, the Planning Authority

would welcome development that explore this option using the UK guidance and metrics, and any forthcoming Irish BNG guidance.

Objective GIB15 – Biodiversity Led Design and Biodiversity Net Gain

It is an Objective that proposals for development demonstrate at pre-planning and application stage how biodiversity has informed scheme layout and design. Applicants are encouraged, where appropriate, to pilot the Biodiversity Net Gain Approach (BNG) for development.

Objective GIB16 – Re-wilding and Habitat Restoration/Creation

It is an Objective to support the development and implementation of re-wilding projects using best practice under the supervision of suitably competent professional as deemed appropriate by the Planning Authority, on appropriate sites within the Draft Plan and to promote the use of these sites for the enhancement and preservation of Biodiversity.

7.5.9 Nature Based Solutions

Biodiversity is at the core of Nature Based Solutions. Man-made engineering or grey approaches to addressing risks, such as flooding, do not always address the root causes of risk, and can increase the vulnerability of populations over the long term. Therefore, it is recognised that nature and ecosystems often provide better solutions.

One of the three key themes of Appendix 14 'Green Infrastructure Strategy' of the dlr County Development Plan 2022-2028 is water management which is based on the role and potential of green infrastructure to better manage surface and flood water and to contribute to maintaining and improving the quality of water in the County. In recent years surface water management has moved away from the more traditional interventions such as piping, culverting and the use of underground attenuation with a new focus on nature based solutions such as Sustainable Urban Drainage Systems (SuDS).

Chapter 10 of this Draft Plan – Infrastructure, Utilities and Flood Risk - sets out policy provision for SuDS measures that are to be used within the Plan area. SuDS measures are a necessary method of managing surface and ground water regimes sustainably both within future development sites and the public realm. The choice and location of SuDS measures within the public realm shall have due consideration for the necessity to protect habitats and existing tree root structures. In addition, future developments within the Plan area shall accord with the County's Green and Blue roofs Guidance Document. Further Guidance on Nature Based Solutions can also be found in the

'Best Practice Interim Guidance Document' - 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas' (2022).

Due to the largely undeveloped nature of the Draft Plan area, there is significant opportunity for large scale, catchment wide SuDS features / attenuation ponds. Regional SuDS features can be provided to attenuate runoff from the catchment and to provide treatment to stormwater runoff. These attenuation ponds provide the potential for biodiversity benefits in accordance with best design practice. In this regard, it is an objective to require that attenuations ponds are designed as naturalistic open features (e.g. ponds, wetlands) of value to wildlife and local amenity. Their water quality and storage objectives shall be dealt with in combination with landscape integration, visual amenity and protection/enhancement of biological diversity. dlr are currently developing a County Riparian and Wetland Restoration Plan which may have future application to the Draft Plan area.

There are also opportunities to increase the implementation of SuDS in both public and private development across the Draft Plan area including in the general public realm. As provided in Policy OCLAP57 – Sustainable Urban Drainage Systems, it is policy to pilot and test new green infrastructure installations in the public realm to boost biodiversity and improve surface water management. Such SuDS features would make a contribution to the development of green and blue infrastructure in the Old Connaught area.

Policy OCLAP42 – Nature Based Solutions and Biodiversity

It is Policy to ensure biodiversity is factored into nature based solutions when developing proposals within the Draft Plan area.

Policy OCLAP43 – SuDS and Biodiversity

It is Policy to ensure that the design of swales and stormwater attenuation areas and SuDS proposals include commitments to addressing a net gain in biodiversity. Where planting is required, native species must be used, including trees where suitable, with advice and input of a wetland ecologist.

Objective GIB17 – Attenuation Ponds

It is an Objective to require that attenuations ponds are designed as naturalistic open features (e.g. ponds, wetlands) of value to wildlife and local amenity, with advice and input of a wetland ecologist. Their water quality and storage objectives shall be dealt with in combination with landscape integration, visual amenity and protection/enhancement of biological diversity.